

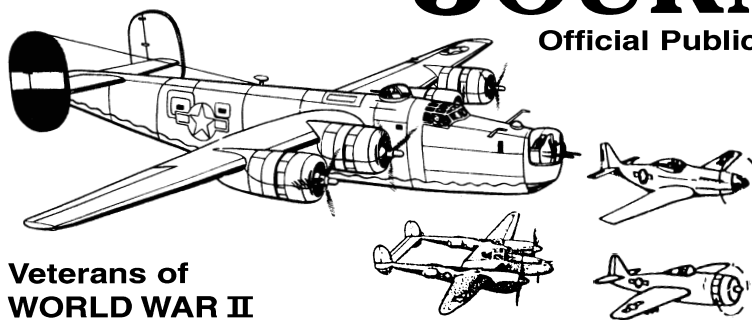
Season's Greetings 1943



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Official Publication of the



Veterans of
WORLD WAR II

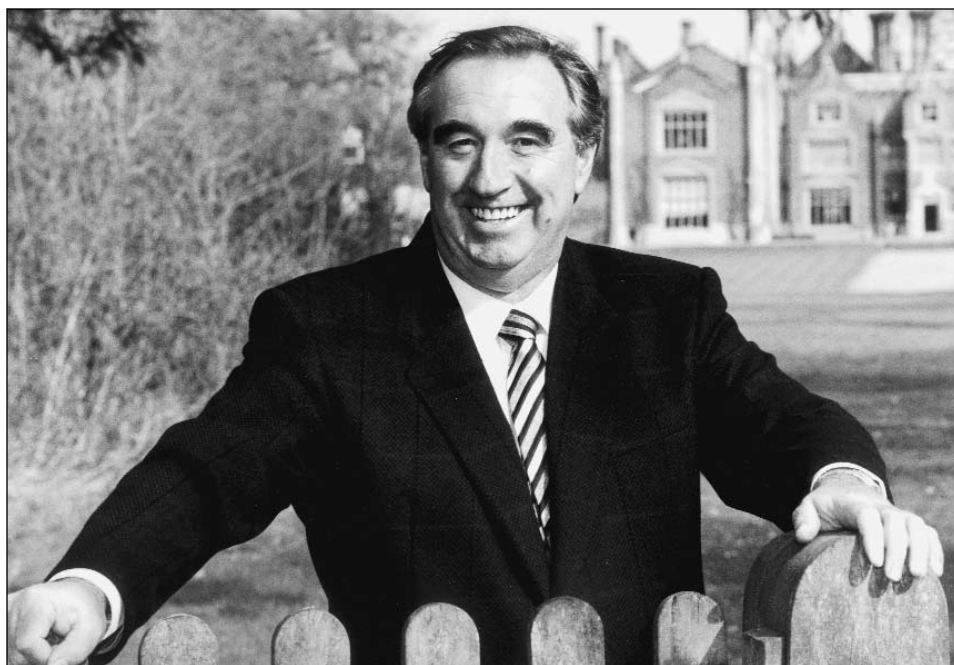


Volume 43 Number 3

Fall 2004

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President's Message: Howdy from Texas!

BY GEOFF GREGORY (467TH)

Our drive to the Philadelphia convention was uneventful, but driving home, I felt I was on a cloud. What a convention! The hotel was well situated, the food good but expensive, the weather agreeable. The one negative was the small room for the final banquet that caused some confusion and inconvenience. But that is not the story of the convention. The memories we took home with us are the real story of the convention.

First, the Executive Committee meetings. It was reluctantly decided to put the Bequest Program to bed. It had accomplished what we expected it to do, and further solicitations in the 2ADA would not merit the expense it would incur.

It was further decided to take all the remaining cash in that program, plus the cash in the Fulbright collection, plus enough from the General Fund to make a donation of \$100,000 to the Capital Fund of the Trust; and \$25,000 to the 2ADA/Fulbright Fund. To put it another way — add \$30,000 to the Bequest cash of \$70,000; add \$11,000 to the Fulbright Fund of \$14,000. This would mean a total donation of \$100,000 and \$25,000 respectively. That would bring the final tally of the Bequest Program to approximately \$250,000 applied to the Capital Fund. I think the juice merited the squeeze — a very worthwhile effort, I feel. Let me take a moment here to sincerely thank all who contributed large or small to this program. It is, indeed, appreciated.

We are aware that there are a great many 2AD veterans and family members who have neglected to give, for one reason or another. Just two weeks ago (at this writing) we received an additional \$5,000 in contributions. Although we are closing the program, the door remains open to anyone who may have forgotten or procrastinated. We will welcome your contribution.

Ah, but the above is not ALL the good monetary news! Remember that a few months ago, our British Friends had begun an appeal of their own. **Matthew Martin**, Chairman of the Board of Governors, announced the results of THAT drive. Another \$250,000 at the time of the convention!!! A tremendous donation of \$180,000 came from one man — a man who had been generous to us before, but certainly outdid himself this time. For several years, **Bernard Matthews** has been raising turkeys on some of our old bases. He has never forgotten the original occupants of those old concrete runways! Thank you, Mr. Matthews, for your years of support of our Memorial. A very special THANK YOU for this latest momentous gift. A sincere thank you, also, to all the many Brits for their contributions — from a few pounds to several thousands. We are grateful to each one of you!

All this in itself made for a pretty good convention, but are we through yet? NOPE! **Matthew Martin** sprang quite a surprise to EVERYONE at the final banquet. **Theodore Kaye** of the 445th BG remembered us and our Memorial in his will. His bequest must await the final settlement of his estate, expected in a few months. It is apparent at this time, however, that the final amount given to the Capital Fund will be several HUNDREDS of THOUSANDS of dollars! I have been authorized to give the figure of somewhere in the neighborhood of \$400,000!!!! Some neighborhood????

Are we through yet? Not quite! One more generous donation came hand-delivered, by **Mr. & Mrs. Edward Gooch** of Norwich. The Gooch family had befriended **Ray Strong** of Headquarters during the war, and Ray & Ruth have continued this friendship these many years. We know what a strong supporter of our Memorial and fundraisers Ray is! Mr. Gooch prefers that the amount not be mentioned; but I can tell you it is certainly enough to have the Gooch family listed on the Wall in the Memorial Library. We enjoyed being with Edward and Annabelle, and hope they will join us for future conventions. The bottom line is that it was wonderful to see so many dollars cross the "Pond" to Philadelphia — even though we know it will eventually go "the other way."

Moving on, I feel we are most fortunate to have the caliber of men we have serving on the Board of Governors; they are of impeccable character and superior ability. Where else would you find people such as **David Hastings, Andrew Hawker, Hilary Hammond, and Matthew Martin** — to mention just a few? Thank you, Board of Governors!

Next, I am pleased to report that the Legacy Report, prepared by a group of ex-presidents, passed musters at the Executive Committee meeting. This committee, appointed by past president **Dick Butler**, gave a great deal of time and thought in preparing this

(continued on next page)

SECOND AIR DIVISION ASSOCIATION



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

New Members

44th BG

Wilbert J. Pecka
Norman E. Purdy

93rd BG

Michael S. Krok

445th BG

Arthur W. Nystrom

448th BG

John R. Rainwater

453rd BG

James H. Marshall

458th BG

Samuel Rosner

489th BG

Robert Cook

THE PEEP FROM THE VEEP

BY JOHN deCANI (489TH), 2ADA EXECUTIVE VICE PRESIDENT

Both the title and the format of this column are inspired by the example set by **Geoff Gregory** when he served, first, as group VP of the 467th BG and, subsequently, as Executive VP of the 2ADA. You should know that our pasts share a common experience: both of us attended the University of Pennsylvania. Geoff graduated in the spring of 1948 and I arrived as a graduate student in the fall of the same year. We once serenaded the 2ADA with a selection of Penn football fight songs, but we stopped that by popular request and have never been asked to repeat the performance.

Ordinarily, most of this column would be devoted to 2ADA business, but business in this issue of *The Journal* appears elsewhere in a report on our Philadelphia convention in May of 2004. Hence, I can use this space for something a little more personal but still relevant.

My friend, **Joanna Williams**, whom many of you know, and I spent three weeks in Europe starting in mid-June. During the first two weeks, Joanna had professional meetings in Paris and Amsterdam. We spent the third week in London. We did the usual things that tourists do in London. We went twice to the theater. We went to the British Museum. We had lunch with my cousin. We stayed at the Royal Garden Hotel on Kensington High Street — somewhat off the beaten track but very nice. Both of my parents were Londoners and I spent part of my childhood there. During World War I, my father belonged to a Territorial Regiment, the 13-th London Regiment, known as The Kensingtons, and I am an associate member of the 13-th London Regiment Old Comrades Association. In 2001, after a Norwich reunion of the 2ADA, I attended a meeting of The Kensingtons Old Comrades Association at their regimental headquarters. They made me feel very welcome, not only as an associate member but as a World War II brother-in-arms.

All this is by way of preamble. On Kensington High Street, in front of The Church of St. Mary Abbott, not far from the Royal Garden Hotel, Joanna and I found a monument. I photographed the weather-worn pedestal and at the end of this column I have transcribed what appears thereon as well as I can.

My father was in the 2nd Battalion. All punctuation on the monument has been

washed away by time.

Joanna likes to visit churches, so we visited St. Mary Abbott. There we met a woman who showed us the church and asked who we were and where we came from. “Oh!” she exclaimed. “I must put this in the church weekly newsletter.” So, perhaps Joanna and I will be immortalized in the pages of the weekly newsletter of The Church of St. Mary Abbott, Kensington High Street, London.

As I write this, the temperature outside of my Philadelphia apartment is in the low eighties with thunderstorms in the forecast. But when you read this in the fall, the holidays will be soon approaching. So, I

XIIITH PRINCESS LOUISE'S
KENSINGTON BATTALION
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wish all of us the happiest of holidays and a successful and prosperous 2005. We'll see you in San Antonio at the end of May. ■

PRESIDENT'S MESSAGE (continued from page 3)

report. It points the way to the future for the 2ADA.

Action on the proposed plan for the Fulbright Commission was postponed until the next meeting of the Executive Committee. This was a disappointment to many — myself included — because these changes recommended by Matthew Martin, Chairman of the Board, are necessary and inevitable. I feel that time restraints should indicate to us that it is not wise to continually postpone action on necessary measures. It is my hope that this important issue will resurface in San Antonio, and positive action taken.

On another matter, I have appointed **Hugh Bennett** of the 491st BG to investigate the situation of the 2ADA Wall in the Mighty Eighth Air Force Heritage Museum in Savannah. We have asked Hugh to report to use on the present condition of the wall, the various options available to us to upgrade the wall, and the cost structures available to make changes. This is long overdue, and it is my hope that Hugh's report will indicate possibilities for us to make improvements that are within our budget.

TIDS AND BITS

For the information of all those who questioned my statement that the University of Pennsylvania — not to be confused with Penn State — was the FIRST UNIVERSITY in America, read on. Harvard was the first COLLEGE! William and Mary was the second COLLEGE. The University of Pennsylvania — I repeat, do not confuse with Penn State — was the first UNIVERSITY in America! Period! Any more challenges out there?

Another highlight of this last convention was our visit to the new Constitution Museum. It is superb, and a “must see” for anyone visiting that great city. I must also add to our highlights, the **Dzenowagis** film of the Kassel Mission. It is outstanding in content and presentation, and it received a well-deserved standing ovation. What a wonderful job that family continues to do for us. Thank you, Helen, Joe, and all the other Dzenowaguys!

On a personal note, on the way to Philadelphia, we stopped at the Dayton Museum. I had heard that they had an “O-46” on display. They did not. However, through the intercession of a young, old Colonel friend of ours, I was admitted to the hangar where they are rebuilding old aircraft. Indeed, there was an old O-46 in a pretty bad state of disrepair. It is the first aircraft in which I flew during the war, and is the only one now in existence. Back in 1942, we slung a 100 lb. bomb under the fuselage and went out over the Atlantic looking for submarines. Where has time gone?

In the months ahead, Terry and I will be looking forward to greeting you all in San Antonio next May. May we take this opportunity to wish one and all good health and happiness as we approach the holiday season. Be of good cheer. You are special people. ■

The Editor's Comments

BY RAY PYTEL (445TH)

By the time you read this it may be October, and if everything went well, I should be attending the Kassel Mission and 445th BG Symposium and Reunion at Kansas City, October 5-10, and get back to finish the stuff for the Winter *Journal* due October 15th.

Just received a copy of Roger Freeman's new book, *The Ploesti Raid Through the Lens*. I have not yet had a chance to review it, but a quick perusal shows quite a number of new pictures not seen in previous books or articles, as well as many revealing details of the planning and well illustrated maps and diagrams. It describes the problems encountered before the raid, during the raid, and a detailed post-raid analysis including details on each B-24 and its crew right down to the names of all the personnel on each crew and the name and disposition of each Liberator. We shall have a more detailed review of the book in a future *Journal*.

This book about the 1 August 1943 Ploesti mission is 8" x 12" in size, 160 pages, with 300 illustrations. You can order a copy through any major bookstore, or Amazon.com, with the ISBN number: ISBN: 1 870067 55 X. It can also be purchased through RZM Imports, P.O. Box 995, Southbury, CT 06488, toll free 1-800-562-7308, fax 203-264-4967, www.rzm.com.

ANSWERS TO THE SUMMER QUIZ

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1. 116 years
2. Ecuador
3. Sheep and horses
4. November
5. Squirrel fur
6. Dog
7. Albert
8. Crimson
9. New Zealand
10. Orange

Caron D. Veynar, Heritage League member and daughter of Milton and Hathy Veynar, scored 100%. Congratulations! You win "First Prize."



FALL QUIZ

The picture above shows five well known 2ADA/Board of Governors members. Can you name all five, and the current position each holds with the 2ADA or Board of Governors, and the name of the car and the weird bicycle each one is hoping for? ■

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

BY CHUCK WALKER (445TH)

Here it is mid-July and another *Journal* article is due. Aren't we fortunate that we have such a fine publication!

The 57th Convention of the Second Air Division Association was a howling success. Five Trust Governors attended: **Matthew Martin**, Trust Chairman; **David Hastings** and his wife **Jean**; **Andrew Hawker** and his wife **Andrea**; **Joe Dzenowagis, Jr.**; and myself. The Governors are amazed that it takes the Executive Committee two days to do their business whereas it takes them less than three hours to conduct a meeting.

The biggest surprise of the convention was the announcement by Chairman Martin that **Bernard Matthews**, the noted turkey farmer, had donated £100,000 to their Appeal and that the estate of **Ted Kaye**

(445th BG) had made a sizable bequest to the Memorial Library. With these most generous gifts, we are close to reaching our goal of perpetual support for our Memorial. The 2ADA/Fulbright fund is also nearing our goal. With a few more generous donations, we will be able to close the books on soliciting funds. What a happy day that will be.

Tahitia Orr will have been replaced by **Alexis Ciurczak** by the time this *Journal* is published. Tahitia has been an outstanding 2ADA/Fulbright Scholar and the third we have lost to the British. She and her British friend David are to be married in November and will live in Edinburgh, Scotland. We thank Tahitia for her dedicated service to our Memorial Library.

About the Library staff, I quote Matthew

Martin: "**Derek Hills** leads a very settled team with great care. His attention to detail is exemplary. **Jenny Christian** and **Lesley Fleetwood** continue to serve with diligence and commitment. We are lucky to have such a proficient and dedicated group."

All of us were disappointed that several key members of the 2ADA were unable to attend the convention. **Jordan Uttal** missed it for the first time in some fifty years, as did **Bill Nothstein**, **Dave Patterson**, and **Felix Leeton**. We did our best to carry on without them.

Our esteemed editor advises that this will be the last issue of *The Journal* to be mailed out this year, so I wish to convey my best wishes for a safe and happy Holiday Season and a healthy New Year. ■

It is my great pleasure to once again bring you greetings on behalf of The Heritage League of the Second Air Division, having not been actively involved since 1996 due to family illness, work, and etc.

Upon returning to active involvement with attendance at the recent Second Air Division Association convention in Philadelphia, I sadly became aware that so many of our beloved veterans have folded their wings since 1996. They surely are missed. This realization reinforces the League's continued commitment to diligently forge ahead with efforts which will perpetuate the contribution made and memory of all Second Air Division veterans and their fallen comrades.

It is primarily for this reason that the League has offered to meet with individual bomb groups whenever and wherever they gather for regional and/or individual stand-alone activities. One of our major goals is to be in the company of Second Air Division veterans as often as possible. The League has been invited to join with two individual bomb groups during the coming year. We shall be pleased to join veterans at your pleasure. It has become increasingly difficult for veterans to travel great distances for the annual conventions of the full 2ADA membership. Additionally, the League has been asked to continue into perpetuity the activity of laying wreaths on Memorial Day at American Battle Monument Cemeteries on behalf of one bomb group whose leadership realizes the need for such assistance. The League is honored

THE HERITAGE LEAGUE OF THE 2ADA SPEAKS!

BY BILLY SHEELY JOHNSON
HERITAGE LEAGUE PRESIDENT

to be entrusted with this responsibility. These are just two of the ways the League hopes to be involved in moving forward on behalf of veterans following the disbanding of the formal organization. The League exists to perpetuate the contributions of all Second Air Division veterans.

How very pleased we are that the World War II Memorial has finally been completed and so respectfully dedicated this past Memorial Day! While it is sad that so many of our veterans had folded their wings prior to this event, we are grateful for those who have actually been able to see this marvelous tribute to "The Greatest Generation" become a reality. This memorial will surely ensure respect for, and curiosity about, World War II in the minds of American youth, an interest which has been sadly lacking in recent years.

The Heritage League of the Second Air Division has proudly revived the sponsor-

ship of its essay contest. We enthusiastically encourage participation of Second Air Division descendants and other interested youth alike, to either interview their special veterans or research contributions made by the Second Air Division during World War II. Guidelines for the contest are posted on The Heritage League website and have been published in the most recent *Heritage Herald*.

As previously stated, the leadership of The Heritage League advocates visibility and active participation in positive programs so that the lives and contributions of all Second Air Division veterans will be honored and memorialized into perpetuity. With this ongoing goal in mind, officers and members of the League continue to be very grateful for the manner with which our English friends have instilled respect for the contributions toward world peace made by the Second Air Division. Believing that the Second Air Division Memorial Library has certainly enhanced their efforts, we sincerely pledge continued support of that marvelous facility.

We are committed to American youth having similar access to such fine memorial tributes and places which enable comparable research. In view of this stateside need, The Heritage League also pledges support to various museums and libraries with similar goals, thus serving to aid efforts wherein American youth become aware of, and gain respect for, contributions of all Second Air Division veterans and their fallen comrades. We'll keep you "FLYIN"! ■

The Memorial Trust of the 2nd Air Division USAAF

BY MATTHEW MARTIN, CHAIRMAN OF THE BOARD OF GOVERNORS

GREETINGS FROM NORWICH!

I am writing this week one week after my return from the 57th 2ADA Convention in Philadelphia. I had a most enjoyable time seeing old friends and meeting other members of the 2nd Air Division Association whom I had not met before. Everyone was most kind and courteous. Philadelphia is a lovely city with a truly amazing art museum.

I was able to report a number of important developments, some of which bear repetition in *The Journal*.

Firstly, we have raised for the Memorial Library since Thanksgiving Day 2003 the sum of \$250,000 in our fund-raising appeal in the UK. \$180,000 of this has been given by one man — **Mr. Bernard Matthews**. He is known to some members of the 2ADA since his company owns

some of the old airfields which it uses for his turkey-rearing business. This is a staggeringly generous gift. He wanted future generations to know that without the United States of America, the Allies would have lost the Second World War. He feels strongly that by supporting the Memorial Library in this way, future generations will always know this.

I was also able to report that we recently learned that a member of the 2ADA, **Mr. Theodore J. Kaye**, who sadly passed away in January, left the residue of his estate to the Memorial Library. We have been told we can expect to receive a very substantial sum, for which the Governors are immensely grateful. Although the assets in the estate have yet to be all sold and liabilities settled, we are told that the value of this bequest may be in the region of

\$400,000, possibly more or possibly less. Theodore Kaye was a nose gunner serving with the 445th Bomb Group at Tibenham.

At the banquet at the conclusion of the convention, I was presented with a cheque for \$100,000 from the 2ADA by President **Dick Butler**. This magnificent gift is further testament to the huge generosity of the members of the 2ADA to the Memorial Library. We are truly grateful for it and I would like to express my profound thanks to all those who contributed.

At the convention I reported the forthcoming retirement of Her Majesty The Queen's Lord Lieutenant for the County of Norfolk, **Sir Timothy Colman KG** in September 2004. Sir Timothy has been a stalwart supporter of the Memorial Library over many years. We are proposing to mark
(continued on next page)

Generous Donors to the 2nd Air Division Memorial Library



Theodore "Ted" J. Kaye \$400,000

Ted Kaye passed away on 29 January 2004. His wife Pauline had passed away in 1992. Ted was 80 years old. He lived at Hilton Head Island, South Carolina.

Until his retirement Ted was head chemist at the Eberhard Faber Pencil Company.

During the war Ted Kaye was stationed with the 445th Bombardment Group at Tibenham.

He was a nose gunner. His first mission was over Saarbrücken on 30 November 1944, and his 35th was over Royan in France on 15 April 1945.

Under the terms of his will, Ted Kaye left the residue of his estate to the Memorial Library in Norwich. Although the assets in the estate have yet to all be sold and liabilities settled, the value of his gift is approximately \$400,000, maybe more or maybe less.



Bernard Matthews \$180,000

Having completed two years National Service in the Royal Air Force in 1950, Bernard Matthews went back to his job as an auctioneer's clerk in Norfolk.

While engaged in that capacity he purchased 20 turkey eggs — of which 12 hatched.

This investment of £2.50 (\$4.50) was the start of a business which now employs 4,000

people worldwide, with sales of £450 million (\$800 million).

The company is the world's largest turkey farmer, the only nationally stocked meat and poultry brand in the U.K., and is probably the largest cooked meats company in Europe.

Of Bernard Matthews' 73 farms in the U.K., seven of them are old American airfields from the Second World War.

Mr. Matthews writes:

"I was a young man, aged between 10 and 14 years old, when the USAAF built airfields in Norfolk and Suffolk. Some of them were Oulton, Haveringham, West-on (Attlebridge), Norwich (St. Faiths), Newton Flotman, Langham, West Raynham, and Marham in Norfolk and Halesworth in Suffolk.

"After the war, the Halesworth airfield was purchased by the Le Grys brothers who, at a later date, sold it on to the Armor Corporation of America. Both of these companies bought the airfield to use as a turkey farm — copying what I was already doing at Attlebridge. Neither of them were successful and so, ultimately, I bought the airfield. Today several of the airfields I have mentioned are owned by my company and are used to rear large numbers of turkeys. We actually built the turkey houses on the old runways, saving the cost of laying concrete. It is the profits from the success of my business that have given me the wherewithal to support your good selves.

"You may be interested to know that my brother, who was ten years older than me, served in the Royal Air Force throughout the war as a wireless operator, from 1936 to demobilisation in 1945, during which time he served in the Middle East and (surprise, surprise!) he was stationed in Iraq — in Basra! Small world, eh?

"Having survived the war, after his demobilisation he very unfortunately developed an abscess on the brain and died within a few weeks. Needless to say, my whole family was shattered.

"I personally served two years in the RAF, based at Binbrook in Lincolnshire, doing National Service from 1948-1950. For a short period I was the administrator for the famous English 617 Squadron (The Dambusters). Although I was not an active airman, I did fly with them on three occasions — twice over Buckingham Palace.

"To sum it up, after watching U.S. bombers, particularly Liberators, on their way to Germany and knowing the losses incurred, I have always felt the British owe you and your colleagues a great debt of gratitude. Hence the personal support I am giving you.

"You may not have realised it, but at the reception held in 2001 to celebrate the opening of the Memorial Library in Norwich, all of the music played that evening was from our corporate band — known as Matthews Norfolk Brass. During the evening they played a lot of American style music — I thought very successfully." ■



Office of the Commanding General
HEADQUARTERS 2D BOMBARDMENT DIVISION
United States Army Air Force
APO 634



1943 Season's Greetings 1943

TO MY FRIENDS AND COMRADES-IN-ARMS OF THE FORTY - FOURTH, NINETY - THIRD AND THREE EIGHTY - NINTH

The past year has been a tough one for us. Four times we have been uprooted and transplanted. Each time we have had to adjust ourselves to a changed environment, to different operating conditions, different tactical problems, and different aspects of the enemy opposition. Each time we have joined and fought beside units adjusted to their environment; familiar with and experienced in their problems; settled in the groove of local operating conditions; — seasoned veterans fighting against an enemy whose tactics and habits have been well understood. Our performance has been judged by the standards attained by these veterans. Usually we have taken pride in what we have done, but there have been occasions when we suffered by this comparison and at times we have had to brace to keep our chins up.

The New Year will find each one of you practically doubled in strength and with an associated fledgling group, growing in strength, fighting beside you. The days of shoestring operations are over. THE LIBERATOR IS HERE.

Let us approach this New Year, this Liberator Era, with all confidence -- confidence in the courage and skill of our officers and men, confidence in our Liberator. But let us realize that we must fight this war with all seriousness. We oppose a skillful and determined enemy.

We know what we have to do. We know that if it shall be done, each one of us must excel in skillful and efficient performance of his individual task. Each one of us depends upon the skill of the other. Let us prepare ourselves, every one of us, for such able performance of our particular tasks that when the history of the VIII Bomber Command is written, the Story of the Liberator shall fill us with pride in a job well done.

JAMES P. HODGES
Brigadier General, U.S. Army
Commanding

General Hodges' letter was submitted by James Reeves (HQ). Said Jim: "Thought you would enjoy reading a letter written by our Commanding General over 60 years ago."

THE MEMORIAL TRUST (continued)

his retirement by presenting him with American species trees for planting on his estate just outside Norwich. We collected one dollar each from 138 people at Philadelphia. The Governors and supporters will also be contributing in the UK. If Sir Timothy permits it, I hope that a future edition of *The Journal* will contain a photograph of the tree-planting ceremony later this year. Again, many thanks to all the contributors.

Our 2ADA/Fulbright Librarian, **Tahitia Orr**, left us at the end of August. She is stay-

ing in the UK. Tahitia is engaged to be married to a British young man. She is the third 2ADA/Fulbright Librarian in ten years to marry a Brit. Quite a record! Tahitia has been an outstanding American librarian and we are going to miss her a great deal. We hope she will keep in touch. Her successor is **Alexis Ciurczak**, who is Professor/Public Services Librarian at Palomar College San Marcos in California. We look forward to her arrival. Alexis's father flew in B-24s in the Second World War and received the Distinguished Flying Cross for heroism during aerial flight, with an oak

leaf cluster. Alexis brings with her an outstanding set of skills which we hope to make full use of whilst she is with us.

Finally, the Trust Annual General Meeting is to be held in Norwich on 15 November. Any member of the 2ADA is most welcome to attend. Remembrance Sunday in the UK is on 14 November. Anyone thinking of attending would be well advised to attend the service in Norwich Cathedral and the wreath-laying ceremony immediately before hand at the front of the City Hall. Please let me or the Memorial Library staff know if you propose making the trip. ■

If this report seems to be in random order, please remember that it was written by a statistician.

The 57th Annual Convention of the 2nd Air Division Association began on Tuesday, May 25, 2004, at the Hyatt Regency Hotel, Penn's Landing, Philadelphia, where President **Dick Butler** gave the meeting of the Executive Committee (EXCOM) to order. The EXCOM met on the first day of the convention from 10:00 a.m. to 4:00 p.m. with time out for lunch, and reconvened on Wednesday, May 26 from 10:00 a.m. to noon. Lunch followed the meeting. The EXCOM meeting was not all work and no play, however. The Tuesday meeting was followed by cocktails and dinner.

Arrivals began to trickle in when registration began at 10:00 a.m. on Wednesday. Real enthusiasm arrived with the early bird party, which began at 6:00 p.m. and ended at 10:00 p.m. Registration and arrivals continued on Thursday. Thursday ended with cocktails at 6:00 p.m. followed by the group dinners at 7:00 p.m.

Evelyn Cohen tells me that, out of a total 2ADA membership of approximately

The 57th Big Bash

THE PHILADELPHIA CONVENTION, MAY 25-30, 2004

BY JOHN deCANI (489TH)

3600, 320 members attended the convention. That's an attendance rate of about nine percent — not bad when you consider that our youngest members are nearing their eightieth birthday. Evelyn also tells me that a lack of hotel rooms prevented the attendance rate from being higher. This lack of rooms could have been avoided if would-be attendees had met the deadline for registration. If you want to attend a 2ADA convention, please register in time. Plan now to attend the 2005 convention, which will be in San Antonio, May 24-29, 2005. San Diego has been suggested for 2006 under the assumption that the B-24 model should be in place by then. No dates have been set for the San Diego convention, but if we stick to Tuesday through Sunday of the last full week of May, the 2005 meeting will be from Tuesday, May

23 through Sunday, May 28, 2006.

Many officers and committees submitted reports, both at the EXCOM meeting and at the general membership meeting on Saturday, May 29. The reports of the Nominating Committee and the Awards Committee are of special interest. **Geoffrey Gregory** (467th BG) was nominated for President. **John deCani** (489th BG) was nominated for Executive Vice President. **Evelyn Cohen** (Headquarters) was nominated for Vice President Membership. **Bill Nothstein** (466th BG) was nominated for Treasurer. **David Patterson** (445th BG) was nominated for Secretary, and **Ray Pytel** (445th BG) was nominated for Journal Editor. At the general membership meeting there were no nominations from the floor and the entire slate was elected unanimously.

Also at the general membership meeting, four awards for service to the 2ADA were presented. Outgoing President **Dick Butler** received the Past President's Award, and **Alfred Asch**, **James Dyke**, and **Tahitia Orr** received Distinguished Service Awards.

Unfortunately, because of illness, neither Treasurer Nothstein nor Honorary President **Jordan Uttal** could attend the Philadelphia convention. Both illnesses are non-trivial, and I know I speak for all of us when I wish them a speedy recovery.

There were guests aplenty, but two from East Anglia deserve special mention. Both came bearing gifts. Our old friends, **Jean & David Hastings**, came to attend their 23rd 2ADA convention and brought contributions to the 2ADA/Fulbright Librarian Fund and the 2AD Memorial Library. David had just retired as Chairman of the Memorial Trust. **Matthew Martin**, the current Chairman of the Trust and a highly respected attorney who has practiced in Norwich for many years, brought the EXCOM some astute financial, managerial, and legal advice when he spoke to us at our meeting on Tuesday, May 25.

A lot happened at our Philadelphia convention, which we can only highlight here. There were two bus excursions, one to Atlantic City (read "casinos" — Joanna loves the nickel slots) on Friday, and the other a guided tour of downtown Philadelphia. Joanna and I went on both. Of course, I was delighted when our bus drove by my

(continued on next page)

RESOLUTION

WHEREAS: Our country is engaged in war in Afghanistan and Iraq —

WHEREAS: The men and women of the armed forces of the United States are serving with great pride, courage and honor;

WHEREAS: American military personnel are serving in an efficient and effective manner in order to preserve freedom for all the people of the world and deserve the continued respect and support of their fellow citizens; and —

THEREFORE: Be it resolved by members of the executive committee of the Second Air Division Association of the Eighth Air Force (of WWII) whose casualty list was 6700 — and;

WHEREAS: Our membership has assembled in Philadelphia, a city of brotherly love — for their 57th annual convention: that

- A. As a veterans organization we extend our full support to the men and women of the United States Forces as they pursue the policies and seek the peace of the United States in the military conflict now being waged; and**
- B. We extend our sincere heartfelt sorrow to the families of those who have lost loved ones; and**
- C. We salute you as Chairman of the Joint Chiefs of Staff and your Staff of Field Forces for their ambition and incredible courage in their performance of duty.**

SO ADOPTED: This 25th day of May 2004.

**SECOND AIR DIVISION ASSOCIATION
8TH AIR FORCE**



HETHEL 389th Bomb Group Green Dragon Flares

BY FIELDER NEWTON

Received a letter from **Ros & Cliff Robertson** with their picture showing the wreath they had placed at the Madingley Memorial Ceremony, May 31, 2004 in honor of our fallen comrades. Ros and Cliff are longtime friends of the 389th and have for many years faithfully placed our floral decoration at the Cambridge American Cemetery. We are deeply indebted to them, and sincerely thank them for their many endeavors on our behalf. In addition, I learned from the program they enclosed that our good friends from Hethel had also placed a wreath at the ceremony. We are grateful to these loyal and lasting friends.



My good friend **Adam Lynch**, an associate member of the 8AFHS Western PA Wing and a retired news anchor from TV channel 4 in Pittsburgh, sent me an article from the *Pittsburgh Post Gazette* written by **Brian O'Neill**. The article was about one of our own, Staff Sergeant **Walter Boykowski**, a gunner on a B-24 Liberator from the 493 BG when it was part of the 2AD. On June 29, 1944 over Germany, his plane "Little Warrior" took a flak shell in the fuel tank and exploded at about 10,000 feet. All of the crew were lost, and Boykowski died just two weeks shy of his 21st birthday. He had enlisted upon graduation from Stowe High School, Stowe,



PA, hoping to become a pilot but, as we all know, the Air Force often has other ideas. Walter's mother was widowed when he was only three, and he was her only child. **Isabelle Boykowski Karcher** used the money from her son's Army insurance to erect an Italian marble pillar that is capped by a solid bronze globe with a B-24 flying across the top. It remained in her front yard in Robinson, PA for many years, and nobody remembers when it was moved to J.W. Burkett Elementary School off Route 60 to stand with other memorials. Mrs.

Karcher traveled to New York, New Jersey, and Texas to meet the parents of the other nine men who died with her son. She had the monument designed in New York to honor them all. The inscription reads: "A remembrance to my only son, S/Sgt. Walter A. Boykowski." Ten names follow with another inscription and then a mother's inscription: "Dearest Son: In My Heart You Will Live Forever." Walter's mom joined him more than thirty years ago, but her tribute to her only son will stand forever and be a part of the American Legion Post 862 annual memorial ceremony. A touching story of a mother's love.

The only reply I have had regarding the request for someone to plan a stand-alone reunion was a phone call from **Leo Habel**, who lives in Long Beach, CA. His suggestion was to have a reunion on a Panama Canal cruise. We discussed this, pointing out that the 448th BG has held their reunion on a cruise ship. Leo said he would look into this and get back to me. I would also like to have your response on how many of you would go back to Hethel so that we could take a serious look into this with some idea of numbers.

I am including a picture of the painting of Christ on the chapel wall that I copied from an article in a local Wymondham newspaper. The amazing thing about this painting is its remarkable condition considering the fact that it was exposed to the elements for many years. Unfortunately the photocopied picture cannot be reproduced very well, but may give you a general idea of how it looks.



Bud Doyle, the artist who did this beautiful work of art, must have had some high quality paint. Our special friends at Hethel deserve all the praise we can give them and our continued support. We can do this in a small way by joining their Green Dragons Association. The annual dues are \$10.00 and members will receive a bi-annual newsletter. The mailing address is: Green Dragons Association, Old Chapel, Potash Farm, Potash Lane, Hethel, Norwich, Norfolk NR14 8EY, U.K.

As this is the last *Journal* for 2004, it is time for me to wish you all Happy Holidays and a Happy New Year. Keep 'em flying. ■

THE 57TH BIG BASH (continued from page 9) apartment building on Rittenhouse Square.

The convention was a great success, thanks largely to Evelyn's careful planning and execution. She had help, of course, but it could not have been done without her leadership.

To me, the high point of the convention came, as it always does, with the showing on Friday evening of the latest **Dzenowagis** documentary, *Pride of the Nation*. ■

22nd Annual 2ADA Southern California Regional Reunion

BY DICK BAYNES (466TH)

We returned to the Phoenix Club in Anaheim on Sunday, February 29, 2004 for a daytime brunch, after twenty-one years of evening dinners.

As members arrived for the function, they were greeted by **Leo Habel** (389th) and **Rex Tabor** (466th), and directed to the registration table where **Agnes Rowe** (448th) checked them in and handed out name tags. **"Mike" Chamberlain** (489th) and **Charlotte Shower** (467th) assisted. **Patti Quintana** (466th) was at the raffle table encouraging members to buy raffle tickets.

C.N. "Bud" Chamberlain (489th), past president of the 2ADA, conducted opening ceremonies. **Maria Gunnarsson**, wife of **Frank Grew** (448th), led us in singing the National Anthem. **Malcolm "Mac" Dike** (466th) gave the invocation. The traditional lighting of Eight Candles of Remembrance concluded the opening ceremony with **Dick Peterson** (389th) as marshall and the following participants:

AIR OFFENSIVE – EUROPE: **Ray Johnson** (392nd), **Amador Espenosa** (445th), **Bill Sparks** (492nd). **PLOESTI CAMPAIGN:** **Norm Tillnert** (44th), **Fred Sparrevohn** (93rd), **Bob Young** (389th). **NORMANDY CAMPAIGN:** **Tom Edington** (392nd), **Dick Boucher** (445th), **John Foster** (489th). **NORTHERN FRANCE CAMPAIGN:** **Rex Tabor** (466th), **Leo Habel** (389th), **Larry Keeran** (448th). **ARDENNES CAMPAIGN:** **Tom Nelson** (492nd), **Nick Kuklish** (466th), **Harry Tanzer** (467th). **RHINE-LAND CAMPAIGN:** **Julian Ertz** (44th), **Byron Calomiris** (491st), **Gene Rosen** (446th). **CENTRAL EUROPE CAMPAIGN:** **Leonard Newton** (445th), **John Rowe** (448th), **Keith Roberts** (392nd). **ALL COMRADES & LOVED ONES LOST IN THE WAR AND SINCE:** **Jim Stoll** (USMC), **Martha Hood** (93rd), **Irene Hurner** (Heritage League President).

After a fine brunch, our master of ceremonies, **Delbert Mann** (467th & 491st), introduced our honored guests, **Congressman Edward Royce, Jr.** and his father, **Ed Royce**, member of the 3rd Army, WWII. Congressman Royce read a letter from **Secretary of Defense Donald Rumsfeld** to the veterans of the 2nd Air Division.

Dick Butler (44th), president of the 2nd Air Division Association, then 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 in San Diego, the home of the B-24.

Irene Hurner, president of The Heritage League, introduced a Musical Tribute from The Heritage League, with several members of the League adding this voices. **Bera Dordoni** conducted, with **Beth Ertz** on the piano.

Our speaker for the evening was **James Bruce Joseph Sievers**. For the last thirty years Bruce Sievers has spoken to more than 6,000 groups all across America. He has been invited to the White House to present his program, *An American In Love With His Country*, for Presidents Gerald Ford, Jimmy Carter, Ronald Reagan, and George Bush. President Reagan, along with the Freedoms Foundation at Valley Forge, awarded him the George Washington Medal of Honor for his presentation. Among his many other accomplishments, Sievers has published five books and a screenplay, and has been featured in more than 150 publications across the country. Most recently he has been nominated by Pat



SECRETARY OF DEFENSE
1000 DEFENSE PENTAGON
WASHINGTON, DC 20301-1000

Dear Veterans of the 2nd Air Division, 8th Air Force

The Second Air Division was a decisive force in securing the allied victory of World War II. Your service, and that of your fallen comrades, was directly responsible for liberating many nations from oppression and helped spur democracy throughout the world. Your bravery, honor and dedication are a continued inspiration to our military men and women who make up the world's foremost fighting force.

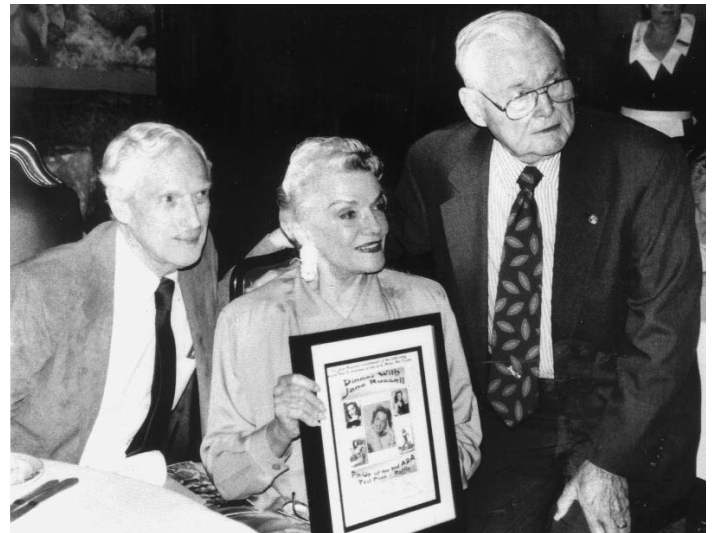
Since its inception during World War II, the "Mighty Eighth" has remained engaged in every major conflict this country has faced. We in the Department of Defense are committed to carrying forward your legacy of selfless service to our nation to meet the challenges of the 21st century. As you gather for your reunion on February 21, 2004 know full well that your comrades-in-arms serving today consider themselves privileged to follow in your proud footsteps.

Sincerely,

Donald Rumsfeld
Secretary of Defense

Boone and the Library of Congress to be the next Poet Laureate of the United States. Mr. Sievers was a Green Beret in the Army during Vietnam.

After the speaker, a very successful raffle was held with some great prizes, including two beautiful metal B-24 models (*see illustration on page 13*) and the **GRAND PRIZE – Dinner with Jane Russell**. Raffle chairman **J. Fred Thomas** (392nd), a past president (*continued on next page*)



Tom Nelson (left) of the 492nd BG was the winner of the Grand Prize, dinner with Jane Russell at Lawry's Prime Rib on March 31, 2004. Posing with them was raffle chairman **J. Fred Thomas** (392nd). This event was covered by three TV networks and by Variety Magazine! EDITOR'S NOTE: SEE STORY ON PAGE 27.

458th BOMB GROUP

HORSHAM ST. FAITH



BY RICK ROKICKI

MEMORIAL AT HORSHAM ST. FAITH

This is being written just a few hours after talking to **Christine Armes**. Assuming that all was going well and on schedule, I was disappointed to find that there were several “bumps in the road” that still had to be taken care of. She advises that the July 29th date is solid. The “bumps” included a path (sidewalk) to the memorial, landscaping and flower garden plus “telescoping” flag poles. These were last-minute problems that arose after all other costs were covered. We were surprised that the telescoping flag poles were an airport requirement, since all other structures at Horsham were of greater height than the original flag poles. All the above were disclosed in our telephone conversation shortly after the July 4th holiday. Although Mr. Trevor Edie, Norwich City Airport manager, is totally sympathetic to our cause, apparently there is little he can do to change the regulation. Replacement of the originally purchased flag poles, the path and landscaping will cost approximately £2000, a “princely sum” to be sure. Christine is attempting to get contributions from merchants and industries to help pay for these additional costs, but it is my belief that we of the 458th will have to help cover this shortfall. If you have not previously given to this project, I ask that you seriously consider doing so. There are many of us who have already done so previously and will do so again. Please send whatever you can afford to: Christine Armes, 5 Primrose Court, Thorpe St. Andrew, Norwich, Norfolk NR7 0SE, England. Please make your check out to Christine, whereby she will make a lump sum deposit to ease bank charges. Should you wish to call her, the telephone number is 011-44-1603-700776. Keep in mind that the time difference is five hours ahead from the East Coast plus one hour per zone to California which is an eight-hour time difference.

CORGI B-24 & FIGHTERS

Please check the latest Corgi ad as it appears on page 13. The B-24 Liberator in 1:72 scale will be in their Norwalk, CT warehouse in November of this year. If you didn't act fast enough to get one of the first 250, do not hesitate to fill out the order blank. The five fighters, also in 1:72 scale, are currently available by Code order. Not shown because of lack of space, is the famous Hawker Hurricane (Code 471) and the P-51 in camouflage (Code 473). These also are discounted at \$15.98 plus \$4.98 P&H. Any and all of these fighters are a welcome addition to the B-24 model.

I have been advised by the Corgi marketing staff that they are going to make their products available only through dealers. When this happens, possibly by year's end, we will no longer be able to buy at the discounted price from their Norwalk facility. It is my opinion that if you are interested in any of these Corgi models, you should act without much delay. We know that the die-cast B-24 is a very fine model, and I can vouch for their fighter group. If you are dissatisfied in any way, they have a 28-day return policy. Again,

as with the original offering of the 2ADA B-24, any hesitation may wind up in disappointment. If there are any questions regarding any models shown here or any others of their inventory, you may wish to call Amanda Streeter at 312-302-9912 or fax 312-427-1880. I don't know if they have current catalogs showing the hundreds of models they have in their inventory, but it might be a good idea to ask Amanda if such is available.



ON FINAL

Jack McDaniel (448th BG) sent me a Cincinnati Enquirer article regarding **Tom Jeffers**, a long-time 458th 2ADA member. Tom's daughter, **Marilyn Walton**, related his experiences after being shot down and made a POW. The aircraft was “Rhapsody in Junk” which crashed near Blick, Germany near the border with Denmark. One man was KIA and other nine were captured. Tom, too ill to make the trip, is in a nursing home. Marilyn was able to bring some remains of the aircraft back, through the graciousness of those she visited.

Jack Kingsberry called me and wished to thank all who purchased his two books. I have a copy of his first book, *Cowboy Wrecks & Rattlesnakes*. Ray Pytel reviewed *Yes, I'm Still Alive* in a recent issue of *The Journal*. Jack said he would attend the memorial dedication at Horsham. **Clay Wilkening** called as I was finishing this column to let me know that he would also attend.

In checking with **Duke Trivette** regarding our memorial at Wright-Patterson Museum, I find that the stone has not yet been returned. Although we paid for this memorial, it belongs to the W-P Museum which manages the care. I will write to the highest museum authority to find why the delay on behalf of our Group.

Regarding my “sign-off,” keep your nose up in the turns . . . My wife, Ceil (who is my proofreader) asks how do you do this? I guess I should have told her years ago . . . give it a little “top rudder”! ■

SOUTHERN CALIFORNIA REUNION (cont. from page 11) of the 2ADA and the originator of the Southern California Regional Reunion Dinner, had a fine committee of **Harry Orthman** (492nd & 44th), **Richard & Peggy Learman**, and **Patti Quintana** (466th). Richard and Peggy Learman conducted the raffle.

Proceeds from the raffle (**\$500.00 for each**) will go to the **2nd Air Division Memorial Library** in Norwich, England; **The Mighty Eighth Air Force Heritage Museum** in Savannah, Georgia; and the **B-24 Memorial – San Diego**.

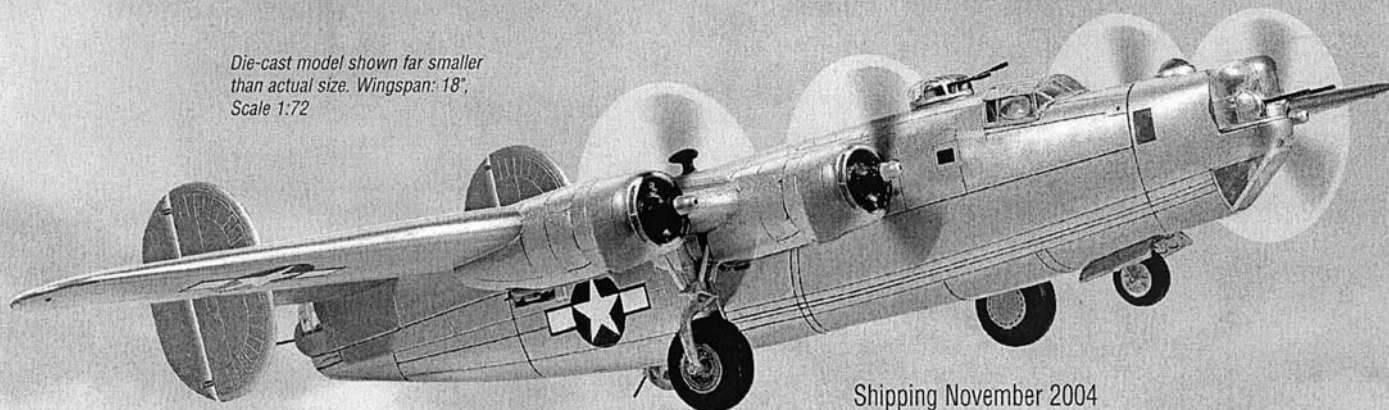
Reunion committee members who planned the dinner were: **Dick Baynes** (466th), chairman; **Bud Chamberlain** (489th); **Mac Dike** (466th); **Julian Ertz** 944th); **John Rowe** (448th); and **J. Fred Thomas** (392nd). ■

Corgi Classics Presents the LEGENDARY B-24 LIBERATOR

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

SPECIAL PRICE : just \$100 (other Corgi Classics Liberator models sell for \$150)
(Created specially for Members of the 2nd Air Division Association)

Die-cast model shown far smaller
than actual size. Wingspan: 18",
Scale 1:72



Shipping November 2004

Discover figures of the full crew inside, rubber tires, interchangeable undercarriage and clear cockpit canopies with finely sculpted pilots. Your model comes with a display stand and full color collector packaging. And it weighs over 3½ pounds (Code 239).

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★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★



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KETTERINGHAM HALL DIVISION



BY RAY STRONG

The Second Air Division Association has a new member. Her name is **Polly Poulsen Glycer**. She does not belong to any one bomb group nor to Headquarters. She belongs to everyone who served in the 2AD. But I will let her letter explain:

Dear Ray,

Odell Johnson, a friend from my home town of Iowa Falls, Iowa, sent me a copy of *The Journal* because of the Red Cross story, which I had much enjoyment reading. I also was fascinated with the news of the 2nd Air Division Bomb Groups.

You see, I was in the G.I. Red Cross Club at the Bishop's Palace in Norwich from November 1943 to June 1945, at which time I went to the Bremen Port Command. Your name recognition? I was a friend of **John Cassidy**.

Perhaps you will remember **Peggy Greene**, who was also at the Bishop's Palace, and who ended up living in Wilmington, NC until she passed away last September. We remained close friends and visited each other from time to time.

Because yours was the only name I recognized, you got stuck with this letter. I just had to connect with someone after reading all the accounts in *The Journal*! I have had a very happy and busy life, but I will not bore you with the events of the past sixty years. Thank you for being an important factor in holding the whole of the 2nd Air Division together! It was a remarkable period in all of our lives.

Sincerely yours,
Polly Paulsen Glycer

If you ever visited the Red Cross Club at the Bishop's Palace in downtown Norwich, you probably remember Polly Poulsen and Peggy Greene. If anyone would like to write to Polly, her address is 447 Buena Vista East, San Francisco, CA 94117. ■

The Future of the Fulbright Scholarship Fund

BY NEAL E. SORENSEN (489TH)

As the former Chairman of the Oversight Committee of the Fulbright Scholarship Fund, it seemed to me that all members of the 2nd Air Division Association would be interested in the suggestions made to the 2ADA Executive Committee by **Matthew Martin**, Chairman of the Board of Governors of the Memorial Trust, in Philadelphia; to wit:

1. *That the Oversight Committee be replaced by a Liaison Committee appointed by the Governors. In practice, this Liaison Committee will consist of people who serve on the Trust's finance subcommittee. The Directors of the Foundation have the legal responsibility for administering the corpus of the funds in their name. Under English Law the Governors or their nominees cannot become members of the Oversight Committee as they will, according to English Law, become "Shadow Directors." This imposes on them potential liabilities in respect to the Directors' activities or lack of them. As to the timing of this change, there does not seem any logical reason for delaying the process.*

2. *In the event that a Liaison Committee is established for this purpose, the Governors would wish and indeed expect to be consulted on investment and other issues, all the time recognizing that legal responsibility rests with the Directors of the Foundation. To cement this arrangement it is suggested that the 2ADA request the Foundation to agree that Governor be appointed to be a Director of the Foundation.*

3. *The provisions in the Agreement that the Heritage League succeeds the 2ADA or the Oversight Committee be abandoned. The Governors have the utmost respect for the Heritage League and its membership but do not believe that the Heritage League is the right body to succeed the Oversight Committee or the 2ADA in relation to these matters.*

4. *That the Foundation be granted wide investment powers. In the Governors' view it would not be wise for the Directors to be restricted as to the type of investment or the country in which the investments are held. Under British Law the Directors of the Foundation are obliged to exercise their powers of investment with prudence after seeking appropriate advice. Over the coming centuries, investment patterns will change. Both the United Kingdom's and the United States' economies will wax and wane. A restrictive set of investment powers could operate in*

an unsatisfactory fashion.

In his verbal report to the Executive Committee, Mr. Martin stated that the combined funds held by the Governors was approximately \$1,750,000 on which they had realized a return of 4.8%. [Author's Note: This would be \$84,000.] Despite the recent downturn in the market, their reduction in value was only 3%.

The report of the Oversight Committee (which followed Mr. Martin's presentation) disclosed that investments recommended by the Committee and executed by Fulbright; on the last \$738,000 of U.S. Securities had a return slightly in excess of 6%, with an increase in market value of \$101,753 which could be realized if the bonds were liquidated as of the report date.

With the exception of the year **Felix Leeton** was president of the 2ADA, it was this writer's privilege to be Chairman of the Fulbright Oversight Committee since being selected by President **Charles Walker** in 1994. (No chairman was selected the year I was president in 1996. I continued to act as contact for investments.) However, it is the prerogative of the president of the 2ADA to select committees and committee chairmen. So saying, President **Gregory** appointed **Bud Koorndyk** as Chairman of the Fulbright Oversight Committee for the coming year.

In a courteous letter of June 19, 2004, President Gregory wrote to me as follows:

"I chose to make a change in the chair of the 2ADA/FMLA Oversight Committee because of a developing need to work more closely with the Board of Governors of the Memorial Trust in the weeks and months ahead."

In my reply to the president, I concluded with these words:

"Geoff, the surrender of control of the Fulbright Scholarship Fund to the control of the Board of Governors (or their Liaison Committee) would remove any semblance of control that the 2ADA would have over the future of the Memorial [Library]. It is my sincere recommendation that the 'developing need' that you wrote about does not include this unwise surrender."

Sincerely,
Neal E. Sorensen
c.c. Bud Koorndyk

Editor's Note: See article on page 15 entitled "History of the Memorial Trust." ■

History of the Memorial Trust

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

Editor's Note: Jordan Uttal has been hospitalized due to a fall at the time the reports were due for this issue of The Journal. We take the liberty of reprinting some of his "early" submissions.

In Vol. 10, No. 4, the 2ADA Newsletter of September 1972, in order to acquaint all our members with the relationship between the Second Air Division Association and the Norwich Memorial Trust, Jordan was asked to review the history of this unique venture. His message follows.

I welcome this opportunity to clarify the position of the 2nd Air Division Association with reference to the Memorial Trust.

In the Trust deed established just after VE Day in 1945, the Memorial Trust of the Second Air Division was established from funds donated by members of all our groups stationed in East Anglia at the time. It is the sole protector, guardian and controller of our Memorial in the City of Norwich. The Trust deed provided for the establishment of a Board of Governors and Bylaws.

The Board of Governors as specified in the Trust deed consists of certain specified citizens of Norwich plus the American Ambassador in London (or his Air Attache), plus the American Base Commander of the nearest Air Force base to Norwich. In addition, four prominent officers of the Second Air Division — General Kepner, Milt Arnold, Fred Bryan, and Ion Walker — were also named as Governors.

We of the Second Air Division Association have only in recent years been called upon for advice and counsel, ever since the Board of Governors found out that we were in existence and vitally interested in perpetuating this Memorial.

I visited with the library people in March of 1969, at which time I handed over funds raised at one of our reunions. I again visited with them in 1970. At that time, after consulting with the president of the Second Air Division Association, John Jacobowitz, I made a special pitch to persuade the Governors to make room on the Board for an active member of our Association.

If we do get to the point where we have an official Governor representing the 2nd Air Division Association, that Governor will have one vote. It should be kept in mind that the library — or more accurately, the Second Air Division Memorial Library — will continue to be run, protected and con-



In his younger days: Captain Jordan Uttal was in charge of the Photo Interpreting and Analysis Section at 2nd Bomb Division Headquarters, 1944.

trolled by the Board of Governors.

Our Trust Fund produces an income of approximately £750 per year (\$2,000) which is supposed to cover the running expenses of the Memorial. Obviously it can't. In past years we have made some personal donations to provide them with more money for new books. They have been most appreciative of this extra help.

At our reunion in 1970 we recognized our own status as a non-profit organization and decided that we could easily afford contributions of \$500 for the fiscal year 1970 and \$500 for the fiscal year 1971 as a contribution of the Second Air Division Association to the Memorial Trust. These funds have been accepted with great gratitude.

As I have said before, it is my sincere opinion that the feeling which holds us together as an association — that feeling which is responsible for the relationship existing between the people of Norwich and the 2nd Air Division Association — centers around our Memorial. I sincerely believe that it needs and deserves our support and that annually, whenever our treasury permits, we should give that support. ■



BY CLARENCE A. LUHMANN

We received a note from the Pattersons recently. Joan says that she is back to normal now after her adverse reaction to the drug Celebrex. With medical care she got the problem solved.

This year we had another convention of the 2nd Air Division Association, at Philadelphia, Pennsylvania. We had a very good attendance of the 445th BG. There were more who would have liked to have been there but were told there were no

rooms available. They were very dissatisfied with the reservations. Thanks a lot for attending.

The 445th BG voted to give \$1,000 to the B-24 Memorial in San Diego. We have some cash so we don't have to call for donations. This memorial is to be built near the B-24 plant at San Diego in front of the San Diego Memorial Center in Balboa Park. A duplicate of the B-24 already exists at the U.S. Air Force Academy in Colorado Springs, Colorado.

After the convention in Philadelphia, my wife and I went to Washington, D.C. to view the World War II Memorial. It is a very impressive memorial. We were there on May 30, the day after the dedication. There were still lots of people viewing it.

I have names of base contacts in case you plan to visit Norwich. Let me know, and I will send you the names of people who will assist you at Tibenham.

As I write this in 80-90 degree weather, my wife and I wish you a very Happy Thanksgiving, Merry Christmas, and a very good New Year. ■



NEWS OF THE 453RD FROM FLAME LEAP

BY LLOYD W. PRANG

At the 2ADA convention in Philadelphia, we learned that getting around is beginning to get a little difficult. When we arrived at the hotel on Monday, Irene and I located a place to purchase a few "supplies" for the 453rd hospitality suite. We managed to walk the four or five blocks to get there, but on the return trip we found it advantageous to take a taxi. The temperature was around 90 degrees, and it's easier to blame this rather than anything else.

Our Group had about forty people in attendance. The entire list of 453rd attendees appears elsewhere in this *Journal*. We had a beautiful hospitality suite overlooking the Delaware River. **Jim Dyke** and **Carl Kinell** carried on a lively conversation regarding the title of the brown I.D. card we carried in WWII. Jim contended that it was simply called an identification card. Carl was certain it was called an AGO card. AGO card was the designation I recalled also. I remembered it as the War Department, Adjutant General's Office. We had shortened it and called it an AGO card. When I returned home and dug through my old records, I found my card. The title was: War Department – The Adjutant General's Office – Washington, W.D.A.G.O. Form No. 65-1 – March 1, 1941. The reverse side contained the words "Officer's Identification Card." Don't you just love it when everyone's right?

Many people frequented the hospitality room. It was great seeing **O.K. Long** and his wife **Lovey**. This time they came with their two charming daughters, Melody and Holly. Lovey was her usual ebullient self. Some things never change, and we're glad Lovey's personality is one of them. Hey, Lovey and O.K., San Antonio is 1315 miles closer than Philadelphia — why not give some thought to joining us again?

We were very pleased that **David & Jean Hastings** were able to find some time to join us for a few minutes prior to the banquet. David, as many of you know, is a member of the 2nd Air Division Memorial Trust and also Liaison to the Heritage League. It's a long trip from England, but we hope to see David and Jean again in San Antonio.

On Friday we took a tour to Atlantic City. 1975 was the last time we had been

there. It had changed quite a bit. It's been "dressed up" quite a bit, and they no longer roll up the sidewalks at 9:00 p.m. It is now possible to find many restaurants open in the evening. We managed to have a very nice lunch at the Claridge Hotel, which hadn't changed a whole lot on the outside. However, now it's possible to get lost while wandering around the casino. The same is true for the other pleasure palaces. It's even hard to locate the hotel registration desk. One comment about the slot machines: You may remember that some time ago a button was installed so you didn't have to suffer the inconvenience of having to pull the handle. Now they have modified the machines to issue a slip of paper, which you take to a cashier for payment if you manage to win anything. I miss the sound of those quarters and dollars hitting that tray at the bottom of the machine. Ah, progress! Perhaps it would be a good thing if there were someone standing upon the ramparts of progress, yelling STOP!

By the way, here's a gentle reminder. Membership dues for 2005 will be gratefully accepted at any time. This year, don't wait until you get a 2ADA dues reminder notice. Please send your \$20.00 dues payment for 2005 to **Evelyn Cohen**, 2ADA Membership VP, right now. The address is: 06-410 Delaire Landing Road, Philadelphia, PA 19114-4157. Also, on behalf of the 453rd BG, those of you with a dues expiration date of January 2004 or earlier, as noted on the address label of our 453rd Newsletter, are encouraged to bring your membership up to at least January 2006 by sending \$10.00 per year to the 453rd Treasurer, **Mo Morris**, at P.O. Box 123, Tuleta, TX 78162. Thank you.

Finally, due to the large number of returns of the 2ADA *Journal* by the post office in December, you won't receive the Winter *Journal* until some time in January. For this reason, although it seems strange for the September *Journal*, Irene and I would like to wish everyone a very Merry Christmas and a Happy, Healthy 2005. *Healthy* is the operative word these days. Try to get some exercise, take your vitamins, and, maybe of primary importance, maintain a positive attitude. Cheers! ■



491st BOMB GROUP
POSTREMUM ET OPTIMUM

the RINGMASTER REPORTS

BY HUGH M. BENNETT

At the 2ADA convention in Philadelphia, during the Executive Committee meeting, **Dick Kennedy** gave an excellent report on the Mighty Eighth Air Force Museum in Savannah, Georgia. After **Geoff Gregory** was elected our new 2ADA president, he asked me if I would get information on the B-24 exhibit. Being very interested, I agreed.

On June 14, **Hap Chandler** and I met with the museum CEO and those connected with the project. They have a complete nose section of a B-24D aircraft, which was obtained from the museum in Duxford, England after they received a complete B-24 from the USA. This will be placed by the back wall of the Combat Gallery and give us a frontal view with a 3D outline of a hangar for a background. Above this will be a 10' x 15' movie screen, and with the aid of modern electronics, viewers will be able to see crew positions and different aspects of the plane by pushing buttons. I believe this will be the highlight of the Combat Gallery.

The cost of this project is estimated to be under \$75,000, so they have set a goal of \$75,000 to complete the exhibit. Donations, which are tax deductible, are needed and should be made out to the Mighty Eighth Air Force Museum, Savannah, GA 31402 and marked for the B-24 Project.

The 491st Bomb Group reunion in Savannah, October 20-24, 2004 may be history by the time you receive this *Journal*. We will be staying at the Bradbury Suites in Pooler, GA, which is within walking distance to the museum. Those who like to walk will be able to get their daily exercise. All meetings will be held either in the hotel or at the museum. The memorial service will be held at the new chapel at the museum. Those who don't attend the reunion will miss a wonderful time together. Side trips to Savannah will be very inspiring, as this is a beautiful old city that was spared during the Civil War. All the old buildings would be impossible to duplicate today.

As this is the last *Journal* you will receive before Christmas, my wish to all is that you have a very Merry Christmas and a Healthy New Year! May God bless the USA. ■



WENDLING

392nd

BY OAK MACKEY

In the Spring issue of *The Journal*, we learned how the 392nd Bomb Group memorial at Wendling was dedicated in the fall of 1945. In the Summer issue, the 392nd BG report explained how the 392nd BG Memorial Association came into being in June of 1987 for the purpose of raising money to refurbish and improve the memorial and landscape the grounds. In 1989 the work had been done, the memorial sat on a new granite base, it had been polished and shined, the grounds around were planted to new grass, a hedge was planted to surround it on three sides, the side to the west was open except for posts supporting a decorative chain, there is a gate and paved walkway leading from the road to the memorial. **Tom & Jill Scott** of Beeston had donated land next to the memorial for a parking lot which was now paved and landscaped. Now it was time for rededication ceremonies and a party.

Plans were made, an itinerary laid out for a stand-alone meeting of the 392nd BG Memorial Association in Kings Lynn from October 4 through October 8, 1989. A coach collected the 392nd BG veterans, spouses, and other family members at Heathrow Airport on the morning of the 4th and drove the 90 miles or so to the Duke's Head Hotel on Market Square in Kings Lynn. Cocktails at 7:00, followed by dinner at 8:00. Then off the bed for some much needed rest. Next morning was a walking tour of Kings Lynn, including St. Margaret's Church, the Customs House dating from the 16th century, and the very old warehouses along the River Ouser, for this was a major seaport when ships were smaller. The walk ended at historic Town Hall for a reception hosted by the Mayor and Mayoress of Kings Lynn. After lunch at the Duke's Head, we boarded our coach for a leisurely tour of the 392nd BG airbase situated between Wendling and Beeston about twelve miles away. The coach slipped off the pavement while negotiating a tight curve near the old laundry facilities and was stuck for a time, but by jockeying back and forth, and with much verbal encouragement from all aboard, our most competent driver got us free. You have read elsewhere about how the turkey barns on runway 7-25 have preserved it

from destruction, about the old Headquarters still there and occupied by a John Deere farm equipment dealer, the officers' club with a mural on an interior wall, the Nissen huts preserved by the farmer at the old 576th Squadron site. Yes, the memories come flooding back, yet somehow all things at the old airbase are not always the same as we remember them.



Keith and Patty Roberts (mostly Patty) made out the itinerary and all other arrangements for the rededication ceremonies. Keith was the navigator on Bob Vickers' crew.

Friday, October 6, a morning of leisure on your own, lunch wherever you can find it. At 12:30 the coach departs the Dukes Head to Blickling Hall where Anne Boleyn once lived, or so they say. Back to the hotel for cocktails at 6:30 and the reunion banquet in the hotel ballroom at 7:30, attended by the Mayor and Mayoress. The menu included Avocado Sandringham, Roast Sirloin of Beef with Yorkshire pudding and horseradish sauce, vegetables, fruit pavlova, coffee and mints. Not a bad feed for bunch of country kids.



Mayoress and Mayor of Kings Lynn

This is the day, the day of rededication ceremonies at the old airbase in memory of those 747 young men from the 392nd BG whose lives were lost defending the freedom we now enjoy. The memorial stands

proud and tall, two flag poles stand just behind, one flies the American flag, the other the British. A large marquee has been erected over the new parking lot, for British weather can be unpredictable. The Chairman of the Memorial Committee, **Carroll W. Cheek**, acted as MC and made the introductory address. He was followed by Her Majesty's Lord Lieutenant of Norfolk, **Sir Timothy Colman**, who spoke of the fine friendship and cooperation between the Brits and the Yanks during and since WWII. Others who spoke on this solemn occasion were the Vice Commander of the U.S. Third Air Force, **Col. Edward Chase**; Chairman of the Norfolk County Council, **Mr. John Birkbeck**; North Norfolk MP, **Mr. Ralph Howell**; U.S. Air Force Attache at the American Embassy in London, **Col. Robert Perry**; and the Chairman of the Beeston with Bittering Parish Council, **Mrs. Jill Scott**. The main speaker on this special day was **Col. Lawrence G. Gilbert (Ret.)**, the last Commanding Officer of the 392nd BG at Wendling and present CEO of the 392nd BG Memorial Association. He



Circle of 392nd BG veterans around the memorial at rededication ceremonies in October 1989.

eulogized those who gave their lives while flying combat missions from this place, how this memorial is dedicated in their memory for all time, how we all owe them our endless gratitude. His address ended with a long and loud standing ovation. To conclude the dedication, the thirty 392nd BG veterans formed a circle around the memorial while a wreath was laid by **J.D. Long, Charles E. Dye, Myron Keilman, and Cecil Rothrock**. Taps concluded the ceremony. There was a reception provided by the local folk, then lunch was served at the Ploughshare and Rose Cottage Pubs.

This is the last day, Sunday, October 8, 1989. Our coach departs the Dukes Head Hotel at 8:30 to the American Cemetery near Cambridge for a brief ceremony to honor the many 392nd BG young who are interred there, and to honor all others there,

(continued on next page)

Memorial Day at Ardennes American Military Cemetery

SUBMITTED BY BILL & NORMA BEASLEY (492ND BG)



Left to right: Enrico Schwartz, Andy Jachmann, Thomas Wolf

Copy of the page of the Ardennes American Military Cemetery's
Visitors Book
with the signatures of :

Crown Prince Philippe of Belgium

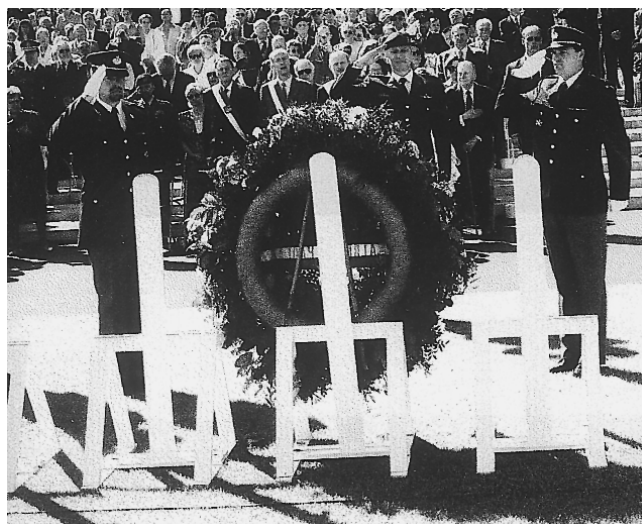
*Mrs. Brenda B. Schoonover,
representing the U.S. Ambassador to Belgium.*

Lt Gen U.S.M.C. James L. Jones,

*Maj Gen André Lejoly, Lt Gen USAF Timothy A. Kinnan
representing the Chief of Defense,
Belgium.*

*James Badger,
ABMC Rep., Garches, France.*

*James B. Begg,
President AOMDA*



King and Queen's Wreath at Ardennes

392ND BG (continued from page 17)

whoever they may be. Lunch was provided by the University Arms Hotel in Cambridge, then on to London to the Park Court Hotel. Some stayed in London for awhile; others proceeded directly home to the good ole U.S. of A.

✈ ✈ ✈ ✈

The most recent 2ADA convention was held May 25-30, 2004 at the Hyatt Regency Hotel in Philadelphia. There were 27 total from the 392nd BG, not a large turnout, but we all had a good time and the hospitality room was there for all to enjoy. Next year the convention will be in San Antonio, again over Memorial Day weekend. Plan to be there.

In the meantime, best wishes to you all. You will not receive another issue of *The Journal* this year, so Maxine and I take this early opportunity to wish all of you a Merry Christmas and a Happy New Year.

Take care of each other. ■

Philippe of Belgium.

*It has been an honor to represent my
Country in the wonderful ceremony*

*Brenda B. Schoonover
Charge D'Affaires ad Interim
United States Embassy*

Semper Fidelis.

*James L. Jones
Commander in Chief U.S. Forces Europe*

*André Lejoly
General Staff
Representing the Chief of
the Defense*

*Timothy A. Kinnan
LT GEN, USAF
US MIL REP, NATO*

We Shall Never Forget

*Jim Begg
President AOMDA*

*James B. Begg
ABMC Rep Garches
Beautiful Ceremony!*

Memorial Day at Cambridge American Military Cemetery

BY PAT EVERSON, 448TH BOMB GROUP COLLECTION • SUBMITTED BY BILL & NORMA BEASLEY (492ND BG)



Pat Everson with the 2ADA wreath at Cambridge

Monday, May 31, 2004 . . . A lovely, warm, sunny day and the cemetery is looking so impressive with the immaculately mown sweeps of grass and rows upon rows of white stones, each with their flags of America and Great Britain fluttering in front.

With the 60th anniversary of D-Day on Sunday, groups of American veterans who had been involved on June 6, 1944 were here with their proud families and many hundreds of other people, mainly from Britain and the American bases, were also present.

Music was provided by the United States Air Forces in Europe Band and a lone piper. The service continued with an address by Mr. Hugh Duberly, CBE, Her Majesty's Lord Lieutenant of Cambridgeshire, and Mr. David T. Johnson, Charge d'Affaires A.I., U.S. Embassy in London.

Then the wreaths were placed at the Wall of the Missing 122 Official and several private ones. Roger Freeman, 8th AF historian and one of the Second Air Division Memorial Trust Governors, was to have presented the wreath for the Second Air Division Association, but due to health problems Roger was unable to do this, and asked me to deputise for him. This I was very proud to do, and Jim Turner presented the wreath for the 448th BG Association.

As Taps echoed around this beautiful place, my thoughts were of all these fine young men buried or commemorated here so far from home and those in far-off lands still involved in conflict.

The "Missing Man" Formation was provided by USAF Strike Eagles from the 494th Fighter Squadron, RAF Lakenheath, followed by the emotive sight of B-17 "Sally B" Tribute Fly-By escorted by two Spitfires. A truly fitting end to this special service. ■

In a Spin with the Old B-24

BY JOE DIBLIN • REPRINTED FROM "BRIEFING" – SPRING 1993

"NOBODY DELIBERATELY SPINS A B-24" — was the gospel according to the Liberator experts during World War II. But we'll get to that in a minute.

The war was coming to a peak in 1944 and there was a continuing demand for B-24 pilots at that time. At Smyrna Army Air Base we were flying and training Liberator pilots seven days per week.

Although the B-24 was not difficult to land with its tricycle landing gear, it was (in that day) a big, heavy airplane that demanded skill and intelligent handling on landings and takeoffs.

The best system to accumulate lots of landings in the least amount of time was the touch and go technique. The latter called for a normal landing on the main wheels and a slow relaxation of the elevator control, thereby permitting the nose wheel to gradually make contact with the runway. At that point, the trainee pilot would slowly advance his four throttles to takeoff power as the flight instructor in the right seat retracted the flaps from full to half position and a normal takeoff exe-

cuted. Off we'd go again, into the air.

Once in a while I would get a tense pilot who would have difficulty with touch and go landings. In this particular instance, such a fellow was a 1st Lieutenant whose name I can no longer recall. But I shall never forget our mutual flight experience.

Our tense pilot would land satisfactorily on the main gear, but fail to relax back pressure on the elevator, leaving the aircraft in a nose high position on the ground. He would then demonstrate the ultimate in tenseness and straight-arm the four throttles, causing the heavy aircraft to porpoise nose high just off the ground.

Despite repeated warnings of dire outcomes from such dangerous technique, the lieutenant persisted in his fault. Reaching the near desperation stage with the trainee, I had him leave the traffic pattern and climb to 9,000 feet. Taking the controls, I pointed out, with considerable emphasis, the potential of a fatal cartwheel crash from the learning pilot's faulty technique should he lose an outboard engine.

Since a demonstration is supposedly

worth many words, I simulated the touch and go at 9,000 feet by lowering the landing gear and full flaps. Airspeed was decreased to that for landing, whereupon I closed No. 4 throttle and, mimicking the trainee's technique, straight-armed Nos. 1, 2, and 3 engines.

This demonstration was not a "first time" maneuver, for I had used it a few times previously. But on those occasions the aircraft had merely gone into a slow downward spiral. This time, however, the Liberator snapped into a vicious spin, with my view of the ground from an inverted position, a totally frightening experience in a four-engine aircraft.

Suddenly, our Liberator had become an earthbound express. My training and reactions were both favorable. With dispatch I closed three throttles which were pulling us more rapidly toward mother earth, leaned heavily on the rudder opposite to the spin, and moved the elevator control forward.

Despite a sound spin recovery, we would have spun in if the flaps and landing gear

(continued on next page)

That'll Be \$50.00 You Owe the U.S. Government, Sergeant

BY EDWARD J. BARTON (44TH)

Wednesday, September 13, 1944 started out like any other mission from the 44th Bomb Group airfield at Shipdham. Our squadron, the 68th, had as its target the German jet propulsion aerodrome at Schwabish/Hall, Germany.

This was to be our 22nd mission. Our pilot, Ray Mondloh, and copilot, Paul Holmes, would be pulling their 23rd.

At 6:00 a.m. we took off and formed up over England and Scotland with the rest of the group. We then crossed the Channel and headed for Germany. As it turned out, our group was flying low left in the box formation. Our squadron was low left and I was the assistant engineer-gunner in the left waist window position.

Just as we approached the Ruhr Valley, the Kaiser Wilhelm graduate school for 88 flak battery gunners was holding their graduation exercises. The instructors were showing the "new boys" how to pick off bombers by firing just to the left side of the formation — at us! When we first picked up the flak, we thought everyone was getting it, and when we called the lead ship, they didn't know what we were talking about! This went on for a few minutes and, since, we couldn't take evasive action without disturbing the box formation, the 88 gunners were preparing to pick up their Kewpie dolls for 10 out of 10 shots.

Our bomb load was 12 each 500 lb. M17 incendiaries and, when we were hit in #2 engine (feathered) and #2 gas tank, and that vapor trail from the gas went out by my nose, a quick poll among the crew said, "Let's get the hell out of here." We made a long left turn back toward friendly territory to avoid the commencement address speakers below us and called for fighter protection (friendly, that is).

Within a few minutes those "twin tail devils," two P-38s, showed up and advised us they were running low on fuel but would call in a friendly P-51 they knew was on the deck below, shooting up targets of opportunity. We then salvoed the incendiaries and looked for the P-51 and M-109s. The P-51 came up from behind cautiously and tucked himself under our right wing. The name of his ship was "Bean City Charlie," and he had black and white checkerboard markings underneath the canopy, with a few swastikas to lend a little color. He told us he would vector us in to a P-47 base that had just been taken over from the Germans

the week before, outside of Paris about thirty miles, a town called "Coulumniers." He did, and we landed without incident. There we transferred the gas from the "self-sealing" gas tank, borrowed some more from the fighter base and looked over the cracked carburetor on #2 engine, plus other damage. We decided to go into the nearby town while some other crew members, who shall be nameless, headed for the fleshpots of Paris.

Having 4,000 francs in our escape kit, we sampled the local *vino*, bought some *parfum* for our wives and girlfriends, and spent about all of the francs. We must have looked strange walking down the street in our electric-heated flying suits with the cord dangling.

After a breakfast of "C" rations we borrowed from the 9th AF locals, we decided to see if Orville was Wright; although some of the crew wanted to stay — to go into the woods nearby, with our 45s, and help the Maquis eliminate some more Germans; however, wiser heads prevailed.

Our takeoff next day had a low overcast, so when we took off we stayed under, and flew at about 300 feet over the city of Paris. What a sight! Crossing the Channel, it was "May Day, May Day" to the English ladies manning the flak battery along the coast. Ray Mondloh's Minnesota accent helped.

We made a nice soft touchdown at Shipdham and surprised our crew chief, Calvin, that we had brought back our \$250,000 ship. He did get out of sorts when we brought it back with holes that Consolidated Aircraft never intended to be there! Calvin was a good crew chief.

Naturally, all of our clothes, shoes, radios, pictures, etc. were gone when we walked into the hut. We had been reported MIA because other crew members had finally noticed there was blue sky where formerly a B-24 was and, seeing the gas vapor pouring out of the tank, they thought we were on fire and going down.

We walked down to the flight line the next day and turned in our escape kits for new ones. A few days later we all got a message to report to the Finance Office. It seems we were all short about 4,000 francs (\$50.00 American) that we had spent in France. The U.S. Army Air Forces wanted its money — no ifs, ands or buts. If we had been killed, it would have been OK. The fact that we came back with a quarter million dollar plane almost intact cut no ice with the

lieutenant in Finance. We had to pay up! Now I'm looking for that Finance Officer from the 44th. If I find him, I think he owes me a drink! But how can I drink up \$50.00 worth? Anyone care to join me? The drinks may be on the Finance Department of the 8th AF back at Norwich. ■

IN A SPIN WITH THE OLD B-24 (continued from page 19)

had not been extended. Fortunately, they prevented a faster loss of altitude and downward speed. Furthermore, the airplane manufacturer had advised that the flaps would retract at a high speed limit. I remember noting that our airspeed definitely exceeded the manufacturer's limit, but I'm happy to relate they did not retract nor tear off.

Nevertheless, we came screaming down with yours truly maneuvering the fine line between pulling the wings off or recovering too late. Somehow we avoided both.

Afterward, nobody in the crew said a word — nobody could speak. I climbed back into a safe altitude and pretended what had just transpired was routine. I attempted to say, "See what I mean?," but no words would emit. It probably didn't matter, because nobody was listening — they were all still numb from fright. I do recall that our trainee pilot had no further difficulty with touch and go landings.

Later, during a quiet evaluation of the experience, I drew some conclusions. First of all, the fact that the gear and flaps were down definitely helped; secondly, I had fortunately climbed just high enough to survive the demonstration result.

I was not a neophyte with the Liberator, having accumulated some 1,500 hours in it at that time. Although it was not my nature to be careless in my handling of an aircraft, I suspect there was a possibility of excessive familiarity involved in that we were flying the B-24 every day, and I had demonstrated the maneuver on other occasions.

Airline pilots flying the same aircraft over the same routes day after day have had a similar problem of over familiarity. Thus if we are smart enough to learn a lesson from such experience, we stay alive to have a new future. ■

HALESWORTH 489TH NOTES

BY
MEL PONTILLO

At the Philadelphia 2ADA convention in May, I was elected to be the new vice president of the 489th Bomb Group Association. This came about because of **John deCani's** resignation as the 489th BG vice president and his subsequent election as 2ADA Executive Vice President. I consider it to be an honor to have been elected and to serve in this capacity.

Charles Freudenthal will continue as assistant group vice president and editor of our newsletter. **Charles Reeves** will continue as secretary, and **John Lamar** will continue as treasurer. We are fortunate to have had very strong and skilled leadership in the past. They set a high standard that will be a tough act to follow.

An introduction of myself concerning my background includes the fact that I was

the flight engineer/gunner on **Bud Chamberlain's** original crew of the 845th Squadron. We were one of the early replacement crews to be assigned to the 489th Bomb Group. Our first mission was on July 6, 1944, and the target was the Krupps Armament Works in Kiel, Germany. Our last and 35th mission was on November 6, 1944. Our target on this last mission was the oil refinery plant in Sterkrade, Germany.

It took four months to complete our 35 bombing missions. That amounted to a lot of combat flying in that four-month period, but as a reward, we were sent back stateside in time to be home for Christmas in 1944.

When the war ended, I was honorably discharged in October 1945, and then went to college under the G.I. Bill. I enrolled in the Engineering Department at the University of Nebraska in January 1946. After four years in Nebraska, I graduated, having earned a bachelor of science degree in mechanical engineering. Yes, this made me a Cornhusker.

Engineering became my lifetime career. I spent the next thirty-five years in engineering and research. Thirty of those years were with the Armco Steel Corporation, from where I retired at age 61 at the rank

of chief product engineer. A few months later, I started to sell real estate with a Pennsylvania realtor's license in hand. This was something much different than engineering, but very interesting.

I retired again at age 75. I am 83 years old now, and if my health holds up fairly well, I intend to remain active. However, I have to admit that I have slowed down a little during the last few years.

The 489th Bomb Group Association will meet in Charlotte, North Carolina from September 29 to October 3, 2004. I am planning to attend and hopefully meet most of you there. The reunion agenda and registration form were both included in Charles Freudenthal's June 2004 issue of the 489th Bomb Group Newsletter, page 3. As you probably all know, this Charlotte reunion was **C.W. Kidd's** own idea and was planned before he passed away this year. It was nice of **Helen Kidd** and the Kidd family to carry out C.W. Kidd's wishes, and to keep the Charlotte reunion scheduled as planned. It is to be noted that C.W. Kidd was also on Bud Chamberlain's crew, meaning that he and I went through our 35 combat missions together.

Since this is the last *Journal* to be mailed out this year — Happy Holidays to All! ■

ANOTHER 100 MISSION SHIP: THE BUNNIE

BY CHUCK WALKER (445TH)



On the day Walker's crew finished their tour and the 100th mission of The Bunnie, they are congratulated by L/Col. Carl Fleming, Group Operations Officer.

The Bunnie was the oldest B-24 bomber in the 445th Bomb Group. It was the veteran of over twelve months in combat. Since arriving in England on November 23, 1943, it had accumulated over 1070 hours of combat flying, during which time it dropped over 2,390,000 pounds of high explosive, fragmentation, and incendiary bombs on enemy factories, transportation centers, gun batteries, and troop concentrations. It flew in the first wave that bombed in advance of the landings on Normandy on D-Day.

The Bunnie accompanied the Group in battering buzz-bomb launching sites long before the first "V-1" was sent across the Channel to England. Its bomb bays were once filled with gasoline, food, and medical supplies for delivery to the fast advancing troops at an advanced airdrome in France. It successfully fought through many of the Group's bitterest battles, such as Gotha, Brunswick, and Berlin. During battles with the Luftwaffe, its gunners destroyed five enemy aircraft and many

(continued on page 24)



SEETHING

The 448th Speaks

BY KING SCHULTZ

We regret to report that the following members of the 448th Bomb Group have folded their wings: **Dr. Aaron Caplan**, copilot on the Edward "King" Schultz crew; and **Julius Rebeles**, faithful attendee of many reunions.

The following article was written by 448th BG members **Larry Kiernan** and **John Rowe**:

Procrastination Can Prove Deadly

By LARRY KIERNAN and JOHN ROWE

On January 13, 1945, the mission was to take out a bridge over the Rhine River at Worms, Germany. Larry's crew did not fly this mission. They were given a 72-hour pass and the crew had decided to head for London. All of them had their passes except for the bombardier, **Raymond Binkley**. Some of the crew were at his bunk and urging him to get his pass so they could all be on their way, when a messenger entered looking for a bombardier for today's mission. He was told they were all off on an approved pass to London. He asked to see the passes. Raymond had not gotten his, and was told to report to **Captain Wall's** crew immediately.

Winter had continued its icy hold on Europe, reducing flight operations, but today, January 13, 1945, crews were allowed to launch. Ground crews labored in freezing weather and got 32 B-24s ready for this mission. One plane lost an engine and aborted over the North Sea: "Bugs Bunny," piloted by **Lt. Broadfoot**, an American Indian. The remaining force continued, and had a good view of the bridge with bombs tumbling amid moderate flak. **John Rowe** and his crew were also on this mission.

Excitement started before the bomb run for the crew of "Buffalo Gal." The bitter cold weather had frozen the bomb bay doors. Unable to open them, **Sgt. Jordon**, engineer, tried manually without the aid of an oxygen bottle, but quickly passed out. The radio operator, **Sgt. Anast**, seeing his buddy in trouble, put on his "walk-around bottle," but the added burden quickly depleted his own supply and he succumbed to oxygen starvation. The pilot, **Flinders**, reconnected their supplies and revived them. The bombs were dropped through the closed doors and the shredded pieces of the doors were dangling beneath the planes as they later landed at Seething. Quite an experience for their *first mission*.

Now the real trouble started as a navigation error brought the formation within range of the known flak batteries at Saarbrücken, Germany. The results were devastating.

On Larry's return from London, he learned that Raymond Binkley left his bombardier's station to inspect a bomb hung up in the bomb bay. As he attempted to dislodge the bomb, severe and deadly flak erupted. A piece of shrapnel hit him and knocked him to the floor with shrapnel riddling the entire plane like hail on a tin roof. Fire started quickly and spread throughout the ship. The nose gunner and the navigator checked the unconscious bombardier for pulse and other vital signs without success. Severe fires throughout the plane forced the crew to abandon the aircraft.

All were immediately captured, except for Captain Wall, the pilot. He attempted to make his way to the Allied lines, but was captured on January 17 in the forest of Rivenich.

Nine other aircraft received varying degrees of damage from the unexpected barrage. A fire and fuel leak forced **Lt. Schroeder** to land "Junior" at an airfield at Merville, France. Two other aircraft, "Our Honey," piloted by **Lt. Mulrain**, and "Queenie," flown by **Lt. Bunday**, landed at advance airfields of the Ninth Air Force in France and Belgium due to flak damage. The crew of "Flexible Flyer" did not get a chance to land. It was flown by **Lt. Soldan** and got back to England, but the flak outburst had caused debilitating damage. The aircraft was structurally weakened. Surveying the damage, the pilot and engineer determined the plane was "unlandable." The crew bailed out over Stowmarket, Suffolk. The plane continued to fly until it crashed in Hertfordshire. Four other crews landed at other fields, and the rest, including John Rowe and his crew, touched down at Seething, completing the Group's 200th mission. Then tragedy struck on January 18 for Lt. Bunday and five of his crew who caught a ride on a C-47 to England. The C-47 encountered heavy snowstorms and crashed five miles north of Amiens, France. Everyone on board died in the crash. ■



446TH BOMB GROUP

FLIXTON-BUNGAY UPDATE

BY LINK VEAZEY

The 446th Bomb Group Association members and friends enjoyed a most memorable time at our annual reunion. We met in Washington, DC and celebrated with thousands of fellow veterans, the dedication of the World War II Memorial Monument on May 29, 2004. The ceremony and other special events were well done, and a heartfelt thanks go to those who spent many long hours during the preparation phase. I would like to offer my thanks to **Colonel Bob Patrick, USA (Ret.)**, who so ably coordinated the events of this day that shall also live in infamy and in the hearts and minds of all the veterans of "The Greatest Generation" who attended this auspicious event.

In addition to the dedication ceremony, we had a bus tour of Washington, and a great visit and tour of the National Battlefield at Gettysburg. When the reunion was completed with our usual Sunday worship service under the direction of our Group Chaplain, **John Hill**, we departed our nation's capital with joyful and grateful hearts.

I, for one, have never thought of we veterans of World War II as heroes. Yes, we did our job, we performed our duties, and we are proud of that which was accomplished during the days of World War II. During occasions such as this, my thoughts always return to those comrades who made the supreme sacrifice by surrendering their lives to the great cause for Freedom. These are the heroes, and I am thankful to them for paying the price that we might continue to enjoy Freedom in this, our Great Nation.

As you think back to your days of military service, remember those who did not return. Oftentimes, when I have the privilege to attend funeral services of one of our own, I am reminded that they can no longer speak, verbally, for themselves, but when I see our flag flying in the breeze, I can almost hear them say, "Please do not let us to have died in vain."

For all of you veterans who read this, I thank you for your dedication, perseverance, and the love which you have for your country. ■

The Mighty 8th Air Force Museum

ADDRESS TO THE 2ADA EXECUTIVE COMMITTEE BY RICHARD M. KENNEDY (448TH), 2ADA PAST PRESIDENT

Good morning and welcome to Philadelphia. It's hard to accept the fact that our home in Chester County is but a mere thirty miles from here. Bobbie and I are usually facing a trip of hundreds of miles to attend these conventions. You all know the feeling! I bring to you this morning the best wishes of [Mighty 8th Air Force Museum] founder, General Lew Lyle; past Board Chairman, General Buck Shuler; museum president C.J. Roberts; and the new Board Chairman, General Bill Bland. Your Mighty 8th Air Force Museum is in the strong hands of a most capable and dedicated team.

My last appearance with our 2ADA Executive Committee was in Tampa, Florida in 2001. Time certainly grinds on, doesn't it? I am pleased to be with old friends and those new friends I haven't met. As most of you know, I've been serving on the Board of Trustees of the Mighty 8th Museum since 1991. General Lyle visited me in '91 during my term as 2ADA president, and invited me to serve on the Board of what was then no more than a dream. Well, they've "come a long way, baby!" That handful of 8th Air Force vets supported, encouraged, and directed by an outstanding American, Buck Shuler, managed to build, against unbelievable odds, a world-class museum!!! Effective May 7, 2004, at my request, the Board of Trustees granted me status as a Trustee Emeritus. The reason I requested the status change is that Bobbie deserves more of my time — she has given me so many wonderful years; now it's my turn.

The 2ADA will continue to be represented by an active, loyal trustee. Hap Chandler has recently been appointed to the post. Hap has been a strong, honest, and articulate voice at museum board meetings for several years, and we as 2ADA members will certainly be the benefactors of his efforts. The Mighty 8th Air Force Museum has been created to establish and maintain a permanent home, museum, library and record center for the veterans of the Eighth Air Force. To build a suitable memorial to the Eighth Air Force veterans who have given their lives in service, to promote an understanding of the contributions made by members of the Eighth Air Force toward the preservation of peace and democracy and to establish a unique educational program targeted toward the youth of America, thereby motivating them

through the drama of Eighth Air Force history. Today those purposes are not only in place, they're fully operational and moving steadily forward.

The purpose of my visit here this morning is to AGAIN ask you as an entity, the Second Air Division Association Executive

This is an interactive exhibit that teaches the science of aerial gunnery and gives visitors the opportunity to test their skills. In the spring of 2003, the museum acquired a fully restored Mig 17 that is now on exhibit on the museum grounds. Several exhibit galleries have been updated, and work con-

The Mighty 8th Air Force Museum is the ONLY national entity dedicated to preserving the history of the Eighth Air Force. The telling of the story of the B-24 deserves the full and sincere backing of a membership whose unselfish service established the B-24 as a bona fide heroic aircraft.

Committee, to participate in, support, and genuinely enjoy a museum built on the solid foundation we constructed "the hard way." The telling of the story of the B-24 deserves the full and sincere backing of each of you as leaders of a membership whose unselfish service established the B-24 as a bona fide heroic aircraft. Let me enumerate, as useful information, some facts about your museum:

Attendance has increased each of the past three years and now averages about 114,000 visitors annually. School group attendance increased by 25 percent last year and is on track to increase by another 25 percent this year. Last year's school group attendance totaled some 14,000 students. The museum's membership stands at approximately 4,000 members. That number is, of course, expected to continue to grow. Coincidentally, the 2ADA membership is about 4,600 and moving in a downward direction, a factor we'll visit as we move along.

In May of 2002, the Chapel of the Fallen Eagles was formally dedicated and continues to serve as a place devoted to the memories of our fallen Eighth Air Force comrades. The history of the B-24 is also remembered therein. The museum's collections have grown substantially, and now include 7,500 books (75 percent of which have been catalogued in the Library of Congress classification system with the remaining volumes to be catalogued by the end of this year), over 6,000 artifacts, 10,000 photos, and tens of thousands of documents and other primary source materials. Video and audio tapes are being recorded in a continuing program to capture the stories of those who made it all happen. This month, a new exhibit opened profiling the contributions of aerial gunners.

tinues on improving the presentation of the Eighth Air Force story. Concurrent with the dedication of the chapel, the restoration of the B-47 was completed and that historic aircraft is proudly on display adjacent to the Memorial Garden. The museum was recently named a Smithsonian Institution affiliate museum, which will enable the museum to borrow from the Smithsonian's collections, to host Smithsonian exhibits, and participate in Smithsonian educational programs. Aircraft now on display at the museum include a B-47 StratoJet, an F-4 Phantom, a Mig-17 Fresco, a Boeing-Stearman PT-17 Kaydet, and, on loan from the Smithsonian, a Messerschmitt ME-163B Komet. The affiliation with the Smithsonian Institution represents a significant recognition of your museum's standing. Operationally, the museum has a 35-member Board of Trustees comprised of Eighth Air Force veterans and business and community leaders, a most versatile board so necessary in today's competitive climate. Approximately 100 volunteers and 25 staff members operate the museum with a \$1.9 million annual budget, 70 percent of which is derived from earned income and 30 percent from contributions.

A major educational contribution has been made by the museum in partnership with Prentice-Hall, the largest producer of social studies education materials in the United States, to produce a curriculum kit profiling the history of the Eighth Air Force in WWII. The kit is being offered at the museum and is also being distributed by Prentice-Hall to schools around the country.

The museum is the ONLY national entity dedicated to preserving the history of the Eighth Air Force. Future generations will be the beneficiaries of this most wor-

(continued on next page)

MIGHTY 8TH AIR FORCE MUSEUM (continued from page 23)

thy project. The original exhibits are now eight years old and are beginning to show some wear. What is the solution to that problem? Renovation and/or replacement. That brings us to the 2AD wall, or the B-24 exhibit as it is popularly identified. Most visitors cannot associate or position the 2nd Air Division in its proper place within the Eighth Air Force lineup. Mention the B-24, and those same visitors connect; and the story of the 2nd Air Division falls into perspective. With the arrival of the "Fightin' Sam" B-24 nose and flight deck section (on loan from Duxford), the redesign of the B-24 (2AD) exhibit will begin. The "Fightin' Sam" section will be incorporated into a completely redesigned 2nd Air Division exhibit. Some of the highlights include construction of a hangar section in the 2AD area to house "Fightin' Sam" and relevant artifacts. You'll notice a substantial increase in B-24 and 2AD related artifacts. The addition of a 10' x 8' rear projection screen, ceiling mounted above the hangar, showing B-24s in flight and in combat. Provision for additional text, including introduction and interpretive object labels, will enhance the display. In addition, touch-screen computer interactive presentations of B-24 related information will also be included. The concept just visited represents the museum's effort to increase the visibility of the B-24 in the museum and to enhance the educational potential of the combat gallery. When complete, the exhibit will provide the visitor with an environment that fosters greater understanding of the role of the B-24 and the Second Air Division in defeating Hitler's war machine.

Among the more exciting renovations the museum is looking forward to is the transformation of the present cafeteria/restaurant into an establishment that will transport the visitor into a traditional "English Pub." To accomplish this most interesting atmosphere, some of the features will include, on the exterior front wall: dark green paint with stained wooden accents, three sets of side-by-side paneled windows, decorative double doors with etched glass flanked by large columns, faux gilt lettering, and a simulated cobblestone concrete overlay. The interior features include: 1350 square feet of enclosed space; stained wood paneling, molding and columns; two sets of double doors at the back wall; a 30' bar across the window side of the building for serving or additional seating; double-light sconces along three walls; and durable ceramic tile with simulated wood finish. The

interior furnishings will include a 10' Victorian Bar as well as imported English Pub tables, chairs, and bar stools.

Incidentally, the transportation costs to move "Fightin' Sam" to the museum were funded by the son of a member of the 2ADA. The subject of funding prompts me to mention a few financial items of interest to all of us. You should be pleased to know that the museum has operated in the black for the past three years, generating modest surpluses that have been transferred into the museum's reserve account. The museum has retired the \$13 million debt to Chatham County and now holds a 25-year, renewable, zero dollar lease with the county. The museum has also completed a long-term lease with JCB, Inc. for seven acres to the north of the museum. This area will be used to display large aircraft when and if they become available. JCB is a substantial British company dealing in the sale of heavy construction equipment. As we would expect, the Norfolk experience relating to friendship and co-operation is alive and well in Pooler. On a lighter but highly productive note, a fundraiser known as the "Warbirds Ball" took place last month and raised \$80,000 (net) on behalf of the museum. This was the third annual ball, which is rapidly becoming an event of social prominence in the Savannah area. Not too bad for a fledgling event! Bob Jepson, a Board trustee, donated his private hangar for this now well-established 40's era spectacular gala.

I mentioned firm support by 2ADA members. To date, 2ADA members have provided over \$482,000 in gifts to the museum. This total does not include the magnificent early gift the 2ADA bestowed upon the museum. 3,200 gifts have been recorded. Gentlemen, your membership is telling you something!!! When you take your seats around this table, it is paramount that you leave your egos and self-interest outside the room. All you need when dealing with the matters outlined in today's agenda are your heart, your common sense, and your courage. Your heart will never fail you, your common sense will follow the dictates of an honest heart, and hopefully you'll summon the courage to embrace both. Our 2nd Air Division Association is more or less managed by committee, and in spite of that obvious handicap has been able to operate in a seemingly credible fashion. Recent happenings have, unfortunately, caused some cracks to surface in what has heretofore appeared to be a seamless facade. An expected byproduct of management by committee is the "herd effect."

That is when a small segment of the "committee" by virtue of vocal intimidation or articulate delivery actually moves the group in their direction. That is when each of you must bring those three personal ingredients — heart, common sense, and courage — to the table. There's only one thing worse than a man who doesn't have strong ideals and opinions, and that's a man who has strong ideals and opinions and lacks the courage to voice them. Gentlemen, listen carefully to your members!

Mr. President and members of the 2ADA Executive Committee, I thank you all for this opportunity to meet with you again. I would ask that you consider these thoughts. Perhaps the immediate future will see the creation of a formal relationship between the 2ADA and the Mighty 8th Air Force Museum. I certainly hope so. I do sincerely appreciate the courtesy shown me this morning and to again experience the feeling of camaraderie so evident at these gatherings that makes these efforts so rewarding. If, by the way, you are put in the position of having to answer the frivolous question, "What has the museum done for the 2nd Air Division?" Remember, every morning at 9:00 a.m. the doors of the museum open wide and invite all to come and learn about the 2nd Air Division and their remarkable and reliably durable B-24s. If the Executive Committee wishes, I'll be available to participate in whatever discussion may develop.

Keep 'em Flyin'! ■

BUNNIE (continued from page 21) more probables.

The ground maintenance crew who serviced The Bunnie since it joined the Group back in the States consisted of M/Sgt. William H. Bender, crew chief, Glen Rock, NJ; Sgt. Oliver A. Newlin, Graham, NC; and Cpl. Lyle L. Reeves, Prole, Iowa.

"She's a grand ship," stated M/Sgt. Bender as The Bunnie took off on her 100th mission to attack a tactical target in the Koblenz area.

Captain Gerald K. Rodenbaugh, Pittsburgh, PA brought the ship (named for his wife) across the Atlantic and was the pilot on the initial operations of The Bunnie. Captain Chuck Walker, Boulder, CO completed his 35 missions by bringing The Bunnie back safely from its 100th mission.

Unfortunately, The Bunnie crashed in attempting to return to base after aborting its 109th mission. ■

A Sequel to the Kassel Mission Disaster

BY FRANK W. FEDERICI (445TH)

On September 27, 1944, the 445th Bomb Group flew a mission to Kassel, Germany with thirty-seven aircraft. There was a solid undercast and navigational errors were made such that a different target was hit (Gottingen), about thirty miles northeast of Kassel. This put the entire group out of the bomber stream: they were on their own. Ten minutes later, about one hundred German fighters jumped the group of bombers. The entire battle took less than five minutes. We lost twenty-five crews and ships at the scene of the tragedy. In addition, two ships crash landed in France, two crashed at Manston, England, and five crashed near our base at Tibenham, England, which means that only three ships returned and landed at our base. (The preceding mission details were taken from the 445th Bomb Group history book.)

The main purpose of this writing is to describe the effect on those of us at our home base on the day of the tragedy and thereafter, and to relate a Kassel mission story that occurred on 7 October 1944. I was the navigator on Jim Williams' crew which included: Jim Williams, pilot; Vincent Mazza, copilot; Leo Lewis, bombardier; Frank Federici, navigator; John Christianson, nose turret navigator; Herbert Krieg, engineer; Carl Bally, radio operator; Edward Goodgion, waist gunner; Kenneth Brass, waist gunner; Charles Bickett, tail gunner.

As a lead crew we flew many practice missions to maintain top proficiency. On the day of the September 27, 1944 Kassel mission, we flew a colonel up to Aberdeen, Scotland. When we returned to Tibenham, we noticed that a lot of aircraft were not in their parking places. (The mission should have returned to base already.) We landed and I walked over to the ground crew chief and asked, "Where are all of the ships?" He answered with, "We have been wiped out, sir." I replied, "That's *not* funny, sergeant." He replied, "Honest to God, sir," and started to cry. I felt badly and placed my arm on his shoulder and apologized to him.

We eventually went to our hut which accommodated officers of four crews (four per crew) or a total of sixteen men. Our hut was empty when we walked in because the other three crews had been shot down over Germany near Kassel. We were shocked at the great losses of men but also very angry at the enemy. The next day our base put up ten aircraft which flew with another group and went back to Kassel, Germany with one thousand pound bombs. All returned safe-

ly. Results were very good. It was amazing how fast replacement crews came to our base — within ten days our hut was full again.

On October 7, 1944, our crew flew lead position on a mission to Kassel with a total of forty aircraft and had excellent bombing results. In fact, we received a "Lead Crew Commendation" for the accurate bombing results. But it was not a "milk run" for our crew . . .

Our hydraulic lines were damaged by flak. As we approached our base, our pilot, Jim Williams, asked our flight engineer, Herbert Krieg, to lower the nose landing gear manually to conserve hydraulic pressure for lowering the flaps. I volunteered to help Herb lower the nose gear manually. In his thoroughness Herb warned me to pull my head back before we reached a critical position of the gear as we were cranking. I thanked him profusely after I saw the gear move back up, and then down in a locked position (in one continuous motion). If Herb had not warned me, my head would have been hit and possibly pinned between the gear and the underside of the flight deck! Once the nose gear was down, the flight engineer went back to the waist section of the ship to observe whether the main gear were down and locked by seeing if two yellow paint marks were aligned on the gear. However, the flaps on the wings had already been lowered and, thus, obscured his view of the alignment of the yellow marks on the gear.

Since an inordinate amount of time had elapsed since the flight engineer had gone back to the waist to check the main gear and the cockpit could not contact the waist on interphone, I volunteered to go back to the waist and find out what the status was. When I reached the waist, I was amazed to see each waist gunner holding a leg at the ankle of the flight engineer who was hanging upside down outside of the waist window without a parachute pack!! (A parachute pack would have interfered with lowering him on his stomach.) I composed myself as I walked toward these dedicated and single-minded men and calmly said, "Haul him in," and proceeded to give them a hand. Incidentally, Herbert Krieg was thirty-six years old at the time and a very wiry and slight-of-build guy (who could easily fit into and operate a ball turret). If he were not of this build it would have been virtually impossible for the waist gunners to safely lower him out of the waist window. Although a valiant effort was made to

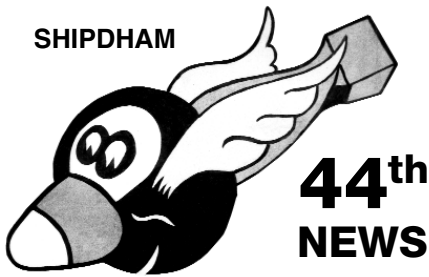
lower the flight engineer, he still couldn't reach a low enough position to see if the yellow marks were aligned indicating that the gear were down and locked. Consequently, I immediately called the pilot and told him what I had learned and said we would take crash positions in the waist area for the landing. During the course of landing, I "lectured" the flight engineer and the two waist gunners, Kenny Brass and Eddie Goodgion — all of whom were exceptionally determined as they tried to ascertain if the main gear were down and locked!! We landed safely.

A navigator friend of mine, Ira P. Weinstein, will enjoy reading this story purely because it occurred at the same target, Kassel, Germany, when he participated in the September 27, 1944 mission and was shot down and became a prisoner of war. We enjoyed each other's company at the 2ADA's 56th Annual Convention in Oakbrook, Illinois, June 3-8, 2003. We first met in the 1990s at an Eighth Air Force Historical Society meeting near Chicago, where Ira presented his story about the infamous Kassel mission and his subsequent experiences as a prisoner of war.

The Kassel mission of October 7, 1944, along with the Misburg and Karlsruhe, Germany missions, were some of the most memorable missions I flew. Our Kassel mission will always give new meaning to "flying by the seat of your pants." ■

SIGNS ACROSS THE U.S.

1. On a long-established New Mexico dry cleaners: 38 years on the same spot.
2. In a Los Angeles dance hall: Good clean dancing every night but Sunday.
3. In the offices of a loan company: Ask about our plans for owning your home.
4. On a display of "I love you only" Valentine cards: Now available in multi-packs.
5. In a clothing store: Wonderful bargains for men with 16 and 17 necks.



BY GEORGE A. WASHBURN

The 44th Bomb Group had fourteen people at the 2nd Air Division Association convention in Philadelphia over Memorial Day weekend. **Dick Butler** became a past president after two busy years in office. We thank him for all his hard work. Yours truly was reelected to the group VP job after a hard-fought campaign. Please send me stories for inclusion in future issues of *The Journal*.

A trip back to the Norfolk area of England presents the opportunity to meet and enjoy the hospitality of our many English friends. In early April, we spent ten days in the area around Shipdham and had many memorable experiences.

We met one of our friends, **Eric King**, at The White Hart Hotel in Hingham for lunch one day. After lunch, we walked with Eric to his home, where he apologized for the B-17 weathervane on his house! He then drove us around the old B-17 base, Doephams Green, about two miles away. He said he would like us to meet a lady who would not forgive him if he didn't bring a visiting American to meet her. This we did, and met **Ethel Collins**. Upon telling her that I had bought an Eisenhower jacket at Stones in Norwich, she said she had worked there and took all the measurements. We agreed that the waist measurement had changed somewhat! We had a nice visit. Mrs. Collins' maiden name was **Lincoln**, and President Lincoln's ancestors came from Hingham.

During the war, Eric worked on a farm sixteen hours a day, bicycling several miles to and from work. Two nights a week he was up all night on Home Guard duty. He befriended some of the men at Shipdham, remembering **Roy Klingler**, tail gunner, KIA on the mission to Kiel in May of 1943. Eric tells of **Colonel Snavelly** checking the

condition of planes before a mission. He asked a crew chief what was wrong with the ship. "The finigan was broken," came the reply. "Can you fix it?" "Yes." And the Colonel went on his way!

Eric also tells of being in 8 Ringer's Pub in Hingham with **M. Strickland**, 67th Squadron, on several occasions. During the war, there were nine pubs in Hingham, which is about five miles from Shipdham, and now there is only one.

The flying club at Shipdham has installed a new building along the east side of their hangar and plan to move the 44th museum there as soon as they put on a new roof. **Pete Steele**, curator, would like more memorabilia — especially books on the 44th, which would be put into a reference library in the new room. Contact Pete Steele, Shambani, Chequers Lane, Saham Toney, Thetford IP25 7HQ, Norfolk, U.K.

Pete is an ex-RAF pilot and veteran of the Berlin Air Lift, who now instructs in gliders at Shipdham. He tells of giving an 84-year-old lady a glider ride. After getting her buckled in, he got into his seat and she exclaimed, "Oh, are you going too?" !!! ■



HARDWICK

Open Letter to the 93rd

BY JOHN L. LEE, JR.

The 2nd Air Division Association convention in Philadelphia during the last week of May was an enlightening one. The tour of the City of Brotherly Love was also very delightful. We enjoyed the location of the hotel, which was at Penn's Landing. The river was filled with activity, ferries, tankers and boats large and small. Trolleys made the historic part of the city available to us all, and when we had free time we visited sites such as museums and the Liberty Bell. An interesting monument and background story, which we happened to find one day when we were out walking, was a memorial depicting refugees from the Irish famine. Many of us probably don't fully realize how devastating that period was for the Irish. It was America that offered a refuge for some who were able to make it to our shores.

This was my first meeting as a member of the Executive Committee. I am still learning more about the overall responsibility of this committee. One of the important issues is how to continue the management of the Memorial Library in Norwich. Action on this issue was tabled until further analysis and review is completed. A final decision is essential, however, in the near future while there are veteran members still

around to do so. It was pointed out that there are fewer than four thousand veteran members remaining in the 2nd Air Division at this time. The prediction for the year 2010 is less than fifteen hundred members. We cannot wait until the "last man" to delegate the management and control of this important project. I would appreciate your input in this regard in order to help make the best decision for the future of this important and unique Memorial.

The questions that must be resolved are:

1. How much authority and control should be given to the Heritage League?
2. Should the total management and control be delegated to the Board of Directors?
3. What role should the Fulbright Scholarship Fund take?

I feel certain that the events of the convention meetings will be covered elsewhere in this *Journal*, but please feel free to contact me if you have questions that are not answered.

As we approach the holiday season, we send our warmest greetings from sunny Florida. Thinking back to some years ago, I remember a December in Camp Kilmer, New Jersey. We were a replacement crew waiting our turn to be shipped overseas.

Our means of transport was to be the original Queen Mary. We had some free time as we waited, and some of us enjoyed the night life in New York. I remember one cold December evening during the holidays. Most of us had been to the Big City before, but this night we went to the Latin Quarter. Maybe because we were in uniform, they gave us a special table and everyone treated us wonderfully. We had the time of our life. I don't recall exactly, but I believe there was no charge when it came time to pay the bill! What a treat for some lonely, young GIs headed for the war zone.

The next day we boarded the Queen. She was most likely one of the largest ships of that period. We were very crowded with troops everywhere. As I remember, it took all day to serve two meals. The Queen's speed allowed her to travel alone, but the use of evasive maneuvering action made the voyage a bit rough. Nevertheless, we arrived in Scotland after only about four days at sea.

My wife and I are booked on the new Queen Mary for a cruise from New York to England. I told the travel agent that I hoped for a better cruise than the one in 1944. She thought that was an interesting story and assured us of a much better experience with more than two meals a day and a lot more luxury.

Once again, Merry Christmas and a Happy and Healthy New Year to each and every one of you. Remember, I'd like to include some of your memories in this column. Let me hear from you. ■

Siren of Yesteryear Still Stirs the Troops

BY GORDON DILLOW • REPRINTED FROM THE ORANGE COUNTY REGISTER, FEBRUARY 24, 2004

Six decades ago she occupied the restless dreams of countless young American GIs. Now some of those not-so-young former GIs have a chance to make one of their long-ago dreams come true.

They have a chance to win a dinner date with Jane Russell.

For those of you too young to remember, Jane Russell was one of history's hottest and most voluptuous babes — this at a time when voluptuousness wasn't easily available at any plastic surgeon's office.

Her 1941 film "The Outlaw" couldn't even make it past the censors and into release until 1943, largely because of the scandalous way producer Howard Hughes highlighted certain of Miss Russell's "assets" while promoting the film.

GIs, on the other hand, had absolutely no problem with the public display of feminine assets. Along with Betty Grable and Rita Hayworth, Jane Russell, a sultry bru-



Jane Russell

PHOTO SUBMITTED BY J.F. THOMAS

nette, became one of the most popular "pinup girls" of World War II.

After the war the GIs went on with their lives, and Jane Russell went on to star in such films as "Gentlemen Prefer Blondes" (with Marilyn Monroe) and "Gentlemen Marry Brunettes." Now the boys of World War II are in their late 70s and 80s, and the long-retired Miss Russell is — well, she's a little older than she once was.

Nevertheless, when Jane Russell agreed to be the "prize" at the annual reunion of some U.S. 8th Air Force veterans in Anaheim on Sunday, a lot of those aging veterans suddenly felt young again. For five bucks per raffle ticket, they all have a chance to win a dinner date with her in L.A. next month — chaperoned, of course — with the proceeds going to help build memorials to the 8th Air Force in England, Georgia, and San Diego.

(continued on next page)

BLESS THAT WINDOW!



Reprinted from BRIEFING, Spring 1992

This B-24 tail gunner really had a tale to tell. The gunner almost took a 20mm direct hit from an attacking fighter, but the thick plexiglas panel on the turret saved his life. (Take a bow, Dow!) His left side was injured on the mission, but he was able to gaze happily at the bullet-proof shield. The gunner's identification is not known. (Photo by A.V. Saldarini, 1st Combat Camera Unit)

ATTLEBRIDGE TALES



BY JIM LORENZ

MAIL CALL

Whenever one of our 466th BG veterans dies, I send a note to his wife or nearest relative. Most always, I receive a thank-you note. Thus, on May 10th, I received a nice note from **Helen Hendrix**, after her husband **Bill** died last April. She stated, "Bill enjoyed 466th BGA meetings he attended. His military service was an important part of his life!" I think all of us would second that idea.

I had an e-mail from **Jack Wendling** (wendling@filertel.com) requesting any data and perhaps contacts on a ground crew chief in the 784th BS who took care of the "Black Cat," 42-95592U. He notes that his crew flew this plane quite often, and it was always in first-class shape. Jack feels delinquent with his commendations to the chief — and would like to make amends. Anybody have any clues to help him? I know we would all agree — our ground crews were terrific and knew what they were doing. I remember one of my first missions one winter morning, we had a delay in starting engines as it was snowing. We then got the green flare to start engines and our crew chief yelled up, "Let me brush the snow off the nose." We said, "No, it's OK." As we started down the runway, the wet snow on the nose went "splat" onto both windshields. We both opened our cockpit windows and tried to guess V1 and V2 points on the runway — we did make it OK — just lucky. It is sure easier to take off with front vision! I never refused the crew chief's suggestions after that.

466TH BG ANNUAL MEETING

Our annual meeting of the 466th BG was held on Thursday, May 27, 2004 at the 2nd Air Division Association convention in Philadelphia. As we had only 13 attend this meeting, we met in a large room with five other groups who also had low attendance. The names of our attendees are list-

ed elsewhere in this issue. As the 2ADA membership has dropped to some 3,646, we also have some 225 regular members, down from last year's 272. Obviously, most of our members stay in only to receive *The Journal*.

I noted that the **Rev. Paul Illingworth**, rector of All Saints' Church (just off the east end of our Attlebridge main runway) is retiring after some thirty years of service. The 466th BGA authorized me to have a small 5" x 7" walnut plaque designed and prepared, as our thanks for his services. I passed a small photo of the plaque for all to see. I sent this to **Ted Clarke**, our base guide, who, with our 2ADA/Fulbright Librarian, Tahitia Orr, would present this to Rev. Illingworth at his last sermon on June 27. As I write this on July 3, I had an e-mail from Ted saying that all went well. The service lasted about two hours and the Bishop blessed the plaque.

Due to the length of the service, Tahitia had to leave early. An American Federal Express pilot was visiting our Memorial Library and attended the service since he had a friend in the 466th. Thus, **Richard Owens** was our American representative at the presentation. Unfortunately, Ted's camera failed him, so we don't have any photos of the event.

I noted that the 2ADA Executive Committee had seven new group VPs who were attending their first meeting. The major doings of the Executive Committee will be noted in other *Journal* articles.

466th Treasurer **Stan Mohr** gave his treasurer's report, noting we have a group balance of \$1,265.38. He spent only the \$69.20 for having a wreath placed at our memorial on Veterans Day 2003. This forty pounds will cost us about \$78 this year, as the pound is rising rapidly against the dollar. We expect no other expenses for 2004. Due to the combined meeting, and the small attendance, we did not hold our annual raffle.

I mentioned that the 466th BGA has set up a dedicated restricted fund, with the interest only to be used to place flowers on our memorials in England. Contributions are welcome. The Heritage League has offered to manage this type of fund for any bomb group after they disband, and see that flowers are placed as directed each year.

On the annual election of officers, I noted that the incumbents (if your have forgotten, **Jim Lorenz** is VP and our representative on the 2ADA Executive Committee; **John Horan**, Assistant VP; and **Stan Mohr**, Treasurer) would continue, if so desired. **Jim Russell** moved, and it was sec-

onded, that nominations be closed and the current officers be unanimously elected.

I noted that we should begin considering how long we can expect our members to attend an annual meeting. I mentioned that the 2ADA did approve a "Dissolution Policy" which basically states that the 2ADA will disburse all its money, and will officially dissolve, when members are not able to hold the annual meetings. Some give the 2ADA only one or two years before this happens. I also noted that some of the BGAs are also thinking they will have only one or two more meetings. Your officers will discuss our possible options, for consideration at the next meeting.

FUTURE MEETINGS

The 466th BGA will meet with the 8th AFHS at Westin Crown Center, Kansas City, Missouri, October 6-10, 2004; and on May 18-22, 2005 in San Diego, CA. ■

SIREN OF YESTERYEAR

(continued from page 27)

"They're all pretty excited about it," says Dick Baynes, 79, of Irvine, a former B-24 pilot and chairman of the Southern California Reunion of the Second Air Division Association. "She was quite a sex symbol."

As for Miss Russell, pitching in for a veterans cause is simply a continuation of the support she gave the troops long ago.

"Of course I'm flattered that they would want to see me after all these years," she told me from her home north of Los Angeles. "I toured [in the States] with Bob Hope back then, and they [the GIs] were all so wonderful. I don't know if they'll recognize me, though. I was famous as a brunette, and now I'm a blonde — my hair is white!"

Frankly, I don't think she has to worry about being recognized. I've been to a number of World War II veterans' reunions, and it's amazing how when they get together, they start to see their old buddies not as they are, but as they were. I suspect that in their eyes, Jane Russell will always be a gorgeous brunette.

And who knows? Maybe someday, forty or fifty years from now, the young male soldiers of today will still be dreaming of Jennifer Lopez or Britney Spears — and leaping at a chance to win a dinner date with them.

Yes, the years go by, and bodies and faces inevitably change.

But memories, and restless dreams of pinup girls, remain forever young. ■

"As a child, I dreamed I was standing at a window looking down as I floated high over a deep blue lagoon..."

— IGOR SIKORSKY

The legacy of Igor Sikorsky is evident daily as the helicopters that are the progeny of his genius fly over us, transporting passengers, saving lives, reporting on traffic jams, assisting construction, etc., "all in a day's work." In fact, the helicopter has been so successful and has become such a pervasive part of our lives, it's easy to forget that Igor Sikorsky had a highly successful life in aviation before them.

Born in the city of Kiev, in the Imperial Russian Province of the Ukraine in 1889, Sikorsky experimented with gliders and crude helicopters before building his S-1 in 1910. This simple bi-plane was powered by two French Anzani engines (15 hp each) and initially did not have enough power to get off the ground. Sikorsky solved this problem in the manner that would become his trademark down through the years: he added more horsepower. In this case, two 25 hp engines enabled him to experience the exhilaration of a four-minute circular flight.

By 1912, Sikorsky was flying his S-6B, and with it he won the first prize in the Moscow Air Exposition. At the time, this bi-plane held the world speed record for a three-seat airplane, at 70 mph. By winning this contest, young Sikorsky was appointed as the "Chief Engineer" of the Russo-Baltic Railway Factories (RBVZ), and the Russian state-owned railroad and airplane company.

With the resources of the Russian government now behind him, Sikorsky started an ambitious program for the production of a large multi-engine transport airplane. The first of these planes, a twin engine project, flew without great success in May of 1913. Once again Sikorsky added more horsepower (specifically, two more engines) and created the world's first four-engine transport. The *Le Grand*, weighing four and a half tons, flew for ten minutes on the evening of May 13, 1913. Sikorsky was fond of remembering that because the aircraft had an enclosed cabin, the pilot had to learn to fly without the wind in his face, using only sight and instruments (and not "bird sense").

All this set the stage for the *Ilya Mourometz*. This giant four-engine bomber first flew in July 1913 with a total takeoff weight of 15,432 pounds, a wingspan of 124 feet, and a range of 425 miles. It was powered by two Argus six-cylinder in-line engines, rated at 100 hp each, and two Salmson radials, rated at 140 hp each.

IGOR

BY DEL JOHNSTON

Reprinted from

Yankee Wings, May-June 1994

The *Ilya Mourometz* was the prototype of the IM series of bombers that equipped the world's first heavy bomber unit — the EVK. This squadron of flying ships pioneered the whole concept of strategic bombing. Eighty of these giant bombers were built in seven main versions. Though appearing to be flimsy, they proved tough and durable, operating at day or night, with multiple wheel and ski set-ups, while making bomb runs lasting up to six hours.

Bomb loads varied to over a ton, and by 1917 defensive armament consisted of eight machine guns and sometimes a 50mm cannon. The IM boasted "self sealing fuel tanks, a first on any aircraft, the power part of the pilot cabin and the backs of the seats were armored. It is said that (in over four hundred sorties from February 15, 1915 through November 1917) only one IM was shot down in combat and then only after it shot down three of the attacking fighters."

Being the perceptive, forward-looking person that Sikorsky was, he could see no future for himself in Russia with the coming of the Communist Revolution in 1917. As a result, he emigrated to France before finally coming to America in 1919. Unable to pursue his preferred profession of building airplanes because of the post-war economic contractions, Sikorsky made his living teaching other Russian emigrants in New York.

Having finally had enough of life on the ground, by 1923 Sikorsky put together a group of investors and built the model S-29A. The "A," he said, was for America. To gain publicity, Sikorsky moved two baby grand pianos from New York to Washington, DC. As a moving van the plane proved successful, but as an economic venture, it was not, so the S-29A was sold to the famous barnstormer of the twenties, Roscoe Turner. Later in the year, Turner sold it to Howard Hughes. As a result of this sale we can still occasionally see Sikorsky's handiwork flying as Hughes used the S-29 as a stand-in for the German Gotha bomber in his movie classic, *Hell's Angels*. During the movie Hughes set the giant Sikorsky plane afire and filmed it as it crashed.

The Sikorsky Manufacturing Company survived the times by building and selling improved wings and equipment for the thousands of Curtiss JN-4 "Jennys" sold as surplus into the American market. In 1926, French aviator Rene Fonck hired Sikorsky to build a plane for Fonck's effort to become the first to fly non-stop across the Atlantic. This plane, the S-35, was sitting on the ground in New York in 1927 waiting for the weather to clear when Lindberg rendered the whole proposition moot.

Later in 1927 the S-36, a twin-engine, six-passenger flying boat, was completed. Powered by two Wright Whirlwind J5 engines of 220 hp each, the S-36 proved underpowered and only five were completed.

In an early 1990s article in the *Air & Space Smithsonian* magazine, Hans H. Amtmann, an engineer with Donier of Germany during this same period, stated that experience had taught that one horsepower could lift 14.3 to 15.4 pounds off the water. It is inside these limits that Sikorsky, Martin, and the others were designing their flying boats.

The following year Sikorsky (again adding horsepower) installed two Pratt & Whitney "Wasp" engines of 410-450 hp on a lengthened and strengthened S-36 fuselage to make the first S-38. This plane proved a breakthrough for Sikorsky and the aviation business. Carrying ten passengers at a cruising speed of 103 mph, with a gross takeoff weight of 10,480 pounds, the S-38 was the first twin-engine plane to be able to maintain level flight under load with only one engine. At the time, it held the world record for the class of 19,000 feet, and had a range of 600 miles.

In 1929, Pan Am established regular air service from Miami to the Canal Zone with the S-38, financed under terms of the Kelly Foreign Mail Act of 1928. Juan Trippe and Pan Am were awarded Foreign Mail routes #5 and #6. (By 1934 these routes earned Pan Am a subsidy of \$2.00 a statute mile.) A furor was raised at the time because Trippe was "awarded" these routes over other applicants as a "chosen instrument." The Postmaster General felt Trippe and Pan Am would be better able to compete against foreign competitors. The fact that these awards were rigged in Trippe's favor would be brought up again some sixty years later, when Pan Am was allowed to go into bankruptcy and eventual oblivion. Some people never forget.

Pan American Airways ended up purchasing thirty-eight of the S-38s. Northwest Airlines also purchased a couple of

(continued on next page)

IGOR (continued from page 29)

the S-38s. On May 30, 1931 Northwest inaugurated air service to Duluth, Minnesota with this amphibian, as Duluth had no airport at the time. This model sold so well that the Sikorsky Aviation Company relocated to larger facilities in Stamford, Connecticut. It was also during this period that Sikorsky Aviation was sold to the United Aircraft and Transportation Company, a holding company that also owned Pratt and Whitney Engines, Boeing Aircraft, Stearman Aircraft, Chance Vought Aircraft, and Hamilton Standard Propellers. The S-38 was considered a highwing cabin-monoplane, with a wingspan of 71 feet 8 inches. The height at the wing was 13 feet 6 inches and its length, nose to tail, was 40 feet 5 inches. The "S-38 was not designed with an eye for the esthetics," having a "long banana shaped nose and the blunt aft end [that] looked as if the hard pressed Sikorsky firm had run out of materials." Although considered a monoplane, a substantial lower wing (36 feet 1 inch) supported two stubby wing floats.

The next plane of note from the Sikorsky drawing boards was the S-40. Ordered by Trippe on December 20, 1929, it first flew in 1931. Weighing in at 17 tons fully loaded, with a wingspan of 114 feet and four Pratt and Whitney "Hornet" engines (rated at 575 hp), this plane was the largest airplane in the world at the time. These were the first of the "Clippers," a trade name that was to grace the planes of Pan Am for the next fifty years. Carrying thirty-eight passengers and a crew of six over a range of 900 miles at a cruising speed of 115 mph, the S-40 charted the overseas flying routes throughout the Caribbean and into South America. It was while flying the Caribbean routes in this airplane that Sikorsky saw his dream come true of standing at a window looking down into a blue lagoon. Only three were built, and all were sold to, and operated by, Pan Am.

On August 15, 1931, Juan Trippe sent letters from Pan Am to various manufacturing concerns soliciting designs for a long range flying boat able to fly 2500 miles at a cruising speed of 145 mph and carry sixteen people (including four crew) and 3,000 pounds of mail. Only Sikorsky and Martin answered. From Sikorsky, the result would be the S-42.

The S-42 first flew in 1934, and was the first ocean-spanning aircraft. It was used by Pan Am to chart the Pacific Ocean routes that would become datelines for later Clippers and familiar to all Americans during WWII. At one time the S-42 held ten world records for altitude, distance of flight,

speed, and lifting capacity. When Sikorsky was asked to comment on the tremendous achievement these records represented, the Russian immigrant shyly acknowledged these and the earlier two as "proving superiority of American-made aircraft."

As designed the S-42 had four Pratt and Whitney engines (rated at 700 hp each) and carried thirty-two passengers and crew over a range of 750 miles. The craft's skin was "ALCLAD" aluminum with flush riveting. Wing loading was 30 pounds per square foot, double other planes of the period and



Shortly after arriving in New York City in 1919, Igor Sikorsky was photographed wearing a fedora, which would become his trademark. (United Technologies)

a figure not to be exceeded by any other type until 1942. An amphibian, the wheels were only attached in the water to roll on-to and off the ramp. Fully equipped, ready to fly, the S-42 cost \$242,000 delivered.

In 1937, the -B- version of this plane was introduced. The major improvements over the -A- model were larger engines (four Pratt and Whitney Hornets rated at 750 hp each), larger fuel tanks, the airfoil extended 4 feet to 118 feet, and most importantly, the new Hamilton Standard constant-speed propellers were installed. With these new propellers, the pilot could select the desired RPM for a given condition and the propeller pitch would automatically adjust to maintain the proper RPM. The increased efficiency of these improvements brought the S-42B's gross weight to 42,000 pounds. It could carry thirty-two day passengers or fourteen sleepers at a cruising speed of 163 mph with a normal range of 1200 miles. One of these planes, the "Hong Kong Clipper II," was destroyed by the Japanese at the dock in Hong Kong in

December 1941.

Pan Am used a specially modified S-42B (no passengers, more fuel tanks) to chart the Pacific flying routes. In this function, the S-42 will always be identified with Captain Ed Musick, Pan Am's chief pilot. Newsreels of that period show a Pan Am Clipper completing a flight (often of up to 20 hours duration) with clean-shaven and spotless officers and crew deplaning dressed in immaculate, well-pressed uniforms. The message is obvious: airplane travel had now indeed become civilized, the realm of the "upscale and sophisticated." Captain Musick instituted this practice during these survey flights by sending the crew down to get cleaned up a half hour before landing. He was killed on January 11, 1938 when this specially modified S-42B blew up at Pago Pago, Samoa while surveying the South Pacific route to Australia.

It is interesting to note that one of the advantages always given for the value of "flying boats" at this time was the lack of airports along the route. But that's true only as far as it goes. By 1934 there were a lot of "airports" around, but most of them were of grass or gravel and could not have supported the load of this massive plane. Concrete runways were another improvement that would become worldwide during WWII.

By 1936 Sikorsky was delivering the S-43 to Pan Am. Called the "Baby Clipper," it was configured to carry 15-25 people, had a wingspan of 86 feet, and a gross take-off weight of 20,000 pounds. It was powered by two Pratt and Whitney Hornet engines of 750 hp. During 1936, the S-43 set four world altitude records for class. It was a "Baby Clipper" only when compared with the other Sikorsky flying boats. In size and lifting capacity the S-43 compares very favorably with the other planes of the period such as the DC-3. The National Air & Space Museum's Garber Facility at Silver Hill, MD has one of two remaining S-43Bs in their collection, albeit a U.S. Navy JRS-1. Howard Hughes crashed this particular aircraft into Lake Mead when he was practicing to fly the Spruce Goose in 1947.

The final flying boat in the Sikorsky line was the S-44. Three V-44As were built for American Export Airlines by the then Vought-Sikorsky Corporation to fly the Atlantic in competition with the Boeing Model 314 of Pan American. The Sikorskys had greater range and speed than the Boeings. The S-44A could carry 47 passengers short range and had four PW 1200 hp R-1830-SIC3-6 engines.

Editor's Note: The President has been moved about by Sikorsky helicopters for years. ■

Group Relations Report

BY JAMES H. REEVES (HDQ)

The Group Relations Committee would like to pay tribute to one of our vice presidents. Last month this outstanding individual was 80 years young. In 1977 **Rick Rokicki** was elected executive vice president of the Second Air Division Association. In 1978-79 he served as president. In 1980 (23 years ago) he was elected VP of the 458th Bomb Group of Horsham St. Faith, and is still VP in 2004.

In 1980 when the late Bill Robertie, editor of the *2ADA Journal* at that time, asked for a volunteer to do the computer work — Rick took the job. Some ten years later, Rick's assignment took the title of "Director of Data Processing." Today he is still that volunteer.

In addition, Rick's group's record of attendance at conventions has been among the best. Rick has served on several 2ADA audit committees as well as nomination committees.

At the end of 2004, Rick will have been a VP for almost a quarter century. I think this is truly an outstanding record.

The Group Relations Committee would also like to pay tribute to the **446th Bomb Group** of Bungay, for having the greatest number of memorials: 20 in number, located as follows: Gate to St. Mary's Church, Flixton, England; Plaque in former airmen's mess hall (now an employee cafeteria); Isle of Chaussey, France (Paris VFW & Grandview Community Center); Bungay Community Center, Bungay, England; Memorial Gardens, Wright Patterson AFB, Ohio; Roll of Honor, St. Mary's Church (Mrs. Seery); Entrance Bench, St. Mary's Church (Carl Gjkelhaug); Pima Air Museum, Tucson, Arizona (a beautiful shiny B-24); Norfolk Suffolk Aviation Museum (NSAM), Flixton, England; Arlington National Cemetery, Arlington, Virginia; Bungay-Flixton Memorial, Station 125, Flixton, England; 2nd Air Division Memorial Room, Norfolk County Library, England; Eighth Air Force Heritage Museum, Savannah-Pooler, Georgia; Schoeneck, France; McCord Air Force Base Museum, McCord AFB, Washington; General Patton Museum, Indo, CA; March Air Force Base, March AFB, CA; Edmunes, The Netherlands (community residents); Barembach, France (Barembach community); and Marcillac, France (Marcillac community). ■

ATTENDEES AT THE 57TH ANNUAL 2ADA CONVENTION PHILADELPHIA, PENNSYLVANIA • MAY 2004

44th Bomb Group

Agar, Beryl
Butler, Dick, Ardith & Dan
Clark, Chris
Diemer, Joe & Gloria
Ertz, Julian & Dorothy Fishbein
Jackson, Joe & Lillian
Lowenthal, Lee
Schwarm, Ed & Erla
Washburn, George &
Cynthia Harmonowski

93rd Bomb Group

Bradley, Joe & Peggy
Burks, Harold
Del Guidice, Lou & Alberta &
Sandy Comstock
Doerner, Bill & Josephine
Ferraro, Bill & Anita
Hebert, Leo & Lorraine
Johnson, George
Johnson, Simone
Lee, John & Betty
Luise, Bob & Evelyn
Mikolajczyk, Mike & Dorothy
Neumann, Bill & Mary Ann
Nykamp, Henry & Bea &
Randy Riotto
Schwarzgruber, Joe
Sill, Charles

389th Bomb Group

Berry, Bill & Betty
Borland, Dave
Driscoll, Barney & Emme
Greenberg, Sol
Hallett, Allan & Jean
Howell, Leonard & Myrtis
Katz, Stan & Sylvia
McClain, Jim
McMillan, Kelsey
Morgan, John & Mary Detwiler
Newton, Fielder & Marge
O'Connor, Walt & Marie Frenard
Popham, F.L. & Nellie
Tucholski, John & Margery &
Christopher Limbach &
Jeremy Hogan
Watson, Bob & Joyce Uvary
Wegge, Fred

Visitors from Hethel

Filby, William
Palmer, Albert & Susan
Squires, Fred
Waterfield, K.J.
Wilson, Paul

392nd Bomb Group

Baumgart, Vernon
Beddingfield, Luther
Books, Robert & Carol
Conrad, John
Gilbert, Lawrence & Marjorie
Goar, Jim & Annabelle Garoffolo
Green, Jim
Greene, David & Renee
Harned, Bob & Jane
Hoover, Jim
Leonard, Cathy & Tony Rosowski
& Peg & Joe Leonard
Mackey, Oak & Maxine
Marsteller, Jim & Karen
Perry, Tom
Reid, Emily & Ann Phillips
Rogers, Dennis
Rothrock, Mary
Tison, Annette

445th Bomb Group

Bason, Maurice & Hilda
Bertapelle, Tony, Lois, Karen &
Charles & Charles & Sue Holmes
Bowen, Doc
Boyanowski, Bill & Dorothy
DiMola, Elizabeth
Drummond, Bob & Cass &
Heide Hewitt
Elfstrom, Leroy & June
Fischer, Elmer & Doris Helveston
Lemons, Ray & Jean
Luhmann, Clarence & Winnifred
Mastrogiacomo, Sam & Joan
Pytel, Ray
Querbach, Al & Dorothy &
John Eckert
Rolloff, Ed
Stephan, Billy & Elaine
Thevaos, Ted, Will & Danielle
Walker, Chuck
Whitefield, Don, Billie, Bill & Janeal
Zobac, Ed & Rosalie

446th Bomb Group

Senior, Alan & Joyce
Veazey, Link

448th Bomb Group

Berryhill, Ron & Gloria
Kennedy, Dick & Bobbie
Schultz, King & Paula

453rd Bomb Group

Anderson, Bob & Evelyn
Barker, Henry
Dyke, Jim & Dorothy
Harriman, Russ
Hurner, Irene, Gretchen &
Pat Christensen
Kinell, Carl
Long, Orvill, Lovey, Melody & Holly
Morris, Walt
Neatrou, Russ & Nona
Oliva, Odo
Pale, Vince
Prang, Lloyd & Irene
Ramm, Pat & Agnes
Ricci, Al & Rickey
Robert, Dick & Paulette Hebert
Raiser, John & Tom
Solt, Mark & Mildred
Stokes, Milt, Lucille, Ken & Caroline
& Rhonda & Jim Vinson
Wilen, Abe & Janet & Donald
Wittig, Linda & Philip &
Brenda Tudyk

458th Bomb Group

Brumby, Birt & Ann
Bullard, Tom & Christine
Butler, Dick & Edith
Dyer, Dale & Virginia
Geppelt, Elmo & Joanna
Hansen, Bob
Hartzell, Bud & June & Keith,
Debra & Sara Simmonds
Hebert, Beulas & Georgia &
Norma Lee Dugal
Piskin, Arnold & Hannah &
Brenda & Andrew Fiore
Pulse, Dick & Betty
Rokicki, Rick & Ceil
Shaffer, Delbert & Sara

466th Bomb Group

Calderalo, Margaret
Campbell, Bill
Dike, Mac
Horan, John & Irene
Lorenz, Jim

Mohr, Stan & JoAnn
Muchnick, Jack & Lorraine
Linder
Russell, Jim & Elinor &
Lindy Galbraith
Warning, Kurt & Vicki
Woinowsk, Russ

467th Bomb Group

Bickel, Ray & Jonathan
Dzenowagis, Joe, Helen,
Joe Jr., Victor, Linda,
Joan and Anastasia
Goldsmith, Ed & Anita
Gregory, Geoff & Terry
Haenn, Joe & Florence
Katz, Sid & Evelyn Saffer
Mahoney, Brian
Mundy, Walt & Ruth
Noden, Will & Cecily
Shower, Charlotte
Stevens, Jack & Lucille

489th Bomb Group

Chamberlain, Bud
DeCani, John & Joanna
Williams
Dietrick, Dick & Josie
Dougherty, Joe
Freudenthal, Charles & Helen
Godlewski, Walt & Sophie
Hanlon, Ed & Camilla
Hoffman, Francis
Klausner, Sam & Roberta
Sands
Lamar, John & Pat
Nemeth, John & Gladys Zigre
Pontillo, Mel
Reeves, Charles
Royer, Gaylon & Barbara
Smith, Bill & Connie
Sorensen, Neal
Stenger, Dick & Bev & Paula,
Julia & Gabriel Blum

491st Bomb Group

Alexanderson, Carl & Louise
Bennett, Hugh, Bea & Jean
Cahill, Vince, Wilma, Vince III,
& Paul & Mike Anderson
Chandler, Hap
Eisenstat, Seymour & Hazel
Stephey, Harry & Betsy
Winston, Dan & Suzanne

492nd Bomb Group

Billy Sheely Johnson

Headquarters

Cohen, Evelyn & Lillian &
Karon, Lindsay & Jessica
Toub, Neil, Donna, Justin,
Shane & Taylor Wolf; Paul &
Marcy Abrams; John &
Maureen Fenton
Krogmann, Dottie
Norris, Dave & Lida B
Reeves, Jim & Edna & Charles
& Patsie Bevis
Storms, Eleanor
Strong, Ray & Ruth & Eddie &
Annabelle Gooch; John &
Judy Honey; J.B. & Laura
Lowe; Andrew, Ann, Stuart &
Oliver Payne
Veynar, Milt & Caron

Board of Governors — 2AD Memorial Library

Hastings, David & Jean
Hawker, Andrew & Andrea
Martin, Matthew

57TH ANNUAL BUSINESS MEETING

SECOND AIR DIVISION ASSOCIATION, 8TH USAAF

MAY 29, 2004 • PHILADELPHIA, PENNSYLVANIA

A. Call to Order:

1. The meeting was called to order by President Butler at 10:00 AM.
2. Jim Reeves gave the invocation, and President Butler led the Pledge of Allegiance to the Flag of the United States of America.
3. The acting Secretary verified that a quorum was present.
4. The President then introduced special guests: Matthew Martin, incoming Chairman, Board of Governors, Memorial Trust; and David Hastings, Governor and last year's Chairman.

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

Chairman Driscoll reiterated that the 2nd Air Division Association, 8th USAAF, is a non-profit, nonpolitical association, and is so registered under IRS Code #501 (c) - (19) (IRS ID # 25-1327743). As such, certain income tax considerations apply in the performance of official Association duties.

Participation of regular Association members in this meeting as official delegates is a charitable contribution, and the reasonable cost of meeting attendance may be itemized as such on your income tax forms. Nonetheless, please seek tax advice on this matter if you need it. Our organization cannot provide adequate tax advice.

Mr. Driscoll moved that all voting members present be declared official delegates, and that a finalized list of these members be so noted in the minutes of this meeting. Motion seconded and approved.

C. Report of the Secretary (Bud Chamberlain, Acting Secretary):

Mr. Chamberlain reminded all that the minutes had been printed in the Fall, 2003, 2nd Air Division Association's "Journal" and thus have been available for all to read.

A motion (m: Chas. Reeves) was seconded and approved to disperse with the reading of the minutes and to accept the minutes as printed in the Journal.

D. Report of the Treasurer (Executive Vice President Geoff Gregory in the absence of Treasurer Nothstein):

Mr. Gregory reported that Mr. Nothstein recently had heart surgery followed by a stroke, thus his absence. He is recovering nicely, but slowly.

Mr. Gregory then presented a summary of the financial status of the Association as of May 17, 2004:

General Fund: approx	\$201,000.
Life Membership Fund: approx	\$ 22,000.
Convention Fund: approx	\$ 14,000.
Memorial Trust Capital Fund: approx	\$ 70,000.
Fulbright Fund: approx	\$ 14,000.

The audit reports of the Association's books of account are not available at this time due to Mr. Nothstein's absence.

A motion (m: Walker), seconded and passed, approved the Treasurer's report.

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

1. MEMBERSHIP: Membership now totals 4,099, of which 3,646 served in WW2 with the 2nd Air Division (540 are life members). The remainder are subscribing members (who receive the Journal only), and associate members (members' wives, children, nephews, etc.)

Total membership is down to half of the number of five years ago.

2. CONVENTIONS: The 2005 convention will be held in San Antonio, Texas. There are many Association members in the western states (Arizona, Texas, California, etc.), and this location will facilitate members in the West to attend.

A motion (m: Katz) was seconded and approved to accept the Membership & Conventions report.

F. Report of the Journal Editor (Ray Pytel):

Editor Pytel stated that the Journal is doing well.

A motion (m: deCani) was approved to accept the Editor's report.

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

Mr. Walker stated that in 2003 he attended two meetings of the Board of Governors, Memorial Trust. He reports that all Trust business is going well, and we have a great team of Governors.

He then introduced Matthew Martin, Chairman of the Board. Mr. Martin's comments:

1. Composition of the Board has recently changed, due to retirements, and this provided opportunities to bring in some younger blood. Among the new ones are the young Joseph Dzenowagis and Ben DuBrow, both of whom had fathers who served in the USAF.

2. He gave special praise to Governor Chuck Walker, the Association's representative on the Board, for his dedicated work for the Memorial. Chairman Martin surmised that because of the advanced age of WW2 veterans, he may well be the last of the Chairmen who will have a Governor on his Board who flew B-24s with the 2nd Air Division in WW2.

3. The Memorial Library:

a. The Library staff is outstanding. Derek Hills, Jennifer Christian, and Lesley Fleetwood serve with diligence and commitment.

b. A recent and only change in day-to-day Library operations is the introduction on a trial basis of children's books about America, to engage the interest of the younger generations. If this program creates a real demand, we will get more of these books in the future.

4. Fulbright Program:

a. Our current Fulbright Librarian, Tahitia Orr, is another outstanding American librarian. Her term ends in August, but she will remain in the U.K. to marry a young man from Scotland.

b. The new Fulbright selection is Alexis Ciurczak, a librarian and an Associate Professor at Palomar College, San Marcos, CA. Her application form and references are outstanding. Of note: Her father flew in B-24s in WW2, and earned the Distinguished Flying Cross with oak leaf cluster. He subsequently formed the Distinguished Flying Cross Society in the USA.

5. Sir Timothy Colman is retiring as Her Majesty's Lord Lieutenant for Norfolk. Mr. Martin pointed out that Sir Timothy had done much through his years of service for the community and for the Memorial Library as well. He thanks his success, in part, on his 2nd AD connections. The Governors are raising funds to give Sir Timothy on his retirement some American-species trees to plant on his estate. Mr. Martin suggested that donations would be accepted for this cause (no more than one dollar/person).

6. Trust Finances: As of May 17, 2004, the Memorial Trust Fund (corpus plus book endowment fund) equals \$1,631,287.

7. Appeal (for funds for the Trust's corpus) launched Thanksgiving Day eve, 2003:

a. A prime need: To replace or supplement the local government's subsidy of the Trust and Memorial Library. Such support is dependent on the politics of the day, and can change when/if future politicians change their financial priorities. Currently, the support amounts to some \$31,000/year in cash, and an equal amount in other benefits (free rent for the Memorial Library, etc.). The Trust must strive to become self-supportive to fill the void in the event this local governmental support diminishes or disappears.

b. So far, the appeal has raised \$250,000, a significant amount. Mr. Martin circulated a list of the benefactors. Of special note: \$180,000 of this total came from Mr. Bernard Matthews, who owns the land once occupied by several of the WW2 2nd AD airfields. Mr. Matthews has through the years developed a very successful business of growing turkeys for market on these lands.

He thanks his success on his 2nd AD connections: First, the availability of the 2AD paved airfields; second, a loan years ago to start his business by a banker and Memorial Trust Governor, whose son, David Gurney, is now a Trust Governor; and thirdly, Mr. Matthews is grateful for the help to Britain of the 2nd AD, 8th USAAF in WW2.

8. Author John Nichol, who is writing a book on Bomber Command, sends his thanks to the 2AD veterans who contributed material for his book. The book tells the true story of the day and night bombing campaign, and the true plight of POWs. It is scheduled to be published at the end of this year.

9. The Governors face four main challenges:

a. The pressing need to make the Memorial Library financially independent of local government support.

b. The need to keep the Library up-to-date and vibrant. It must serve the needs of each succeeding generation so that the sacrifices of the 7,000 2nd AD members who gave their lives will not be forgotten.

c. We must ensure that our investment-review process is rigorous, so that the future of the Library is not placed in jeopardy.

d. To ensure through the Library that future generations of children in Europe learn more about America than they see on television. Each Fulbright librarian makes a key contribution to this educational process.

In closing, Chairman Martin said that the Library is in good shape, with a good team of Governors and staff. We in the U.K. are responsible for your Memorial Library, which is the only one of its kind in the world.

We Governors hope that you are pleased with the care we give it.

A motion (m: Stevens) to approve the report was seconded and passed.

H. Report of the President (Richard Butler):

Our Association is still strong and viable, and will remain that way for several years to come.

1. Our chief mission continues to be the support of our unique Memorial Library in Norwich, England, about which Mr. Martin just spoke.

2. The business of the Association is conducted by our Executive Committee, comprised of the elected officers, recent presidents, group and HQ vice presidents. We welcomed five new group vice presidents who contributed much to our recent successful day and half meeting: Washburn, Lee, Luhmann, Stevens, and deCani.

3. At our meeting, we had a fine presentation by former Association president, Dick Kennedy. Dick, a trustee of the Mighty 8th AF Museum in Savannah, Georgia, spoke of the museum, and of particular interest, of the 2nd Air Division's display there, and its needs in order to be kept updated. He also emphasized the need to develop a better working relationship between the museum and our organization, to which President Butler readily agreed.

4. Last evening, the Dzenowagis family presented their most recent documentary film, "Pride of the Nation." This wonderful film, and many others relating to the activities of the 2nd Air Division in WW2, have been produced through the years at their own expense, with very minimal outside financial help. As a small indication of our Association's appreciation, President Butler presented to Joe Dzenowagis and his son Joe a check from the 2ADA in the amount of \$10,000. The membership gave the Dzenowagis family a round of applause in appreciation of their dedicated work for the 2nd Air Division and the Association.

I. Reports of General Committees:

There were no reports, partially due to the absence of Mr. Uttal, chair of several of the committees.

J. New Business:

There was no new business to report.

K. Report of the Nominating Committee (Ray Strong, Chairman):

The committee presented the following slate of officers for the 2004-2005 year:

1. President:	Geoffrey Gregory
2. Executive Vice President:	John deCani
3. Vice President, Membership:	Evelyn Cohen
4. Treasurer:	E.W. (Bill) Nothstein
5. Secretary (& Director of Admin):	David Patterson
6. Journal Editor:	Ray Pytel

President Butler asked for nominations from the floor for each position. There were none. A motion (m: Ertz) was passed to approve the slate by acclamation.

L. New Committee Appointments:

At this time, President Butler relinquished the floor to incoming President Gregory. Mr. Gregory reported that there will be no time for an Executive Committee meeting following this general meeting due to convention time restrictions. Therefore, he took this time to list his committee appointments for the coming year:

Historian: Jordan Uttal.

Advisory Committee: no appointments.

Audit Committee: John deCani, Link Veazey, Bernie Newmark, Robert Muller.

Awards Committee: Bud Chamberlain, Chair; Lloyd Prang; King Schultz; Jack Stevens.

Convention Committee: Evelyn Cohen, Chair;

Fielder Newton; John deCani.

Group Relations Committee: Jim Reeves, Chair;

Hugh Bennett; George Washburn; King Schutz.

Delegate Committee: Barney Driscoll.

2ADA/FMLA Oversight Committee: Bud Koorndyk, Chair; Dick Butler; Joe Dzenowagis; Ray Strong; Lloyd Prang.

Memorial Library Archives Committee: Chuck Walker, Chair; Jim Dyke.

Nominating Committee: Dick Butler, Chair; Joe Dzenowagis; Chuck Walker; Jim Dyke; Al Senior.

Roll of Honor Oversight Committee: Jordan Uttal, Chair; George Washburn; Charles Freudenthal; Julian Ertz.

Liaison Officer - Friends of the 2AD Memorial: Jordan Uttal.

2ADA Liaison Officers to the Heritage League: James & Mary Lorenz.

Director, Administrative Services: David Patterson.

Assistant: Norma Beasley.

Director, Data Processing: E.A. "Rick" Rokicki.

Parliamentarian: Norma Beasley.

8th AF Museum, Savannah, GA (to work with the Museum staff to determine needs/cost to update the 2nd Air Division display): Hugh Bennett.

M. Other Business:

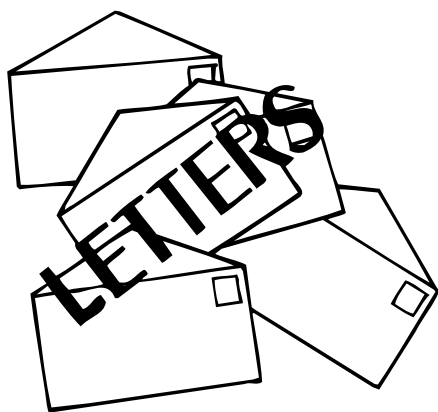
Abe Wilen, a navigator with the 453rd Bomb Group, who was shot down and became a German POW, spoke of the freedoms and of the countless luxuries of our U.S.A. which he took for granted until he spent time as a POW. He arose a sea of applause as he praised our U.S.A., and the men and women serving in the war today, "and may they come home to enjoy the liberty this country enjoys. Thank you and God Bless America!"

N. Adjournment:

A motion (m: Walker) was approved to adjourn the meeting.



C.N. (Bud) Chamberlain
Acting Secretary, 2nd Air Division Association



To the Editor:

I was really excited the other day when I received *The Journal* and saw the "B-24 Commemorative Stamp At Long Last!"

My excitement soon turned to dismay when I saw that the stamp was issued by our friends in the U.K. who obviously think more of our beloved B-24 than our own country does.

That our own country cannot issue a B-24 stamp is shameful, and as a B-24 vet I am terribly disappointed, to say the least. I hope you can find room in the *Journal* to print my objection, and hope others may voice their objections and wishes as well.

Carl B. Rosendahl (489th)
P.O. Box 225
Georgetown, CT 06829

Ed. Note: Reminds me of an old poem . . . I don't get to plan the route and I don't get to fly the plane, but let the damn thing get all shot up and run out of gas and see who gets the blame . . . "The Editor"!

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To the Editor:

Brian Showers requests information about his father and the B-24 bomb group he served with during WWII. Thomas J. (Jack) Showers completed a tour of duty as gunner and bombardier near Norwich. He married Pauline Newby in 1943, retired from the Air Force in 1969, and died in 1989. If anyone has any information, contact:

Brian Showers
5651 E. Marilyn Drive
Scottsdale, AZ 85254
Tel. (602) 953-9410
E-mail: RCTBALL@aol.com

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To the Editor:

Re "The Luftwaffe's Deadly Powered Egg" in the Spring 2004 *Journal*: Hope you're not being sucked in by the history "revisionists." Awaiting the next issue with "The Me262 Jet."

I rate Adolf Galland as a self-aggrandiz-

ing, nationalistic ass, and the Me163 and Me262 as technological desperation, unsupportable in reality.

I was with the 466th BG and flew thirty missions as a lead crew member, all to Germany proper, between July 1944 and March 1945. I am an aeronautical engineer/propulsion specialist, and view the German accomplishments in cold reality. You may recall that Yeager shot down two Me262s in one day with a P-51, and early German advances in physics preceding the A-bomb failed to produce the weapon.

I may feel compelled to comment in detail after your Me262 piece appears.

Have you heard of the 8AF "Listeners"? I met one in Twin Falls, Idaho about ten years ago — absolutely fascinating! He is now deceased, but I could relate his telling to me if you would like.

Jack Wendling (466th)
3622N 2000E
Filer, ID 83328
E-mail: wendling@filertel.com

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To the Editor:

A story concerning a missing Liberator kindled a memory within me, concerning a Liberator story of my own which occurred sixty years ago during those eventful days of 1944.

At that time I lived in rural Norfolk, traveling each day by train to my place of work in Norwich. The railway line in question ran between the east coast town of Cromer and the city of Norwich, passing through several small stations en route. One such station was called Salhouse, which bordered Rackheath airfield, occupied by the USAAF.

My travel companions and I who were air-minded, naturally took an interest in the daily activity at Rackheath as we passed by at 8:20 a.m. each morning. One item of particular interest was a B-24 Liberator at the dispersal which the train passed quite closely. I do not recall the number or group marking of the aircraft, but one thing which did stand out was the yellow painted name on its nose: "The Ruptured Duck."

On numerous occasions the air crew would be standing in a small group near the aircraft or sitting on the grass near the dispersal, having a last cigarette before boarding the aircraft for the day's mission. On these occasions we would wave a greeting and the crew would all wave back.

As the weeks passed, we all looked forward to the recognition from "our" crew and "The Ruptured Duck." Occasionally the dispersal would be empty for two or

three days; perhaps "The Ruptured Duck" needed surgery in the maintenance hangar or had been diverted to another base due to bad weather.

To our relief, "The Ruptured Duck" always seemed to return to its dispersal nest, and as the months passed, we grew to recognize the features of "our" crew, who by this time used to walk to the rear of the aircraft to wave at our passing. Until, one day we realized "our" plane had been missing from the dispersal for almost a week.

Two days later, another B-24 was parked at "our" dispersal. Its air crew members were standing near the tailplane talking, but in spite of our waves and shouts, only glanced in our direction. To our sorrow we had to accept the fact that we would probably never see "our" crew or "The Ruptured Duck" again.

As the years passed, the daily travelers grew up and went their separate ways. I live in the West Country now and have no occasion to visit the Rackheath area, but memories linger on and I have at various times pondered on the fate of "The Ruptured Duck" and her brave, cheerful crew. Did they perish on a mission over Germany in those dangerous daylight raids of 1944? Did they bail out and spend the rest of the war as prisoners? Did they survive the war?

Ron Hayne
Cheltenham, England

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To the Editor:

My father, Guthee "Buss" Morrison was a B-24 engineer in the 448th BG, 715th Squadron. I have been trying to find out everything I can about my dad, anyone who may have known him, what his time was like in the Air Force and his last days. He was a member of Hugh McFarland's crew and they went down near Wesel on 24 March 1945, part of the Operation Varsity resupply mission. They were on the "Picadilly Lilly" on her 106th mission.

I was fourteen months old when my dad was killed, and I guess, in a way, I'm still saying goodbye to him.

Recently I got a chance to see the B-24 that the Collings Foundation flies. They allowed me to go into the area where my father would have spent a lot of time, and the pilot and I talked for over an hour.

Elaine (Morrison) Cummings
17640 Old Pacific Hwy
Rockaway Beach, OR 97136
Tel. (503) 355-2355
elainec@neahkahnne.kiz or .us

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To the Editor:

We would like to express our gratitude to all our 2ADA friends who sent cards, letters, gifts, and made phone calls during my recent surgery and recovery. Lucille and I appreciated them all, and will remember all of you for your concern. I still have a long way to go before I am completely well, but with your support I am positive that a near-total recovery is not too many months away. Thank you all for your support. We are already doing some planning for the convention in San Antonio next year. We hope to see all of you there.

Bill Nothstein (466th)
2ADA Treasurer
40 Meadow Drive
Spencerport, NY 14559-1142

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To the Editor:

I am attempting to review history by tracing a B-24 navigator by the name of Lt. Harold K. Heyer. He was injured severely in a B-24 crash landing in England. I am attempting to find out which bomb group he was assigned to, and would be grateful for any information possible.

Larry Goldstein
Budd Wilder
305 N. Russel Street
Mt. Prospect, IL 60056-2446
(847) 259-8190

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To the Editor:

After spending Memorial Day weekend in our nation's capital, attending the dedication of the National World War II Memorial, I am so very thankful to be an American and to have been involved in such a magnificent occasion as a birthday gift from my daughter in Silsbee.

In spite of the fact that it took nearly sixty years for this nation to recognize what Tom Brokaw called "The Greatest Generation," I was so appreciative of all who contributed to the building of the historic structure.

It is so sad, however, to realize that three-quarters of the sixteen million men and women who served this great nation were not living to witness this reunion of World War II veterans. I was so filled with emotion as I remembered, particularly my dear buddies, the 400,000 young Americans whose lives were given at such an early age during this world conflict.

It was certainly an honor to have been in the presence of the thousands of American heroes and those leaders responsible for this to happen.

To hear the remarks made by Gen. P.X. Kelley, Tom Brokaw, Tom Hanks, former Sen. Bob Dole, and President George W. Bush, followed by the playing of Taps and a salute by an Air Force flyover, was enough to "wear out all of my goose bumps."

So thank you, America, for this wonderful memorial that you have placed on our nation's capital Mall alongside other memorials honoring great Americans.

Dale Bottoms (448th)

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To the Editor:

Now that we have returned safely home, can Jean and I express our sincere thanks to the 2nd Air Division Association members and the Executive Committee for yet another wonderful annual convention. As always, Evelyn and Lillian Cohen worked so hard to ensure that all the arrangements were superb, and we have returned with so many wonderful memories, as we always do after every 2ADA convention (this was our 23rd). You are a truly wonderful family.

How can we also ever thank you enough for the amazing donations to your unique Memorial Library and your 2ADA/Fulbright programme, a truly great start to the Appeal launched last November. Your 2nd Air Division Memorial Library is a truly living memorial, the only one of its kind in the world, and is built in what we feel is your "second home" and not in a "foreign land" as was said by one person at the convention.

The Dzenowagis film on the Kassel Mission held us spellbound, as do all their films, and we eagerly await our copy in the UK. Their previous film, "Roll of Honor" made in 2001 of the opening of your new Memorial, is playing to packed houses here in Norfolk, and there is not a dry eye in the audience at the end.

Our only regret was the fact that several of the old faces whom we love so much were not able to make it this year — we missed you all terribly.

Once again, our sincere thanks for making us so welcome, with your kindness and great friendship that began way back in 1943. We will always feel proud and honoured to serve your very beautiful and living 2nd Air Division Memorial Library. God Bless.

David & Jean Hastings
"Westering"
Salhouse
Norfolk NR13 6RQ
ENGLAND

✈ ✈ ✈ ✈

To Mr. Geoff Gregory,

President, 2nd Air Division Association:

Please accept our most grateful thanks to the 2nd Air Division Association for their magnificent generosity in making another enormous gift to the Memorial Trust. It is hugely good of you all to keep supporting us in this way.

As I explained to the Executive Committee, we are still dependent on the Norfolk County Council for revenue support. Our concerns are the future. However, the money the 2ADA gave us, along with Ted Kaye's bequest and the money we have raised over here, means we will be less reliant on that uncertain funding.

On a personal note, I am most grateful for all the kindness and courtesy shown to me when I was in Philadelphia. I feel I am amongst friends. I am already looking forward to San Antonio.

Matthew Martin
Chairman
The Memorial Trust of the
2nd Air Division USAAF
Norwich, Norfolk, U.K.

✈ ✈ ✈ ✈

Folded Wings

HDQ

R. Robert Cramer

93rd BG

John A. Swindler

458th BG

Thomas F. Jeffers
John L. Luft

467th BG

Henry W. Kubacek
Anthony J. Maris
Ion Walker

467TH BG "WITCHCRAFT" – 130 MISSIONS

BY JACK STEVENS, 467TH GROUP VP

The following letter was submitted to The Journal by Robert W. Dekerf, 8965 Huguelet Place, Orland Park, IL 60462-6763. It adds a little "personal history" to an extraordinary 467th BG aircraft. Mr. Dekerf wrote:

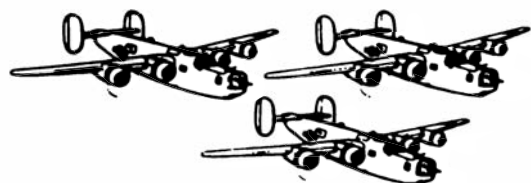
"I wish to inform those who may be concerned that there was a B-24H that completed 130 combat missions without an abort. This B-24 was named 'Witchcraft.' It was assigned to the 467th Bomb Group, 790th Squadron. This remarkable achievement was the result of the air crews who flew in her and the hard working, dedicated ground crew who kept her flying mission after mission, plus a lot of luck. The ground crew who maintained this aircraft was nicknamed the "League of Nations" owing to their varied family backgrounds. The crew chief, M/Sgt. Joe Ramirez, was of Mexican-American descent. S/Sgt. George Dong was of Chinese descent, Sgt. Ray Betcher was of Dutch descent, and Cpl. Joe Vetter and Cpl. Walter Elliott were of German descent.



"This photo shows the 'Witchcraft' model made by my brother-in-law, Andy Curulewski. It is accurate in all details. I can attest to this because I was the original flight engineer for the first 27 missions on 'Witchcraft.' I also have many photos and other data related to this aircraft.

"My brother-in-law can be contacted on the Internet at 2ndcor2@sbcglobal.net for additional information. I hope the photo of the model will be shown in The Journal so as to honor all the personnel associated with her."

SECOND AIR DIVISION ASSOCIATION
EIGHTH AIR FORCE
RAY PYTEL, JOURNAL EDITOR
P.O. BOX 484, ELKHORN, WI 53121-0484



CHANGE OF ADDRESS?

Any changes should be sent to:

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