

The 57th
Annual Convention
of the 2ADA

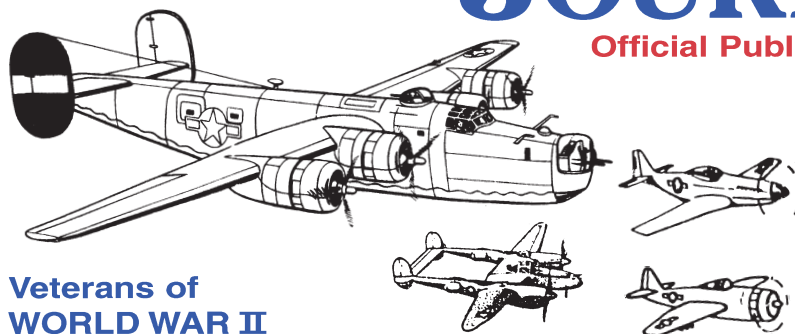
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Philadelphia, PA

SEE YOU THERE!

THE JOURNAL

Official Publication of the



Veterans of
WORLD WAR II



Volume 43 Number 1

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❧ In Remembrance ❧



The Remembrance Wreath placed by 2ADA President Dick Butler on Remembrance Sunday, 9 November 2003 at the World Wars I and II Memorial in The Garden of Memories in Norwich. The placard reads: "In memory of all our fallen comrades from the 2nd Air Division U.S.A.A.F. Association."

PHOTO BY JOE DZENOWAGIS, JR.

& From the President &

BY DICK BUTLER (44TH BG)



Jean Hastings, David Hastings, Ardith Butler, and Dick Butler at the World Wars I and II Memorial in Norwich after the Remembrance Sunday ceremony on 9 November 2003. The 2nd Air Division Association wreath is directly behind Ardith.

At our convention in Oak Brook, Illinois last June, Matthew Martin, the new Chairman of the Board of Governors of the Memorial Trust of the Second Air Division USAAF, invited some members of our 2ADA Executive Committee to attend the Annual General Meeting of the Trust Governors in Norwich on 12 November 2003.

In addition to the meeting there would be the first biennial lecture of the Memorial Trust at the University of East Anglia. The Trust Governors agreed to sponsor bi-

ennial lectures by prominent individuals as a means of publicizing and promoting our Memorial Library. This first lecture in the evening of the day following the Board meeting to be given by Lord Carrington KG GCMG CH MC PC on the subject "My personal experience of Anglo-American Relations." His career experience is too extensive to include much of it here, but some highlights are: Commissioner to Australia in the 1950s, and service under Winston Churchill, Anthony Eden, Harold McMil-

lan, and Edward Heath. He also served as Secretary General of NATO for four years, 1984-1988. Lord Carrington is uniquely able to offer an informed view of international politics drawing on his extraordinary experience.

Bud Koorndyk, my wife, and I, as 2ADA president, accepted Matthew's invitation. Bud is an Honorary Governor of the Memorial Trust, having served as our 2ADA Representative to the Board of Governors

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SECOND AIR DIVISION ASSOCIATION

JOURNAL



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SECOND AIR DIVISION MEMORIAL LIBRARY
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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 OF THE 2ADA

392nd BG
Regge Minnitte

445th BG
Emil S. Kapcar
Louie F. Tillery

489th BG
David L. Smart, Jr.

491st BG
Enrico B. Nicolini

Purely Personal...Purely Business... Purely History

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

In my last report, written on October 15 for the Winter 2003/2004 issue, I said that I was exploring Senior Living residences. Well, my friends, I found what I was looking for shortly thereafter. I signed up, put my condo up for sale — hit it lucky, and on 19 November, made my move. My new address, phone, and fax numbers are on page 3 of this issue of *The Journal*.

Just for the record, I am very well satisfied with my new lifestyle, and I do hope that any of you who are so inclined will meet with the same excellent results.

So much for the personal!

PURELY BUSINESS...

Also in my report in the last issue, there was an update on the status of the final Addendum to the Roll of Honor. I am now pleased to add that in my recent letter to Norwich, dated 15 December 2003 (as per my commitment) the final, corrected list of 170 names for addition to the Roll of Honor was confirmed. I say this to you on 15 January 2004 as I prepare this for the Spring 2004 issue of *The Journal*.

Since my first submission of the list of additions which I prepared in May 2003, thanks to input from the Group VPs and others, there have been 26 deletions, 3 additions, 2 changes in spelling, 4 additions of middle initials, 2 changes in rank, and 1 change in serial number. I do appreciate the cooperation I have had, which obviously improved the accuracy. The only step that now remains is final confirmation of cost. A phone conversation this past week indicates that we will have information shortly.

Work on the "Line of Duty Casualty Roster" numbering 29 names, and the "Errata List" (spelling or other mistakes) which number only 12 or so, will follow the preparation of the Roll of Honor Addendum. In the 1997 roster, prepared as a result of the disastrous 1994 fire, there were 200 pages of names representing 6,648 deceased personnel. This final addition of 170 names raises the total to 6,818 combat related deaths of our 2nd Air Division comrades. Bless them all!

PURELY HISTORY...

As one of two surviving active Founders of the 2nd Air Division Association, I take great pride in the fact that, aside from the A.F.A., we were one of the first WWII Air Force veterans organizations to come into existence. Since 1948, we, as an organization, have been working diligently to fulfill the Association's purpose as stated on this page (*to the left of this column*). Our primary efforts have been to perpetuate the friendships and memories of our service together in the 2nd Air Division, and to support our beloved 2nd Air Division Memorial which is part of what has been described in *The London Times* of 8 November 2001 as "a prototype of 21st century libraries." What a tribute that is to what our Memorial represents — the honoring of those who gave their lives, of all who served with the 2nd Air Division, and of our British friends who have helped create and nurture that Memorial in Norwich.

This is the 57th year of our existence as an Association, and we owe thanks to the LEADERSHIP CHOSEN BY US FROM WITHIN OUR MIDST for their much appreciated efforts and the successes they have achieved. There are Association officers who have been in office for many years. You know who they are. However, I invite your attention at this time to our 2ADA presidents for special notice at this time.

We have had 57 terms of office served by 46 individuals from 1948 to date, which means that 11 of those 46 have been called upon to serve two terms. Regrettably 19 of the 46 have passed on, and we salute them with respect and affection along with the 27 others who are still with us, most of them continuing to lend their assistance in the carrying out of our 2nd Air Division Association purposes. Let us all show our appreciation by enthusiastic support of those of our numbers who lead the way.

Warmest greetings to you all! ■

HOWDY FROM TEXAS!

BY GEOFF GREGORY (467TH), 2ADA EXECUTIVE VICE PRESIDENT

Well now! A reminder from Ray Pytel that a Spring *Journal* article is due now — mind you, due before the Winter *Journal* has even been mailed! Ours is not to wonder why ---- !

Things in Dallas have been very exciting. The weather has been spring-like, but the leaves have finally blown off, a few patches of green grass even remain, the temperature yesterday was 74, the house has been open and no A/C or heat has been running. Great, you say. Well, today the wind is from the NORTH, the rains have come, and the temperature has dropped to the low 30s. The Cowboys need a quarterback, a new running back, and a new offensive line. How much more exciting can it get?

Phase #1 of our appeal for funds to secure the future of our Memorial has been completed; with returns continuing to come in. It is heartwarming to see that hundreds of you still care enough about our Memorial in Norwich to make a contribution. I can't give you exact results at this writing, except to say we are passing through middle five figures. Donations have been from \$10 to several thousands, and we are certainly thankful for every dollar.

The second phase will begin shortly. This time we will approach, for the first time, group members who are not members of, and do not participate in, the 2nd Air Division Association affairs. These members did, however, serve in the 2nd Air Division; and the Memorial is dedicated to all of us.

We are presently separating out of the group rosters, the names of all 2ADA members, so that they will not be solicited again — a tedious task. Obviously, there will be some duplication of names, but I'm sure you will understand this. Remember, we have no paid staff to do this; rather, we depend on volunteers to donate their time. Please help us when and where you can.

I may get into trouble with Dick Butler for mentioning this, but . . . he took a spill on the escalator in Heathrow Airport, an accident that could have been serious indeed. He instinctively tried to help a lady who had fallen in front of him, and he fell as well. Fortunately, someone finally turned off the escalator as it began to devour Dick's clothes! He was lucky indeed; as are we, to have this fine man as our president.

The Board of Governors of the Memorial Trust began in November its own appeal for funds in England. Matthew Martin, Chairman of the Board of Governors, has promised an informative report at our meeting in May in Philadelphia.

Many other important issues will be on the agenda for Philadelphia as well. As we are growing older, we also grow closer to the date for disbanding the Association. We must focus on the direction and disposition of any remaining assets. A committee exists to examine our situation, suggest possible solutions, and present answers that will serve the best interests of the 2ADA.

Many other issues will also be thoroughly discussed at that time. All in all, the Executive Committee meeting in Philly should be most informative and interesting.

The contingent of interested English visitors will be larger than usual at this convention as well. Now that the Board of Governors is invited to attend the Executive Committee meetings, they are keenly interested in our problem-solving approaches. Since we are much more "laid-back" than our English friends, I'm sure they will learn quickly!

That's all for now from exciting Texas! My wish is that 2004 is treating you with kid gloves and good health. You are very special people. Cheers! ■

Folded Wings

44th BG

George M. Apgar, Jr.
William R. Cameron
Melvin C. Murrack
William F. Poppe
Walter E. Reichert
Roger J. Thomas

93rd BG

Richard E. Adkins
W.G. Anderson
Stanley J. Berriman
Leonard R. Kozarek
Raymond G. Schneider

389th BG

Louis R. Baumann
Oscar J. Boudreaux
Paul H. Engel
Elmer J. Hollibaugh
Charles L. Klaumann

Walter H. Kling

Israel Levine
Ira L. Simpson
Charles E. Troy

392nd BG

Chester Catulli
John B. Howenstein
Thomas H. Perry
Emuel E. Vassey, Jr.

445th BG

Fred Bromm
George Collar
Fred A. Dale
Theodore J. Kaye
Arthur E. Lundburg
Carl Nordberg
Robert W. Powell
William M. Verburg

446th BG

Floyd M. Bieniek
Cyril C. Kopecky
Kenneth R. Mayer
Joe W. Redden
Harry E. White

448th BG

Glenn W. Bettes
Albert J. Bishop
Billy J. Espich
Vincent E. Hoyer
Jack W. O'Brien
James Pike

453rd BG

James J. Anderson
Dante Morroni
E.C. Tonn
Kaylor C. Whitehead
Norris G. Wiltse, Jr.
Thomas J. Wingard

458th BG

Robert E. Betz
Roy H. Hodge, Jr.
Richard I. Morrison
Robert O. Nixon
Harvey L. Poff, Jr.
George Ramerman

466th BG

John A. Jakab
Joseph C. Moore, Jr.
Morris Royster
John J. Sturock

467th BG

Learned W. Barry
Allen F. Herzberg (96th, 458th)
Edward J. McCormick
Louis P. Rhoads
Vernon J. Rood (492nd)

489th BG

Witt W. Hadley, Jr.

The Editor's Contribution

BY RAY PYTEL (445TH)

ANSWERS TO THE WINTER QUIZ

1. The five factories producing B-24s were:
(A) Consolidated, San Diego
(B) Consolidated, Fort Worth
(C) Ford, Willow Run, MI
(D) Douglas, Tulsa
(E) North American, Dallas
2. France
3. (A) Lady Be Good
(B) Probably misread radio compass on back of antenna
4. (A) Trafalgar Square commemorates Lord Horatio Nelson's victory over Napoleon's combined French and Spanish fleets set to invade England from the Gulf of Cadiz (Gibraltar area) in 1805. The square is located a "short walking distance" from the famous Piccadilly Circus in London.

(B) The National Gallery of Arts became more accessible by replacing the street in front by a grand staircase.

(C) The 170-foot column has the victorious hero atop — Horatio Nelson, who was killed in action at the end of the battle, apparently by a sniper's bullet.

We have some additional items of interest about Trafalgar Square and its famous and ubiquitous "mobs" of pigeons. First, a recent news article from the travel section of the *Milwaukee Journal-Sentinel*:

Feed London pigeons and you could be caged

Going to London? Leave the bird seed at home. It's now illegal to feed the pigeons in Trafalgar Square.

Share a crumb with the little beggars and you'll be swooped down upon by a "Heritage Warden" brandishing leaflets and the threat of an \$85 fine. As for the pigeons, they're under threat from a hawk, hired especially for shoo duty.

Seems to be working: In the past couple of months, the lunchtime pigeon population of the square has been reduced from 4,000 to 200, according to city officials.

Finally, here is a picture of a well-known contemporary of ours being mobbed by pigeons in Trafalgar Square. (No, she is not The Queen or Evelyn Cohen.) ■



CAN YOU NAME THIS PERSON?

Answer: Next issue!

What are the dues add-ons on your annual dues statement?

BY NEAL SORENSEN (489TH)

There have been questions from new ZADA members and Associate members about the two lines on the ZADA Annual Dues Statement which read:

Memorial Library: \$_____ Fulbright Fund: \$_____

Most people are aware of the 2nd Air Division Memorial Library, from pictures in *The Journal* and accompanying articles. But what is the Fulbright Fund, and why does it exist?

In the mid-1980s, the Executive Committee of the 2nd Air Division Association saw the need for "a professional American Presence in the Memorial Room at the Norwich Central Library." As British law at that time did not permit hiring professionals from other nations for positions that a citizen of Great Britain could fill, it was determined that a separate fund, invested in a bank incorporated in the United States, was needed.

A target fund of \$500,000 was exceeded in a fund drive chaired by Jordan Uttal. \$550,000 was assigned to the Fulbright Commission in London, with the proviso that this was the "corpus" and was inviolate. Earnings from the corpus were to be used by Fulbright to supply qualified American Scholars for one or two year terms to provide the "American Presence" and also to serve in a goodwill/librarian capacity.

Fulbright selects five or six candidates each year that the position will be open (the incumbent may request a second year, and if competent, is allowed to do so.) The selected candidate resumes are shared with the Board of Governors of the Memorial Trust before the scholarship is awarded.

These scholars have done an outstanding job representing with honor the veterans of the 2nd Air Division; and indeed, all Americans.

Through the years, donations and earnings have pushed the Scholarship Fund over \$900,000. Our target for this worthy endeavor is \$1,000,000.

But you don't have to wait for your dues statement to make a donation! Our treasurer — Bill Nothstein, 40 Meadow Drive, Spencerport, NY 14559 — will be delighted to receive donations throughout the year. **DONATE!!** ■

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

BY CHUCK WALKER (445TH)

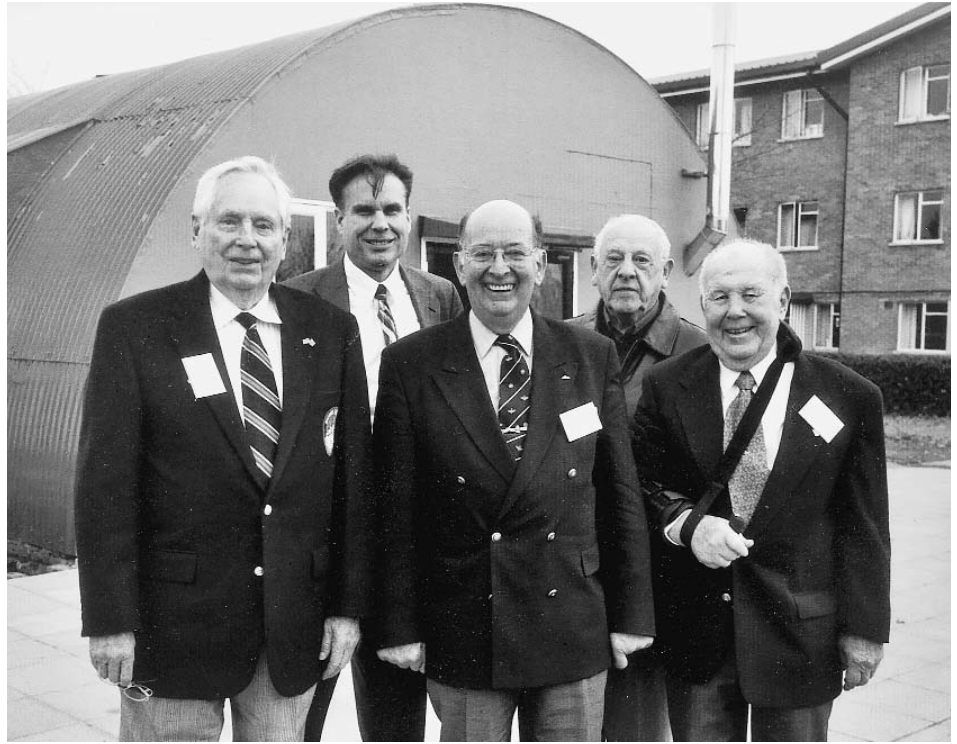
I was privileged to attend the November 2003 meeting of the Memorial Trust Governors and what a grand week it was, beginning Sunday, November 9 with 2ADA President Dick Butler laying a wreath at the Remembrance Service in the Cathedral. I regret I missed the Service as my train was late arriving in Norwich. Dick's lovely wife Ardith, Bud Koorndyk, and Joe Dzenowagis, Jr. were also in attendance.

Monday was spent mostly in the Memorial Library, which is truly a grand memorial in that magnificent building, The Forum. I am always struck with the grandeur of The Forum and am very impressed with the way the citizens of Norwich and Norfolk are using this community center. Multiple activities are going on in the atrium and on the entrance patio, the restaurants are busy, and people use The Forum as a place to meet and chat.

On Monday evening eighteen of us had a fine dinner at Dustin's Resort near Norwich. On Tuesday we all, including many of the Governors, enjoyed a grand tour of the new Records Office. It had just opened. It is a state-of-the-art facility which archivists from all over Europe come to see. I believe Joe, Jr. was impressed with the facility's film protection measures.

The Trust Governors meeting was held on Wednesday, and Chairman Matthew Martin conducted the meeting in a professional manner. Chairman Martin reported that Governors Victoria Musgrave and Bill Wuest were resigning as Governors. Ms. Musgrave is head of Wymondham College, and the workload there prohibits her from active participation as a Trust Governor. Bill Wuest is a long-time serving Governor. Both of these individuals have served well, and we wish them well in their future endeavors. Joe Dzenowagis, Jr. was made a Governor representing the younger generation. Joe's photographic work is well known, and he is anticipated to be a great asset to the Memorial Trust.

The Finance Committee Chair, Nick Cooper, reported that the committee was satisfied with the financial matters and that the audit substantiated the accuracy of accounts. As of 12 November 2003, total investments including Capital Funds and



L-R: Chuck Walker; Joe Dzenowagis, Jr.; David Hastings; Bud Koorndyk; and Dick Butler. A fine group!

Book Endowments were £852,805 which were generating 5.8% interest. Our Library could not continue to function at full strength had the Trust not received the support of the County Council. The Town Close Estate Charity generously donated £60,000 to the Trust. However, operating expenses created a deficit of £5,132. That deficit was covered by the £9,750 contribution made by the 2ADA in 1996 to cover future shortfalls, leaving £4,618 to carry forward.

Tahitia Orr, our 2ADA/Fulbright Scholar, has had a very busy year. She has continued to work with school groups, civic groups, the Millennium Library staff, East Anglia University staff, the satellite libraries at Attleborough, Dereham, Long Stratton and Sprowston, and of course has spent considerable time in the Memorial Library. Her Outreach activities have been extensive. She has been a great asset, and we owe much to her for all she has accomplished.

Chairman Martin reported on the various meetings which his Appeal Committee had held. They hoped they would be able to raise £600,000 of which £245,000 has already been raised. The Appeal was

to be formally launched on 26 November.

The assistance of Jennifer Holland, Head of Libraries and Information, has been most helpful in counseling on insurance needs, training, and budget planning. We thank her very much. Derek Hills, Trust Librarian, reports Library usage to average just under 5,000 visitors per month. The book stocks are well in hand, and an inventory plan is being prepared. Derek was scheduled to appear on Radio Norfolk in late October to talk about the Memorial Library.

On Wednesday we visited the Lotus assembly plant, which was most interesting. Those machines are hand-built and will almost fly. A model is scheduled to be introduced in the U.S. in 2004. From there we proceeded to Wymondham College for a VIP tour and lunch. I was surprised to learn it is one of four state-supported boarding schools in England. No tuition, but your behavior must be of high standard. From Wymondham we hurried back to Norwich, as Dick Butler and I were scheduled for a BBC Norwich Radio interview. Dick and I were pleased at how well it went: neither of us stuttered or stammered.

(continued on next page)



492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

NORTH PICKENHAM

BY WILLIS H. BEASLEY

GUIDE TO WRITING FOR YOUR MEDALS

We are continually asked about obtaining initial issue or replacement medals. The following instructions are "how to do it."

To obtain initial issue or replacement medals, standard form 180 is no longer needed. The new approach is to submit a letter requesting the medals. Where to write and sample application letters are shown below.

AIR FORCE:

Air Force Reference Branch
National Personnel Records Center
9700 Page Avenue
St. Louis, MO 63131-5100

ARMY:

Commander, UARPC
Attn: ARPC-VSE-B
9700 Page Avenue
St. Louis, MO 63131-5100

Sample letter for applying for medals:

I request that I be issued all award emblems I am entitled to. I have attached a copy of my separation document (DD-214 or equivalent).

- * My Social Security number is:
- * My service number was:
- * Date and place of birth:
- * Full name, address, and phone number

Next-of-kin letter for applying:

"As the legal next-of-kin, I request that I be issued all award emblems that (full name of veteran) was entitled to. A copy of the separation document (DD-214 or equivalent) is enclosed."

Then complete the letter with information as marked (*) above.

DENVER EXPRESS

Vol. XIX, No. 95, Tuesday, Aug. 12, 1924
Two Cents

I came across a copy of the above named newspaper (now defunct) while sorting "stuff" that my late mother had saved. What caught my attention was not only the date and price of the paper but the following articles:

Flyer Winging Toward Denver in Nonstop Trip

San Diego, Calif., Aug. 12 — Lieut. James H. Doolittle, flying a DeHaviland plane with Lieut. Ewart Plant as observer, took off at 4:45 a.m. today in an attempt at a nonstop flight to Denver, a distance of 850 miles.

Doolittle carried 193 gallons of fuel and planned to fly at 120 miles an hour.

If he is successful, he intends next May to fly from San Francisco to Honolulu, 2100 miles. In this flight it is expected a sister ship of the famous transcontinental monoplane T-2 will be used and Lieut. John A. MacReady of non-stop transcontinental fame probably will accompany Doolittle.

Doolittle, "the flyer of the night," first gained fame on Sept. 5, 1920 when he flew from Jacksonville, Florida to San Diego in 21 hours and 19 minutes, stopping only at Kelly Field, Texas. This record was broken recently by Lieut. Russell Maughan, flying from New York to San Francisco.

Flyer expected here late today

Doolittle is scheduled to arrive in Denver late today and will alight on Lowry Field.

If trouble is encountered in the air currents above the Rocky Mountains, the flyers are expected to land in Grand Junction. The trip is being made in a specially equipped DeHaviland plane.

Airmen to fly to Greenland Thursday

On board the U.S.S. Richmond, Reykjavik, Iceland, Aug. 12 — The American flyers hope to hop off Thursday for Angmagsalik, Greenland, on the next lap of their around-the-world flight.

A wireless received today from the Danish ship Gertrude Bask, which is to serve as a supply ship for the flyers, said she has broken through the ice at the bay of Angmagsalik today and that the waters are now open. This assures the flyers of a landing place.

The two American aviators, Lieut. Lowell Smith and Lieut. Eric Nelson, have been here about a week.

Also noteworthy is the following article:

8,000 Feeble Veterans Plod Through Boston's Streets at Big Reunion

The veterans of Antietam and Bull Run, their ranks fast disintegrating, marched through a cold rain today in the 58th annual encampment of the G.A.R. (Grand Army of the Republic).

It was a proud, gray-haired, and somewhat feeble line of veterans which plodded down Boston's streets marching to airs which stirred the country back in the days of '61.

Some 8,000 veterans joined into the parade. In the reviewing stands sat more than a thousand veterans who had come to participate in perhaps their last encampment — sitting in the stands because their legs were so enfeebled they could not stand the rigor of the walk.

→ → → →

The G.A.R. is no longer. It was a last man organization. Will we let this happen to the 2ADA, or will we support the Heritage League to carry out the goals of the 2ADA when/where we leave off?

→ → → →

Due to prior family commitments, Norma and I will be unable to attend the 58th 2ADA Convention in Philadelphia. We have attended 17 of the last 19 conventions; we will miss seeing you. ■

MEMORIAL TRUST (continued)

One of the real highlights of the trip was the Lord Carrington lecture sponsored by the Memorial Trust. I had the opportunity to visit briefly with Lord Carrington before the lecture, and was very impressed. His lecture, before a packed house, was superb. He is a brilliant man who is a preeminent authority on Anglo/American relations, and is up to date on current affairs. He spoke openly and freely to a very receptive audience. Governor Fran Davies will be hard pressed to ferret out an equally good speaker for the next Trust Biennial Lecture.

My partner at the dinner following the lecture was Lady Mary Colman. Patsy Martin and Paul King were across the table. High cotton for this old man!

One last note: I stopped by my old base at Tibenham on my way back to London. They rang the newly refurbished church bells in my honor. There will always be an England in my book! ■

→ → → →



What's New On Our Bookshelf

BY TAHITIA ORR, 2ADA/FULBRIGHT LIBRARIAN

As you all know, a high percentage of the books held at the 2nd Air Division Memorial Library are bought through endowments given to commemorate certain people or groups. I want to let you know about some recent purchases and changes to the types of books we will be buying for the library.

This fall I was asked to find out if there was any interest in the provision of children's books to the four Wing Collection libraries and the Norfolk and Norwich Millennium Library by the 2AD Memorial Library. As an increasing part of the Library's work deals with providing information and support to local schools and their curriculum, it was felt this would be an appropriate use of funds. I was pleased to find that the librarians at all the Wing Collections and here at the Millennium Library were interested in the proposal. Indeed, earlier in the summer, the Sprowston branch had already requested a few books on Native Americans for children. These have been bought and are proving very popular.

The types of books requested mainly fall into curriculum support areas: slavery, Native Americans, civil rights, "what it's like to live in the U.S.," geography. The librarians have also requested biographies of film and music stars, preschool activities and crafts in general, and books on U.S. holidays. We already buy books in many of these areas for the Wing Collections, but on an adult level. I think, by buying these children's books, we will be reaching out to a new audience and expanding knowledge of the Memorial Library. Each Wing Collection book includes a bookplate stating the donor and reason for the donation, so the Library and its mission are advertised. The children's books we buy for the Norfolk and Norwich Millennium Library will be housed in the Children's Library next door to the 2AD Memorial Library. Each of these books will include a donor's bookplate and information on the Library.

The Memorial Library's Library Subcommittee approved my recommendation that we buy children's books. This means that those of you receiving information on books bought through your endowments may see a children's book title on your list. I hope you will be as excited about reaching out to this new audience as we are!

In further news, the 2AD Memorial Library was given permission to spend up to 10,000 pounds from a national grant given to the Norfolk and Norwich Millennium Library. This grant was

to be used towards the purchase of academic and specialist materials for the Millennium Library. Here in the 2AD Memorial Library we've focused on a few areas of interest. Derek Hills and I have been doing the buying, with some input from the librarian at the N&N Millennium Library in charge of U.S. history, Chris Smith. In response to a request from the UEA to purchase books to support classes studying U.S. colonial history, we've been doing just that. We've also been supplementing the regular reference collection with books such as *The Encyclopedia of War Heroes*, *United States Holidays and Observances*, and the 24-volume set of *American National Biography*.

Another area of focus has been American art and artists. I've ordered close to a hundred new books on American artists, many of which were not previously available in Norfolk. So far, we've received about half of these books. I will be marketing these new books and our older art books to the Norwich School of Art and Design, which is an independent institution within the University sector. It has an excellent reputation and around a thousand students. Although it does have a good library of its own, I know the Memorial Library can offer the school something unique.

Derek and I continue to spend lots of time purchasing the more regular types of books for the Library. World War II history, especially that dealing with the air war over Europe and the 2nd Air Division, is always a focus for us, as well as American culture, history, and society in general. We are also well known for our U.S. travel section and we do our best to support folks who will be visiting the States!

If you have questions about the book purchasing we do, please contact us at the Library. We'd be happy to answer any queries. ■

The Irish Are Particular

Father Murphy walked into a pub in Donegal, and said to the first man he met, "Do you want to go to heaven?"

"I do, Father," the man replied.

"Then leave this pub right now," said the priest.

He approached a second man. "Do you want to go to heaven?"

"Certainly, Father," the man said.

"Then leave this den of Satan," said the priest, as he walked up to O'Toole.

"Do you want to go to heaven?" he asked.

"No, thank you, Father," O'Toole replied.

The priest looked him right in the eye and said, "You mean to tell me that when you die you don't want to go to heaven?"

O'Toole smiled, "Oh, when I die, yes, Father. I thought you were getting a group together to leave right now." ■

KETTERINGHAM HALL DIVISION



BY RAY STRONG

Once again it is time for me to send something to Ray Pytel, our editor. I used up just about everything I had when I put out the last Headquarters Newsletter. I do have a letter from **Les Willis**, who lives in Sprowston, Norwich, that I received a few months ago. Les is a good friend of our Memorial Library and we correspond occasionally. Here is his letter.

Dear Ray,

A few lines to hope that all is well with you and the folks on your side of the water. All OK here; weather is kinder to us at the moment. The intense heat has abated and temperatures are now around the 70 degree mark.

Have enclosed a couple of bits and pieces that I thought you might have an interest in. Firstly, I came across a plan of the Ketteringham Hall complex the other day, and as it was the first time I had seen such a drawing, I wondered if you would like a copy. In the event that you have already seen the plan you will have to do what we did in the RAF with papers that were surplus — ‘Laugh and tear up.’

The other item is a copy of an article I spotted in one of our local magazines, the contents of which are self-explanatory. But as I thought it was related in a rather distant fashion to Ketteringham Hall, I thought it may have some interest to you or any of your colleagues who were there during the war years.

Apart from my obviously having time to read the papers and magazines, there hasn't been a lot going on, so will sign off for now. Take care; regards to all your family.

Best wishes, Les

The site plan for the area around Ketteringham Hall includes all of the Nissen huts and what they were used for. Each of them is numbered, and if you can remember the name of the hut that you worked or slept in, you could find it. A magnifying glass would help! If any of you would like to have a copy, just send me a dollar or two to cover the postage and copying costs and I will send you one. I will not make any copies until I see how many of

you would like one. Let me hear from you in the next two or three weeks.

The other item that Les mentioned was an article in a magazine about Charlotte Atkins, who lived at Ketteringham Hall for a time and tried to rescue Queen Marie Antoinette from the guillotine. I don't have room for this article in *The Journal*, but I will try to include it in the next issue of the Headquarters Newsletter which you may receive before you get this issue of *The Journal*.

It is going to be a great convention in Philadelphia in May. I hope that you will seriously consider attending. **Evelyn Cohen** included all the details in the last issue of *The Journal*. I doubt that we will ever have another convention in the Northeast. You may still have time to make a copy of the

form that was in the Winter issue, fill it out and send it to Evelyn and get a reservation. I guarantee that you will never regret it.

Finally, as all of you know, I rarely write anything for *The Journal* or the Headquarters Newsletter without urging you to do what you can to support the efforts to raise money for the 2AD Memorial Library, the 2ADA/Fulbright Librarian Fund, and the Book Endowment Funds. All of these need to be increased if we are to reach our goal of ensuring that our Memorial will have enough funds to survive in perpetuity. I trust that all of you received the information sent to you by our President, Dick Butler, and our Executive Vice President, Geoff Gregory. Any amount, large or small, will help. Time is running out. ■

Icy-veined WAC saves crew when Lib goes up in smoke

Reprinted from wartime STARS AND STRIPES

AN 8TH AIR FORCE LIBERATOR STATION — When the engines of a big black B-24 cough, catch, and roar into four-part harmony here, a pretty brunette working in a building on the fringe of the field might just as well be aboard with the crew taking off with a cargo of trouble for the Germans. For her heart will be in the clouds with the Liberator “Lady Grace.” The girl's name is Grace too. Naming the bomber in her honor was a tribute from the ship's crew to Cpl. Grace Sharkey of Philadelphia for helping save their lives.

Grace came to this field six months ago with a detachment of WACs as a Link Trainer Instructor. She was to teach pilots how to rely on instruments when running up against unusually bad weather. To her headquarters, just off the runway, came skeptical pilots knowing the value of training in “blind flying,” but doubting the ability of a woman to simulate in the Link trainer the conditions they would encounter in the air.

They found her an expert instructor and a fine gal along with it.

Then came Grace's big day. She was allowed to go up on a test flight in a B-24 as an observer. Here was her chance to see how the men put into practice what she taught them. The bomber reached its destination but crashed on the homeward lap.

“The ship was blazing fiercely,” Grace related. “Smoke filled the interior and everyone seemed too stunned or injured to move. For a minute I thought we were trapped. The ship was a mess, and the only way out seemed to be through the nose. I kicked out the plexiglass and crawled through the opening. Some of the other crew members were stirring by then, and I helped them out.”

A few seconds after Grace and the crew had cleared the plane, six explosions shook it.

The pilot, Lt. Tommie F. Leftwich of Pine Bluff, Arkansas, as well as the other members of the crew, said no man could have been cooler than Grace. “She acted quickly when time was the difference between life and death,” Leftwich said. So it isn't strange that the crew members named their new ship after her. She is the first WAC to be so honored in the U.K. ■

The Memorial Trust of the 2nd Air Division USAAF

BY MATTHEW MARTIN, CHAIRMAN OF THE BOARD OF GOVERNORS

Greetings from Norwich!

We have had a busy time over the last few months. However, before telling you about some of our activities I would like to pay a special tribute to my immediate predecessor as Chairman, David Hastings, on his award of an MBE. This is a public honour which has been richly deserved. David's contribution to many organisations, including the Memorial Trust of the 2nd Air Division, has been truly outstanding.

November was our busiest month. First we had the Annual General Meeting of the Memorial Trust. The Governors were joined by a number of visitors from the United States; including Dick Butler, president of the 2nd Air Division Association, and his delightful wife, Ardith. We also had Chuck Walker, Bud Koorndyk, Joe Dzenowagis Jr., and Vicki Brooks Warning. Joe Jr. was elected a Governor of the Trust and we are delighted that he has felt able to commit himself to our work. The meeting went well. Sadly, however, I had to report two retirements, namely Bill Wuest and Victoria Musgrave. Bill has made an enormous contribution to the Trust since he became a Governor in 1979. As an American living in the U.K., his knowledge and support have been invaluable. Victoria Musgrave is Principal of Wymondham College and the demands on her time have been intense. The Governors are truly grateful for all the time and skill both Bill and Victoria have given the Trust.

The day after the Annual General Meeting we had the lecture delivered by Lord Carrington, who during a long and illustrious life has served as Defence Secretary, Foreign Secretary, and Secretary General of NATO. The lecture was very well received and was the first of what we hope will be a biennial event. The subject of the lecture was Anglo-American relations, and it is the Governors' intention that future lectures have an international theme. Indeed it is the Governors' hope that the next lecture will be delivered by an American. The lectures will form part of the Governors' programme in keeping the Memorial Trust in the public eye locally.



Lord Carrington. Photo published with permission of the Eastern Daily Press.

And then, on the eve of Thanksgiving Day, we launched the Endowment Fund Appeal. We are trying to raise £355,000 to bolster the corpus of the Trust. It is a huge challenge, but one we are determined to try and succeed. At the launch we were privileged to be joined by Her Majesty's Lord Lieutenant of Norfolk, Sir Timothy Colman; The Lord Mayor of Norwich, Chris Southgate; Marshal of the Royal Air Force, Sir Keith Williamson; The High Sheriff in Nomination for Norfolk, John Alston; and the Honorary Life President of the Memorial Trust, Tom Eaton. A great deal of work has already been put into this Appeal. I hope over the next year to eighteen months to report on the progress we are making.

On a personal level, I have been invited to functions at the United States Embassy in London and to the American Consulate in Edinburgh, Scotland. Both were a privilege and a pleasure.

The 2nd Air Division Memorial Library is in good heart and operating well. I wish to pay a particular credit to the Trust Librarian,



Above: Matthew Martin (right) and the Marshal of the Royal Air Force, Sir Keith Jackson GCB, AFC. Below: Sir Timothy Colman K.G. (left), Her Majesty's Lord Lieutenant of Norfolk; and Councillor Chris Southgate, Lord Mayor of Norwich.



Derek Hills, and all his colleagues for all the dedicated commitment they give to its well-being. They enjoy visits from veterans throughout the year. So if you are thinking of a visit to Norwich, please be assured of a very warm welcome.

I am looking forward to attending the 2ADA convention in Philadelphia in May. In the meantime, my best wishes to you all. ■



HUNDRED MISSION LIBERATORS



A major accomplishment in combat operations is keeping the airplanes flying against difficult odds. Fate enters the formula with: operational problems, weather difficulties, maintenance and supply problems, and the enemy. For a single airplane to achieve 100 missions is a difficult task requiring great skill and courage on the part of the flight crews, expertise and determination on the part of the ground crews, and the luck of the draw in combat. Here is a partial list of B-24s which were lucky enough to achieve the 100 mission mark:

Name	Model / Series	Serial #	AF #	Unit	Missions
<i>Angel in De Skies</i>	B-24J	42-73464	5	380th BG	106
<i>Arrowhead</i>	B-24H	42-5408	8	453rd BG	100 +
<i>Bail Out Belle</i>	B-24D	42-72951	5	380th BG	100 +
<i>Boomerang</i>	B-24H	42-52726	9,12,15	376th BG	125
<i>Bottom's Up</i>	B-24	42-64446	15	450th BG	100 +
<i>Cherokee Strip</i>	F-7B	44-40198	5	20th CMS	106
<i>Chug-A-Lug</i>	B-24D	41-23766	15	98th BG	105
<i>Club 400</i>	B-24H	41-28808	15	454th BG	100 +
<i>Dally's Dilly</i>	B-24J	42-73112	5	380th BG	100 +
<i>Deanna's Dreamboat</i>	B-24M	44-42244	5	380th BG	100 +
<i>Dottie's Double</i>	B-24J	42-72964	5	380th BG	100 +
<i>Eh, What's Up Doc? / Ready Teddy</i>	B-24J	42-73488	5	380th BG	100 +
<i>Embarrassed</i>	B-24J	44-40189	5	380th BG	108
<i>Final Approach</i>	B-24H	42-53457	8	458th BG	100 +
<i>Frenesi</i>	B-24D	42-40323	13	307th BG	100 +
<i>Gone With The Wind</i>	B-24D	41-24286	7	90th BG	128
<i>Gus's Bus</i>	B-24D	42-40504	5	380th BG	100 +
<i>Hot Rocks / Sultan's Daughter</i>	B-24J	42-73489	5	380th BG	100 +
<i>Lady Corinne</i>	B-24J	44-40485	15	456th BG	154
<i>Lady Luck</i>	B-24J	41-110116	5	380th BG	100 +
<i>Lil' Audry</i>	B-24J	42-73016	7	11th BG	100
<i>Male Call</i>	B-24D	42-72799	5	380th BG	116
<i>Mary M</i>	B-24J	44-40370	5	380th BG	108
<i>Maulin'n Mallard</i>	B-24J	42-109867	8	93rd BG	115
<i>Moby Dick</i>	B-24D	41-24047	7	90th BG	100 +
<i>Old Ironsides</i>	B-24D	42-110053	7	90th BG	100 +
<i>Pennsy City Kitty</i>	B-24L	44-41480	7,13	5th BG	101
<i>Prop Wash</i>	B-24J	42-73475	5	380th BG	100 +
<i>Pug</i>	B-24D	42-40526	5	380th BG	103
<i>Ready Teddy</i>	B-24J	42-73008	7	11th BG	100 +
<i>Ronnie</i>	B-24J	41-29144	8	446th BG	119
<i>Rough Knight</i>	B-24J	42-100209	5	380th BG	100 +
<i>Sandra Kay</i>	B-24D	42-72790	5	380th BG	130
<i>Silver Queen</i>	B-24D	44-40148	15	98th BG	100 +
<i>Six Bits</i>	B-24J	42-100214	5	380th BG	100 +
<i>Slick Chick</i>	B-24H	42-94979	8	466th BG	100 +
<i>Slightly Dangerous</i>	B-24J	42-73333	5	380th BG	100 +
<i>Snowball from Hell</i>	B-24D	41-24724	5	308th BG	100 +
<i>Sultan's Daughter / Hot Rocks</i>	B-24J	42-73489	5	380th BG	100 +
<i>Tail Heavy</i>	B-24H	41-28834	15	485th BG	100
<i>Tepee Time Gal</i>	B-24	15	455th BG	104
<i>The Blue Streak</i>	B-24D	41-11613	9,12,15	376th BG	110
<i>The Eager Beaver</i>	B-24D	41-23849	5	90th BG	100
<i>The Harry S. Truman / Form 1-A</i>	B-24J	44-40229	5	90th BG	150
<i>The Squaw</i>	B-24D	41-23795	15	98th BG	100 +
<i>Tired Tessie</i>	B-24J	42-73155	7	11th BG	101
<i>Toddy</i>	B-24J	41-100226	5	380th BG	100 +
<i>Toggle Annie</i>	B-24H	42-52703	15	464th BG	107
<i>Witchcraft</i>	B-24H	42-52534	8	467th BG	131
<i>Yankee Doodle Dandy</i>	B-24D	42-40077	5	90th BG	102
<i>Yo-Yo</i>	B-24J	44-4119	15	455th BG	104

Reprinted with permission from the book: "LIBERATOR, AMERICA'S GLOBAL BOMBER"

I always feel that I should begin this column with a short story to catch your interest. I am not a good storyteller, so I usually give up the effort. I am no better at jokes. Someone could tell a joke and then tell me again the next day. The joke would be new each time. Therefore, I just write and try to make the news interesting.

My mom and I belong to a book club of local women here in the California hills. This month it was Mom's turn to pick the book for us to read and discuss. She picked *The Greatest Generation* by Tom Brokaw. The choice, she said, was made because the book tells "the way it was." In that book Tom says that he gathered the stories and set them to print to tell the story before it was too late. One of his points was that most of our "heroes" did not talk of the war much, if at all, until the recent past. Perhaps we children felt like I did as a teenager. Modern history was not as exciting as tales of knights in shining armor, pioneers, or cowboys. As I have grown older, had children and grandchildren of my own, and attended many of the 2nd Air Division Association conventions, I have come to realize how important the stories are; not only to me, but to my children and grandchildren. We want to hear the stories and read the books that are being published. Our veteran is our hero. We are not alone.

YOUR HERITAGE LEAGUE

BY IRENE HURNER

There was a representative of each decade from the teens to the nineties in the room as the women of the San Antonio Valley Ladies Book Club discussed the current selection. Those old enough to remember relayed something of their experiences and the younger women listened and asked questions. The afternoon ended all too quickly. It is too bad we didn't get our discussion on tape.

When our Heritage League Executive Committee met in Colorado Springs last October, one of the things that was reviewed is the ongoing effort by many to record and, if possible, videotape the stories of the veterans. Sample guidelines have been published in *The Heritage Herald*, in *The Journal*, and in many other publications. The Memorial Library in Norwich is very glad to receive copies, as is the Mighty 8th

Heritage Museum at Savannah. The Dzenowagis family also sends a voice copy to a university in Michigan. Our Executive Committee feels it is very important to encourage people to help identify those who have not recorded their stories and, if necessary, take time to visit, to ask questions, and record the answers ourselves.

I have made this suggestion to others, but have not taken my own advice. Finally, I have a date with Mom and Dad to "do as I say." I am looking forward to our visit. It is supposed to rain this weekend, and I can't think of anything better than sitting by the fire and drinking hot chocolate while listening to Mom and Dad tell their story.

The committee also decided to have an essay contest this year as a way of encouraging stories to be told. The guidelines and rules are published in our latest issue of *The Heritage Herald*. Please encourage your grandchildren and great-grandchildren to consider entering. Not only will the winners receive a cash prize, but everyone will gain from sharing together in a learning experience.

Our annual business meeting will be held during the 2ADA convention, on Friday the 28th at 3:00 p.m. at the Hyatt Regency Hotel at Penn's Landing, Philadelphia. I look forward to visiting with you and hearing the stories you have to share. ■

A SEQUEL TO "HITTING THE DECK"

BY LESLIE JANTZ (389TH)

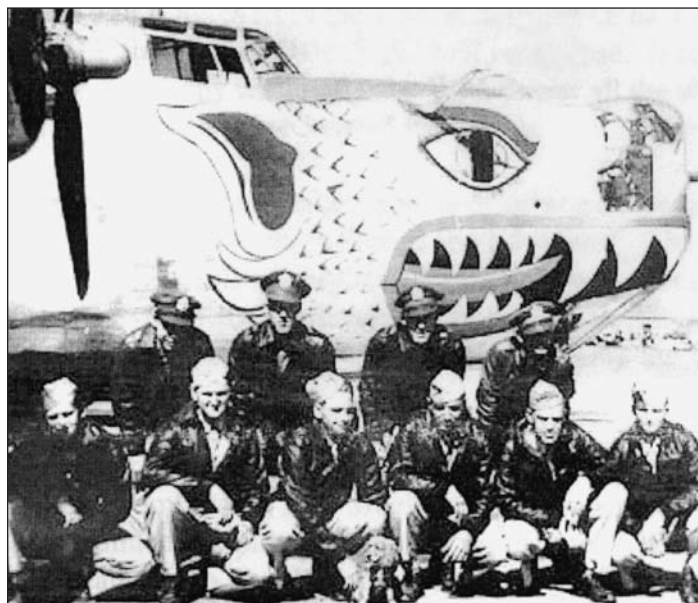
This is a sequel to "Hitting the Deck at Karlsruhe, Germany," a story by Frank W. Federici that appeared in the Winter issue of *The Journal*. The mission was on September 8, 1944. I suspect our Group followed the 445th, as the weather was even worse than Frank described.

I was the copilot on Gordon Baumann's crew. My Form Five records that the mission was 8 hours and 10 minutes, but I don't recall sweating fuel. The weather, as mentioned, was the critical factor, but our concerns were mid-air collision, German flak and British warning gunfire more than insufficient fuel.

As we know, when weather conditions are right (or wrong), contrails form clouds that following aircraft must contend with or fly over. As Frank Federici stated, with a full bomb load we were at the maximum ceiling of the B-24 and it was necessary to use up to climbing power just to stay in formation. At the target area the weather deteriorated further. As we left the target area it was impossible to hold formation without the probability of collision. Our squadron scattered and we came home alone. We were not called on the carpet.

We flew west and then northwest to make landfall at Ostend, Belgium, which had fallen to Allied forces a few days earlier. Calais was an enclave bypassed by the Allies and still under German control and a V-1 site. We slowly let down when we were over recently liberated France and leveled off at 3500 feet to enjoy the French countryside now in the clear.

This was our second mission and our navigator, Felix Durante,



had just checked out on the Gee Box. He felt confident even though this was only the second time he had used the system. Unfortunately the signal (blip) was weak (or poor) and he turned to dead reckoning and pilotage which revealed that probably we would make landfall at Calais, not Ostend. We were but five or six miles

(continued on page 33)



NEWS OF THE 453RD FROM FLAME LEAP

BY LLOYD W. PRANG

Tony Jeckells of the 448th Seething Tower Association has forwarded the name of M/Sgt. **John H. Shaner** as the crew chief of the 453rd aircraft "The Spirit of Notre Dame." This ship was credited with 93 missions while with the 453rd BG, 734th BS. The first was on May 19, 1944, and the last was on April 11, 1945. It was transferred to the 448th BG, 715th BS sometime after its last mission and was later deployed to the U.S., arriving on October 22, 1945 at Altus, Oklahoma where it was disposed of to the Reconstruction Finance Corp. Tony has asked if anyone has any knowledge of the whereabouts of John Shaner. Tony's e-mail address is: tony.jeckells@bushinternet.com. Also, please send the information to me so we can place John Shaner on the mailing list for the 453rd Newsletter and make him aware of the existence of the 2ADA.

As an added item of interest, Tony thought all the 453rd guys might like to know that the Sampson and Hercules dance hall in Norwich, which was a haunt for just about the entire 8th AF, sadly closed its doors for the last time on New Year's Eve. The building is to be converted into apartments.

Paul Layzell, owner of the Old Buck flying field, received a copy of **Eino Alve's** diary, "Remembrances of the Shack Rabbit," from **Pat Ramm**, the 453rd's English liaison, and became so engrossed reading it that some incoming aircraft had to wait for airfield information. He asked Eino for permission to reprint the story in the next issue of the Old Buck Newsletter. And Eino, being a modern, up-to-date person, sent his O.K. back to Paul by return e-mail.

Roy Carlson sent word via his daughter, **Jackie Trudeau**, that he intends to attend the dedication of the WWII Memorial in Washington, D.C. over the Memorial Day weekend this year. Since the 2ADA will be visiting Philadelphia and Atlantic City at this time, I wonder if Roy or Jackie would write a short article about their experiences at the dedication. Anyone else care to write an article about this for the September

Newsletter? If so, please send it to **Jeane and Wilbur Stites**.

We continue to receive letters from sons, daughters, and grandchildren of our veterans. **Rick Webb** wrote for information regarding his grandfather's brother. His grandfather must have had a good sense of humor, since he referred to his brother, **Pershing Beechy**, copilot on the **Kenton Morris** crew, as flying a high-altitude glider! The letter is too long for this space, but we'll put it in the next Newsletter.

Walt Bala keeps in touch quite regularly via telephone. Prior to the New Orleans reunion it took a bit of talking to convince him to put up with the system of taking two planes to get there instead of a direct flight. However, the idea of saving \$200.00 finally won out. He agreed to go along with this grand plan that most of the airlines have of getting us from one place to another, even though this plan takes 4-5 hours to get to New Orleans rather than a "normal" 2 hours.

Finally, **Wayne F. Lewallen** wrote a letter to us telling of his father's passing. The complete letter will be in the Newsletter, but part of it reads: "My father, Tech. Sgt. **Benjamin F. Lewallen Jr.**, passed away suddenly at his home in High Point, NC, March 1, 2003. He was assigned to crew 3633/B24, 734th SQ, 453rd BG, **Edward E. Traylor's** crew, 1944-1945 in Old Buckenham, England. Traylor's crew completed 35 missions with the exception of Sgt. **Edward C. Erker**. Eddie flew his 35th mission on February 9, 1945 with another crew. The mission went well but on the landing approach Eddie's plane collided with another B-24 and crashed and burned. All aboard were lost. The other plane landed safely. **Tilmon Cantrell**, copilot; **David Dobreer**, navigator; and **Walter W. Cook**, tail gunner, are the only members of the Edward Traylor crew who still survive. I missed my first Christmas with Dad when he was in Old Buck. I don't recall that one but this one I will always remember. I miss my father very much." ■



491st BOMB GROUP POSTREMUM ET OPTIMUM the RINGMASTER REPORTS

BY HUGH M. BENNETT

It's been sixty years since I flew my first mission when the 491st Bomb Group went operational on June 2, 1944. As a radio operator, I made 31 missions with the **David Hicks** crew, and, to tell the truth, I never got over being scared to death on most of them.

The most memorable was that first mission, to an airfield near Paris. Our group went through a cloud formation, and when we got through it, found ourselves out of place. The pilot hollered for more power to get in the proper position. The copilot really lost it at the sight of all the flak and pulled the throttles back, stalling the plane. The pilot backhanded the copilot, at the same time throwing on full power to recover.

At this point I jumped out of my radio position, and looking ahead, I saw **Bill Evans'** plane take a direct hit on #3 engine. To this day I still can see the propeller spinning and going over the back of the wing. On fire and going down, they almost collided with another plane. **Malcolm Blue** and the tail gunner were killed in their chutes by enemy fire, the first casualties of the 491st.

Our crew trained for eight months so that if you panicked you would still be able to do your job automatically. Why did the copilot pull the throttles? Or was it a higher power involved?

My last mission was to Hanover, Germany on September 11, 1944. We were hit with FW-190s; fortunately our P-47s drove them off.

I'm hoping many of the 491st members will be able to attend the 2nd Air Division Association convention in Philadelphia at the end of May. This is a really historic city, with many interesting places to visit.

May God bless you all in 2004. ■



BY JIM LORENZ

MAIL CALL

I received several letters and notifications that one of our long-time members,



Dr. William K. Lee, died on November 4, 2003. He was a resident of Tucson since 1955. He is survived by his beloved wife of 31 years, Eva Lee; his children, Richard Lee and Candace Stein; and three grandchildren. Bill was a pilot of crew #568 in the 785th Squadron and flew missions from October 1944 to April 7, 1945. (Note: I also was in the 785th Squadron and also completed my missions on April 7, flying as an instructor pilot taking a new crew on their first mission.) Bill graduated from Colorado State University in 1953 as a Doctor of Veterinary Medicine and operated the Broadway Animal Hospital in Tucson until 1984. The photo above shows a proud Bill presenting his committee's newly designed 466th Bomb Group flag in 1989. In accordance with his wishes, no formal services were held.

The **Rev. Paul Illingworth**, rector of All Saints' Church which is located just off the eastern end of the main runway of the 466th BG base at Attlebridge, sent a special notice that he will retire in July, 2004. This church serves the village of Weston-Longville, which had some 80 residents in 1944, as I recall. The All Saints' building of flint and free-stone is largely 14th century. The List of Registers dates back to 1290; the Tower has six bells inscribed c.1440. This small historic church was modified and rebuilt many times. The church has also carefully preserved mementos given to them by 466th BG veterans: an American flag which was flown over our Washington Capitol on 16



Laying of the wreath on November 8, 1998 at the 466th Memorial at the end of Attlebridge runway 09. L-R: Rev. Paul Illingworth, All Saints Church; Everett Jones; Jim Lorenz; Bill Nothstein; Earl Wassom; The Archdeacon of Norfolk, the Venerable Michael Handley.

PHOTO BY MARY LORENZ



All Saints Church, Weston-Longville, 1998. Obviously rebuilt many times since 1400. Bell tower is on the left; with the entrance at lower left.

PHOTO BY MARY LORENZ

March 1989; a framed 466th BG Roll of Honour; and our *Attlebridge Diaries* (which had become so tattered with use that **Phyllis DuBois** had it rebound for them!) No, I'm not really a history buff on churches; the above information is from *A Guide to All Saints' Church*, published in 1995. Rev. Paul has always honored us on our visits: if it was on a Sunday, we were a part of his regular service; instead of a coffee hour afterwards, he arranged for the pub — just across the street — to open early and invited all attendees to join us there. If our visit was not on a Sunday, he would have the church open so all of us could have a tour.

After July 1, 2004, Rev. Illingworth's address will be: The Paddock Top Common, East Runton, Norfolk NR27 9PR. We, with the 466th BGA, will be preparing a proper certificate for him. Contributions should be made out to the 466th BGA and sent to: **Elmo Maiden**, 8136 Cozycroft Avenue, Canoga Park, CA 91306-1712.

FINDING MILITARY RECORDS ONLINE

The National Personnel Records Center (NPRC) has set up a new online military personnel records system, available to military veterans and their next-of-kin to request documents. This is reported as having been tested — and that it does work. Try it: <http://www.vetrecs.archives.gov>. I just checked this out, and it is very easy to complete. They do require a signature page to be faxed or mailed to St. Louis within 20 days of your request.

WORLD WAR II MEMORIAL

The World War II National Memorial on the National Mall in Washington is scheduled to be dedicated on May 29, 2004. This is a unique memorial as it recognizes not only those who died in service and veterans who returned, but also all civilians in the U.S. who contributed to the war effort. They expect over 500,000 people on the Mall — like the 4th of July celebration! Anyone involved in the 1940s can register on the Web — in three categories: civilian on the home front; killed in WWII (family members may register these); or WWII veteran. For more information, go to: www.wwiimemorial.com.

NEXT MEETINGS

2ADA, May 27-29, 2004 in Philadelphia, PA. 466th BGA (with 8AFHS), October 5-10, 2004 in Kansas City, Missouri, Western Crown Plaza Hotel. 466th BGA, May 16-29, 2005 (tentative) in San Diego, CA to dedicate the bronze B-24 model (only if the model is ready). ■

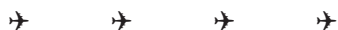


BY CLARENCE A. LUHMANN

SAD NEWS

After a week of struggling to beat pneumonia and congestive heart failure, former 445th group VP **Fred A. Dale** passed away on Sunday, January 4, 2004. "His heart just couldn't continue any longer," said Cindy (Dale) Moy in an e-mail message. "We are thankful that my family was there from Minnesota to join my brothers, Galen and Dana, and their families for Christmas. I had brought Dad home from his assisted living facility on Tuesday the 23rd. Dad got to spend his last days in his home, in his own bed, sharing Christmas with his family before entering the hospital on December 27. Galen, Dana and I were all here when he passed away. I am staying at his house through this coming weekend and will then return to Minnesota with my family."

We are also sorry to report the deaths of Fred Bromm and Kassel mission veteran George Collar. The 445th BG sends condolences to their families.



The editor of *The Journal* received a question about the following story that appeared in the publication *Briefing* in 1990: What was the final disposition of the B-24 featured in this article?

LIBERATOR HELPED AMERICANS IN WWII, DESPERATELY NEEDS OUR HELP NOW

She can still hear the rattle of machine guns, the crack of cannon, the whine of bullets, the cries of pain. The nervous voices asking, "Is it over...?" and the quick catching of breath as the German hordes once again come close. Herself once wounded severely enough to be "laid up for about a week," does not even remember all the small wounds she had.

She still wonders what has become of all the young, innocent, scared Americans she helped, but has heard from none of them. Maybe because to them she had no name they ever heard.

This brave lady now resides in the deep Cana-

dian woods, quietly waiting as the years take their toll. Asking for nothing, but silently hoping that someone still cares. That someone will say, "Thank you for all you did for us."

A group of veterans and history lovers found out about her and paid her a visit. We found her in desperate need of our assistance, and the aid of every American who thinks heroic deeds should be recognized and rewarded. She did not ask for our help, but we could hear her sigh softly as we left and said, "We are coming back to help. Watch for us."

This heroic lady is a B-24J, USAAF serial #42-50506. With the 703rd Squadron, 445th Bomb Group stationed at Tibenham, England, she flew over 25 missions into Hitler's "Fortress Europe" within the four-month period we have been able to verify. There is still the period from 31 July 1944 to 9 January 1945 we have been unable to account for. Can anyone help us with this time period?

Coming home from the ETO in June 1945, she ran into foul weather and the crew, thinking they were out of fuel, bailed out over Goose Bay, Labrador. This Grand Old Lady, true to her designed purpose, flew on for three and one half hours. She then slid up the gentle slope of a hill and came to rest.

There is damage, yes, but this aircraft can and will fly again. Many of the parts we need have already been located. Some have even been donated, and we certainly wish to thank these people. We are attempting to find enough people interested in the preservation of some of America's greatest history to assist us in this recovery. We are seeking individuals who will donate any amount they can afford to this cause. We have all pledged our time and labor and anything we can afford. Won't you help? Send donations of any size to: B-24 Restoration Fund, c/o First National Bank of Rogers, P.O. Box 809, Rogers, AR 72757-0809.

— Jim Miller, Project Coordinator, N.W.
Arkansas WWII Museum, (501) 751-9018



Finally, many veterans have something to tell about their experiences during the war. Many made it back to their base while others were not as fortunate. Our crew was one of the lucky ones.

On May 30, 1944 we went on a mission to Oldenburg, Germany with 500 GP bombs. Over the target we encountered very heavy flak. We dropped the bombs and then were hit in the number three engine, causing it to quit. Also received much damage to the elevators, rudders and ailerons. We got the plane under control and had to drop out of formation, and then two fighter aircraft flew on our wings. Thank God for our fighter pilots. They flew with us all the way to the base. When we got to the Channel we had to feather another engine. We flew on two to base; then as we were coming in on the approach another

engine quit. We had to manually put the wheels down, and made a good landing considering the damage to the plane. We had no injuries, so we were very lucky.

Hope to see many of you at the convention in Philadelphia at the end of May. ■

Thanks from the Jimmy Stewart Museum

BY A.E. WILEN (453RD)

In May of 2003, my grandson graduated from Indiana University of PA in Indiana, PA, the hometown of Jimmy Stewart.

Prior to my trip there I was in touch with the executive director of the Jimmy Stewart Museum. They had only one real photo of Stewart. That is the one taken at our airfield in England in the spring of 1944 and is the one where Stewart is sitting and I am sitting on the edge of the table pointing to the map.

I gave them two other pictures taken in 1944 and pictures from 1965 in Pittsburgh, 1983 in Indiana, PA, and 1987 in Pittsburgh with Stewart, myself, and Maj. Gen. Andy Low.

In November 2003 I received a beautiful letter from The James M. Stewart Museum Foundation, thanking me for the photos and for my contribution to our country:

Dear Mr. Wilen,

On behalf of the Board of Directors of The James M. Stewart Museum Foundation, thank you for sharing copies of your photographs with The Jimmy Stewart Museum.

We very much appreciate your taking the time to provide us with these photographs which have been added to the Museum's archives. It is through the generosity of donors that the Museum will continue to grow and provide a legacy for patriots such as Jimmy Stewart and yourself.

We appreciate your contribution to the Museum and to our country.

Sincerely,

Elizabeth Salome, Executive Director

FLASH!! Noted author Starr Smith has completed his latest book: *Jimmy Stewart's Greatest Role: Bomber Pilot*, to go on sale this fall. Read about it in a future *Journal*.

BOMBING NAZI TARGETS IN NORWAY

By the late COL. MYRON H. KIELMAN (392nd)

On 15 November 1943, a few days after the first Allied 1,000 bomber strike on the Third Reich, my group, the 392nd, was alerted for a special mission to Norway. The lead crews' pilots, bombardiers, and navigators were called to the Intelligence Room and given a special briefing and target study. The 2nd Air Division operations order specified the target as the Germans' secret heavy-water plant — a nuclear energy development facility. The plant operated in conjunction with the hydro-electric plant near the town of Ryken, in the mountains seventy-five miles west of Oslo. It was a small target, not easy to locate or sight-on from altitude.

The mission was long — over 600 miles one way — so the bomb load was lightened to ten 500-pounders, and the route and bombing altitude was lowered from the usual 20,000 plus to 12,000 feet. This altitude conserved fuel and would enhance the bombing accuracy. It was a nice altitude to fly, remember?

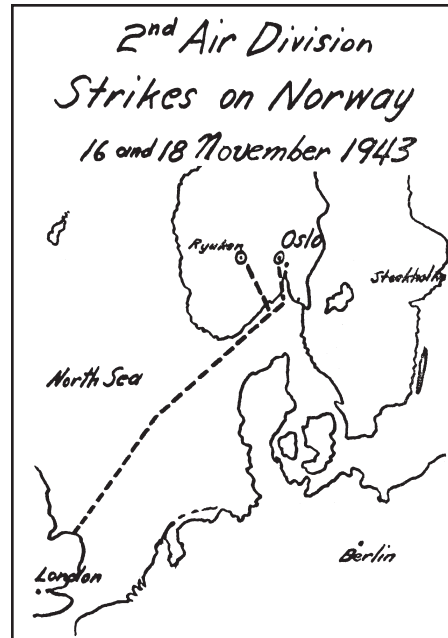
The next morning, 16 November, a pre-dawn takeoff was made by twenty B-24s. Assembling in group formation, they flew northeast 280 miles over the North Sea, then for 160 miles through the Skagerrak. Landfall was at Langesund Fjord, then past the city of Skien and northwest to the target.

The obstacle to accurate navigation and "pinpoint" bombing was the scattered clouds shielding the terrain. This was dramatically overcome by expert teamwork by the pilotage navigator in the nose turret, the lead crew navigator, and the lead crew bombardier. The bombing run was made on automatic-pilot by bombardier "Doc" Weiland, and the formation of twenty B-24s dropped their bombs simultaneously right on the aiming point — the hydro-electric and heavy-water plants.

The 392nd's bombing results for that day were rated by 2nd Air Division photo evaluation as excellent — the target badly damaged. No fighters, no flak, and all airplanes returned. Great!

Two days later, 18 November, the 2nd Air Division "frag" order called for another mission to Norway. Target: JU-88 airplane assembly plant. Location: Oslo airport, otherwise known as Kjeiller or perhaps Kjeller. Distance: 700 miles from our Norfolk County base of Wendling.

Takeoff began at the pre-dawn hour of 0600. The red-yellow identification flares of the lead ship and deputy-lead (that was



me) sparkled brightly in the darkness as the group's twenty-four bombers pulled into their assigned positions of the formation. Again the course was northeast across the North Sea and through the Skagerrak, then on to Oslo. Three airplanes had to turn back because of engine failure or the like. I remember the sky was clear and blue the whole way, with fleecy white clouds below us somewhat hiding the icy, cold waters of the North Sea. The gunners test-fired their 50 caliber guns and anxiously scanned for anticipated enemy fighters from Denmark. None showed.

The clouds diminished toward landfall, and when we turned at the initial point (IP) for our bombing run, the city of Oslo could be viewed. The skilled navigator-bombardier team of Swangren and Good systematically checked off landmarks, course heading, wind drift, true airspeed, and minutes to "bombs away." Then, there was the target standing out in the late morning sun. At 12,000 feet altitude — it would be a shame to miss it. Bombardier Joe Whitaker, with me in the deputy-lead airplane, was following through with every essential detail of a bombing run. Should anything have happened to the lead airplane and it suddenly aborted the bomb run, Joe had his bombsight crosshairs right on the aiming point of the assembly plant, and if given the word "take-over" would have successfully delivered the bombs.

I don't remember any flak, but I do remember what a smooth, coordinated bomb run it was, and Lieutenant McGregor hold-

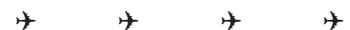
ing the lead airplane precisely on the bombing altitude and airspeed. Twenty-one airplanes in tight formation simultaneously released 210 bombs on target as briefed.

Outbound, the same scattered-to-broken clouds lay over the Skagerrak beneath us. Then the gunners spotted the adversaries. Skimming across the cloud tops opposite to our line of flight, a dozen or more twin-engine JU-88s sized up our formation. Rest assured our "loose flyers" moved into tight formation for mutual protection from concentrated fire power.

Climbing so as to make fast diving passes, they circled in behind us. Diving in pairs, they lobbed rockets and 20 millimeter explosive shells into our formation. Our tail and top turrets responded with bursts that vibrated the whole airplane, then the ball turret opened up on them as they broke off the attack below. Sergeant Johnson, flying with Lieutenant Everhart, riddled one so badly it burst into flame and was last seen diving toward the sea.

I've forgotten on which pass the fighters made on us that two of our airplanes were badly hit, lost power, and could not keep up. As they fell behind, the JU-88s concentrated their attacks on them. The B-24s dove for the clouds below. For awhile our gunners watched a game of hide-and-seek. The bombers dodged from cloud to cloud while the fighters — like hawks — circled and dove as they spotted the crippled bombers between the clouds, and then they were lost from sight. Months later we learned that one of them made it to Sweden, where the combat crew was interned for the duration of the war.

With a true airspeed of nearly 200 miles an hour, but bucking headwinds, it took us all of an hour to clear the Skagerrak and range beyond the German fighters. Ten hours after takeoff, Deputy Group Commander Lorin Johnson peeled off the formation for landing at AAF Station 118, Wendling. Recorded 2nd Air Division evaluation of bombing results: Excellent.



Author's Note: These were the last missions the 8th Air Force flew to Norway. Thomas Gallagher in his thrilling bestselling book "These Brave Men" makes recognition of the American bombing attack on Vemork hydro-electric plant with the resultant cessation of heavy-water production and German atomic bomb development. ■

458th BOMB GROUP

HORSHAM ST. FAITH



BY RICK ROKICKI

MEMORIAL AT HORSHAM ST. FAITH

I have no indication as to whether or not the memorial has been installed yet. However, with the terrible winter that has gripped England and other countries in Europe, I believe that the actual stone and the two flagpoles await better weather. Regardless, this is being written in mid-January and there's no need to remind anyone what it's been like here in most of the country (Florida excepted), and it's likely that our bad weather will find its way there.

I was hesitant to mention the following, but I learned this from **Christine Armes'** letter of January 11th. After she had written to more than 125 of our members who contributed to the financing of the memorial, she fell ill to the flu. Her car was extensively damaged by an errant driver, and if that wasn't enough, the boiler in her flat burst and it has taken three weeks to be replaced. She also mentioned that there were electrical power outages over the Christmas/New Year's holidays and you might know that she has an electric "cooker." However, in spite of all this, she will prevail and the dedication will take place. No fixed date as yet, but if you think you might be interested in attending and would like further information, please write or call her: Mrs. Christine P. Armes, 5 Primrose Court, Thorpe St. Andrew, Norwich, Norfolk NR7 0SF, Telephone: 011-44-1603-700776. (Please keep in mind that Great Britain is five hours ahead from the East Coast, plus one hour per zone going towards California where there is an eight-hour time difference.)

MIKE BAILEY PAINTING

"The Man Who Loves Liberators" (Vol. 38, #1, Spring 1999), has written me with a request for help with a painting he intends to do. The scene is of 458th aircraft in the 754th dispersal area. This particular place had two large trees, probably oak, and a large haystack nearby. The haystack is where Mike and his pal hid and viewed the activity. Mike remembers "Old Doc's Yacht" as one of the aircraft. The question Mike has: Does anyone have any photos of this area? Relying totally on memory of some sixty years past, is difficult at best. Any photos of this area would be much appreciated and will be returned. If you can help, please write to **Mike Bailey**, 91 Waterworks Road, Norwich, Norfolk NR2 4DB, England.

CORGI B-24 MODEL

Corgi Classics has advised that the "UNPAINTED" version of the 2ADA B-24 made specifically for us is now available in their Norwalk, CT warehouse. Whether you have received notice of this or not (Corgi was to have notified those who wrote and requested to be listed), if you want this die-cast, museum-quality model, you should send your check for \$106.98 (\$100 + \$6.98 shipping & handling) to: Corgi Classics, P.O. Box 910, Norwalk, CT 06852-0910.

The last time I talked to Corgi, I was advised that they had received 166 inquiries for this model. Their total production run was limited to 250.

I have a web site for those interested in viewing their products. It is: www.corgionline.com. Their e-mail address is: directservice@corgiclassics.com.

I must acknowledge the receipt of many photos of B-24s from Association members after the Corgi ad appeared in *The Journal*. Most are of plastic or Philippine mahogany and very well done with nose art. However, none really match the model offered here.

AND FINALLY . . .

Walt Mundy, past president of the 2ADA, sent me a newspaper article from *The Daily Breeze*, a South Bay paper. It featured a former 458th combat photographer/radio operator named **Arthur Fast**, a native New Yorker who worked as an editor for several South Bay papers in California. Unfortunately the paper does not give any address information. I would appreciate it if anyone who recognizes the name could help me locate him. By my records, he has never been a member of the 2ADA.

Jane Grahlman, a long-time associate member of ours, sent me a large box of videotapes of the Second World War. They appear to be of the type advertised on The History Channel. I have not yet had opportunity to view them.

Our Memorial Library Book Endowment Fund has been the source of many book purchases. I sent several book reviews taken from *The Washington Times* to Derek Hills, Trust Librarian, for his perusal. I'm happy to report that he welcomed our interest and has already ordered several of the books. We of the Endowment Fund appreciate being able to participate in some selections. If you have a favorite book review you would like to recommend, please send it to me and I will forward it to Mr. Hills.

Stay well, and don't forget to take your pills!

LAST MINUTE UPDATE

Late word from Christine Armes is that we will have the "Battle of Britain Team" give us a fly-past at the Horsham St. Faith memorial dedication which is now planned for **JULY 29, 2004**. ■

The Journal Editor's Plight

The typographical error is slippery and sly.

You can hunt it 'til you're dizzy,

but it will somehow get by.

'Til the pages are off the press,

it's strange how still it sleeps.

It shrinks down in a corner

and never stirs or peeps.

That typo error is too small for human eyes,

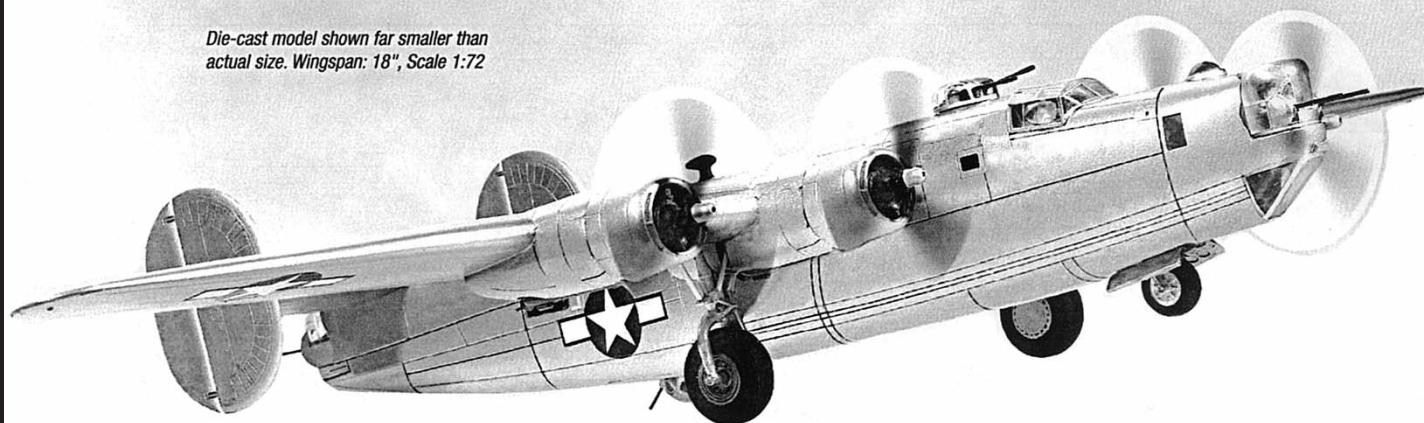
'til the ink is on the paper

when it grows to mountain size!

Announcing the First Corgi Classics Model of the LEGENDARY B-24 LIBERATOR Created Specially for Members of the Second Air Division Association



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



**Crafted of handsomely finished steel and decorated
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and flew in the European theater in World War II**

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authenticity and intricate detail. 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.

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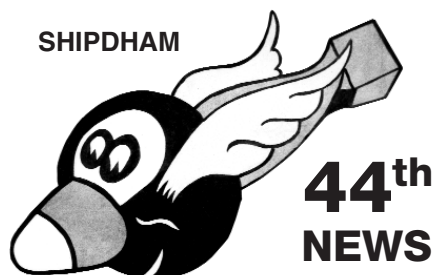
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BY GEORGE A. WASHBURN

Donald Jenkins, the navigator on **Bob Seever's** 68th Squadron crew, tells an interesting account of Easter in Paris in 1945.

Bob had finished his tour, but on Sunday, April 1, 1945 ferried some passengers, who had two-day passes, to Paris with Don as navigator. They landed at Le Bourget Airport, unloaded the passengers, and took off to return. After takeoff they feathered No. 4 as it had been using oil excessively. This meant that they just had to stay overnight in Paris!! Here is some of Don's account of that stay.

"We got hotel rooms, did some money changing (black market), and then made the rounds in the city. The streets of Paris were crowded with happy, carefree, friendly, and finely-dressed Parisians. This was their first Easter in five years that they were not occupied by the German army. We

asked a family group for directions, and they loaned us their beautiful 18-year-old daughter to help show us around for a while until she finally rejoined her family at a restaurant. At that time we thought the French people were wonderful. While making the rounds, I bought a Luger pistol from an infantry sergeant and an Eiffel Tower model from some tourist shop. We finally hit the sack about 2 a.m. Monday. We did not get to church on Easter Sunday 1945. The war did not stop for Sundays or holidays.

"On Monday, April 2 we were going to return to the airfield, get our ship fixed, and take off for England. However, the French were still in a happy, celebratory mood and jamming the streets. My pilot Bob said it was the damndest crowd he had ever seen. DeGaulle was having a parade with his Free French troops. The French people were wildly exuberant and Bob said the French go goofy on such occasions. It was exciting to get in on their celebration, mainly the return of DeGaulle to his country. Finally, with the help of some infantry soldiers we got a ride to the airfield, got our plane fixed and were ready to take off."

They took off, buzzed the airfield, did pylon turns around the Eiffel Tower at low

altitude, and returned to Shipdham in poor weather. A memorable Easter!!

Don and I met at the first 2ADA convention for either of us, at Valley Forge in 1976. We recalled our experiences on some of the missions that we were both on. Our recollections were pretty much identical, and I believe our wives came to the conclusion that they were not just stories!!

I will always remember an incident at that convention. One evening's banquet was being held outdoors in front of the hotel. Several hundred people were seated prior to the meal when the buzz of conversation came to an abrupt halt as a perfect formation of geese flew low over the gathering. One could imagine what all the B-24 veterans were thinking.

Don and Vinnie now live on Crystal Lake in Gilmanton Iron Works, New Hampshire, after many years in Phillipsburg, NJ where Don taught mechanical engineering at Lafayette College. In a phone conversation this January morning, Don reported a minus 14 degree temperature and I told him that I was happy to be in our 40-degree Florida cold snap!

The 44th Bomb Group Veterans Association's 2004 reunion is being planned for San Antonio, Texas. ■



HARDWICK

Open Letter to the 93rd

BY JOHN L. LEE, JR.

This is my second article for *The Journal* since my appointment to VP for the 93rd. I realize it's a little late to wish everyone a happy new year, but as I write, this is just after the new year began. The year 2004 offers some challenges for our group and I look forward to meeting them.

The date has been set for our next reunion. It will be held in August in Dayton, Ohio. Thursday, 19 August is the date for arrival, hospitality, cocktails and dinner. Friday, 20 August will be a day at the museum including luncheon and dinner at the hotel. On Saturday, 21 August we will have our business meeting with election of officers and other pertinent matters. Saturday night we will have the honor of a Glenn Miller Band concert and dinner. **Glenn Miller** led the band for the 93rd on 12 September 1944 before he was lost in the English Channel shortly thereafter. This will certainly be a highlight of the reunion and will bring back memories for some

who were there then. Sunday, 22 August will include breakfast and departure. Your Group officers certainly hope that all, who can, will consider trying to attend. There will be more information on the exact cost, hotel accommodations, and other details in *The Ball of Fire*.

As I mentioned in my last article, we will be moving in the direction of integrating the next-generation members in all areas of responsibility. Much has been done so far, and it is expected that this will be a subject for our reunion.

The fund drive for the Smithsonian B-24 model is doing very well. At the time I write this article, we are more than halfway toward our goal of \$25,000 based on pledges. This level of support we believe is sufficient to obtain official approval to proceed with our plans for this project.

The program to recognize and honor **Ben Kuroki** for his outstanding contribution to our nation's accomplishments is

moving along very well. As reported in the Winter issue of *The Ball of Fire*, **Cal Stewart** is developing a documentary showing the many obstacles this young gunner faced to show his patriotism. Cal feels that once this is completed, there will be a great deal of publicity for the 93rd Bomb Group.

I received a Christmas gift from my daughter and son-in-law that I found very thought-provoking. It is a recording of *Fly Boys*, authored by **James Bradley**. He is the son of one of the men who raised the flag on Iwo Jima. The senior **George Bush** was one of the Navy and Marine pilots and air crewmen who flew a mission to Chichi Jima, a rather insignificant island on the way to mainland Japan. In the final actions to defeat the enemy, it was bypassed; but it plays a major role in this story. In some ways explains why our President is the man he is in fulfilling his responsibilities as Commander in Chief of our great nation. This story reveals the heartbreaking information that was sealed for so long. There were nine Americans involved and the senior George Bush was the only one rescued. Six of those lost were captured and the experience they were subjected to is devastating and horrible.

(continued on next page)

APRIL 8, 1944: On this day, the 453rd Group objective was the railroad marshalling yard in Brunswick, Germany, one of the Reich's most heavily defended targets. Another Group (which neither my notes nor memory can now identify) was assigned the FW (I believe) aircraft assembly plant at Brunswick, within spitting distance of the railroad yard. Scheduled target times were simultaneous.

Takeoff at Old Buck and assembly over Buncher 6 were routine. The 453rd was led by Lt. William P. ("Bill") Bates in Aircraft #201. Major Frank E. ("Smiley") Sullivan was riding the right hand seat as command pilot. The writer was aboard as "command navigator." (The "command navigator" on a lead airplane occupied the nose turret and assisted the crew navigator with such things as picking out visual checkpoints, computations, and making decisions. As most navigators will remember, a navigator's "decisions" were limited to deciding what "recommendations" to make to the pilot and/or command pilot. When warranted, of course, the command navigator also operated the nose turret, utilizing its twin "50s" for their intended purpose.)

On this occasion, the 453rd was assigned the lowest altitude in the Wing, where icing conditions and also the wind happened to be least favorable. The result was an inability to keep up with the rest of the Wing, a situation which continued to worsen as we entered German territory. Finally, a desperate decision was made: We would gain two minutes by skipping the Wing IP (Initial Point) and heading directly to the Group IP. This maneuver resulted in separating the 453rd from the rest of the Wing, and this isolation made us more tempting targets for a previously unnoticed gaggle of Goering's yellow-nosed FW-190s, observing us from a higher altitude.

Immediately, the FWs began a single-file head-on attack of the 453rd. In the nose turret of "201," I focused on each one as it appeared in the distance ahead of us and fired on it with my twin 50s until it disappeared below and beyond our right wing, then swung the turret back to the left at high azimuth speed in time to line up on the next attacking FW. Other crew members said later that I got at least one of the FWs. At the time though, we were so busy — with all guns firing — and rate of closure with the FWs was so great that there was time only to think of the next attack.

During these traumatic moments, excitement in the cockpit of "201" was enhanced when the release handle of Major Sullivan's parachute caught on something,

for a moment . . . WE WERE THE TARGET!

BY DELMAR WANGSVICK (453RD)



Del Wangsvick, 1944

whereupon his chute billowed out to fill the cockpit and cover the faces of Major Sullivan and Lt. Bates. In spite of the gravity of the situation, Lt. Bates could not suppress a spontaneous laugh. (Major Sullivan admitted later that he had never felt so strongly the urge to kill.) However, the parachute did get tucked away, and we crossed the Group IP and began our bomb run — with the bombardier, Lt. Murphy, flying the airplane by remote control with the bombsight.

By this time the FWs had left us, since we were now flying through the infamous Brunswick flak — which my notes describe as ranging from "unbearable" to "unbelievable."

Compounding our troubles was the fact that coordination between the other "Brunswick Group" and the 453rd had deteriorated to something less than perfect, and they were now *directly above us!* Suddenly, they began dropping their bombs on the FW plant below! Thereupon, the pilots of "201" took control of the aircraft away from the bombardier and proceeded to engage in evasive action — "standing" on first one wing-tip and then the other. (We had been briefed to the effect that, on the bomb run, we were to refrain from taking evasive action to avoid enemy flak or fighters; however, this evasive action was different! It was designed to avoid contact with "friendly" bombs, in which it succeeded.)

After the "friendly" bombs had dropped past us, control of our aircraft was given back to Lt. Murphy, the bombardier, leaving him with a 45-second bomb run. He utilized the 45 seconds in the intended man-

ner — by "shacking" the railroad yard.

As soon as we had left the target area and the Brunswick flak, the FWs returned to continue their assault. We had no fighter escort so far from "home" at that stage of the war.

The 8th Air Force lost 27 B-24s that day, seven of them from the 453rd Bomb Group. This included two planes — with two of our original crews — from my squadron (the 732nd). These were the crews of Lt. James K. ("Bing") Bingaman — flying the deputy lead position on our right wing — and Lt. Joe DeJarnette. Lt. William C. ("Bill") Joy, 732nd Squadron bombardier and my good friend and roommate, was with Lt. Bingaman. Bill parachuted and survived the fall and the war, circumstances of which were hairy.

This was my fifth mission and the 28th mission for the 453rd Bomb Group (H).



The Bill Bates referred to was an original pilot of the 732nd Squadron, Crew #17. He was subsequently transferred to the 389th BG and on 7 July 1944 he and most of his crew were KIA when involved in a head-on collision with another B-24 during a mission to Halle, Germany. ■

OPEN LETTER TO THE 93RD (continued from page 20)

Without going into the details, which are unbelievable for any civilized people to carry out, I will recommend that you obtain the five CDs that contain the complete story.

In closing, I would like to ask for your help. We can make 2004 a year to remember if you will consider sending me some of your thoughts and memories of your war experiences. I will include these in subsequent publications, giving credit for your contributions. My e-mail address is JLee1922@aol.com, or you can write me at 930 Preston Trail, Melbourne, FL 32940 (snail mail).

Remember the words of Bertha Von Suttner: "After the verb 'to love,' 'to help' is the most beautiful verb in the world." Thanks for the memories . . . and keep smiling. ■

HALESWORTH 489TH NOTES

BY
JOHN de CANI

Archie Bunker called it “W.W. Two, The Big One.” To many of us who flew, that’s exactly what it was — the biggest event in our lives.

According to **Charlie Freudenthal’s** *A History of the 489th Bomb Group*, the 489th flew its first combat mission (to Oldenburg) on May 30, 1944, and its last (to Hanau) on November 10, 1944. In this span of 165 days, the group flew 106 missions. This means that many of us must have flown to the same target at the same time. It doesn’t mean that we flew the same missions. Each of us has his own war. One man’s roughest mission is another’s milk run.

No one has ever asked me, but if asked I would say that my roughest mission was the mission to Bottrop in northwestern Germany on October 26, 1944. One-third of the 489th flew to Bottrop on that day. The remaining two-thirds flew to Minden, 180 kilometers northeast of Bottrop.

Bottrop was my 27th mission.

Charlie’s *History* has this to say about the mission to Bottrop: “Bombing results were not observed, but there was a lot of flak.” There was, indeed, but I had more

immediate problems.

My crew was not alerted to fly that mission, but I was awakened in the middle of the night and told that I was flying as a replacement for a radio operator in the squadron who was sick. I knew and liked him, but that didn’t mean that I wanted to fly in his place.

While we waited to board the aircraft, the enlisted men on the crew told me that the pilot and the copilot didn’t get along. The pilot obviously considered the copilot incompetent and flew the entire mission. On takeoff, the copilot raised the landing gear. On landing, the copilot lowered the landing gear. Period.

After takeoff the engineer climbed into the upper turret and I stood where I usually stood when flying with my own crew, between pilot and copilot near the throttles.

Between Halesworth and the Dutch coast we climbed to altitude, went on oxygen, and put on flak helmets. Under his flak helmet the pilot wore a leather helmet and goggles. As we turned on the IP, we could see the air over the target ahead black with flak. The pilot, concentrating on keeping formation, leaned forward, forcing his oxygen mask away from his face and under his goggles, which immediately fogged over. “Pull my goggles down! Pull my goggles down!” the pilot shouted over the intercom. The copilot must have thought the pilot said “Pull the throttles down,” because he did just that. The nose of the aircraft dropped sharply. I brushed the copilot’s hand away from the throttles, pushed them back up again, and pulled the pilot’s

goggles down. The pilot readjusted the throttles as we continued the bomb run to “bombs away.”

Shortly after we left the target the pilot asked the engineer to “check the inverters.” Between the words “check” and “inverters” the engineer came down from the upper turret, checked the inverters, changed at least one and returned to his position in the upper turret. The new inverters worked. We landed safely at Halesworth with all electronics operating. My mission record shows that the mission to Bottrop lasted five hours and forty-five minutes. It seemed a lot longer. That crew — and their replacement radio operator — were lucky to have such a competent engineer aboard.

Between October 27 and November 10, my crew flew six of the seven missions that the 489th flew before being ordered to “stand down” and return to the States. We survived, and so did the crew with whom I flew my 27th mission. I hope they thanked their engineer.

So much for war stories.

Don’t forget that the 2ADA is meeting May 27, 28, and 29 at the Hyatt Regency Hotel in Philadelphia. The 489th BG Association will meet at the same time and place. Try to come. It’s important. We have a full agenda, including the election of four officers: Group Vice President, Assistant Group VP, Secretary, and Treasurer. What we decide could determine the future of our Association. There is a registration form on page 18 of the Winter 2003-2004 issue of *The Journal*. Please fill it out and send it to Evelyn Cohen. We’ll see you in Philadelphia. ■

TO MY FATHER’S FELLOW WARRIORS OF WWII

BY LINDA RITTER-SMITH

Editor’s Note: Linda Ritter-Smith is the sister of the recently deceased TV star, John Ritter. She wrote this letter to MILITARY Magazine.

Your generation has been called “The greatest generation of America.” I agree emphatically. You are my heroes!

During one of our country’s worst crises, you stepped forward and filled the gap with courage and devotion at great personal sacrifice. You were willing to give up everything in order to preserve and protect the people and the freedoms that make up America. Not only are you my heroes, but so are the wives and mothers who were left behind to care for your children and keep your homes intact.

As strong, young men, you fought the enemy and won. Then as patriotic, hard-working veterans, you continued to do your duty in the five decades that followed your

victory. You have been our fathers, our guides and our teachers.

My father, E.A. “Tex” Ritter (*famous pre-war singing cowboy movie star*), who was one of the greatest of your generation, in my eyes, has slipped over to join his many comrades-in-arms on the other side. I loved him dearly. He became a United States Marine so he could fight for his country. He lost his leg on an island in the Pacific and nearly lost his life, but he never gave up! For the remaining 58 years of his very active and interesting life, he overcame his disability with humor and courage and never counted the cost of his sacrifice. He was a patriot and much-loved man; a wonderful husband, father, grandfather, and great-grandfather.

As I kissed him goodbye for the last time, through my tears and sorrow, I promised myself that I would write this long-overdue tribute to the many others like him.

The time is growing very short for this special generation — your generation. Your members are leaving us by the thousand every day. I wish I had the power to stop the flood, but that is in God’s merciful and omnipotent hands. I wish, also, I could personally express my love and thankfulness to each of you for all you have done for America and for me. You were my father’s friends and fellow warriors. As I honored my father’s life, I honor yours. You have my eternal gratitude and love. I salute you! You shall not be forgotten. ■



SEETHING

The 448th Speaks

BY KING SCHULTZ

FOLDED WINGS OF THE 448TH

Elbert F. Lozes (10/3), **William Neville Crisler** (1995), **Robert J. Hertell** (life member of the 2ADA), and **Albert Bishop**, nose gunner of the **Leroy Engdahl** crew, who died as a result of lung cancer following surgery on his lungs a year previous.

We are also reporting that **Barbara Engdahl** had a brush with death, but happily is now recovered.



Here is the first of several articles about 448th crews that were shot down. These write-ups are provided courtesy of **John Rowe**, who publishes a monthly newsletter for the "De-Briefers," a group of B-24 types who meet in the Los Angeles area for a luncheon and speaker every month.

Pilots' Courage Is Honored at Last Disaster overtook four Liberators of the 713th Squadron, 448th Bomb Group

The squadron was isolated, out of position and playing catch-up when the devastating blow fell. From five o'clock high, four Me 262 jet fighters streaked out of the sun, cannons blazing at the exposed force of Liberators lumbering with their full payloads towards Hamburg.

Within seconds, two B-24s were shot out of the sky, a third lost an engine and was forced to jettison its bombs, and a fourth was hit so badly she swung out of formation heading north for Sweden.

It had all happened so fast. So fast, in fact, that one of the waist gunners would admit later that he never saw the jets. The jets overtook them on the morning of March 25, 1945, and this mission would live with the men who came through it for a long time after.

Men like **Chester Labus**, a 19-year-old Pennsylvanian, who would have good reason to remember the terrible and terrifying mission barely six weeks before the war's end.

Although still in his teens, Labus was already a battle-hardened veteran of 22 missions flown out of Seething. His 23rd and last — an attack on oil storage plants at Buchen near Hamburg on the Baltic coast — began in the way of so many others: breakfast, briefing, takeoff in the pre-dawn around 4:30 a.m.

Labus's crew was an established one. His captain was a Californian from Long Beach, **Frederick W. Tod**. The rest of the nine-man crew consisted of copilot **Warren Peterson, Jr.**, bombardier/navigator **Herman "Jessie" James**, radio operator **Robert Koscki**, and gunners **Robert Harrison** (nose), **Joseph Noonan** (tail), and **Jim Turnley**, in the left waist position opposite Labus.

They were flying "Eager One," B-24J 44-10517 in a force of 28 Liberators from the 448th Bomb Group. Of these 28 Liberators, two were forced to abort early on, and, shortly after forming a protective box formation, the 713th Squadron lost contact with the rest of the Group in the merging and thickening cloud layers.

The decision was made to press on, and over the course of the next hour — after finding the rest of the Group — the lagging

713th struggled to catch up with the main force. They were still about two minutes and a thousand or two feet adrift when the enemy launched its attack.

The first blow fell on the 714th and 715th Squadrons, but it was the B-24s of the lagging 713th Squadron that the stunning assault punished the most.

The crews hardly had time to react before the sky exploded around them. Chet Labus recorded, "Our plane was aware of bandits in the area and were on full alert at all stations, but were hit by cannon fire so quickly that I for one never saw them."

According to Jessie James, the devastation wrought in the first pass was so great as to make the Liberator "unflyable," with rudders and flaps wrecked, weaponry rendered useless, and a huge hole in the left wing.

"Eager One" didn't so much pull out of formation; she literally dropped out of it. According to James, she plunged 1000 feet, "vibrating and shuddering" the whole way down "in an alarming fashion."

Her fuselage riddled with holes, by any rights she should have been a goner; but somehow, thanks to Herculean efforts of her pilots, she was still airborne.

It was now a desperate fight for survival. First it was necessary to jettison the bombs. With so many of her controls shot to pieces, this had to be done by hand, with James clearing the front bays and the engineer, assisted by Labus and Turnley, dislodging the remaining bombs from the rear bays.

But as James returned to his position in the nose, he noticed a tongue of flame erupt from No. 4 engine as fuel from the ruptured fuel lines ignited. The prop was immediately feathered and the fire died, but the loss of power made the aircraft hard to control. After a swift inspection, the order was issued to throw out "everything movable" in order to lose weight.

By then the flak continued to dog their painful progress north. It was clear to Tod and Peterson that they would not be able to make it to England. Their next best hope was to reach Sweden across the Baltic. But given the aircraft's appalling damage, even that seemed a distinctly dicey prospect. It was, therefore, decided to give the men a stark choice.

Labus recalled: "Word was passed along that we could bail out over Germany if we wished to. We stayed together as a crew, even if we had to ditch in the sea."

With a course plotted over land wherever possible and her crew warned to be ready to bail out at any moment, the crippled bomber limped on, losing altitude all the time, her pilots straining constantly to maintain some semblance of flying order, although it was proving almost impossible to make any kind of turning movement without losing control.

"I could see through the opening by the rudder pedals that both pilots were using sheer strength alone to hold the plane aloft," wrote James. "Even then we were slowly losing altitude."

After what seemed an eternity, the pilots caught their first glimpse of Sweden on the horizon, a hazy coastline which, as it came into sharper focus, revealed a rash of buildings that grew into the village of Falsterbo, hugging the southern shore.

It was really going to be touch-and-go, but just as they neared the village, their luck ran out. No. 3 engine began to fade and either No. 1 or No. 2 appeared to run wild.

James heard the copilot call out that they would attempt to get as close to the shore as possible before bailing out. "I noticed the

(continued on next page)

Two Wheels Plus Two Wheels = DISASTER

BY JACK C. ADAMSON (392ND)

I have noticed some requests in *The Journal* for stories about the good old times in the ETO and I happened to remember one that might be enjoyable, especially for all the bicycle riders.

One afternoon, after leaving the Officers Club, I hopped on my bike and headed for the 576th Squadron living area. If my memory serves me correctly, this route took me directly past the bus stop on the corner of the street a short distance from the club. As I neared the area I recognized a friend of mine waiting, with numerous other personnel, for the local to Wendling. I yelled to him to pick up a certain item for me at one of the local shops and while engrossed in this running conversation, I turned right at the corner onto my street, but inadvertently crossed from the left lane to the right lane. The next thing I knew, I was ass over tin cup, up in the air, down on the ground, entangled in my bike, someone else's bike, and someone else's arms and legs.

Slowly I opened one eye and the first thing I saw were railroad tracks . . . not the kind that trains run on, but the kind on an officer's tunic. Being a lowly 2nd Lt., I realized a hasty retreat from this combat engagement was my only salvation. I asked him if he was injured, and the reply I received was a cross between the roar of a B-24 taking off and a 50 caliber machine gun running wild. Needless to say, I picked up the bike and took off, amid roars of laughter from the bystanders.

The next day, I found my victim to be one Capt. Charles Neff, Flight Commander, 576th Squadron. You might say I avoided said captain like the plague for the rest of my stay at the 392nd BG.

Many years passed after being discharged from the service and the incident was all but forgotten. But in 1969, my wife and I joined

the American Express Club Continental, an organization sponsoring vacation travel overseas to different areas of Europe. One of the features of this club was a monthly newsletter with information about trips, pictures of different tours, and pictures and biographies of the local club officers. Well, believe it or not, there was a picture of a Charles Neff, a very familiar visage even after 25 years, with a history of lifetime service in the Air Corps. I knew it had to be him, but, by God, he didn't outrank me now. I decided to confront him in his own lair. One afternoon following lunch, I stopped by his office and spoke to his secretary. I informed her of my plan so she announced me as someone he had run into a long while ago. As I entered his office I could not see even the slightest hint of recognition on his face. We shook hands and then I asked,

"Were you in the 8th Air Force?"

"Yes."

"Were you with the 392nd BG?"

"Yes."

"Also the 576th Squadron?"

"Yes."

"Do you remember having a bike accident?"

Well, a big smile came over his face and we both started to laugh. Appropriately, ten minutes later we were able to control ourselves enough to reminisce about our past lives in the ETO. It was a wonderful reunion, and Chuck and I had lunch numerous times after that meeting. Unfortunately, the Club Continental was not a money-making branch for American Express, so they discontinued the operation. With that, Chuck and his family moved to Florida, and that was the last I heard from the son-of-a-gun. ■

PILOTS' COURAGE (continued from page 23)

terrific strain the pilots were under," he wrote. "The pilot's right leg was shaking with violent fatigue."

At that moment, No. 3 engine cut out and Lt. Tod immediately gave the order to bail out. James dropped out through the nose wheel door and saw the aircraft make what he took to be a deliberate "turn away from shore to avoid a crash in the village."

As he parachuted down, he counted six more exiting the aircraft safely. Then, just as the seventh left, the aircraft went into a spin, crashing into the sea about a quarter of a mile from the shore.

What took place in those last moments in the cockpit of the doomed B-24 must be a matter of conjecture. There was some talk between the two pilots on who would hold the plane while the other tried to escape if that opportunity arose and Peterson, though junior, urged Tod as a married man with a young child, to go first. What is certain, however, is that Tod clung to the controls to the last and that Peterson, who delayed his escape to help hold the aircraft steady, was too low for his chute to open properly. Both men died, while the remaining seven, including Labus, who was slightly wounded in the left leg, survived to be rescued by the Swedish villagers.

After a short period of internment, they were eventually repatriated on July 2, 1945. But the story of "Eager One" and her gallant pilots did not end with the crew's departure home.

For fifty years the survivors got on with their lives, but in 1996, a few months after Chet Labus made a nostalgic return to Falsterbo to thank its people, he got a letter which would launch a re-

markable campaign to recognize the courage of Tod and Peterson.

The letter, from the widow of a crewman, contained James' account of the action. It was the first that Labus knew of the full extent of the aircraft's damage and of the desperate attempt to keep it flying. Together with Turnley and Knoscki, he had been trapped in the rear section, out of touch with the rest of the crew.

James was convinced they owed their lives to the pilots' sacrifice.

"It is my firm belief and conviction that these two men died a heroic death and without their unselfish actions seven more men would have gone down in Germany. I think no honor is too great for them," he wrote.

Labus agreed and promptly set about gaining recognition for the two men. Despite the passage of more than half a century, he gathered eyewitness accounts from America and Sweden and enlisted the support of fellow airmen and his congressman. The result was a recommendation for posthumous awards of the Medal of Honor, America's highest military honor, for Tod and Peterson.

The following year the U.S. Army Decorations Board convened to consider the 52-year-old case. After much deliberation, they turned down the proposal, but instead sanctioned the lesser gallantry award, the Silver Star.

The citations on August 26, 1997 concluded that their actions were an "inspiration . . . and reflected the highest credit on the Army of the United States."

Fifty-two years and five months after that ill-starred mission over northern Germany, a debt of honor had been, at least partially, repaid. ■

THE LUFTWAFFE'S DEADLY "POWERED EGG"

BY JACK B. STANKRAUFF • Reprinted from YANKEE WINGS

Nicknamed the "POWERED EGG" by Luftwaffe test pilots, the Messerschmitt Me 163 Komet rocket interceptor was beautiful to fly and unbelievably fast, but it could explode any minute and often did. This egg-shaped fighter with wooden wings — terrorizing Allied bomber formations — was one of Germany's so-called "Wonder Weapons" of the Second World War.

Intensive research on rocket propulsion by Germany began in 1935 and 1936. Scientist Helmut Walter designed the Komet's rocket engine which worked on the principle of continuously burning a combination of fuels with oxygen carried in with those fuels. Dr. Alex Lippisch finished designing the Komet just after the Second World War started. A series of tests proved his design to be successful. As part of the Komet project, unpowered Komet glider prototypes were first flown by such German glider notables as Hannah Reitsch and Wolfgang Spate. The Walter HWK 590 rocket engine was then installed, and Heini Dittmar flew a prototype to a world's speed record of 623.85 mph on October 2, 1941.

The world's fastest aircraft was unspinnable and handled beautifully, but it was also extremely dangerous. Many pilots and ground crewmen were killed and injured when the Komet's fuel (a mixture of hydrozine, methyl alcohol, water, and concentrated hydrogen peroxide) frequently exploded. In fact, several Komets just blew up on the runway.

In desperation, the Luftwaffe pushed the Me 163, while still in the experimental stage, into combat against the Allied bomber offensive. Luftwaffe test pilot Mano Zeigler remembered that the Komet "...was ten years ahead of its time, but the stress of war accelerated its development, and because of that, it was probably the most dangerous aircraft ever built."

Often pilots were killed and injured during landings when the fuselage skid hit rough stretches of runway, causing their aircraft to cartwheel or nose over. If fuel lines were broken, the highly-corrosive fuels literally dissolved the pilot in the cockpit. An engine failure could fill the cockpit with acrid fumes which blinded pilots. Furthermore, the aircraft lacked cockpit heat and pressurization and an ejection seat.

The Me 163 could be unforgiving to even the most experienced test pilot. During a test flight, Hannah Reitsch suffered a crash landing when the wheels failed to drop off on takeoff and stuck to her aircraft. The extra weight caused her to lose control and drop too fast during her landing approach. Historian Judy Lomax described what happened next: "The Me 163 hit a ploughed field just short of the runway at 150 mph, bounced violently twice, lost a wheel, and came to a standstill after a 180-degree turn. Hannah's first thought was that she was still alive. Luckily there was none of the lethal rocket fuel mixture on board; had there been, she would have been killed instantly." Another danger inherent in flying the Komet was that pilots had to take off exactly into the wind. If the stubby little aircraft yawed during a high-speed takeoff, it had a tendency to turn over and explode.

Two 30-mm cannon (each with 60 rounds) and a speed of almost 600 mph (the rocket motor had 3,750 pounds thrust) made the Komet a deadly aerial adversary. Its small size (wingspan of 30 feet, 7 inches and length of 18 feet, 8 inches) made it a tough target for fighters and bomber gunners.

In May 1944 the Me 163 was introduced into combat. Guided by radar-equipped ground control stations, Komets climbed from their bases at a speed of 11,810 feet per second above Allied bomber formations, then dove down through them, raking the bombers with their cannon. With a combat endurance of only four minutes (exhausting its 437 gallons of fuel in that time), the pilot had a scant four seconds to aim and fire his cannon. The cannon often jammed after 100 rounds. Despite these shortcomings, Komet pilot Feldwebel Schubert downed two American B-17 Flying Fortresses in seconds on August 26, 1944.

Hitler's interference of reallocating Komet fuel for V-1 and V-2 missiles, as well as a marked lack of decision-making on production and deployment of jet aircraft, caused the Me 163 program to lag. Doubtless the air war would have been different had the Germans developed this weapon (and for that matter, others) earlier. Of the estimated 370 Komets built, only a handful ever saw combat, and the type was credited with only nine Allied bombers.

Legendary Luftwaffe ace and Commander-in-Chief of Fighters, General Adolf Galland, best summarized the Komet's importance in aviation history: "Thus one of the epoch-making, revolutionary technical developments of Germany during the last war was passed without having any practical effect. It would have been ideal to prove the correctness of my contention that superior achievements — correctly used strategically and tactically — can beat quantity many times stronger numerically but inferior technically."

Ed. Note: Next issue — The Me 262 Jet. ■

IT'S THE NORWEGIANS' TURN

Our country is a nation of great diversity, and among the nationalities whose "humorous" tales are told here is one for the "Norskis":

Ollie died, and in due time appeared at the Pearly Gates asking St. Peter if he could get into heaven.

St. Peter dutifully took his name and pertinent information and started to examine Ollie's record while on Earth.

"I am afraid to tell you, you can't come in," St. Peter said, closing the Great Book of Records.

"Why not?" Ollie said. "Didn't the record say I never hurt anybody?"

"Yes," said St. Peter.

"Didn't the record say I never lied or stole anything?"

"Yes," continued St. Peter.

"Didn't the record say I attended church regularly and never swore, and never associated with any bad women?"

"Yes," said the now impatient St. Peter.

"Well, as you can see, my record is clean; so why can't I go to heaven?"

"It's like this," replied St. Peter. "While all this is true, you still can't come in."

"Why not?" demanded Ollie.

St. Peter sternly replied:

"Because. We're not about to start cooking lutefisk for one man."

Norwich's Famous "Muscles" Nightclub Closed; Memories Remain

BY KEIRON PIM • EASTERN DAILY PRESS, JANUARY 1, 2004 • SUBMITTED BY OUR ENGLISH FRIEND, LES WILLIS

IT'S THE START OF A NEW YEAR and the end of an era.

In the early hours of this morning, the building that has, for almost a century, been home to Norwich's favourite dance hall resounded to the sound of music for perhaps the last time.

The former Samson and Hercules ballroom in Tombland, currently known as Ikon, brought together thousands of Norwich couples but closed after last night's New Year's Eve party.

The future remains unclear — but the building's past remains fresh in the minds of the many EDP readers who contacted us after its fate was revealed in October.

Owners Luminar Leisure remain tight-lipped on whether the site where generations of teenagers fell in love will be turned into luxury flats.

Company spokeswoman Claire de Silva said at the time: "We do intend to pursue a project for housing in Tombland in the future."

Yesterday she would not comment more specifically — but if Luminar decides to do so, it will return the site to its origins as a residential building.

With its twin statues of Samson gripping the jawbone of an ass and Hercules bearing a club, the 17th century mansion has long been a Norwich landmark.

Diana Giles, from Swainsthorpe, spoke of her family connections with the building.

Her grandfather Albert Cubitt ran his antiques business, Cubitt & Sons, from the premises in the early 20th century. Her elder siblings were born there, though she was born in Old Catton.

"I lived at the Manor House in Old Catton and we used to cycle to the dances at the Samson and Hercules," she said.

"We used to leave our bikes outside. It's remarkable really. But we had to leave at 11 pm just when it was getting going. We got our best dresses on and got on our bikes and cycled back home."

Mrs Giles was one of many to meet the love of her life on the ballroom's dance floor.

"My husband (Gerald Giles, who runs the Norwich electrical company) did all the microphones and speakers there, and I thought, 'I recognise him as the young man I see at the football at Carrow Road.'"

"He came and asked me to dance, and we are still together."

The Samson and Hercules was a favourite spot for American GIs looking to meet local girls during the Second World War.

Many bands played at the Samson and Hercules, including local tea dance bands and internationally renowned acts such as Count Basie and Stan Kenton.

Chris Smith, from Tasburgh, called to say that his late father, Don, had been a bandleader at the venue.

"My father's band was resident there for a number of years, I think in the 1950s," he said.

"No doubt many of the people who did their courting there will have fond memories of that and will still remember Don Smith and his band playing there."

Don Smith was well-known in the area and played at Mecca dance halls around the country, but Mr Smith said he had only a couple of pictures of his father, who died in 1988 aged 70.

He would love to hear from anyone who has photographs from the Samson and Hercules that include Don Smith. Anyone who has can send them to the EDP at Prospect House, Rouen Road, Norwich, Norfolk NR1 1RE.

Jackie Yallop, 40, from Sprowston, called to say: "I can remember going there when I was 13 — there was a disco every Monday night."

"I used to go on Saturday night when I was a bit older and that was where I met my husband 23 years ago on the dance floor. It was a very popular place."

"It was the Samson and Hercules then and it changed to Ritzy's in the early 1980s."

The Samson and Hercules was a favourite spot for American GIs looking to meet local girls during the Second World War — and the venue's closure prompted interest from across the Atlantic.

Rex and Margaret Elwell (nee Smith) e-mailed from Fremont, California: "The Samson holds a special place in our hearts — in fact on October 3 it was the 50th anniversary of our first meeting there. We always go by there on our visits to Norwich."

And Josephine Baron, now living in Monterey, California, heard of the EDP article from her sister, Jackie Ross, who lives in Wymondham. Mrs Baron moved

to the USA in 1956 with her American husband and wrote in a letter to the EDP:

"I have wonderful memories of the Samson. Immediately after completing my secretarial college course, I worked at the Samson and Hercules during 1953/1954. It was then owned by Geoff Watling, and his manager was Rose Ecker."

"I remember the tea dances and also the wonderful big bands — Johnny Dankworth, Kenny Ball and his Jazzmen, Ted Heath, and even Stan Kenton..."

"It was a dream job for a young Norfolk teenager, as my passion was dancing and music."

Mrs Giles helpfully provided a copy of "A Quaint Corner in Old Norwich — Samson and Hercules House," an early 20th century booklet that details the building's history.

The building was originally a mansion owned by Christopher Jay, an alderman and Deputy Lieutenant of Norwich, who later became an MP. He is thought to have had it constructed to mark his tenure as Mayor of Norwich in 1657.

He died in 1677, whereupon the building was subdivided into several residences.

Towards the end of the 19th century it was occupied by a wool-combing business, and after that it was home to the city's Office of Excise, then a surgery run by a Dr Rant, and then a wholesale grocer's run by city treasurer Thomas Hancock.

In its time a part of the building also housed a synagogue for the city's Jewish congregation.

It stands on the site of the city residence of Sir John Fastolf, the 15th century soldier on whom Shakespeare was said to have partly modelled the character of Falstaff in *Henry IV* parts one and two and *The Merry Wives of Windsor*.

Luminar's decision to close Ikon was sparked by the shift in focus of the city's nightlife from Tombland over to the Riverside development.

The company also runs Time, which has recently been granted permission to open a new over-25s club called Envy at its site in Riverside. ■



HETHEL 389th Bomb Group Green Dragon Flares

BY FIELDER NEWTON

HISTORY OF THE 389TH

Paul Wilson, one of the fine men working on the restoration of the Hethel chapel, is writing a history of our bomb group. He would appreciate any information on missions, personal stories, or pictures with dates and names that you could contribute to his efforts. Anything you have that will help preserve the history of the 389th will be greatly appreciated. His address is: Paul Wilson, 63 Bignold Road, Norwich, NR3 2QJ, UK. Paul's e-mail address is: paulwilson389@yahoo.co.uk.

LITTLE BROTHERS OF THE 2AD

Having met only a few fighter pilots, none of whom were in the fighter groups attached to the 2AD, I was pleased to learn in the December 2003 issue of the *Flight Journal* magazine about two pilots from the 4th Fighter Group (2AD).

When the sky cleared on Christmas Day, December 25, 1944, the 4th FG was escorting B-24s on a target penetration withdrawal just south of Bonn, Germany. The Luftwaffe rose to greet the B-24s and P-51s with FW190Ds and Bf109s. The Germans, as usual, attacked out of the sun, but in doing so ran right into the P-51s on their way down. 1st Lt. **Timothy Cronin**, flying his red-nose Mustang named SPRUTZ (Swedish for "squirt"), formed up with another Mustang and latched on to a FW190D. It twisted and turned and rolled and reversed, but Cronin's six 50-caliber machine guns shredded it. Later, Lt. Cronin, flying alone, heard a call for help from another Mustang. Cronin rolled over and saw a P-51 and FW190D at treetop level in a tight fight. He raced downward

and noticed that the distressed Mustang was another red-nose. The German pilot didn't see him coming, and he scored hits all over the plane as he broke away. The newfound wingman also hit him on the way down. The new wingman turned out to be Capt. **Pierce McKinnons**, C.O. of the 355th Squadron, 4th FG. Just a case of "Little Brother" helping "Little Brother."

Checked the 2AD roster and found that neither one of these men are members. Thought this would be a story of interest to anyone who had been aided by our "Little Friends."

B-24 MEMORIALS

It is our hope that you will remember that the 389th has pledged \$1,000 to both the Smithsonian B-24 memorial at Dulles Airport and to San Diego's Balboa Park to honor all the men and women who built, flew, and maintained our beloved airplane. As was stated in our January newsletter, we are asking EVERY MEMBER of the group to send \$10.00 or more to our treasurer, **Allan Hallett**. We would also like to send a check of at least \$1,500 to **Fred Squires** to purchase display cases for the museum room at the Hethel chapel or any other of their needs. If every one of our 600-plus members chips in as requested, we will easily fulfill all of these obligations.

SEE YOU IN PHILADELPHIA

Hope you have given serious consideration to getting together with all of your 389th comrades for the 2ADA convention at the end of May for a great time in the City of Brotherly Love. Being close to the new Constitution Museum is a plus, and with optional tours of both Philadelphia and Atlantic City there will be a variety of activities for everyone. Fred Squires and five or more of the group doing the work restoring the Hethel chapel are planning to join us in Philadelphia. Come to the convention and thank these men for all they are doing to preserve the memory of the 389th and the men we left behind.

When you receive this *Journal* it will be spring, and hopefully you will have made plans to come to Philadelphia. Good health — and "keep em flying." ■

speedier rail between london and paris

From: **BRITISH HERITAGE** Magazine, December 2003

Completion of a new section of high-speed rail in England, the Channel Tunnel Rail Link, on 28 September 2003 has shaved 20 minutes off the trip between London and Paris (now just two hours 35 minutes) or Brussels (two hours 20 minutes). The new railway extension allows Eurostar trains to travel an additional 100 kilometres at a speed of 300 miles per hour. Engineers expect to trim another 15 minutes when the high-speed rail is completed to London's St. Pancras Station in 2007. www.eurostar.co.uk

Ed. Note: NOW THEY TELL US...



The USAAF Antisubmarine Command

EXCERPT FROM THE BOOK ENTITLED "THE OFFICIAL PICTORIAL HISTORY OF THE ARMY AIR FORCES"

The news of Pearl Harbor alerted America's military leaders for defense of the coastal areas of the United States. On that day, at the Navy's request, the First Air Force's I Bomber Command was ordered to begin over-water reconnaissance for enemy shipping, especially submarines. The patrols started the following afternoon; from then until August 1943 the AAF shared with the Navy, while acting under the latter's operational control, the responsibility for countering the German U-boat menace.

To the initial emergency patrols the AAF assigned all bombardment and reconnaissance aircraft available on the East Coast after some of the most experienced units had been dispatched to the Pacific. This improvised antisubmarine striking force consisted of A-20s, A-29s, B-17s, B-18s, and B-25s, none equipped with radar. By March 1942, a few B-18s had radar, and for the rest of the year they became the work horses of the command. The ultimate backbone of the counter-attack on the U-boat fleet was the radar-equipped B-24, its large capacity and long range making it an ideal land-based antisubmarine plane. In time other special devices, lacking on the early patrols, were adapted to anti-submarine aircraft. This progress was made with the help of the Sea Search Attack Development Unit, established at Langley Field in 1942, and other research organizations, including that of the Navy.

Fortunately for the motley antisubmarine force assembled by the AAF in December 1941, the enemy's U-boats took nearly a month to begin their devastating work in American waters. Their first success in the Eastern Sea Frontier occurred on January 14, 1942. Through the following spring and summer the Nazis kept enough U-boats in America's East Coast waters to make the area a veritable graveyard of Allied merchant shipping vessels. The offensive in the Eastern and Gulf Sea Frontiers reached its peak in May 1942 with a toll of 47 sinkings. By October 1942 the enemy had been virtually eliminated from home waters; and the U-boats continued southward to prey on United Nations shipping in the Trinidad area, posing a serious threat during the coming African invasion.

In October 1942 the I Bomber Command officially became the AAF Antisub-

marine Command, under Brig. Gen. Westside T. Larson. This command, greatly aided in organizational and tactical matters by the Royal Air Force Coastal Command, was able to deploy its forces so as to strike at U-boats both in the Bay of Biscay, temporarily home waters for the submarines, and on the North Atlantic convoy route. They thus contributed to the defense when, in the spring of 1943, the Nazis began an all-out U-boat offensive against the lifelines of the anti-Axis war effort along the North Atlantic route. Through Allied cooperation, air and surface defenses successfully countered the attacks. In September Churchill was able to announce that for the past three months no United Nations vessel had been lost to submarine action in that area. Never again were U-boats to constitute a major threat to United Nations war strategy, although they continued to be a problem, even after D-Day, June 5, 1944.

The record of the Antisubmarine Command cannot be measured entirely by the number of enemy submarines attacked and sunk. Simply by patrolling vast areas of vital shipping lanes, its 25 squadrons materially reduced the efficiency of enemy operations. But the I Bomber Command and its successor, the Antisubmarine Command, nevertheless did deal telling blows against the U-boat fleet, particularly after being provided with specially equipped and modified B-24s. These ordinarily went out singly many hundreds of miles from base, farther than any other type of land-based aircraft at that time, and thus were ready to attack suddenly whenever a target might be discovered in the vast stretches of the Atlantic.

These sorties, carried out in large numbers, did much to disperse the U-boat wolf packs and demoralize their crews in the North Atlantic, the Bay of Biscay, and in the waters off Gibraltar. Among the most effective units were the 479th and 480th Antisubmarine Groups. In nine days of July 1943 the B-24s of the 480th made twelve attacks on enemy submarines in the approaches to Gibraltar, sinking one, probably sinking three, and damaging three others. Thanks in a measure to their efforts, convoys on the way to reinforce invasion troops in Sicily reached the Mediterranean relatively untouched. By August 1943 the

worst was over and the Navy assumed full responsibility for antisubmarine activity. The AAF Antisubmarine Command turned over the specially equipped B-24s to the Navy, and returned to its former functions as the I Bomber Command. ■

Informed Reader's Newspaper Guide

The Wall Street Journal is read by the people who run the country.

The New York Times is read by the people who think they run the country.

The Washington Post is read by people who think they should run the country.

USA Today is read by people who think they ought to run the country but who don't really understand *The Washington Post*. They do, however, like the smog statistics shown in pie charts.

The Los Angeles Times is read by people who wouldn't mind running the country, if they could spare the time, and if they didn't have to leave L.A. to do it.

The Boston Globe is read by people whose parents used to run the country.

The New York Daily News is read by people who aren't too sure who is running the country and don't really care, as long as they can get a seat on the train.

The New York Post is read by people who don't care who is running the country either, as long as they do something really scandalous, preferably while intoxicated.

The San Francisco Chronicle is read by people who aren't sure there is a country or that anyone is running it. Whoever it is, they oppose all that they stand for, the occasional exceptions being if the leaders are handicapped, minority, feminist, atheist dwarfs who also happen to be illegal aliens from any country or galaxy so long as they are Democrats.

The Miami Herald is read by people who are running another country but who need the baseball scores. ■



WENDLING 392nd

BY OAK MACKEY

The 57th Annual Convention of the Second Air Division Association will be in Philadelphia, May 27-28-29, 2004. The 392nd BG folks always provide a wonderful turn-out at all 2ADA conventions and we always have a wonderful time. Perhaps it's been a few years since you last attended; this would be a great year to come and enjoy seeing old friends and just having a good, good time again. There are about 300 names on the 392nd BG roster; it would be fantastic if at least 100 of you came to Philadelphia.

Liberators from Wendling, by Col. **Robert E. Vickers, Jr.**, is the official history of the 392nd Bomb Group. Material therein supplied information for the following brief review of the 392nd BG Memorial Dedication Ceremonies.

It was on a Sunday, September 2, 1945, that the local people from the area around the 392nd Bomb Group Airbase assembled there. They were from Wendling, Beeston, East Dereham, Litchum, and perhaps Swaffham and Fakenham. The skies above were silent now; the B-24 Liberators were gone. The people were there to participate in ceremonies to dedicate the new memorial in remembrance of the brave air combat crews who died while flying combat missions over Europe. By June 1945, all personnel stationed at the 392nd Airbase had returned to the United States. So it was that Col. **Everett W. Stewart**, Commanding Officer of the 4th Fighter Group, was there to officiate at the ceremonies on behalf of the former commanders of the 392nd BG: Col. **I.R. Rendle**, Col. **L.L. Johnson**, and Col. **Lawrence G. Gilbert**. The RAF now occupied the airbase and it was they who supplied the personnel for the Honor Guard. Also there to conduct the services were Reverend **G.E. Gale**, rector of Beeston; Reverend **S.M. Farrant**, vicar of Longham; and Reverend **A.M. Pryde**, rector of Fransham.

The road from Wendling north to Beeston runs through the airbase, and it was near this road, between the headquarters building and the west end of runway 25 that the memorial obelisk of granite was placed on a plot of land donated by the



The 392nd BG Memorial in 1979

owner. The plot is 80 feet square; the memorial stands 10 feet tall. The inscription thereon reads "DEDICATED to the MEN OF U.S. ARMY AIR FORCES STATION NO. 118 WHO THROUGH THEIR EFFORTS, DEVOTION, AND DUTY AIDED IN BRINGING VICTORY to the ALLIES in WORLD WAR 2." After unveiling the memorial, Col. Stewart recalled that during the past three years, the 392nd BG Consolidated B-24 Liberator bombers flew 285 combat missions, dropping over 17,000 tons of bombs on targets in enemy territory. 185 B-24s were lost to enemy action or accidents and 781 young crewmen gave their lives to ensure freedom for us who remain. Hymns were sung and Rev. G.E. Gale gave a short address in which he recalled his pleasant association with the Yanks and stated that the English people, especially those from East Anglia, would remember the entire Eighth Air Force for a very long time. To conclude the ceremony, **Mrs. Lillyproud** laid a wreath at the foot of the memorial as a tribute of remembrance from all those who lived nearby.

So how did this memorial originate? Did it suddenly grow from the ground like a flower? Of course not. Lt. Col. **Joseph Bush**, 392nd BG Ground Executive Officer, was the instigator and guiding hand in creating this most appropriate memorial. Estimated cost of the memorial was 425 pounds sterling (four dollars to a pound in those days).

Endorsement of the project was required from 8th Air Force Headquarters, and by

order of **General Spaatz** such endorsement was granted. Col. Bush, as chairman of the Wendling War Memorial Committee, requested donations from all units based at the 392nd BG Airbase, and a total of 591 pounds were collected in April and May of 1945. A trust fund of 200 pounds was financed by additional donations and administered by the Beeston Town Council to provide perpetual care for the memorial and the plot of ground on which it stands.

Much later, in 1989, the memorial was refurbished, the grounds were relandscaped, and a parking lot was added; but that is grist for another article in a future *Journal*.

AMAZING!!

Aoccdrnig to shclolrs at Cmabrigde Uinervrtisy, it deosn't mtttaer in what order the ltteers in a word are, the only iprmoanantt thing is that the frist and lsat ltteer be at the rghit pclae. The rset can be a total mses and you can still raed it wouthit any porbelm. This is bcuseae the human mind deos not raed ervey lteter by istlef, but the wrod as a wlohe.



As I write this on January 10, I want to wish all of you a Happy New Year. In addition, remember the 2ADA convention in May. See you there!! ■

Only Two Were Lost

BY CAPT. AL SITZER

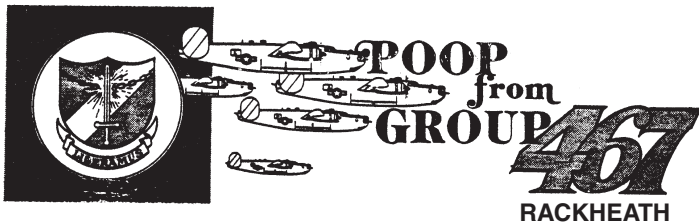
*"Only two of ours were lost,"
You can read at your breakfast table.
But I cannot forget those two,
My heart is not yet able.*

*Two empty bunks in our hut tonight.
I wonder who'll take their place.
Hard to forget Bill's humor
And Ted's quick, easy grace.*

*So many times they've flown my wing
And joined me for a beer.
This morning all three of us ate at mess
Tonight they are not here.*

*Two pilots (four gunners... a bombardier)
The paper neglects to say
Went down in flames near the target
To save the "American Way."*

*"Only two were lost," the papers say,
And "We blasted an enemy rocket."
But the grief and loss were a hellish cost
To pay from our squadron's pocket. ■*



BY JACK STEVENS

In last summer's issue of *The Journal*, **Geoff Gregory** noted that, since he had recently become the 2ADA Executive VP, he couldn't also be the 467th VP. Consequently, during our 467th Bomb Group's 2003 convention, our directors named me the 467th VP. I thank each of the directors for this honor, and I thank Geoff and 467th President **Ralph Davis** for helping me get started on the duties of this office.

The 467th's 2003 convention was held at the Market Square Radisson Hotel in San Antonio, Texas, from 24 to 28 September. Many of us believe it was the best we've ever had. Several things combined to make it so special. Geoff Gregory had extolled the charm and many attractions of San Antonio in the Summer 2003 issue of *The Journal* — so we had a good idea of where to go and what to look for. And, this time, reality lived up to Geoff's rhapsodic representations.

In advance preparations, Ralph Davis and **Jim Gamble** made several trips to San Antonio to check on hotels for location, facilities, ambiance, food service, security, and costs; and on bus com-

panies for availability, suitability, and their tour guides for knowledge of the area and its points of interest. The Radisson proved to be an excellent choice for our convention: the bus company's equipment was more than adequate, and the tour guides they provided were knowledgeable and articulate.

Our program of events was full, and the activities and tours were well scheduled and detailed. For example, to avoid crowding during Friday's tour, which would include visits to the Alamo; Long Barracks and gardens; Mission Conception; and the San Antonio Shoe (SAS) Factory, General Store, and Antique Auto Collection; about half the people visited the sites in one sequence and the other half in a different sequence. Around noon, both groups came together for lunch in an area near the Menger Hotel Buffet and the River Walk Food Court, where individuals could make their choice of restaurants and food selections. (During the visits to SAS, many members, and their wives, took advantage of the opportunity to view the many shoe styles and to buy SAS shoes.)

Saturday's tour of Lackland AFB was a trip of nostalgia for many members who recalled their first USAAF experiences there. Before the morning's ceremonies, which would conclude with the Airman Graduation Parade, we were ushered to front-row seats and the Base public affairs officer introduced our group to the graduating airmen on the parade ground and to their guests in the stands, and told of the 467th Bomb Group's record as part of the 8th Air Force in World War II.

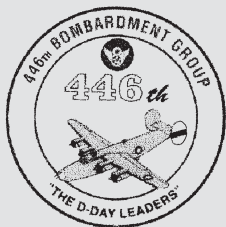
After the Airman Graduation Parade, we toured Lackland's static WWII aircraft display, with time out for picture-taking, and then visited the Base Air Force Heritage Museum. While viewing the museum's model aircraft collection, group president Ralph Davis noticed there was no B-24 model. He told the museum curator of the B-24 model-making skills of **Perry Watts**, one of our British members who was with us. The curator said that if Perry provided a B-24 model to him, he would use it to replace the B-17 model on display. Will Perry make the model? Will the curator replace the B-17? Check with lightman@who.rr.com (Bob Davis) for an update.

Our 467th Bomb Group 2003 business meeting was held on 27 September. **Walter Mundy**, the appointed auditor, verified the Association's funds, which included an operational balance of \$15,922.42. Four locations for the Group's 2004 convention were proposed: Northern Kentucky, Sacramento, New Orleans, and Las Vegas. The members voted to hold our 2004 convention in Northern Kentucky and our 2005 convention at one of the other three locations.

At our banquet, that evening, Brooks AFB was very well represented. For the opening ceremonies, SM Sgt. Rozkydai sang the National Anthem and Capt. Coburn (chaplain) gave the invocation. Our guest speaker was Col. Burnett, System Program Director for the Human Systems Program Office, 311th Human Systems Wing of the Air Force Material Command, Brooks AFB, Texas. Col. Burnett discussed the scope and operations of his organization and some of the interesting developments that have occurred during his tour of duty as System Program Director.

The evening's prizes (a TV, a radio/CD unit, and the \$270.00 FreeBee) were won, respectively, by **Flo Haenn**, **Joe Dzenowagis, Jr.**, and a lady whose name, unfortunately, was lost in the excitement of the moment.

For updates on 467th people and activities, check our websites: **467th Home Page:** <http://www.467bg.com> (**Bob Davis**, Webmaster); **467th Picture Page:** <http://www.the467tharchives.org> (**Andy Wilkinson**, Webmaster). ■



446TH BOMB GROUP

FLIXTON-BUNGAY UPDATE

BY LINK VEAZEY

As I write, plans for the 446th Bomb Group Association's 2004 Reunion are well underway. The 2004 reunion is being conducted in the Washington, D.C. area, May 26-30, in conjunction with the dedication of the World War II Memorial. The World War II Memorial committee is hard at work putting the pieces of this puzzle together to honor all World War II veterans. The dedication will take place on May 29, 2004. The committee is undertaking an enormous task of coordinating the traffic flow to and from the scheduled events. All indications point to a very meaningful and momentous occasion. Even though this event has taken a long time to develop and come to fruition, it will be a grand tribute to veterans of WWII. Our thanks to go to all who have so diligently continued to march so that all may see and learn of the deeds and sacrifices so willingly given during the great conflict. If at all possible, I suggest that all veterans of WWII attend this event.

Even though our Association membership is decreasing in number (forty to fifty fold their wings each year), we continue to enroll new members. Some were 446ers during the war years, and others are relatives of former members. It is our hope that the 446th Bomb Group Association will continue in perpetuity.

The members of the 446th BGA wish everyone who reads this column a very happy and prosperous year of 2004. ■

HOW I CAME TO LOVE THE B-24

BY JOE M. KILGORE • Reprinted from AIR FORCE GENERAL INFORMATION, Bulletin No. 16, October 1943

In this 1943 Air Force Bulletin, Major Joe M. Kilgore, who served for many months as a pilot with the Ninth Bomber Command, tells us what he and his colleagues learned about the B-24 and gives some operational hints for B-24 units not yet in combat.



When we went across in June, 1942, the B-24 had never been in service against German fighters and anti-aircraft fire, so we were naturally a little worried. We had heard a lot about the B-17. It was an accepted combat ship which could take a hell of a pounding and come home, but there were substantial questions about the B-24 — what would the Davis airfoil do with a hole in the wing? What would that tail do if a severe stress were put on it? We didn't know. We had heard some opinions, but there was no actual experience to go on.

The night we took off for overseas, mine was the last ship left in the United States and I was pretty disgusted. My wing tank had sprung a leak as had the last five wing tanks installed. I thought the ship would never be fit for combat service. Finally, at about 2:30 a.m., I took off and blew my instrument fuse. I lost my instruments and was taking off with a load of 63,000 pounds. I was through with the ship, and if they had let me I would have quit. I thought there was no use taking the ship into combat if we had this kind of trouble in the United States where maintenance conditions were ideal.

We all were fooled substantially. As soon as we got our ships overseas and assigned to one picked crew, and got one pilot and one engineer working on each ship all along, our maintenance problems practically disappeared. We found we could nearly always get 80 percent of our ships into the air.

Before we got over there we were doubtful about how effective high altitude pinpoint bombing would be. This was the type of work assigned to us. Rommel had advanced to El Alamein. The British requested that enough heavy bombers be kept in the Mediterranean area to close the German supply lines. For three or four months we did some pretty heavy bombing up in Greece and down in Crete and in the open waters across to Libya. The British tell us that from 12 October, 1942, till the time Rommel was pushed entirely out of Egypt, eight out of every ten of his supply ships in the Mediterranean were sunk and every

single tanker sunk, and that 75 percent of this was done by the high altitude precision bombing of our B-24s.

We bombed the enemy's ships on the open seas and in the harbors. Of course, there were times when we would send out 27 airplanes and couldn't hit anything; then we would have a lucky streak. For instance, one time nine airplanes went to Benghazi. The first hit a tanker. The pilot of the second, thinking it was no use to hit the tanker again, picked out a smaller ship and hit it. It was a munitions ship, fully loaded, and this single stroke reduced the effectiveness of Benghazi by 50 percent. It tore out half the docks and warehouses.

When we first got over there, certain people told us that if we kept up the daylight missions we wouldn't have any airplanes left in six weeks. After the first six weeks, we had not lost *any* planes.

We became well-convinced of the B-24's ability to take a substantial amount of fire and still fly. We found that it made a stable bombing platform and was therefore a good airplane for precision bombing.

We were very careful with the engines because we knew they were the last ones we would get for quite a while. We had as much as 500 combat hours on some engines, and when they were replaced they were still running well. We made it a point to run them at the lowest manifold pressure and RPM setting possible under the circumstances.

We learned from personal experience that when you need it the engines will take 65 or 75 inches for several minutes and not cause trouble. Unless you change plugs after doing this, the engines may overheat and cause warped valves. We had airplanes operating out of short fields where it was consistently necessary to use 55 inches on the takeoff.

Coming back from a mission we would cut down the RPM to 1800 and cut back the manifold pressure to 26 inches to keep the engines as cool as we could. On the way out to the target we maintained as low a cylinder head temperature as possible in order to give the engines minimum wear. In that way, the engines gave us an average of about 350 hours of combat operation. At first we had no covers to protect the engines. This was when we were operating in the desert and the airplanes had to be left sitting for four or five days at a time with sand flying against the engines.

For a long time we didn't encounter intense anti-aircraft fire or enemy fighter opposition. When we did run into it, we soon became convinced that the airplane could take plenty of punishment.

One time over Benghazi, one of the airplanes was hit on the left wing, just outside the outboard engine. I thought the wing would fall off, since the shot went right through the main structure of the wing. You could have dropped a barrel through the hole. The plane continued to fly in formation. A few seconds later, a direct hit ripped a big hole in the bomb bay, severed the aileron cable, and knocked out the hydraulic and electric systems and the oxygen system. The plane had severe damage to its airfoil, no hydraulic system, no electric system, its aileron cable was cut, and it was about 800 miles from the nearest base. We escorted it to the base — 800 miles away. The plane landed at about 150 mph without ailerons and without brakes. None of the crew was injured, and the plane was back in service in about three weeks.

Just a few days after that, one of the boys got out of formation because of oxygen mask failure. He elected to turn back and make a second bombing approach, which he probably shouldn't have done, and was intercepted by fighters. He was still away from the formation and his only chance was to dive into the clouds. At this time I was indicating about 250 at about 18,000 feet, nose down. My left wing man got his rudder cable shot off and had to dive for the clouds. The left wing man was passing me pretty rapidly at 300 indicated when this boy with all the trouble came out of the sky and passed both of us, hell-bent for the clouds. His air speed indicator was reading 400 and that of the navigator, 375.

This was something at about 20,000 feet. The pilot suddenly realized he hadn't dropped his bombs, so he thought he had better. That part of the pilot's emergency releasing mechanism which opens the bomb bay doors had been disconnected from the regular bomb release and attached to a special handle on the flight deck. The pilot's emergency bomb release was arranged to release the bombs only, with no safety installation to prevent the bombs from releasing if the doors were not open. The pilot forgot about this. He pulled the release, and the bombs crashed through the doors.

(continued on next page)

LOVE THE B-24 (cont. from page 31)

Six thousand pounds of bombs going through the doors and smashing around, tore the airplane up considerably. The right bomb bay door came off and went up through the right wing, tore the flap loose, and cut out the trailing edge of the wing in the shape of the corner of the door. The left rear door hit the tail stabilizer. I could see the rubble flying around and it looked like he had been hit by a shell. Remember, all this was happening at 400 mph. The pilot kept his nose right down and went into the turbulent cloud and leveled off sharply, which might easily have snapped the tail off.

The pilot brought the plane back 600 miles and landed it on a dirt field, stayed overnight, took off the next day without repairs, and flew back another 600 miles to our main base.

In all the operations of our Group over there, not once did we have a structural failure in a B-24. Not once did a B-24 go down because of the inability of the pilot to fly it after the controls were severed or the wings partly shot up.

We had one ship land at Malta so badly shot up that when the maintenance crews took a look at it, they abandoned it and did not even strip it for spare parts. There wasn't any part of the fuselage worth taking. They counted 500 holes and then gave up. Some were from AA fire and others from fighter fire. The airfoil was perforated and looked like a sieve. The wings had tears in them so big that the wing tanks wouldn't seal.

The B-24 rarely catches on fire and when it does it is usually a fire you can put out.

We found out that when as many as nine ships flew in good formation, we were able to defend ourselves against just about any number of fighters that could jump us. When we were told this at first, we didn't believe it. About the only time the fighter planes attacked us in formation was when a plane straggled.

About straggling out of formation — the best remark I have heard is:

"When you get out of formation you have the choice of two things: Either take out your .45 and blow your brains out, or sit there a few seconds and someone will do it for you."

Of course, it is not *quite* that bad, but formation flying is very important. If you don't fly formation, you do not have the fire cover of the other ships. Fighters don't hesitate to jump you when you are by yourself. However, it is possible to get away by good, skillful maneuvering. One of the boys had been out of formation for about 30 sec-

onds when fighters swarmed all over him — Messerschmitt 109s and Focke Wulf 190s. They fought him for about 40 minutes until they ran out of ammunition and gasoline. By steep diving and climbing turns into the attackers, the B-24 pilot got away.

The tail turret will hold up against substantial direct hits. I saw a tail turret hit from not more than 300 or 400 yards from behind by a 20 mm shell. The fighter thought the gunner was dead and came in for the kill. He dropped down and started working his way to close range. The tail gunner was only slightly dazed. He put the cross line of his sights right on the propeller hub of the fighter, and when the fighter got close he gave it a big squirt right in the middle of the engine. The fighter blew up. We took the tail turret glass off, and found the 20 mm shell had hit almost dead center. The explosion had cracked the glass, but no fragments at all were on the inside of the turret. There were machine gun bullets along the armor plate but none had penetrated it.

The B-24 is a good instrument ship. About 80 percent of our flying time was instrument or formation flying or a combination of formation and instrument flying. It is a good indication of your flying ability when you can fly formation for five or six hours and do it well, and then go back on instruments and fly a good compass course for three or four hours. The ability to get your plane back sometimes depends on this. I know that during training in the U.S. it is pretty hard to sit under a hood and fly instruments when you could be just cruising around. It's hard to sit in a Link trainer for hours at a time and work out your procedure, but pilots will find that instrument flying and formation flying will be vitally important.

The information you have about the airplane will determine whether or not you can bring one back that is badly shot up. If we had to do it all over, during training we would spend more time than we did learning the airplane from one end to the other. Most of us found that we didn't know the airplane nearly as well as was necessary. Ordinarily you can get by the minor things such as engine trouble, but when you run into damage to systems from AA and fighter fire you must know a lot about the airplane to fly it home.

You can increase your chances of getting back a lot by being on the ball. You may as well make up your mind that the enemy has good airplanes, and I, for one, haven't noticed the quality of his pilots falling off. The Me109 and FW190 are plenty good. They are well made and have plenty of speed. They come down so fast that it is

hard to get the gunners to lead them far enough. The gunners at first just cannot believe that you have to lead them so much.

Curiously enough, a crew develops an uncanny sort of faith in its pilot. Every crew maintains that its pilot is the best man who ever sat behind the wheel of an airplane, and they honestly think it. They will go on leave, have a few drinks and fight because somebody said their pilot bounced a landing a little too hard.

The crews depend on the pilot's judgment most of the time under fire. A pilot will find that when he gets excited on the interphone while under fire, his entire crew will get excited. The crew members know that the pilot is the only man on the ship in full contact with the crew and the other ships in the formation, and they expect the pilot to know what is going on. Therefore, if the pilot gets excited, the crew figures something must be wrong.

Emergency procedures are very important. No matter how well trained the crew is, the time will come when someone will forget something unless the crew is drilled over and over again. We used to have repeated drills for abandoning ship, both bail-out and crash landing procedures. (Official B-24 ditching procedure is outlined in TO 01-5 EA-1 and 01-5 EC-1.)

We had some crash landings in the sea. We did not know what sort of a landing the B-24 would make, but in the first two the entire crew got out and was picked up by speed boats. The B-24 makes a good normal landing in water. We learned it will float from one to five minutes after being put down. From my personal experience I have found that when the sea is glassy and doesn't have any swells, it is best to make your landing into what little wind there is. A sea that looks glassy from a thousand feet may turn out to have swells when you get on it. When swells are pretty high, I have always found that it probably is better to land cross wind and down the length of the swell. I have found it best to land into the coming swell in the froth just short of the crest of it. You can see what would happen if you landed crosswise and ran into one.

The *usual* procedure is to have the crew lie on their backs, feet forward to absorb the shock, or have them lean against the armor plate or something else, with their backs against it with some sort of padding to guard against any spinal injury. The crew should be kept well informed on the particular duty of each individual. One should be trained to bring out the emergency radio, another the food, another the water, etc. After your training along these lines reaches the point when every man brings out

what he should, then you should aim to halve the time it takes to abandon ship.

The B-24 performs well under icing and other bad weather conditions. After a North Atlantic hop, one of our B-24s landed with the wings loaded with ice equal in weight to ten times the pull of gravity. The B-24 will fly well with ice loading on the wings in the event your deicers temporarily go out. You can't be certain you can hold one up under heavy ice, but you can be sure that the structure of the airplane will take any sort of turbulent air pressure you will run into short of something abnormally violent.

In general, the B-24 stands up well, is easy to maintain, and is a hell of a good airplane. Frequently, you get into a position where maintenance becomes a difficult problem, but you will find that when you get into combat and have one flying crew and one ground crew assigned to each plane, your maintenance problems will clear up. It is the opinion of our Engineering Officer and our old line chiefs to a man, that the most difficulty they had was in maintaining the airplanes during the TU (tuning up) program. As soon as they got in the theater their troubles cleared up immediately. By then, both the ground crews and flying crews were more experienced and better able to take care of the ships. Also, when you get up against the real thing, all the boys work harder.

The B-24 is capable, with proper maintenance, of being kept in the air a large percentage of the time. We found that they could be put back in the air very soon after getting into trouble.

One of our planes came into Malta one day. The pilot had had a little trouble. The right landing gear was shot out. The nose gear wouldn't lock. Number 3 engine was shot out, the thrust-bearing on the propeller having burned out and let the propeller drop back so that it was cutting away the cowling. There were nine holes in the wing tanks — some of them so big they wouldn't seal and gasoline was flowing along the fuselage.

The pilot came in for a blind landing at about 2:30 a.m. When the plane landed, the landing gear folded up and the plane went on its nose and skidded across the field. One propeller was ruined and a wing tip damaged. The fuselage was warped and the whole nose section was crushed. We went out to look at it, and just wrote it off the books. We thought it wouldn't get out of there for a couple of months. *Four days later*, it was flown into a field at Tobruk, then on back to a depot, where a new engine was installed. In three weeks it had been completely repaired and was back in combat.

Everyone who has come back to the U.S. from our outfit is a thorough believer in the B-24. It is a tough baby. It can take just about any sort of pounding and still fly. We found that even under combat loads we flew on two engines as long as we could feather the other two. Of course, if two engines are shot out we cannot feather them — that is, they windmill back on us — and we have a tough time keeping the plane in the air. However, even dragging two engines that are not feathered we can make about a hundred miles with good altitude to start with.



How lack of knowledge about the operation of their aircraft engines can get pilots into serious trouble is illustrated by several incidents that have occurred in heavy bombardment units in the South Pacific.

On a night mission out of Henderson Field, against Kahili airdrome, a B-24 pilot, thinking he had plenty of gasoline, made the entire flight on high power settings instead of conserving his gasoline by lowering his setting to cruising on the trip to and from the target.

The pilot started out from Henderson Field with 2,300 gallons of gasoline on a mission that normally takes 4.5 to 5.5 hours.

As he neared Guadalcanal on the return trip, a Jap air raid was in progress against Henderson Field. This forced the pilot to cruise around over the ocean until the alert was over and the landing lights could be switched on for him. After the pilot cruised about 30 minutes, the navigator decided he was lost. An hour later, just as the navigator located the plane's position, the engines went out and the pilot had to make a forced landing in a cove on the Guadalcanal coast. Two men were lost in the ditching.

Investigation proved that the pilot didn't have enough knowledge of the rates of gasoline consumption at various power settings. This knowledge is necessary because the visual gauges are not always reliable. The pilot thought, at the time the engines stopped, that he had 400 to 600 gallons of gasoline left. In addition, he made the error of coming home from Kahili at a high power setting with no thought of conserving fuel just in case something might happen. When he ditched the airplane he was only 15 minutes from the field, and probably would have been able to get in O.K. if he had returned from Kahili at cruising power.

Thorough familiarity with every aspect of the power plant of his aircraft is the duty of every pilot. The lives of his crew depend upon it. ■

A SEQUEL TO "HITTING THE DECK" (continued from page 13)

from the city when we initiated a right turn to skirt the city on the north in the direction of Ostend. All hell broke loose. It sounded like gremlins pounding on the bomb bay with baseball bats. With power all the way forward we commenced diving, turning, evasion as we headed for the sea.

Even though we had lost some instruments, all fans were turning as we headed for England expecting to make landfall between Dover and Lowestoff. The excitement wasn't over. As we approached the English coast, the British fired warning shots at us as we were coming home alone. We stayed offshore as we headed north. It then dawned on us that the radio operator had the code of the day, and when he fired the "Very Pistol," the firing stopped.

As we had sustained considerable damage, our plane was in for repairs for a week. Under the guidance of our bombardier, the talented Bob Mueller, we scrounged some paint and the crew again painted our plane. It looked professional. When the plane was taxied out in view, word came from Col. Herboth, C.O. of the 564th, to remove the artwork. The explanation given was that it would cause attention and draw German fighters to our group. I don't know if the edict came from Col. Herboth or from Col. Ramsey Potts, who had taken command of the 389th BG a few days earlier.

In recent years I have made friends with many old Luftwaffe pilots (both American and German citizens) and through them attempted to make contact with any of the flak crew who were there at that time. I always felt that they were ready to paint a B-24 on their gun emplacement, and that we were probably the last American plane they fired on and therefore would remember the incident. Sharing memories, even through an interpreter, would be of interest to all of us. I also wrote to the mayor of Calais inquiring if he knew of anyone in Calais who was in contact with any of the crew who were posted there at that time. No response.

Lastly, if anyone reading this story "inherited" our original plane, it would be appreciated if you would drop me a line. I would like to know if the C.O. of that Group took exception to the artwork. Please write to Leslie Jantz, 1207 Countrywood Lane, Vista, CA 92083, e-mail: jantzvista@adelphia.net. ■

FROM THE PRESIDENT (continued from page 2)

for many years. Also attending because of official responsibilities were Chuck Walker, our current Representative to the Board and a Governor; Joe Dzenowagis, Jr. who was to be co-opted as a Governor and as an American Representative at the meeting; and Vicki Brooks Warning for the meeting only as Heritage League Observer.

With the Board meeting scheduled for Wednesday, 12 November, it occurred to me that the previous Sunday, 9 November, would be Remembrance Sunday. It is observed throughout the United Kingdom on the Sunday preceding 11 November to memorialize those members of the armed services who were killed in World Wars I and II. A memorial service is conducted at virtually every community in England, including in London where the Queen lays a red poppy wreath at the Cenotaph. Having been present for previous Remembrance Sunday ceremonies at two British locations, I was well aware of how meaningful such ceremonies are. Therefore, Ardrith and I decided to arrive in Norwich in time to witness the ceremony there. When David Hastings learned of our plan, he arranged for us to be included in the Lord Mayor's party for the event. I then asked David if it would be appropriate or permissible for me, as president of the 2ADA, to lay a wreath at the Norwich Memorial in the Garden of Remembrance during the ceremony in remembrance of our Second Air Division men who died in WWII.

The British Legion conducts all Remembrance ceremonies throughout England. David asked the local British Legion officials if I could be permitted to lay a wreath. They enthusiastically not only approved our request but arranged for a special wreath like the one used at the cenotaph in London to be sent to Norwich for me to lay. This wreath was special because it contained an American flag in the center, whereas wreaths for British organizations had open centers. It was a great honor to lay the red poppy wreath at the Norwich Memorial in memory of our almost 7,000 lost comrades. I knew that I was laying it on behalf of all the members of the Second Air Division Association, not just for myself. This was the first time that our lost comrades were ever included in one of these most emotional Remembrance ceremonies. I hope it will not be the last. Following the ceremony in the Garden of Remembrance, we proceeded in the Lord Mayor's party to the Norwich Cathedral for the Remembrance Sunday service. It was most inspiring.

In another portion of this issue, Chuck Walker, our 2ADA Representative to the Board of Governors, will describe the proceedings at the annual general meeting. As a guest, I can only state that I was most impressed with the efficient way in which the business was conducted in a minimal amount of time. It was an education to me how much work was done by the various committees. Readily apparent to see was that our Memorial Library is operated by dedicated, hard-working Governors who are thoroughly committed to the efficient operation of the Library and to its continued success in the future.

We had the opportunity to spend a considerable amount of time in the Library and to visit with the staff. We were very impressed with how devoted Derek Hills, Trust Librarian; Tahitia Orr, 2ADA/Fulbright Librarian; and Assistant Librarians Jennifer Christian and Lesley Fleetwood are to the exemplary operation of the Library. It is truly a most outstanding facility that conveys extensive information about America to British citizens. We can be very proud of the fact that we support it and help to make it possible.

East Anglia BBC Radio, whose offices are located in The Forum just above our Library, conducts a monthly thirty-minute broadcast featuring the Library. Chuck Walker and I were invited to be interviewed on the program for November. We concentrated on telling the story of the Library as a memorial and its present operation. It was a pleasant experience and we were pleased to have had that opportunity to promote our favorite facility.

Lord Carrington's lecture was most informative, and we were very pleased with his relatively favorable comments about our country. He had visited our Memorial Library and said he had been very impressed with it, including its uniqueness as a living memorial to those young Americans who perished defending freedom. At 84 years of age he is still sharp as a tack and has a remarkable ability to express his views about current world events. He likened criticisms of the United States as the world's only present great power to that experienced by Great Britain when it was the world's only great power and controlled the British Empire. I was fortunate to be seated across from him at the banquet dinner table and able to enjoy some one-on-one conversation with him.

On the fourth page of this issue of *The Journal*, in the upper left corner, there is a block with official information about our Association. I call your attention to it,

specifically to the portion about the Association's purpose. Please note that part of that statement of purpose is "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." This is a quote from the Association Bylaws. Other than support of the 2ADA/Fulbright Librarian Fund, there is no other activity currently deemed appropriate by the membership. I am bringing this to your attention to congratulate and thank you for doing just what we are committed and expected to do. Over the years your support of the Library has always been great, but in the last three months it has been truly remarkable, the best ever.

This great example of your giving has been largely brought about by your response to three different communications, each one containing a request for your financial support of our Library and/or the 2ADA/Fulbright Librarian Fund. One of the communications you received was Evelyn Cohen's annual dues notice. It contained space for you to indicate your contribution to either or both funds. Our treasurer sent out notices to our life members reminding them that they might want to contribute to either or both funds. The third request was a letter to all members from Geoff Gregory and his Bequest Committee asking for either a cash contribution or for the following of one of several other ways to contribute to the Capital Fund of the Memorial Trust.

As of the time of this writing, \$21,565.00 has been received for the Memorial Library. \$9,070 has been received for the 2ADA/Fulbright Fund, and \$32,663.00 has been received for the Capital Fund. These total \$63,298.00. This is truly generous giving by you and is very much appreciated. Each dollar contributed will go solely to the fund designated by the donor. As has been the custom for the last several years, the 2ADA Executive Committee will undoubtedly add some amount from the General Fund to the Library and Capital Funds to make one sizable contribution to the Memorial Trust.

Again, I congratulate you and thank you for your support of our Memorial Library and for making it possible for us to have a Fulbright Librarian on duty in it. Without your support we would not be able to have such an outstanding memorial to our fallen comrades. ■

❧ The Investiture ❧

David Hastings awarded the Most Excellent Order of the British Empire



The Most Excellent Order of the British Empire was founded by King George V on June 4, 1917 in order to recognize service to the Country and community. One of last year's honorees was Mr. David J. Hastings, former Chairman of the Board of Governors of the Memorial Trust of the Second Air Division USAAF.

Her Majesty The Queen holds twenty-two Investitures each year at Buckingham Palace. As The Queen was in Nigeria, Prince Charles, The Prince of Wales, took the Investiture on December 3, 2003.

Mr. Hastings' Citation listed service to the Community in Norfolk, especially the Heritage with the 2nd Air Division Memorial, and his 24 years Scouting, 33 years Royal Observer Corps service, 17 years District Council, Hunter Heritage Fleet trustee, Wherry Housing, Airport Consultative Committee, USAF links, and Wymondham College Governor.

Later, Mr. Hastings commented on the ceremony:

"The Investiture was something in our lives that we will never forget. On arrival at the Palace you are immediately split up, with families going one way and recipients going the other. There were ninety-nine of us being invested

that morning, and we all gathered in the famous Paintings Gallery. The atmosphere was superb, and I had never been to that part of the Palace before. It was great to have a chance to meet many of the others, and I was humbled to learn what they had done. Then we were briefed and finally sorted out in the correct order, and made our way to the Grand Ballroom, where our families were waiting, with a military band playing. You enter one by one, and it's a long walk. In the middle you stop, turn left to face Prince Charles, bow to him, and then advance. He has been well briefed and talks with each recipient for about a minute after placing the MBE on your chest. He knew much of my work and the 2nd Air Division Memorial. Then he shakes your hand, which is the signal for you to take six steps backward, bow again, and then make a smart right turn and march out. You are then led back into the Ballroom to watch the other recipients. The whole ceremony was very impressive, and Prince Charles was so kind.

"This award is really as much Jean's as mine, and belongs also to the great teams I have had the privilege of working with. And finally, it is a tribute to the 2nd Air Division Memorial." ■

Thereby Hangs The Tail... or, Show Your Colors!



458th BG

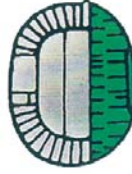


466th BG



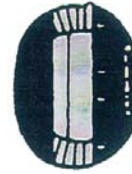
467th BG

96th COMBAT WING



HQ

HEADQUARTERS



389th BG



453rd BG

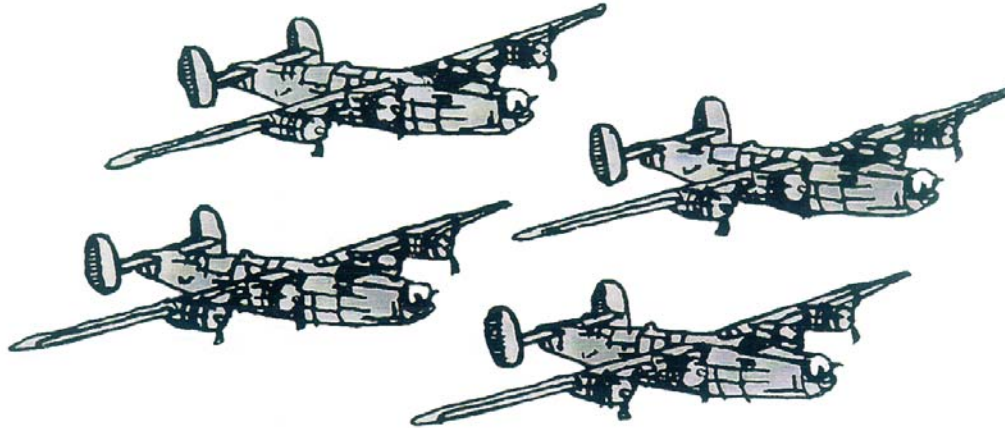


445th BG

2nd COMBAT WING



492nd BG



448th BG



392nd BG



446th BG



44th BG



93rd BG



491st BG

14th COMBAT WING



489th BG

20th COMBAT WING

SECOND AIR DIVISION ASSOCIATION EIGHTH AIR FORCE

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