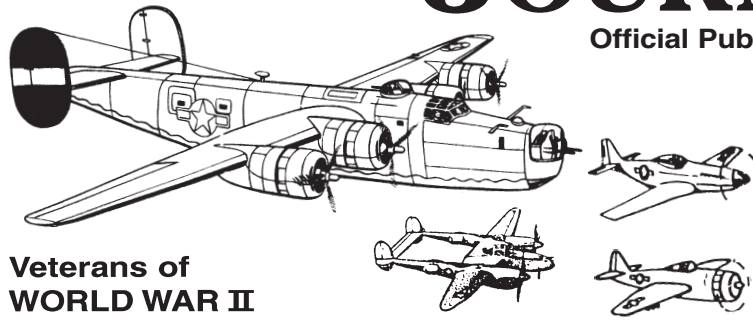


**United States  
Ambassador Visits  
2nd Air Division  
Memorial Library  
SEE BACK PAGE**

# THE JOURNAL

Official Publication of the:



**Veterans of  
WORLD WAR II**



Volume 46 Number 1

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**“With one bold leap, the Air Force jumps into first place for having the most distinctive service memorial in the Washington area.”**

— THE WASHINGTON POST



## **United States Air Force Memorial Dedication Ceremony, October 14, 2006**

**BY ALFRED ASCH (93rd BG)**

It was a clear, crisp day without a cloud in the sky on October 14, 2006 when our USAF Memorial, located in Arlington, Virginia, was dedicated. The three stainless steel spires located on a hill next to Arlington National Cemetery and across the road from the Pentagon can be seen from as far away as the Kennedy Center. Conversely, one can view Washington from the hilltop and see such notable landmarks as the nation's Capitol, the Lincoln and Jefferson Memorials, and the Washington Monument. The three spires, the tallest at 270 feet, designed by the late James Ingo Freed, architect, represent a precision flying maneuver known as the “bomb burst” frequently flown by our F-16 Thunderbird team at air shows. The November 2006 *Air Force Magazine* referred to the monument as “The Magnificent Memorial,” and *Washington Post* staff writer Philip Kennescott in the October 12, 2006 issue wrote: “With one bold leap the Air Force jumps into first place for having the most distinguished service memorial in the Washington area.”

Neal Sorensen (489th BG), F.C. “Hap” Chandler (491st), Al Asch (93rd), and Al's son, David Asch, attended a breakfast brunch in the morning. It looked like “old home week” for Air Force Generals and Chief Master Sergeants. It was impossible to meet them all but we enjoyed a short talk by the Chairman of the Air Force Memorial Foundation, Mr. Ross Perot, Jr. He gave us a brief history of the Foundation and the problems of securing a site for the Memorial. The initial plans, started in the early 1990s, envisioned a star-shaped memorial on Arlington Ridge, near the Marine Corps' famous Iwo Jima Memorial. This caused considerable opposition from the Marine Corps, and after litigation, Congress authorized construction on the present site where there is more space and the viewing is more dynamic. Construction began in February 2006 and was completed this September. Mr. Perot gave high praises for the Air Force Memorial staff and Major General Edward F. Grillo, Jr., USAF, Ret., its president, for their outstanding work in managing all aspects of the project, including the collection of the \$30,000,000 required.

From the hotel, we boarded a shuttle bus and went to the memorial site. By chance, we were met at the gate by Colonel Peter W. Lindquist, USAF, Ret., Vice President

*(continued on page 8)*

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2ADA / Fulbright Librarian..... GLENN GRAY  
SECOND AIR DIVISION MEMORIAL LIBRARY  
The Forum, Millennium Plain, Norwich, Norfolk NR2 1AW U.K.

# SECOND AIR DIVISION ASSOCIATION



# JOURNAL



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# The President's Message

BY OAK MACKEY (392ND BG)

The fastest journey to the Second Air Division Memorial Library is by satellite. Go to the Internet and punch in [www.2ndair.org.uk](http://www.2ndair.org.uk) and you shall travel there at the speed of light. Upon arrival you will be looking at the entrance of the Forum, on Millennium Plain, in Norwich, U.K. Go inside and the Library is located in a prominent location to your left. In the center of the room you will see the service desk where the staff librarians ply their trade. Click a link for the "virtual tour" which takes you around the library room. There is a large mural on the north wall; as the tour turns you can control the speed or stop completely if something of particular interest catches your eye. After passing the door to the little meeting room you come to a niche where the Roll of Honor is displayed in a glass case, and above is a large picture of the American Cemetery near Cambridge. Each of the fourteen bomb groups of the Second Air Division has a glass display case with group artifacts therein, including a model B-24 painted in the gaudy formation colors of that group. High on the walls are the tail fins of each group with the group identification colors and design of that group. The bookshelves containing over 4,000 books about America are placed at strategic locations for ease of book selection and there is a lounge area for reading. Anyone with a Norfolk County library card may check out books from the Memorial Library. Click a link to the 1945 Memorial Library Appeal and you will see a picture of the brochure which was distributed to the troops of the Second Air Division in the spring of 1945 appealing for money to finance a Memorial Room in the soon-to-be-built Norfolk County Library in Norwich. The text of the brochure follows on the next page, and on the third page there is a letter of appeal addressed to "The Men of the 2nd Air Division" and signed by Major General W. E. Kepner, Commanding General, 2nd Air Division. You will find this letter very interesting, and also the text in the brochure, for this was the genesis of our Second Air Division Memorial Library.

The original collection in 1945 was \$80,000 (20,000 British pounds), and this money was placed in a Memorial Trust administered by a Board of Governors who were prominent British leaders in Norfolk County. It would be eighteen years before the new Norfolk County Library was completed and the Second Air Division Memorial Library was dedicated in 1963. Matthew Martin, the current Chairman of the Memorial Trust Board of Governors, revealed in his speech at the 2ADA general membership meeting last October 2006 in Washington, D.C. that the corpus of the Memorial Trust is now \$3,262,756. This is due to donations, large and small, and astute money management over the years. Will the present corpus of the Trust be sufficient to finance the Memorial Library into perpetuity? We cannot even predict tomorrow's events with certainty, so how can we predict the needs of the Memorial Library 100 years, or more, from now? Therefore, donations to the Trust are welcome now and in the future.

The Mighty Eighth Air Force Heritage Museum in Savannah, GA opened its doors to 8th Air Force veterans and their families on May 13, 1996. Museum officials expected more than 3,000 to attend this stellar event, which had been so long in the making. This museum building exceeds 90,000 square feet and cost over \$12,000,000. The exhibits, displays and artifacts are in place for all to see. Were you there on opening day? What a day it was; years of planning, building and fundraising came into focus on a perfect May day in Savannah where the 8th Air Force originated in 1942. There was an address by General E.G. "Buck" Shuler to welcome the 8th Air Force veterans; there was Glenn Miller music presented by the University of Colorado's Alan Cass, curator of the Miller collection; and other festivities. The most prominent feature of the day was simply time; time to view the exhibits, to talk with friends of your 8th Air Force experiences, etc. Now over ten years has passed, and the museum is an outstanding success; items and programs are in place now that weren't there in 1996. The Memorial Gardens are full of memorials now, placed there by the various bomb groups. For instance, the 392nd BG has placed there a three-quarter size replica of the memorial at the 392nd BG air base in Wendling, England. A large chapel has been built in the fashion of a typical English country church. Airplanes on display are a Boeing B-47, McDonnell F-4, Boeing-Stearman PT-13, a MIG-17, and a rocket-powered Messerschmidt 163. Space and time do not permit a list of all the exhibits — a better way is to go by satellite, punch in [www.mightyeighth.org](http://www.mightyeighth.org) and the entire museum is there for you to see. Plan on spending hours if you want to see it all. However, the best way to see the museum is to go there and spend a day, or two. Many

(continued on next page)

SECOND AIR DIVISION ASSOCIATION



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

**REGULAR (VOTING) MEMBERSHIP** in the association is limited to those personnel, military and civilian, American or British, who at any time served with the Headquarters organization of the 2nd Bomb Wing, 2nd Bomb Division or 2nd Air Division during World War II and any person who served with any bomb group or fighter group or any other unit of the 2nd Air Division assigned or attached. Provisions are made for Associate (Non-Voting) memberships and also for subscribing memberships (Non-Voting).

We make every effort to mail your *Journal* within 90 days of the article submission deadlines of February 15, June 15, and November 15. Your receipt of the *Journal* will be anywhere from one to four weeks later, depending on the U.S. Postal Service — especially your own post office. If you don't get your *Journal* by the next deadline, contact Evelyn Cohen immediately.

## 2ADA Southwest Regional Reunion Dinner



To be held  
**SATURDAY, MARCH 24, 2007**  
at the Sheraton Grand Hotel  
near DFW Airport.

For more information, contact:  
**Charles Walker**  
9824 Crest Meadow  
Dallas, Texas 75230-5331  
Phone (214) 987-0467

# Fightin' Sam Needs You!

BY NEAL SORENSEN (489TH)

No, not your money — your war-time experiences!!!

I was honored to be asked by President Oak Mackey to continue my service as Liaison to the Mighty 8th Air Force Museum for his term as president of the 2nd Air Division Association.

Prior to his acceptance of a second term as president of the Association, Oak was Group Vice President of the 392nd Bomb Group. When Walter Mundy challenged the individual Groups to donate \$3,000 to get the Fightin' Sam project a jump start, Oak wrote a letter to members of his Group which resulted in over \$5,400 being contributed.



In a discussion with Craig Harris, Craig assured me that the Fightin' Sam exhibit will be the lynch pin exhibit in the redesigned Rotunda area. He feels that the exhibit will have even more impact with a library of videos or audiotapes of individual wartime stories. The bone-chilling temperatures at 23,000 feet... the board-like feel of the old sheepskin flying suits... the acrid smell of a shorted-out electric flying suit...

Your story will fire the imaginations of our great grandchildren, but only if you tell them.

Need help? The museum has acquired \$38,000 worth of high-tech video and audio recording equipment. Call Dr. Vivian Price, Director of Oral History at the museum. She will guide you through the steps of a professional interview. Better yet, if you visit the museum, Vivian will conduct the interview with you.

Please don't let your stories die with you! ■

## Executive Vice President's Message

BY EARL L. ZIMMERMAN (389TH)



I am honored, again . . . The delegates at the 2ADA convention in Washington, D.C. have chosen me to serve as Executive Vice President for the Second Air Division Association for the coming year.

As VP, I am committed to helping our new President, Oak Mackey, and each of you, in furthering the aims of the Association; in particular, to support financially and in any other way, the Memorial Trust of the Second Air Division.

I invite each of you to contact me concerning any matter in which you feel I can be of help.

A wonderful time was had by all at the convention. We dedicated the Air Force Memorial, and George walked over from the White House to join our crowd.

Hang in and take your pills. I hope to see a large crowd at our next convention. ■

### PRESIDENT'S MESSAGE (continued from page 3)

bomb groups have held their reunions in Savannah; many people have gone there individually. Any way you go, you won't be disappointed.

At the 2ADA convention in San Antonio in 2005 the Executive Committee created a collection campaign called "Second to None: The Legendary Liberator Campaign." Walter J. Mundy was appointed chairman of the campaign committee. The function of the committee was to collect money to pay for the proposed exhibit of the nose section of a B-24D named *Fightin' Sam* at the Mighty Eighth Air Force Museum in Savannah, GA. A total of \$125,000 was needed before work could begin on this elaborate exhibit. *Fightin' Sam* would appear to be sitting just inside the doorway of a WWII type T2 hanger. There will be a bombardier manikin hunkered down over the Norden bomb site; there will be audio/visual touch screen monitors and a large rear projection screen above. The "Fightin' Sam" exhibit will show B-24s in action on combat missions. There will be a B-24 flight simulator; display cases will show WWII A-2 jackets, B-15 jackets and other flying equipment used by B-24 crews. This really is going to be an exhibit "Second to None." At the 2ADA Executive Committee meeting in Washington, D.C. on October 12, 2006, Walt Mundy proudly announced a total of \$125,571 had been raised, and work on the exhibit has already started. Some Second Air Division Association bomb groups have made sizable donations, but most donations were from members in \$5.00, \$10.00, or \$20.00 amounts. To each of you who made a donation, large or small — Thank you, thank you, thank you.

The 2ADA convention was in Washington, D.C. in October 2006 mainly to attend the dedication ceremonies of the new U.S. Air Force Memorial. A crowd of 200,000 was expected; there were speeches by President George Bush, Secretary of Defense Rumsfeld, and others. The Air Force Thunderbirds performed as only they can perform, but the event that I enjoyed the most was the Parade of Airplanes. The first was a primary training airplane, the PT-13 Stearman bi-plane flying along all alone; then came a venerable old Douglas DC-3 (the Army Air Forces called it a C-47, the Brits named it Dakota); next was the Collings Foundation B-24 with their B-17 flying off the right wing; then a Lockheed C-5 which is larger than a Boeing 747. There was a formation of four fighters led by a North American F-86 of Korean War fame, and the last was the B-2 flying-wing bomber — there is no fuselage, no tail section, just a big wing flying through the sky. This bomber on a combat mission can go to multiple targets, drop precision-guided bombs, and do the work of the entire Second Air Division of B-24s. Where is all this technology taking us? Just since WWII we have TV, computers in every home, men have visited the moon in rocket ships, there is a space station, man-made machines are crawling on the surface of Mars, and the Hubble telescope is finding things beyond our imagination. There really is no end to it all! But this *is* the end of my report for the *Journal*, which you will receive in February 2007. Therefore, all the best to you throughout the New Year! ■

# The Editor's Contribution

BY RAY PYTEL (445TH)

Thank you for all the "get well" cards! For those of you who haven't heard, I had to miss the 2ADA Washington convention due to some severe back pains which for the first time in 86 years kept me out of airports upon doctor's orders. After numerous tests he concluded it was "arthritis" (maybe!) Well, I'm coming along nicely and hope to make the next bash, wherever it may be.

## ANSWERS TO THE FALL QUIZ

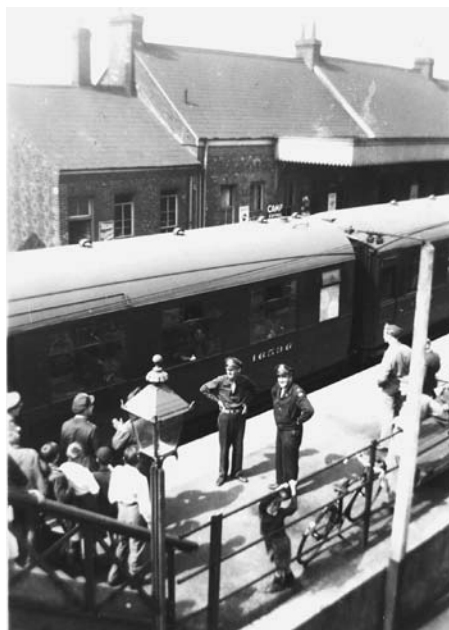
Alex Birnie (AM) of Irmo, SC was the only correct respondent. Seems you are not interested in this game anymore!

Items #1 and #2: M/Sgt. Hewitt Dunn, of the 390th BG, a B-17 outfit, flew 104 combat missions. See his story on page 14 of this *Journal*.

Items #3 and #4: *12 O'Clock High* — This story was based in part on the early 8th AF efforts of Col. Frank Armstrong of the 306th BG, and was filmed at Eglin AFB in Florida and at the abandoned Ozark AFB near Dothan, Alabama. We will have the "lowdown on 12 O'Clock High" in a future issue of the *Journal*.

## WINTER QUIZ

Picture #1: The building in this picture should be familiar to all Second Air Division personnel who went to London. Name the place and its significance.



Picture #2: These two well-known individuals lounge in the summer sun, presumably after the war. Name the two "loungers" and the location of the "park bench."



## NEW BOOKS

# The Songs That Fought the War:

Popular Music and the Home Front, 1939-1945

by John Bush Jones

World War II was one of the most fertile periods of American popular songwriting; it was also the heyday of the "big bands" and of well-known vocalists. Professionals wrote virtually all of the wartime songs we still sing today, but thousands of other numbers were written by amateurs: men, women and even children eager to express their patriotism through lyric and melody. John Bush Jones examines hundreds of these tunes in the context of the times, delivering a lively social history of popular wartime songs and showing how they helped America's home front morale. Jones was Professor of Theater Arts at Brandeis University and author of *Our Musicals, Ourselves: A Social History of the American Musical Theatre* (Brandeis, 2003).



John Bush Jones

Pub. 09/06. LC20006016247, 6 x 9 in., 344 pp. index.

Brandeis/UPNE ISBN 1-58465-443-0 C/\$29.95

Check with your local bookstore or on e-Bay. ■

## IN THE "LION OF DOODY"



"First it was Afghanistan, then Iraq, and now the President needs me to defend the nation from cheap produce and affordable landscaping."

# Attendees at the 59th Annual Convention of the 2nd Air Division Association October 13-16, 2006 • Washington, D.C. and Falls Church, Virginia

## 44th Bomb Group

Ackerman, Portia & Donald  
Apgar, Beryl  
Aronoff, Arthur & Eleanore  
Aston, Lee & Mary Ellen  
Butler, Dick & Ardith & Emily DeShazo,  
Kay Drake, Kayla Butler, Steve &  
Rachel Hale & Dan Butler  
Cianci, Anthony & Lois  
Dobbs, Sterling  
Dubowsky, Robert & Irma  
Folsom, Gerald & Bev  
Gately, John & Bernadette  
Holliday, Richard & Hillori Schenker  
Hamlyn, Ray  
Hughes, Charley & Mary  
Johnson, Robert & Roberta  
Kay, Robert  
Kiefer, Norman  
Lavitt, Edwin & Sandra  
Lee, Dale  
Lundquist, William & Patricia &  
Nancy Thiebes & Pamela Burke  
Lundy, Will & Kevin  
Lynch, Richard & Betty  
Lowenthal, Leon & Dolores  
McKee, Ira & Ruth & Phyllis O'Connor  
Mastradone, Tony & Catherine & Ann  
Marie & Paul  
Morse, Perry & Ruth & Nancy Schmehl,  
& Ken & Ellen Kelly  
Murrack, Marilyn & Melanie Savasta &  
Marlene Becker  
Overhultz, Bill, Bob & Will  
Paul, Sidney & Elizabeth  
Pedersen, Martha & John &  
Jim Snyder  
Rabesa, Louis & Robert  
Roberts, Jackie & Lowell  
Rosenblatt, Milton, Leila, Michael &  
Donna  
Roberts, Clayton & Susan Hagenbach  
Saylor, David, Fred, Jane & Brad  
Schaeffer, Frank  
Schiffer, Jack & Dolores Shipley  
Selasky, Fritzie  
Spagnola, Christophe & Dutch &  
Joseph LoPiccolo & Anthony Martino  
Stovroff, Irwin  
Swegel, Robert & Noreen  
Thompson, Wayne & Gerry & Russell,  
Sheryl, Chris & Mark Erikson &  
Maureen Wilson  
Tilton, Charles  
Tkacik, Edward & Ruth Anna Dorstler  
Toth, Alex & Darlene Vrotsos &  
Shirley Howell  
Voelker, Estelle & Thomas &  
Vicki Spencer  
Washburn, George &  
Cynthia Harmonowski  
White, George  
Williams, Donald & Sharyn Sanderson  
Wright, Jim & Marion

## 93rd Bomb Group

Asch, Al, Naomi & David  
Berry, William & Betty  
Brown, Lew & Becky Estes

Johnson, George & Desilets Family –  
Joshua, Wendy, Rebecca, Jonathan,  
Joseph, Mary & Deborah  
Lee, John & Betty  
McKeever, Robert & Bruce  
Roure, Dan & Eileen Hunt & Bill &  
Diane Pleasant  
Schwarzgruber, Joseph  
Sill, Charles  
Smith, Fernley & Garrett Smith  
Sparrevohn, Fred, Dorothy, Fred &  
Janice & Jim & Michelle Day  
Swaim, Vernon

## 389th Bomb Group

Borland, David  
Denton, Helene  
Driscoll, Barney & Emme  
Hallett, Allan & Jean  
Howell, Leonard & Myrtis & Edwin &  
Nancy Avera  
Howlett, Anne  
Johnmeyer, Hilliard & Heath &  
Mercedes Elliott  
Katz, Stan & Sylvia  
Koorndyk, Bud & Robert  
Lozowicki, Vincent & Carroll  
McClain, James  
Morgan, John & Mary Detweiler  
Newton, Fielder & Marjorie  
O'Connor, Walter & Marie Frenard  
Palmer, Albert & Sue  
Petrocelli, John & Richard &  
Phyllis Vollmerhausen  
Squires, Fred  
Triantafellu, Rocky & Ruth Ann &  
Merritt & Shirley Olson  
Watson, Bob & Joyce  
Waterfield, Kevin  
Weyant, Robert & Mary  
Zimmerman, Earl & Christina Hemp

## 392nd Bomb Group

Bedus, Loretta & Robert Huntley  
Blackburn, Wally, Mike & Michael  
Books, Robert & Carol  
Cheek, Carroll & Mabel  
Conrad, John  
Giesing, Richard & Rita  
Gilbert, John  
Gilbert, Lawrence & Marjorie, &  
Larry Gilbert & David & Anne Brooks  
Goar, Jim & Annabelle & Eric &  
Linda Christensson  
Hansen, William & Linda  
Hatton, Gregory  
Jahnke, Thomas & Megan  
Jones, Ben  
Jurczyn, Bill & Renella  
McCutcheon, Bill  
McNiel, Joseph & Ruth Newlands  
Mackey, Oak & Maxine  
Marsteller, Jim  
Perry, Tom  
Rogers, Dennis & Joanne  
Rothrock, Mary  
Sabourin, Roland & Ronald  
Tison, Annette  
Tyler, Bob & Alice

## 445th Bomb Group

Bowen, Doc  
Lemons, Ray & Jean  
Luhmann, Clarence & Winnefred  
Mastrogiacomo, Sam & Joan  
Patterson, Joan, Pia & Lynn Holliday, &  
Carole Holliday  
Querbach, Al & Dorothy & John Eckert  
Reus, Joe & Shirley  
Riotto, Randy  
Rolloff, Ed, Sue & Randy  
Suckow, Bob & Shirley  
Thevaos, Ted, John & Adele  
Walker, Chuck & Andrew Horlock

## 446th Bomb Group

Risley, Aud & Fern  
Senior, Alan & Joyce & Michael Anthony,  
Helen Farrington & Steve Garman

## 448th Bomb Group

Jordon, Gary & Christine  
Kennedy, Dick & Bobbie  
Ladas, Lou & Elizabeth & Edward  
& Elizabeth Harrington &  
Mary Harrington  
Schultz, King & Paula & Gayle &  
B.J. Fleury

## 453rd Bomb Group

Biel, Albert & Claire & Irene Hurner,  
Rose Lightly, Tom & Barbara Mello  
Dyke, Jim & Thelma  
Ford, Gervais & Bonnie & Paul &  
Jean Componation  
Jones, Jack & Bette  
Linke, William  
Morris, Walt  
Neatrou, Russell & Nona Allen  
Oliva, Odo  
Parcells, Don & Margaret  
Prang, Lloyd & Irene  
Ramm, Pat & Agnes  
Ricci, Aldo & Mary Ann  
Robert, Dick  
Schwartz, Morris & Shirley  
Thompson, John & Edna  
Wilen, Abe, Barry & Diane  
Williamson, Allen & Dorothy

## 458th Bomb Group

Butler, Richard & Edith  
Brumby, Birtto & Ann  
Craft, Harry & Margaret  
Geppelt, Elmo & Joanna  
Hartzell, Bud & Jane  
Jones, Robert & Janet  
Piskin, Arnold & Hannah  
Pulse, Dick & Betty  
Rokicki, Rick & Ceil  
Shaffer, Delbert & Sara  
Sharp, Dick & Mildred  
Scheiber, Walt & Barbara

## 466th Bomb Group

Chapelaine, Richard & Theresa  
Lorenz, Jim  
Mohr, Stan, JoAnn & Paul  
Nothstein, Bill & Lue

Russell, Jim & Elinor  
Santorelli Family – Joe, Jean, Mary,  
Tom & Sarah  
Warning, Kurt & Vicki  
Westbrook, Mel

## 467th Bomb Group

Bickel, Ray & Jonathan  
Brinson, John, Joyce, John, Margaret,  
Jack & Curry & Joe Mullen  
Dzenowagis, Joe & Helen, Joe, Jr.,  
Anastasia, & Ed & Joan Pepke  
Gourd, Paul  
Gregory, Geoff & Terry  
Hampp, Charles  
Kenney, Edward & Betty & Len &  
Kay Raley  
Mahoney, Brian  
Mundy, Walt & Ruth  
Noden, Will & Cecily  
Pippenger, James & Marcia  
Rentz, Fred & Barbara & Charles &  
Nancy & Caroline Blakely, Bruce &  
Matthew Rentz  
Shower, Charlotte  
Tanzer, Harry

## 489th Bomb Group

Audet, Mary & Hobie  
Berkeley, Otey  
Chamberlain, Bud, Dana, Karen,  
Laird & Rosalie, & Sara Claassen  
Cox, Paddy & Jan  
Dietrick, Richard & Josie  
Engler, Donald & Shirley  
Freudenthal, Charlie, Helen & Don  
Goeltenbodt, Carl & Robert &  
Lynette McMorland  
Hoffman, Francis  
Homan, John & Irene  
Lamar, John & Pat  
Pontillo, Mel  
Rosendahl, Carl & Helen  
Smith, William & Connie  
Sorensen, Neal  
Thomas, Miriam & Robert

## 491st Bomb Group

Bennett, Hugh & Bea  
Chandler, Hap  
Eisenstat, Seymour & Hazel

## Headquarters

Cohen, Evelyn & Lillian, Irving & Eunice  
Bloom, Karen, Lindsay & Jessica Toub,  
Neil, Donna, Taylor, Shane & Justin Wolf  
Krogmann, Dottie  
Storms, Eleanor  
Strong, Ray & Ruth & Judith Honey &  
Laura Lane, & Eddie, Annabelle &  
Oliver Gooch  
Veynar, Milt & Caron

## 2nd Air Division Memorial Trust

DuBrow, Ben  
Gurney, David & Jacquie  
Hastings, Jean & David  
Hawker, Andrew & Andrea  
Martin, Matthew & Hannah Cohen

# 59th Annual Business Meeting of the Second Air Division Association, 8th USAAF October 14, 2006 • Falls Church, Virginia

## A. Call to Order:

1. The 59th Annual Business Meeting of the Second Air Division Association, 8th USAAF was called to order by President Alan Senior at 9:00 a.m.
2. President Senior gave the invocation, and Executive Vice President Earl Zimmerman led the Pledge of Allegiance to the Flag of the United States of America.
3. Secretary Raymond Strong verified that a quorum was present.
4. No guests were introduced.

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

Chairman Driscoll stated that the 2ADA is a non-profit, non-political organization composed of U.S. veterans and registered with the Internal Revenue Service under Tax Code Section 501 (c) (19). Its TIN (Tax Identification Number) is 25-1327743. As such, all voting members present are official delegates. The reasonable cost to such attendees is construed to be a charitable contribution and may be deductible by those who itemize deductions on their annual income tax returns. The 2ADA cannot provide advice on these matters. Members are advised to seek their own professional advice as may be needed. Driscoll moved that attending members of record be declared official delegates with a list to be published in the 2ADA *Journal*. Motion carried unanimously.

## C. Report of the Nominating Committee (John Lee, Chairman):

Chairman Lee presented the following slate of officers for the 2006-2007 year:

1. President: Alan Senior
2. Executive Vice President: Earl Zimmerman & Fernley Smith
3. Vice President Membership: Evelyn Cohen
4. Treasurer: E.W. (Bill) Nothstein
5. Secretary: Raymond Strong
6. Journal Editor: Ray Pytel

Chairman Lee stated that a ballot would be distributed as there were two candidates for the position of Executive Vice President. President Senior then asked for nominations from the floor for each of the officer positions. Dick Butler nominated Oak Mackey for the position of 2ADA President, and Charles Walker seconded the nomination. There being no further nominations from the floor, the president declared the nominations closed.

## D. Election (Alan Senior):

Paper ballots were distributed, collected and counted by tellers from the Heritage League. Oak Mackey (392nd) was elected President and Earl Zimmerman (389th) was elected Executive Vice President. All other officers were reelected to their respective positions.

## E. Report of the Vice President Membership (Evelyn Cohen):

No report given.

## F1. Report of the Treasurer (E.W. "Bill" Nothstein):

Treasurer Nothstein summarized the financial status of the 2ADA as of June 30, 2006:

Beginning Balance, July 1, 2005:	\$86,867.59
Receipts:	\$67,722.09
Disbursements:	\$61,783.99
General Fund Balance, June 30, 2006:	\$92,805.69

Nothstein stated he was still waiting for a copy of the Audit Report.

## F2. Report of the Audit Committee (Alan Senior):

President Senior reported that an outside audit was made on the Treasurer's books that wasn't as complete as it should be due to the nature of our association, but would soon be available.

## G. Report of the Memorial Trust Board of Governors (Matthew Martin, Chairman):

1. Trust funds as of September 18, 2006 totaled \$3,262,756 that included gifts for which they are profoundly grateful.
2. The American Ambassador to the U.K., Robert Tuttle, paid two visits to the Second Air Division Memorial Library in 2006. He made a short visit in February, and a much longer one in July, and was very impressed with what he saw in the Library.

## H. Report of the Legendary Liberator Campaign Committee (Walter Mundy, Chairman):

Chairman Mundy reported on the status of the Fightin' Sam B-24 Liberator Campaign goal of \$125,000 which was to do two things: (1) Restore the Fightin' Sam cockpit. (2) Upgrade the 2nd Air Division exhibit at the Mighty Eighth Air Force Museum in Savannah, GA, to make Fightin' Sam one of the focal points there. Mundy announced that the original campaign goal was exceeded slightly, as a total of \$125,591 has been received. Chairman Mundy thanked the Group Vice Presidents and their memberships for supporting the Fightin' Sam Campaign. Walter Mundy made a motion that the Fightin' Sam Campaign be extended, so that the committee may continue to provide oversight and finish the job. John Lee seconded. Motion carried.

## I. Report of the President (Alan Senior):

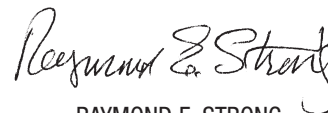
President Senior announced that the 2ADA Executive Committee had agreed that Life Members would again be paying regular membership dues. And that the *Journal* would again return to four issues per year although some details need to be worked out.

## J. Other Business:

1. Executive Vice President Earl Zimmerman reported on problems with the 2ADA Roll of Honor in the Memorial Library at Norwich. He stated there are misspelled names, names that don't belong, and omission of many names that should be on the Roll of Honor. He suggested forming a committee to address these problems. Chuck Walker offered to take on the job of correcting the Roll of Honor on his visits to England from time to time.
2. Abe Wilen (453rd) reported that Irwin Stovroff (44th) with the Veterans Administration was at the convention, and ready to help any ex-POW who needs help with any claim with the VA. Irwin Stovroff's address is 7374 Woodmont Court, Boca Raton, FL 33434. His phone number is 561-488-6155 (H) or 561-422-7475 at the VA, and his e-mail is Irwintfi@aol.com.
3. E. Bud Koorndyk spoke on the tenure of President Alan Senior. President Senior was then given a standing ovation by the membership.
4. Incoming President Mackey thanked the membership for their support.

## K. Adjournment:

President Senior declared the meeting adjourned at 10:00 a.m.



RAYMOND E. STRONG

Secretary, Second Air Division Association, 8th USAAF

## AIR FORCE MEMORIAL *(continued from front cover)*



Col. Alfred Asch, USAF Ret. and Col. Peter Lindquist, USAF Ret., Vice President for Operations

for Operations. We had pictures taken with the Colonel and he arranged for an escort to show us our seats, which were in the third row in the front of the speaker's stage. While waiting for the program to start, we were entertained by the Air Force Band, the Air Force Singing Sergeants and an Air Force Precision Drill Team. There were some 30,000 people in attendance. Those who could not be accommodated at the site were given seats in the Pentagon south parking lot with large viewing TV screens, food vendors and Air Force displays. I was impressed with how efficiently the crowd was handled. Attendees came from all parts of our country and many military from overseas, especially the general officers and Chief Master Sergeant of the Air Force.

The official party arrived with the music of the Air Force Band. The party was a most distinguished group headed by Mr. Ross Perot, Jr., Chairman, Air Force Memorial Foundation; The Honorable Donald H. Rumsfeld, Secretary of Defense; The Honorable Michael W. Wynne, Secretary of the Air Force; General T. Michael Moseley, Chief of Staff of the Air Force; and Rodney J. McKinley, Chief Master Sergeant of the Air Force. Most imaginative was the employment of R. Bob Schieffer, an outstanding TV news analyst, as master of ceremonies. He did a great job with the introduction of each speaker.

As things were happening at the memorial, the fly-over of vintage aircraft started with a yellow Spearman PT-12 biplane lead-



L-R: Lt. Col. F.C. "Hap" Chandler, USAF Ret.; Lt. Col. Neal Sorensen, USAF Ret.; Mr. Ross Perot, Jr., Chairman of the Air Force Memorial Foundation; and Col. Alfred Asch, USAF Ret.

ing the way followed by other vintage aircraft, including our beloved B-24. The B-2 stealth bomber with its distinctive geometric shape was the last to fly over and was a crowd pleaser.

Mr. Perot, Jr. opened the ceremonies with a welcome to the some 30,000 guests and dignitaries, including special guests such as the Medal of Honor holders. He commented that with the following speakers we honor the millions of Americans who have worn the uniform of the United States Air Force and we remember the 54,000 airmen who gave their lives in the service of their country. Today's ceremony is the culmination of more than a decade and a half of hard work involving many Americans. More than 140,000 Air Force veterans, active duty personnel and private citizens helped support the effort to build this memorial.

Chief Master Sergeant of the Air Force, Rodney J. McKinley, gave a brief history of the Air Force, starting in 1907 when we purchased our first airplane and became part of the Army Signal Corps until we became autonomous in 1947 and thence the United States Air Force.

The Secretary of the Air Force, Richard W. Wynne, and the Chief of Staff, General T. Michael Moseley, made a joint statement in the program: "From this day forward, the Air Force Memorial

will serve as a shrine to all who have served in our Air Force and its predecessors, as a proud symbol for those who serve today, and as a beacon to those who will serve in the future."

The Secretary of Defense, Donald Rumsfeld, said: "This memorial will stand as a symbol of those freedoms, and remind us of the sacrifices made by airmen around the world. You have my heartfelt congratulations on this historic day."

President George W. Bush then entered the speaker's platform to a standing ovation and was introduced by Secretary of Defense, Donald H. Rumsfeld. It can best be quoted by some of the things the President said, he himself a former F-102 pilot in the Air Na-



L-R: Lt. Col. F.C. "Hap" Chandler, USAF Ret.; Michael W. Wynne, Secretary of the Air Force; Col. Alfred Asch, USAF Ret.; and Lt. Col. Neal Sorensen, USAF Ret.

tional Guard: "Every man and woman who has worn the Air Force uniform is a part of a great history. From the Berlin Airlift to the Korean War, to Vietnam, to the Gulf War, to Kosovo and today's War on Terror, a long blue line of heroes has defended freedom in the skies above. To all who have climbed sunward and chased the shouting wind, America stops to say: Your service and sacrifice will be remembered forever, and honored in this place by the citizens of a free and grateful nation." He commented on the technical progress made flying at 1500 mph: "We thought that the WWII Spitfires, Hurricanes, P-38s and P-51s at 400 mph were fast, then along came the 500 mph ME-262's which were 'wow'." The President, the Commander in Chief, then accepted what he called "this magnificent monument for the American people."

Then came the flyover of our Thunderbird team in four F-16s in a "missing man" formation, traditionally flown to honor pilots and airmen lost in the line of duty. They performed the "star burst" maneuver above the memorial and released smoke to make the image of the three spires. This ended the dedication service.

Two weeks later, we (my wife Naomi and son David and I) visited the memorial. We found a lot of work exceptionally well done in a short period of time. There were polished black granite walls on both sides of the site and four cast metal sentries in the center. On one end engraved in the granite wall is the history of the Air Force. Following around to the right are the names of major contributors and under the heading of "Veterans Organizations" appear: "B-24 Groups Memorial of the Army Air Forces" and the "Second Air Division Association." Then one comes to the wall at the other side where the names of the Medal of Honor recipients appear and then moving on to the right is the Wall of Valor and Courage where statements made in the past by such notables as Generals Jimmy Doolittle, Curtis LeMay and "Hap" Arnold are listed.

It was a pleasure to be at the memorial site. There are no food/refreshment or trinket stands and no vintage aircraft to detract. One surprise was the computer retrieval display encased in the granite wall and glass. One can retrieve his name if he donated in the earlier stages of the memorial's development and construction. For example, it was easy to find my name, Colonel Alfred Asch, USAF, Ret. There is still time to donate and have your name in the database by contributing to: Air Force Memorial Foundation, 1501 Lee Highway, Arlington, VA 22209-1109. ■





BY DICK BUTLER

Perry Morse has done an excellent job as 44th BG Second Air Division Association group vice president, both as our representative on the 2ADA Executive Committee and in reporting 44th Bomb Group Veterans Association activities here in the *Journal*. We thank Perry for his dedication and all he has done for our organization. I have been chosen to succeed Perry as 2ADA group vice president for the 44th and hope that I will do as well as Perry has done for the past several years.

We had an excellent turnout by 44th BGVA members and many of their family members at our October reunion in Washington, D.C. This reunion was held in conjunction with the Second Air Division Association's 59th Annual Convention. There were 440 2ADA members and guests in attendance. Of these, 147 were 44th Bomb Group veterans and family members. This outstanding representation by 44thers was largely due to the effort our 44th BGVA president, Paul Kay, and 8 Ball Tails editor, Ruth Davis-Morse, put into encouraging our members to attend. No other 2ADA bomb group had even half as many members in attendance as we did.

Such noteworthy attendance by our 44th veterans hearkens back to the 1970s era when 44th Bomb Group veterans were the first to attend a 2ADA convention as a group contingent. This sparked so much camaraderie at the conventions that other bomb groups commenced coming as a group rather than as individuals. For many years, under long-time 44th 2ADA group VP Pete Henry's leadership, 44th attendees comprised the largest representation at the 2ADA conventions.

This combined reunion and convention in Washington, D.C. was scheduled so as to coincide with the dedication of the Air Force Memorial on 14 October. That dedication ceremony was most impressive, and the memorial commemorating 60 years of air and space power is awesomely beautiful, soaring high over the Pentagon and a large portion of Washington, D.C. Knowing that we, as members of the 44th Bomb Group during World War II, were a vital part of those 60 years of history couldn't help but bring lumps to our throats as we witnessed the proceedings. Speeches by President Bush and Secretary of Defense Rumsfeld were excellent and most appropriate for the occasion.

The ceremony took place on a beautiful, clear afternoon and we were most pleased to see a B-24 fly by as part of the event. It was a day we will always remember.

Approximately 100 convention/reunion attendees had the privilege of making a tour of the White House. Our own Perry Morse supervised the visitors getting to and from the White House. He did a superlative job. The tour was well organized; thanks to Perry's vigilance, not a single 44ther stumbled into the Oval Office or got lost.

At 2ADA conventions there is always a bomb group dinner evening. Because we had such a large number of members and guests, we dined in a separate 44th room whereas most of the other groups had to share a room. We had a most enjoyable evening with our president, Paul Kay, presiding and doing a most outstand-

ing performance as master of ceremonies. His witticisms kept our attention and made for a most enjoyable event. Lee Aston had again done considerable research into the previously unrecognized combat heroics of some of our 44th airmen that entitled them to awards they had not ever received. Lee's research found that awards were actually deserved by those individuals, some of whom were in attendance. Some family members of deceased awardees were also in attendance. Lee Aston read the citations and the awards were presented to the recipients by our own, Colonel Charles E. Hughes, USAF, Retired.

Our next 44th BGVA reunion is scheduled tentatively for Labor Day weekend in Carlisle, Pennsylvania. If the new museum facility at Carlisle Barracks is not completed by then, the reunion will be held in Branson, Missouri. ■

## Report of the 2ADA Treasurer

### SECOND AIR DIVISION ASSOCIATION

GENERAL FUND BALANCE JULY 1, 2005 \$86,867.59

#### INCOME

Membership Dues	\$66,888.98
Interest	\$495.88
Other	\$337.23

Total Operating Income \$67,722.09

#### EXPENSES

JOURNAL & Related Expenses	\$36,406.33
Operating & Administrative Expenses	\$25,332.66

Total Operating Expenses \$61,738.99

Net Income (after expenses) \$5,983.10

General Fund Balance (after expenses) 6/30/2006 \$92,850.69

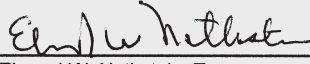
#### Donation Receipts

Memorial Library Endowments	\$131,000.00
Library Books	\$115.00
Memorial Library donations	\$5,873.00
Fulbright Foundation	\$14,790.00
Total Donations Received	\$151,778.00

#### Donations Disbursed

Memorial Library Endowments	\$131,000.00
Library Books	\$0.00
Fulbright Foundation	\$17,840.00
Total Donations Disbursed	\$148,840.00

Net Donations \$2,938.00

  
Elwood W. Nothstein, Treasurer

10/10/06

#### DEDICATED FUND BALANCES

Memorial Trust July 1, 2005	\$2,518.79
Memorial Trust June 30, 2006	\$8,679.88

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

BY CHUCK WALKER (445TH)

I am certain others will be reporting on our fine convention in Washington, D.C., the White House visit and the very impressive dedication of the magnificent Air Force Memorial. These were events none of us who attended will ever forget. All of us who served our country during World War II and subsequent years have a memorial that is uniquely Air Force which is situated in a most desirable location.

I had the privilege of attending the November 12, 2006 Remembrance Day ceremonies in Norwich. It all began with tea and coffee in the Lord Mayor's parlor followed by laying of the wreaths at the War Memorial in the Garden of Remembrance. It was my honor to lay the 2ADA wreath with David Hastings' help. I missed the cathedral service, which is another story. I was accompanied on this trip by Irene Hurner, Joan Patterson and daughter Carol, Joe Dzenowagis, Jr. and my grandson Andrew Horlock. Next came the meeting of the Memorial Trust Governors. Matthew Martin continues to do a masterful job as Chairman of the Trust. All committees pre-

sented their report, which were accepted by the Governors. Trust Librarian Derek Hills gave a very interesting report on activities at our Memorial Library. Visitor numbers are up, with some 4,939 in September. The Library participated in "Banned Books Week." It's a program sponsored in the U.S. by, among others, the American Library Association and the American Booksellers Association. On 27 September the staff provided material for Radio Norfolk to do a short feature celebrating the anniversary of the Kassel raid, this most costly of missions. With the encouragement of former Chairman Tom Eaton, and with the help and assistance of David Hastings, a framed copy of the late Roger Freeman's poem "The Sky Was Never Still" together with a photo of a B-24 in flight is to be hung in the Library. Generous donations towards the cost have been received from former Governors who worked with Roger. The Governors approved the expenditure of just over £2,000 for the purchase of a new plasma screen for the showing of DVDs.

Derek has undertaken a valuation with the help of Keys of Ayisham of all Memorial Library holdings. This will enable us to have a realistic and up-to-date valuation for insurance purposes.

Glenn Gray, our 2ADA/Fulbright scholar, gave a report of his many activities. He has spoken at Norfolk City College. He will be speaking at several schools and civic groups. It is reported Glenn is proving to be one of our best 2ADA/Fulbright scholars and he is eagerly looking forward to his second year at the Memorial.

The financial committee's year-end report dated 5 April 2006 shows the following assets in pounds sterling:

Capital Funds . . . . .	1,711,320
Income Funds	
Restricted . . . . .	3,826
Unrestricted . . . . .	58,946
	1,774,092

This is a healthy amount, and the Finance Committee is to be commended for their  
*(continued on page 12)*



## 492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

NORTH PICKENHAM

BY WILLIS H. "BILL" BEASLEY

Awesome! is the only way to describe the new Air Force Memorial dedicated October 14, 2006 in Washington, D.C. Col. Al Asch, 93rd BG and President of the B-24 Groups Memorial, Inc., is to be commended for his efforts in support of this memorial both on a personal level as well as for the B-24 Groups Memorial, Inc. Inscribed on the base of the memorial is "B-24 Groups Memorial, Inc." because of their contribution of \$25,000. I feel privileged to have served as the Vice President of the B-24 Groups Memorial, Inc. with Al Asch as President; Neal Sorensen, Treasurer; and Ray Pytel, Secretary.

The 492nd BG has lost several members during the past year, which saddens us all. To name a few, **Harry Rawls, William Mitchell, Bill Strehorn, Joseph Domino, Abe Thompson, Joe Caposella, Billy Gene Biggs, and Don Fraser.** In addition,

because of their specific contributions:

**Elvern Seitzinger** died July 24, 2006. Elvern commissioned the aviation artist Randy Green to paint "Into the Hornet's Nest." The painting depicts the mission to Politz on June 20, 1944. That day the 492nd BG lost 14 aircraft, one of which was the plane Elvern was piloting. The 492nd BG raised the money to purchase the original copy of this picture that now hangs in the Eighth Air Force Museum in Savannah as part of the Second Air Division display. Elvern and Hazel came to Denver almost every year around Thanksgiving time to be with their daughter Marilyn and would give us a call to meet for breakfast. We missed that call this year.

**Sam Miceli** died August 29, 2006. Sam served as the Chaplain for the 492nd BG for many years and did an excellent job of keeping track of the members who

were sick. He was an integral part of the reunion activities of the 492nd. As one member said, "The Chaplain isn't supposed to get sick." Sam was a very dedicated member. He was also the PX manager for the 44th BG and a hard worker in "Teen Challenge," a youth rehabilitation group in Cleveland, OH. He will be greatly missed by everyone.

**Harry Orthman** died September 23, 2006. Harry was a one-of-a-kind person. He retired from the Air Force with the rank of Colonel. He flew on Air Force One with John F. Kennedy and Dwight Eisenhower. He was in on the ground floor of the design and production of the F-15. Harry was a long-time member of the Second Air Division Association and a strong supporter of the 492nd Bomb Group as were all of the above-mentioned members.

While we were in Washington, we attended the Executive Committee meeting and the business meeting of the Second Air Division Association. There was a free day in between the meetings that allowed us to spend the day sightseeing with friends.

The 492nd Bomb Group will hold its group reunion in Colorado Springs in July 2007. ■



## The Memorial Trust of the 2nd Air Division USAAF

BY MATTHEW MARTIN,  
CHAIRMAN OF THE BOARD OF GOVERNORS

**GREETINGS FROM NORWICH!** It is several months since I last wrote an article for the *Journal*, and much has happened in the meanwhile. Most notably there has been the wonderful convention in Washington, D.C. There was a significant contingent from the U.K. and we all had a magnificent time. There was the dedication of the USAF Memorial next to the Pentagon. What a marvellous memorial it is, visible in the skyline from many places in Washington. And what a memorable ceremony with flypasts of aircraft both ancient and modern, including a B-24. A speech by the President of the USA was the highlight.

At the concluding banquet I was handed a letter from your Treasurer advising me of a magnificent gift of \$50,000 from Mr. and Mrs. Bernard J. Newmark (458th) and Mrs. Sheri Herendeen. This gift is in memory of Mrs. Herendeen's father, Lt. Eugene Howard, who was piloting an aircraft to supply combat forces when he crashed in southern England. Lt. Howard was serving in Air Transport Command. As I told those present at the banquet, your Memorial Library is not yet financially secure for all time, and so this gift and any others which the Governors of your Library are fortunate enough to receive are immensely welcome. I would like to express our profound gratitude.

The convention in Washington was a time to meet old friends and make some new ones. I never cease to be amazed at how welcome we British are made to feel when we are with you. You are a wonderful bunch of people, and we in the U.K. are fortunate to be counted as your friends.

Whilst I was able to give my annual report to the Executive Committee, time did not permit this at the general membership business meeting on Saturday. Much of what I reported has appeared in the *Journal*, so I will not repeat it all here.

However, there are just a few things I would like to mention. Firstly, in July we received a second and much longer visit from the American Ambassador in London, Mr. Robert H. Tuttle (*see photos*). The Ambassador showed a great interest in all he saw. His visit received a lot of interest in the local media, all of which was positive. (*Ed. Note: For more pictures, see the back page.*)

Secondly, we are delighted that our 2ADA/Fulbright Librarian, Glenn Gray, has chosen to stay for a second year. He is a quiet but most effective librarian. The outreach work which he undertakes in schools and elsewhere is of immense importance at times like these when people so often misunderstand your country.

Finally, I reported that your Library continues to enjoy very significant use by the local community. We have nearly 50,000 visitors each year. The Library is in the heart of the Forum, which is a wonderfully successful addition to the cultural and social life of Norwich. The Library team led by Derek Hills assisted by Lesley Fleetwood, Jenny Christian and others give unstintingly of themselves and are worthy custodians of your heritage.

We continue to receive a significant number of veterans, their families, and also other Americans who have no particular connection with the Library. They come either singly, or in small groups or in larger formations! For example, we had visits from members of the 389th BG in March, the 445th/Kassel Mission Historical Society in July, and another group who came to the Trust's Annual General Meeting in November. These visits provide us with an opportunity to reciprocate the kindness you show us when we visit your country.

I wonder whether I can persuade any of you to consider one further visit to Norwich? If you think you can,



U.S. Ambassador Tuttle (left) and Trust Governor David Hastings



U.S. Ambassador Tuttle (left) and Trust Librarian Derek Hills

then I would like to suggest you schedule it for the week commencing 11 November 2007. The reason for this is that we will then be arranging a programme of events which I am sure you will appreciate, including Remembrance Sunday, the Trust's Annual General Meeting, and a lecture by Lord Hurd. Douglas Hurd was British Foreign Secretary when Margaret Thatcher was Prime Minister. He has led a most interesting life and is highly intelligent. This lecture will take place on 14 November. On the following day we may well have a service in the American Chapel at St. Paul's Cathedral in London. DO COME! If you think you might, and want more information, do get in touch with me. My mailing address can be found at the bottom of page 2 of this *Journal*, or you can e-mail me at [2admemo.lib@norfolk.gov.uk](mailto:2admemo.lib@norfolk.gov.uk).

To conclude, your Memorial Library, which is a living and vibrant thing, is a fitting tribute to the nearly 7,000 members of the 2nd Air Division who lost their lives, and is also a wonderful tribute to you all for all the support and encouragement you have given it for over sixty years. Thank you most sincerely for this, and most particularly thank you for your continuing friendship, which we profoundly appreciate. ■

MR. PRESIDENT, DISTINGUISHED VETERANS,  
LADIES, GENTLEMEN AND FRIENDS:

You asked me to say a few words about the involvement of my family with your library in Norwich, England and I have been thinking about this question: Just how did we become involved?

First, I would like to take you back over 170 years to Richmond, Indiana, where my great, great, great grandfather, a wealthy English banker and a Quaker by faith whose second wife had recently died, addressed 5,000 people taking part in the Great Trek across North America. How, I often wonder, was he heard by 5,000 people; men, women and children with horses and buggies, in a big circle around him? Can you, 400 of you, all hear me? And, I have a microphone. That puts it in perspective. What a powerful voice he must have had! He persuaded many of them to stop where they were. He gave them \$50 in 1837 (that's about \$991 today) to found a school for the children. It took ten years to get it started, but in 1847, Earlham College in Richmond, Indiana was founded. It was named after Joseph John Gurney's own home at Earlham, Norwich, England. Incidentally, my fellow Governor, Andrew Hawker, was born there. Today, it is a Quaker-based college for students from all over the world and recently was placed very highly in the USA academia behind Harvard and Yale. At least one of your members from the 2ADA studied there.

Joseph John had a sister, Elizabeth Gurney Fry, who was instrumental in alleviating the harsh life of women in prisons across the U.K. and Europe. Those of you who have seen a British five pound note recently will have seen, on the back of it, the picture of Elizabeth Gurney Fry, speaking to the women in Newgate prison. The original picture hangs on my staircase at home. Also in the picture are Joseph John Gurney and his first cousin Sir Thomas Fowell Buxton, who with William Wilberforce brought about the end of slavery in the British empire. Joseph John himself went to see your president, Martin Van Buren, at the White House to try to persuade him to stop slavery in the United States. And, one more link, Joseph John then married his third wife, Eliza Kirkbride, from Philadelphia.

Second, in our history lesson, let us move on about fifty years. My grandfather, Quinton, was born. He served in World War I and was one of the very few survivors of the Gallipoli landings. Many of his Norfolk friends perished, together with hundreds of Australians and New Zealanders, the ANZAC regiment. Third, move on another twenty or so years, to World

# A GOVERNOR SPEAKS

Speech by DAVID Q. GURNEY,  
Memorial Trust Governor,  
15 October 2006 at  
the 2ADA Annual Convention

War II. By this time, my grandfather was a senior Norfolk banker with Barclays Bank. He saw the terrible sacrifice the young men of America — your comrades — were making, flying out of Norfolk, defending him and his family, and by that time me! He was reminded of Gallipoli. When he was asked if he could help with the foundation of your library, with a history of philanthropy of Joseph John Gurney, Elizabeth Gurney Fry and Thomas Fowell Buxton behind him, he didn't hesitate and thus he became a founder Governor of the Memorial Library.

Fourth, Quintin died in 1968. My father, Richard Quintin, who had been fighting as a soldier in World War II in France and North Africa, who had been taken a prisoner of war and escaped from Italy to Switzerland and so back to the U.K., and who had just come to Norwich Barclays Bank in 1947, knew all about your library. He was appointed a Governor on grandfather's death — not just keeping up the family tradition but following on the ethos of helping others as his ancestors had done 130 years before. As many of you will know, he died falling off his horse in 1980.

Fifth, at that time, I was working in the north of England in what had traditionally been a Quaker family bank, now Barclays, in Darlington. And in 1987 I moved back to Bawdeswell and Barclays Bank in Norwich. I knew a little of your library, but not much and in 1992 Tom Eaton approached me one lunch time at the Norfolk Club — dear Tom — if he wanted anything done in Norwich, it would be over lunch at the club! Would I be interested in becoming a Governor of the Second Air Division Memorial Library? Paul King, with whom I had been at school from aged seven or so, was also at that lunch! "Of course," I said. That's how my involvement in the family tradition of helping others, particularly Americans, began.

Jackie and I have just come from Earlham College and now we are here addressing you this evening. It is an honour and a privilege. And I would like to add my thanks to Evelyn Cohen who made it easy for us to get here.

Lastly, Mr. President, going back in history one more time, a little over fifty years ago I started at Harrow School. I was lucky enough to be selected to sing the new boy's song at Sir Winston Churchill's 80th birthday. He was present, with cigar in hand. A special verse of the school song was written for that occasion.

In conclusion, may I be unorthodox and ask you, Mr. President, to request all those of you who served in World War II in the U.K. to stand — if you cannot stand, raise your right hand. I am going to quote that verse of the song, slightly amended, because it applies so well to you:

*"60 years on, growing older and older;  
Shorter in wind, though in memory  
long,  
Feebler of foot and rheumatic of  
shoulder,  
How will it help you that once you  
were strong?  
Still there are bases to guard or  
beleaguer,  
Still must the battle for freedom be won.  
Long may you fight, Sirs, who fearless  
and eager  
Led us to victory — now 60 years on."  
We who are sitting salute you all.  
Thank you. ■*

## REPORT OF THE 2ADA REPRESENTATIVE (cont. from page 10)

excellent work.

The Fulbright Fund is in somewhat of confusion at the moment as there are changes being made in the London office. The last announced value of the fund was \$960,660.

I enjoyed an hour's visit with Tom Eaton and can report he is in good spirits and very sharp mentally but he is having difficulty with mobility. He and Robin send their best regards to all of the 2nd Air Division Association.

On 16 November I attended a very special service at St. Paul's Cathedral in London honoring American participation in WWII. There was a short service in the American Chapel followed by evensong in the Cathedral. Afterward, Lay Canon Peter Chapman FCA treated us to drinks and biscuits in the Chapter House.

All in all this was one of the most productive and enjoyable trips I have made back to England. In closing, I wish to thank the Governors for the fine dinners we enjoyed in their homes and the excellent transport service they provided. We must stop and thank them for all they do for our Memorial Library. ■



# NEWS OF THE 453RD FROM FLAME LEAP

BY LLOYD W. PRANG

Ever wonder what happened to all the steel from the World Trade Center? Twenty-four tons of scrap steel was used to build the *USS New York*. The 684-foot vessel is about 45 percent complete and should be ready to launch in mid-2007. It is the fifth in a new class of warship which is designed for missions that include special operations against terrorists. It will carry a crew of 360 sailors and 600 combat-ready Marines to be delivered ashore by helicopters and assault craft. The ship's motto? "Never Forget!"

Bob Wickham sent the following in-

formation about the Air Force Memorial from an article in the *Washington Post*. The article, which has been greatly shortened, stated that the memorial consists of three towering tendrils — the tallest reaching almost 300 feet in the air, and the shortest spire is almost 201 feet above the ground. These 17,000-ton fingers seem to overcome gravity and the forces of wind and vibration. Early in the design process, wind-tunnel tests revealed that three forces could send the silver spires into a series of oscillations that could lead to catastrophic failure. The solution

involved a stack of 13 steel boxes, 6 in the tallest spire, 4 in the next and 3 in the last. The boxes are 2-1/2 feet on each side, and each contains a single, free-rolling, metal ball that is 20 inches in diameter and weighs nearly a ton. These balls in boxes provide a unique energy-damping system that promises to keep the monuments swaying within tolerable limits well into the 22nd century. Even seasoned construction workers say they are in awe of the novel design. "Ain't nobody ever worked on anything like this before," one worker said to a visitor in an expression of pride at the site.

The memorial honors those who served in the Air Force and its predecessor services dating back to the old U.S. Army Air Corps of the early 1900s. Its aim is to inspire visitors by creating the illusion of escape from Earth's bonds.

Jim Dyke managed to get his fifteen  
*(continued on next page)*

## METFIELD / NORTH PICKENHAM



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

BY JOHN A. PALLER

In early October I received a phone call from Harry Dean of the 2ADA Nominating Committee, asking if I would be willing to serve as VP representing the 491st Bomb Group in the Second Air Division Association.

At the annual convention in mid-October, the board members elected me to fill the position replacing Hugh Bennett, who admirably served in that capacity since the summer of 2003.

Unfortunately my wife and I were unable to attend the Group's 2006 reunion in Denver, but I am pleased to report that Jerry Ivce was elected as president for the coming term, and also that our 2007 reunion will be held in Dayton, Ohio from October 10 through October 14, 2007.

I am honored that the 491st has entrusted me to write this column. By way of introduction to readers of the *Journal*:

Going back to 1944 — our crew joined the group at Metfield in late July 1944. My position was copilot on Don Root's crew. We flew ten missions from Metfield, then moved to North Pickenham for the remainder of our tour. Returning stateside, good assignments were forthcoming, so I continued to serve, spending 13 months in 1947-48 assigned to Chaute AFB and



**A B-24 bomber which crashed in flames near Hellimer after its crew parachuted to safety. Engine trouble caused the crash. The crew was brought to the 2d Battalion CP. One member of the crew had to be lifted out of a tree.**

attending Aircraft Maintenance Officers School. After that I held jobs in Field Maintenance Squadrons and Sub-Depots and in the aircraft accident investigation field, working with state-of-the-art equipment and flying a good variety of airplanes. I served in Air Defense Command, 13th Air Force in the Philippines (twice) and also Military Airlift Command, retiring at McGuire AFB in early 1965.

To close, I would like to add this bit of incidental information — going back to 1944-45 again. While I was browsing through a couple of books at home, one entitled *The Story of the 103rd Infantry Division* and a companion book entitled *The 409th Infantry in WWII* (the 409th was a regiment under the 103rd Division), what a surprise when I stumbled across the enclosed photo! Researching my copy

of Roger Freeman's *Mighty Eighth War Diary* (what would we have done without Roger's books), under "Remarks," page 415, it states that the 453rd BG had a crew bail out near Saarbrücken on January 3, 1945. It would appear the airplane crashed near Hellimer, France and that five of the crew landed near Merlebach, France. The *War Diary* states "near Saarbrücken." Both Hellimer and Merlebach are small towns in Lorraine near the German border, just south of the city of Saarbrücken.

Since only one other B-24 went down that day "in central France," according to Roger Freeman's book, it would be very likely that this burning wreckage is all that remains of a 453rd BG B-24. I would like some comments from the 453rd, such as what happened to the other five crew members? ■

**NEWS OF THE 453RD** (continued  
from page 13)

minutes of fame when he was seated in the very, very VIP area of the dedication of the Air Force Memorial. Jim was seated about ten feet from one of the spires. The rest of us were seated in the VIP area of the south lot of the Pentagon. We watched the proceedings, and Jim, on giant TV screens. We were also treated to a fly-over by a B-24 and a B-17, which brought tears to many eyes.

Little did I know when I placed the paragraph titled "Coping with Identity Theft" in the Fall issue of the 2ADA *Journal* that Irene would have her wallet stolen on the first day we attended the convention in Washington, D.C. We called hotel security and magically about an hour

later the wallet was returned — minus the few dollars in the wallet but with all credit cards and other stuff intact. Naturally we didn't have a copy of the *Journal* with us, so if you are planning a trip maybe it would be a good idea to take a copy of the information with you. Nuff said!

**Derek Hills**, Trust Librarian at the 2nd Air Division Memorial Library in Norwich, sent a report of the books purchased in the name of the 453rd BG for the period 2005/06. He mentioned there are 70 groups of individuals participating in the program and that three endowments have been taken out in 2006. Books purchased in the name of the 453rd BG included *Street Stories: The World of Police Detectives* by Robert Jackall, and *Jimmy Stewart: Bomber Pilot* by our own **Starr Smith**.

A few months ago Starr wrote that the book had recently become available in a paperback version. In addition, three books were purchased in the name of Staff Sgt. **Jay Jeffries Jr.** They were: *The Death and Resurrection of Jefferson Davis*, by Donald E. Collins; *The Flying Circus: The Pacific War 1943 As Seen Through a Bomb-sight*, by Jim Wright; and *Attack from the Sea: A History of the U.S. Navy's Sea-plane Striking Force*, by Trimble.

Finally, a couple of "smilers" from the Internet:

*The irony of life is that, by the time you're old enough to know your way around, you're not going anywhere!*  
*And: Frustration is trying to find your glasses without your glasses!*

It's cold outside. Stay warm! ■

## From the Honorary President with Warmest Good Wishes!

BY JORDAN R. UTTAL (HQ)

Howdy from Texas to all of my fellow 2ADA members. It was indeed a blow to have word from my doctor last fall that he did not want me to travel to our 59th Annual 2ADA Convention in Washington, D.C.

As an original member of the 2ADA back in 1948, I have attended 55 conventions up to this time and I have thoroughly enjoyed the years of friendship and cooperation of all but a very few 2ADA members. I have been pleased with my years of service to the Association, to the Board of Governors, and most of all to our beloved and unique Memorial in Norwich, our salute to the 6,881 young Americans who gave their lives while serving with the 2nd Air Division.

I do regret most that my recent absences have put me in a position of not knowing some of our group vice presidents, voting members of the Executive Committee, but at the same time I was pleased with the results of our October 2006 convention. It does seem to me that you were indeed keeping your eyes on the ball and carrying out our mission which has been clearly stated over many years on page 3 of each issue of the *Journal*.

We can indeed be proud of the results we have accomplished together, and I extend my warm thanks to all of you who have cooperated over the years. Again, dear friends, I extend sincerest good wishes for 2007. I hope to see you at our next convention! ■

## "A Man Just Does Not Have That Much Luck"

THE 104 MISSION MAN:

An Excerpt from Roger Freeman's "The Mighty Eighth"

Whereas a hundred mission bomber was no longer a rarity, there was still one century milestone that had not been attained — until April 1945. That day the 390th Group was part of a 450-strong force dispatched to targets in the Leipzig area. It was an uneventful mission for the group and all aircraft returned to Framlingham without loss or damage. There was a reception party at the hardstand of *The Great McGinty* as the 569th Bomb Squadron's Fortress came taxiing to a standstill. They were there to greet 24-year-old M/Sgt Hewitt T. Dunn, the toggler who had just completed his hundredth mission with the Eighth Air Force. There were a few men who had flown many missions in other theatres and made their hundredth sortie in a later tour with the Eighth, but no other American reached this figure through the operations solely in Europe. For most men one tour was more than enough! Some had flown two tours and reached the 50 or 60 mission mark. Hewitt "Buck" Dunn had come to the 390th Group in December 1943 and commenced combat flying in January when the chances of survival were less than half what they had become by April the following year. By April 1944 he had completed his first tour of 30 and applied for another, which lasted into the late summer of 1944. When he asked to fly a third tour, rather than return to the U.S., fellow airmen questioned his sanity: "A man just doesn't have that much luck."



**Framlingham, 5 April 1945: Back from his 100th mission with the 8th, M/Sgt. Hewitt Dunn is carried in triumph by his friends.**

Dunn had flown missions to almost every danger spot on the Eighth's target list, with nine visits to Berlin (including the first successful one). His early missions were all as tail gunner (26 times) and top turret gunner (twice) and the balance as bombardier/nose gunner. Of his hundredth sortie Dunn said: "I was a little nervous at briefing when I learned Leipzig was the target, but it turned out to be just another mission — a milk run." He was credited with the destruction of an FW190 over Leipzig eleven months before. Hewitt Dunn went on to fly four more missions with the 390th. His record of 104 combat sorties is unique in the annals of personnel of the Eighth Air Force. ■



## WENDLING 392nd BY OAK MACKEY

And so it came to pass that the 392nd BG Memorial Association met on October 13, 2006 in Salon VIII at the Fairview Marriott Hotel for their annual meeting in conjunction with the 2ADA convention in Falls Church, VA. This was a special occasion, for the commanding officer of the 392nd Bomb Group, Colonel Lawrence G. Gilbert (Ret.) was conducting the meeting. During the previous year Colonel Gilbert was not able to attend the 2ADA convention in San Antonio because of poor health. With excellent medical care, his own determination, and encouragement from his good wife, Marje, he has had a remarkable recovery. He walks with some help from a cane albeit slowly, his enthusiasm for life has not diminished, and his voice is strong, as it was sixty some years ago when he conducted the briefings prior to a combat mission. Others who were there included Jim Goar, editor of the 392nd BGMA News; Annette Tison, Secretary; Wally Blackburn; Bob and Carol Books; John Conrad; Carroll Cheek; Dick Giesing; Larry Gilbert; Greg Hatton; Ben Jones; Bill Jurczyn; Bill McCutcheon; Joe McNeil; Jim Marsteller; Tom Perry; Dennis Rogers; Mary Rothrock; Bob Tyler; and myself. Roland Sabourin and his son Roland arrived too late for the meeting but came in later in the day for festivities in the 392nd BG hospitality room. Though I am writing this report in early November, this *Journal* will not be in your hands until February, 2007. By then Jim Goar will have provided you with a full report of the meeting in the 392nd BG News, including the minutes by Secretary Tison.

You know the Second Air Division of the Eighth Air Force flew the Consolidated B-24 four-engine bombers, and you have heard of the Boeing B-17 flown by the First and Third Air Divisions, but how much do you know about the three big four-engine bombers flown by the Royal Air Force? The earliest was the big Short Stirling; its first flight was in 1939. It was powered by four radial engines of 1500 HP each, but it was lacking in bomb load capacity and had poor high altitude performance. 12,000 feet was the limit with a load of bombs, and its use became lim-

ited to towing targets, pulling gliders and general transportation. In 1940, the Handley-Page Halifax became the RAF's principal bomber. It was powered by four Rolls-Royce Merlin engines of 1280 HP each and could carry up to 13,000 lbs. of bombs, speed 265 mph at 22,000 feet, but range was only 1800 miles, perhaps the Halifax's greatest shortcoming. Even so, squadrons of Halifaxes flew bombing missions until the end of WWII.

The Avro Lancaster first flew in January 19, 1941 and went into service the following year. Powered by four Rolls-Royce Merlin engines of 1460 HP each, it could reach speeds of up to 287 mph, the service ceiling was 24,500 feet, range 2500 miles. It had a gross weight of 70,000 lbs., which meant it could carry a tremendous load of bombs. It could carry the 22,000 lb. "Grand Slam" bomb used to penetrate the concrete roofs of the German submarine pens with good effect. It was a gentle airplane to fly; there was only one pilot assisted by a flight engineer, the bombardier also manned the front gun turret, there was an upper fuselage gun turret and a tail turret, both manned by gunners. All guns were .303 caliber machine guns. A wireless operator and navigator completed the crew of seven. Here are some other specifications of note: Wingspan was 102 feet, length 69 feet, height 20 feet, empty weight was 36,500 lbs., gross weight load with fuel and bombs was 70,000 lbs.

Now let's check some specifications of the B-24. Wingspan 110 feet, length 67 feet, height 18 feet, empty weight 38,000 lbs, gross weight 65,000 lbs. Engines radial Pratt-Whitneys, 1200 HP each. Top speed 250 mph at 25,000 feet. The crew consisted of a pilot, copilot, navigator, bombardier, nose gunner, radio operator, top turret gunner/flight engineer, belly gun turret gunner, two waist gunners, and a tail gunner for a crew of eleven. Guns were all .50 caliber machine guns. Maximum bomb load was 8000 lbs. Maximum range was 2800 miles.

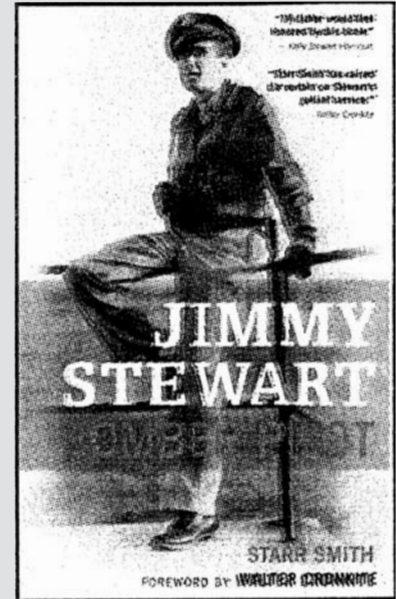
If we make a fair comparison we might conclude the Lancaster and the Halifax were superior bombers compared to our beloved B-24. You be the judge.

At the dedication ceremonies at the new Air Force Memorial last October there was a parade of famous airplanes. The final airplane in the parade was the B-2, the big flying wing, no tail at all. It can fly to multiple targets on one mission; it can dispense guided bombs with great accuracy; it can do the work of a whole Wing of 90 B-24s and more. Technology, where will it end? ■

## Bomber Pilot now in paperback

REPRINTED FROM THE  
MONTGOMERY ADVERTISER,  
MONTGOMERY, AL

Montgomery author Starr Smith's book *Jimmy Stewart: Bomber Pilot* has been issued in paperback in the United States and England.



The book, which tells of the Hollywood star's World War II service as an operations officer and pilot with the Eighth Air Force 445th and 453rd Bomb Groups and Second Combat Bomb Wing in England, has sold more than 40,000 copies, Smith said. The first paperback printing will be 25,000 copies.

The book has some impressive recommendations. Walter Cronkite wrote the foreword. The book also features a tribute by Stewart's daughter, Kelly, and blurbs by Gen. Jimmy Doolittle, author Gay Talese, former chief of staff of the Air Force Gen. Michael Ryan, Auburn historian Wayne Flynt, and British historian and author Roger Freeman. ■

## New Members of the 2ADA

389th BG  
Frank Karas  
Hugh C. Martin

448th BG  
Parmely T. Ferrie

# HALESWORTH 489TH NOTES

BY  
MEL PONTILLO

## ***“Hope to see you at the next reunion.”***

Often I use this phrase as an ending to my *Journal* articles. It is not just a sign-off, but also a sincere desire on my part to actually have members participate in reunion activities. I have attended many activities of this nature over the years. The year 2006 proved to be another stellar year for 8th Air Force reunions. Fortunately I practice what I preach and attended four reunions during the calendar year 2006. Had I not listened to my own advice I would have missed some great times. From my perspective, reunions are more than just nice vacations; they educate and solidify the different group organizations.

Why should members attend these reunions? Most members of all the bomb groups have probably asked themselves this question. The reason or reasons for attending may vary among members or may change depending on the physical and mental status changes of each individual member. My priority is to meet old friends and make new friends, all in the course of having an enjoyable time. I like Will Rodgers' quote, "I never met a stranger." This quote seems to apply to all our reunions. The camaraderie and sociability of our members speaks highly of them as individuals.

Please consider another aspect that justifies the existence and importance of reunions. The reunions help keep the groups from fading. Mindful, our 489th Bomb Group Newsletter is probably the primary factor in providing the glue to keep our group together, and the reunions a close second. It is noteworthy that if it were not for the Newsletter we could not keep current of reunion activities. No doubt the *Journal* is a huge factor in keeping the Second Air Division together. Our members welcome the Newsletter and the *Journal* with open arms.

The 489th Bomb Group is fortunate to have Charles Freudenthal as the editor of our Newsletter since its inception in 1976. Amazingly, he is the only editor we have ever had in our Bomb Group. He is

also our Assistant Vice President. Charles has done a remarkable job as a one-man team in producing our 489th Newsletter every two months. We commend him for his hard work and dedication, and appreciate his efforts. We should all be grateful for the continuation of the Newsletter. Many thanks to you, Charles, and belated best wishes on your ninetieth birthday celebrated in June 2006.

As stated previously, 2006 was a very good year for reunions. In terms of location and content, several of these reunions stand out for their uniqueness. A brief recap of each illustrates what I am referring to. The first one was the Pennsylvania Chapter of the Eighth Air Force Historical Society at State College, PA. This three-day, fifteenth annual reunion was held in July with a turnout of 75, including friends and family members. Two notable highlights were the visit to the Eighth Air Force Archives at Penn State Pattee Library and the banquet on the last night of the reunion. It should also be noted that Charles H. Freudenthal's book, *A History of the 489th Bomb Group*, is rightfully included in the Eighth Air Force archives section of the library. This conventional style reunion was well done and enjoyed by all who attended.

In sequential order, the next reunion in September was rather unique in terms of location. It was held aboard the cruise ship *Monarch of the Sea*, belonging to the Royal Caribbean Cruise Line. It was reported that it has a capacity of about 3,000 passengers and the cabins were all sold out. We departed from Los Angeles, CA with day stops in San Diego, Catalina Island, and Ensenada, Mexico. I took all three daily stop tours. They were all enlightening and interesting. The Mexican outing certainly revealed the divergence economically between the two countries.

Twenty-eight people attending the cruise were affiliated with the 489th. As is typical with cruises, the accommodations were outstanding. We had tables reserved in the main dining room to seat our group together for the evening dinners. The 489th had a private social evening for the purpose of the candle-lighting ceremony on the second evening. Because open flames are not permitted on the cruise ship for safety reasons, the candle-lighting ceremony was worked out with the use of electric candles. We also had a champagne party and some group singing. The third night after dinner, we had yet another evening spent together on the plush top deck of the ship that was re-

served by our host. There was a very nicely decorated big cake and all the refreshments desired, courtesy of the cruise line. Both evenings were very delightful and enjoyable. Elly Isaacsen and her husband, Bruce, hosted this reunion. On behalf of the 489th Bomb Group, thanks a million for putting this cruise together. Congratulations on a job well done. Elly is the daughter of members Will and Helen Plate. Will Plate was a pilot in the 489th BG. Unfortunately, neither could attend the cruise because of Helen's illness.

The third reunion, the Second Air Division Association's 59th Annual Convention, was held in the Washington, D.C. area, to coincide with the Air Force Memorial Dedication on October 14. We lodged at the Marriott Hotel in Falls Church, Virginia. The 489th Bomb Group did not have a group meeting. However, we had our group dinner in the Center Ballroom along with nine other groups. We did manage to take a personal poll of our members and the current officers were retained. The 489th BG had 37 people including friends and family members. The total attendance at the convention was over 400. The Air Force Memorial Dedication and the bus tours were very interesting, and brought back many memories. The last and only time I visited the White House, F.D.R. was President. For some reason the White House appeared smaller to me now than it did 70 years ago, but nevertheless still very prestigious.

The focal point of this particular reunion was the dedication of the Air Force Memorial. This event was an all-day affair and the highlight of the 2ADA convention. The memorial itself is composed of three jutting spires pointed skyward and can be seen at quite a distance. The dedication provided an abundance of pomp and ceremony. Likewise, there was an abundance of live music performed by various groups including the United States Air Force Band. The Aerial Review was a tribute to the airmen of yesterday and today. The ceremony also included a flyover by the always-spectacular U.S. Air Force Thunderbirds. Interestingly, the keynote speaker at this event was a surprise. The agenda simply stated that the keynote speaker was to be announced later. When President Bush arrived to the surprise of the audience, the keynote speaker was then revealed. The veterans were delighted to see and hear the President speak. Other speakers included Donald Rumsfeld, Defense Secretary; H. Ross Perot, Jr., Chairman

*(continued on page 18)*



# The Old Iron Corset and Her Crew Chief

PART 2 OF 2 • BY C.W. "WILL" LUNDY (44th)

**O**LD IRON CORSET established the 44th BG's records for the most combat missions flown by any aircraft in the 44th BG during WWII — an almost unbelievable 130 — as well as no early returns (aborts). "Curly" Nelson (as he was affectionately called) supervised every one of them with his tender, loving care. As both Curly and his famous airplane have provided a considerable amount of background data, this story will cover the man and his crew.

Odis E. Nelson listed his hometown as Colbert, Oklahoma, and often mentioned that he was 1/16th Indian. He said that he liked his liquor and drank his share of it, but he always kept it under control. He had worked in the oil fields prior to enlisting.

"Curly" began his career with the 44th BG, 67th Bomb Squadron, and quickly became an Aerial Engineer at Barksdale Field, Louisiana. Although the early records are rather incomplete, it was not long before he was promoted to No. 1 Aerial Engineer and assigned to Capt. Howard W. Moore's crew, the number one pilot in the 67th Squadron, and later 67th Squadron Commanding Officer.

When the 44th BG was ordered overseas in late August, 1942, new B-24s were received, with Capt. Moore naming his new aircraft *Suzy Q* in honor of his young daughter. Later, this same aircraft led one section of the 44th BG's formations over the vast oil fields of Ploesti at minimum altitude. Col. Leon W. Johnson was flying as the Command Pilot, and later was awarded the Congressional Medal of Honor for this mission.

Curly flew all of his combat missions in *Suzy Q*, and always with Capt. Howard W. Moore's crew. Capt. Moore would first rub Curly's partially balding head for luck before they took off on every mission. Good luck would always prevail. However, Curly's mission assignment was cut short when the severe cold and high altitude affected his ears, making it exceedingly painful. There was no other alternative; he was removed from combat status and was "grounded," although much against his will.

## GROUNDING

This mandated action completely crushed Curly. For several weeks he seldom strayed from his barracks, and appeared lost and probably quite ashamed. Most likely with Capt. Moore's personal recommendations, Curly retained his rank, and was assigned



M/Sgt. O.E. "Curly" Nelson, crew chief of *The Old Iron Corset*. This photo was taken on 23 February 1945, the date of the 44th BG's 300th mission.

to ground crew duties. He quickly recovered. Throughout this period and until October 1943, he made both trips to North Africa on Detached Service, working night and day as there were less than three ground personnel available per aircraft. Conditions there were very primitive; they lived in tents, very hot during daylight hours, then cooling rapidly at night. Food was not great, and many suffered from the G.I.s.

After the devastating mission of 1 October 1943 to Weiner-Neustadt, Austria, the second Detached Services assignment was completed, and men and remaining aircraft returned to Shipdham. Replacement B-24s and combat crews had recently arrived in large numbers, so Curly was assigned a ground crew and his own aircraft. From that time on his heart and his soul were in his airplane and his crew.

Curly's first aircraft as a crew chief was B-24D-165 CO 42-72873 *Raggedy Ann II*, which had flown a few missions prior to assignment to him late in October 1943. It was credited with 21 combat missions when it was forced to make an emergency landing on 3 May 1944, and then transferred to the 801st BG. It was shortly after that event that *Old Iron Corset* arrived at Shipdham and was assigned to Curly Nelson and his crew.

As of 10 January 1944, records listed the following crew for T/Sgt. O.E. Nelson:  
T/Sgt. Nelson, Odis E. (Crew Chief)

S/Sgt. Chowanski, Frank J. (Assistant Crew Chief)  
Sgt. Rinn, Lewis D.  
Sgt. Hall, Carl C.  
Sgt. Evans, Donald A.  
Cpl. McCarthy, Alfred H.

However, by the time that *Old Iron Corset* arrived at Shipdham, both Frank Chowanski and Sgt. Rinn had been promoted, and Carl C. Hall promoted to Curly's assistant. Curly did a great job of teaching, as Frank Chowanski went on to establish records of his own; never had a combat crewman injured on any aircraft on which he worked. He never "lost" an airplane, and had over 35 missions on his first airplane, which was transferred out. Then his record on the next one, B24H-25 FO 42-95087 K-Bar, unnamed, was 102 missions flown when the war ended.

Also, as time passed, the number of aircraft assigned to each squadron increased from nine to eighteen, but very few additional ground crewmen were available, so most existing crews gave up some personnel. In April 1945 Curly's crew had decreased to: Sgt. Carl Hall, Pfc Frank Sheets, Pfc J.J. Wright, and Private D.W. Carver. Obviously, Curly definitely had to be a "working" crew chief.

The job of crew chief means what the title infers — he is in charge of the maintenance crew that must keep "his" aircraft  
*(continued on next page)*

## THE OLD IRON CORSET (continued from page 17)

in combat-flying condition at all times. The job is more or less the same from one bomber group to another, as well as within the same Group. However, it seems appropriate to briefly outline how it was done in the 67th Squadron. This might not necessarily have been followed in the other three squadrons at Shipdham or in other bomb groups.

Crew chiefs were assigned an aircraft for 24 hours a day, seven days a week as long as it was on the ground, not flying. At least one man must be at the dispersal area where it was assigned at all times, including guard duty. The crew members also were subject to temporary work assignments other than the airplane, jobs such as KP (kitchen police) and the "Honey Wagon" which involved servicing the many toilet facilities on base. So, it would be a very rare day when a "Line Crew," as it was generally called, would have all men at their dispersal at one time.

Normally, when a crew member was assigned to guard duty that night, he would be allowed to "sleep-in" that morning and only report for guard duty after dinner. However, for most of the time during our stay there (nearly three years), this "guard" was expected to stay awake and outside in the elements, rifle and all, for the entire period of darkness. Even the assistant crew chief was required to pull this guard duty, for there simply were not sufficient men available. The average crew continued to decrease in numbers as more aircraft were assigned to each squadron during the course of the war, with very few replacements.

There was no electricity, heat or other means of comfort available at each and all dispersals. Most dispersals were located at least one mile away from any source of shelter, so nearly all crews managed to scrounge enough material to build some sort of shelter close to their aircraft. The crews also managed to develop some sort of means to heat their "shack." All work was done at the dispersal area without power tools or electric lights. Flashlights were an absolute necessity; normally they worked without gloves, especially when working on the engines themselves. Only major repairs or replacement work was conducted in a hangar, with that work being accomplished by the 464th Sub Depot specialists after the first winter of 1942-43.

Records also show that in September 1944, the 67th Squadron honored three of its men for their outstanding performance by awarding them Bronze Stars. They

were: T/Sgt. Worley, Ordnance Chief; M/Sgt. James Eatmon, Crew Chief; and M/Sgt. Odis E. Nelson!! In August 1944 Curly Nelson was promoted to M/Sgt. and Frank Chowanski became a T/Sgt.

One night near the end of the war, Curly and his crew were at work on *Old Iron Corset* when a German aircraft made a strafing attack on the airfield, machine guns blazing. As luck would have it, the enemy aircraft was lined up directly in line with their dispersal. Again, the luck of *Old Iron Corset* held up, as one projectile hit on the cement dispersal directly under the aircraft, and missed all of the crew. The other bullets passed over them, missing everything.

Through it all Curly maintained his sense of humor, and loved to play jokes on everyone. One pilot after completing his tour of duty, had returned to the U.S. and posted a "care package" back to Curly. As he knew that Curly liked his liquor, he emptied several bottles of hair lotion and after-shave lotion, and refilled them with good Scotch whisky. Curly was sure of the contents, but went into the act of needing some liquor, any liquor, so badly that he would drink anything. So he opened the oil bottle and insisted on drinking it! Crew chief George Baccash tried hard, but in vain, to keep Curly from "poisoning" himself.

### ABORTS

The generally accepted definition of the word as used here is: Any aircraft that was assigned to a mission, took off, joined the formation, but returned early before bombing or completing its assignment.

Obviously, the reasons for aborts were quite various due to many circumstances involved with combat. However, an abort was not charged against the crew chief or his aircraft if the early return was caused by incidents beyond his control, i.e. pilot error, crew illness, etc. Also, when a crew chief determined his aircraft was unfit for flying, he reported it was "Redlined." That assignment meant that the crew chief would not permit any pilot to "sign off" with it. If his objection or position was overruled, neither he nor the airplane would be considered at fault.

This incident did happen one day, with the 67th Squadron Engineering Officer being forced to overrule Curly's Redline position. A preflight check clearly indicated that *Old Iron Corset* had one engine that failed to perform to minimum standards, a definite hazard, and the plane was Redlined. Apparently, there were no other replacement aircraft available, so the Redline was "overruled." This aircraft

departed with the others, but returned with the engine "feathered." It had failed just as Curly had predicted. No abort was charged to the crew chief or the airplane. ■

### 489TH NOTES (continued from page 16)

of the Air Force Memorial Foundation; and General T. Michael Moseley, Chief of Staff of the Air Force.

The following day, Sunday, the city bus tour of Washington, D.C. was scheduled. The first stop was at Arlington National Cemetery, which included a visit to the burial site of President John Kennedy and brother Robert Kennedy. The only other president buried at Arlington is President William Taft, the 27th President of the United States. Our itinerary also included the World War II Memorial, which was my first visit to that site. Other notable landmarks on our tour included the Vietnam War Memorial, the Lincoln Memorial, and the Korean War Memorial. The convention concluded with an elegant banquet attended by over 450 people.

The fourth and final reunion, a luncheon, was sponsored by the Western Wing of the Pennsylvania Chapter of the Eighth Air Force Historical Society. After crisscrossing the country to attend reunions during the year it was nice to have one very close to my home. This event was held in the Pittsburgh area on October 18th. About 75 people attended this delightful gathering.

I have spent time sharing with you the highlights and delights of my reunion sojourns. While I have emphasized the social aspects of the reunion circuit, the reader should realize the deeper and more profound meanings involved. Reunions enable aging airmen to gather and remember their past; like-minded men molded by the events they shared in air combat. They have an opportunity to reflect, individually and collectively, on the distant time in their life's journey, which included the harrowing, the dangerous, and the deadly. Each mission was either life or death. Since then in our lives we have experienced as a person few other human events of this magnitude. It seems only natural we reunite with fellow airmen who were there and shared the same experience.

By now you have likely sensed the ending of this article. But I will say it anyway. **Hope to see you at the next reunion!** ■

## ATTLEBRIDGE TALES



BY JIM LORENZ

We had a very light attendance of 466th BG members at the October 14-16, 2006 2ADA convention — nine attendees with four voting members. It was agreed to keep the same officers for the 2006/2007 year: Jim Lorenz, 2ADA VP; John Horan, Assistant VP; and Stanley Mohr, Treasurer. Treasurer Stanley noted we have our money in a soon-to-expire CD — for some \$145. We will continue to provide the 40 pounds for the 466th 2006 Veteran's Day flowers for our Frans Green Memorial. (\$40 now equals \$75). The American Superintendent of Cambridge American Cemetery assured me that he would be pleased to see that Memorial Day flowers are placed each year for the \$100 per year fee. We can decide on this later. We have no other ongoing expenses.

### STORMBIRD (Me 262)

The November 2006 issue of the Smithsonian *Air & Space* magazine had a neat article on the rebuilding of four Me 262s in Everett, Washington. A local friend of mine, Louis Werner, paid for the rebuilding of one of these. After some three years, the first two (with U.S. engines) are now completed and flying. Some of us 8th Air Force crews will remember these twin engine jets in 1944-45 — very fast — and our intelligence denied they were operational. German records indicate the 262s shot down some 445 Allied planes. They also had a problem with the nose wheel on landing — sound familiar? Some 1,430 were produced, but only 300 reached active duty — thank goodness!!

### A NASTY RIDE HOME

Here is a 466th mission story written by **James O. Auman**:

Active airmen of the 96th Combat Wing, 8th Air Force in World War II were most concerned about their comrades who did not return from current missions over continental Nazi-held Europe. It is a

requirement of all countries who comply with the Geneva Convention Accord, to report the names, ranks and serial numbers of any prisoners of war in their custody. We learned early on that it took two weeks or more to find this information. It was the groups' headquarters policy to immediately post those POW names on the bulletin board of each station. If a name did not appear after three weeks, we assumed that the combatant was killed or possibly at large escaping.

On August 8th, Sgt. Albert Rapuano and I checked the 466th bulletin board and noticed a request for two volunteers to fly a mission the next day. I told Rapuano that I was going to submit my name in order to complete my twenty-five mission tour sooner. He had the same thought, so we both reported to Operations.

As always, our August 9th efforts started at 5 a.m. After breakfast and briefing, we gathered our heated flying suits and boarded a truck to the hardstand where we found pilot Lt. Godbout and his crew at the ready. I was to fly as assistant engineer and Rapuano was to fly as armorer/gunner. The aircraft was balanced and the bomb load and fueling were checked with the crew chief. The Auxiliary Power Unit and all other flight check sheets were in order and okayed and ready for the mission. We got the flare signal from the tower and taxied to the main runway in a position for first takeoff.

This was a Pathfinder Flight, deep penetration target, a ball bearing facility in the Saarbrücken area. After taking some very accurate anti-aircraft fire, we approached our primary objective only to find it was overcast. It was decided to hit the equally important secondary target, a supply dump. Our pattern on the supply dump was fine; however, we were peppered again very heavily by flak. No one was injured in our crew.

On our way home, we were avoiding Aachen and Liège and flew where we could expect less ground fire. However, the Germans, who no doubt knew our cautious ways, placed 88mm anti-aircraft artillery in our path and we came under an intense accurate barrage. I heard four blasts very close. One made a direct hit on our right wing Liberator. The pilot, Lt. Harry McGregor, whose aircraft wing broke off, turned into a flaming inferno and streaked to the earth. The crew had no chance of bailing out. Our left wing bomber was hit and lost power. The pilot fell back, then left the formation. We later learned that they went to Sweden with five crew members killed. The tail gunner on our crew, Staff Sergeant Edward Lucanic, was hit very badly in his left leg.

He went into shock immediately and had to be unfastened and dragged from his turret, losing a large amount of blood that froze as soon as it hit the skin of the airplane. It was apparent that he was going to bleed to death, but because of the 30 below zero temperature and tourniquet applied, he was stabilized. I had my right ankle shattered and my electrically heated suit wire severed. My oxygen mask was on the floor. I was frozen stiff until we lowered our altitude over Holland and the North Sea. Major Thompson, our command pilot on this mission, placed a tourniquet on my leg and administered the last tube of morphine into my upper leg.

Approaching our Attlebridge Airdrome our copilot shot a pistol flare from the cockpit area to alert people on the ground we had an emergency condition. We landed straight on in without taking the downwind leg. At the end of our roll, we were met by an ambulance and a team of doctors and medics who took us to the station hospital. After examination and x-rays, we were driven to the 231 area hospital. About six teams of surgeons worked until 2:30 a.m. the next morning removing shrapnel from dozens of flyers. Sergeant Edward Lucanic was taken back to the zone of interior a few days later. It took me over a year to find him in a hospital in Ohio. He eventually died of his injuries. ■

## KETTERINGHAM HALL DIVISION



BY RAY STRONG

I don't have anything to submit for the *Journal*. We are in the process of getting organized since I have been elected to the position of 2ADA Secretary. If any Headquarters member is interested in becoming the Group Vice President, please let me know. In the meantime I am acting as Assistant Group Vice President. My duties as 2ADA Secretary are keeping me busy.

I hope to publish another Headquarters Newsletter soon. I have a few things to put in the newsletter. If any of you have anything you would like to have included, send me a message and a copy, and I will do my best. ■



HARDWICK

# Open Letter to the 93rd

BY JOHN LEE

Another year has passed and some of us are still hanging in there. My wife and I attended the 2ADA convention in October. The future of the organization is of concern to us and many others. The average age is around eighty-five with the youngest being eighty. We in the 93rd have taken positive action to turn over responsibility to carry on the memory of those who made the sacrifice to defeat an enemy that would have changed our way of life to suit their twisted ambition of the future for mankind. Our country is now facing an enemy with similar objectives. This time, however, the will to defeat this philosophy does not seem as strong as it was during WWII. The attack on America didn't start on 9/11/01; it goes back much longer than that. The enemy is also completely different. They are not about to give up, whereas it ended WWII when the enemy was defeated. This new threat is global in its coverage with some of them in the USA waiting for the right time to strike. They are willing to wait any amount of time. If they manage to obtain an A-bomb, they will use it if they can deliver it to a target. This may sound like an old man talking who doesn't have all that much time remaining, but I am sincerely concerned for the future of my children, grandchildren and great grandchildren.

As you know, I am always seeking interesting experiences from fellow veterans. Cliff Collins, a member of the 93rd,

submitted the following, which might help some of you remember such times:

## “THE MIRACLE”

BY CLIFF COLLINS

You all have read or heard about miracles. Some of you may not have believed. I was a witness to this one.

I was the tail gunner on a bombing mission to Echweiler, Germany on December 30, 1944. Our pilot was Thomas H. Stringer, from Claremore, Oklahoma. Our Group was the 93rd BG, 329th Squadron. We were flying lead position for our group and other groups in the area. The plane's serial number ended with 468. Remember this number. Captain Andreis of the 446th BG was flying with us as command pilot.

On the way to the target we had trouble with No. 3 engine. After we dropped our bombs, No. 1 engine lost its oil and had to be feathered. We were losing our airspeed. I figured this would make us late getting back to the base and if we kept losing engines we would be up there all day.

We had pulled away from the Group and headed back alone. We were flying over solid clouds — like a bed of cotton. With no fighter escort we were like a lone flying duck. The enemy loves this because they can hide in the clouds, come out, shoot and go back into the clouds. The pilot told us our chances of making it back over the Channel were very slim. At that

time, our navigator, Jack Wright, said we were still over enemy territory, so bailing out did not seem to be the thing to do — yet. What would save us now would be an airfield — friendly or not.

Very shortly after we had decided to stay on board a little longer, a big hole appeared in the clouds — PART OF THE MIRACLE. It was not formed by the wind. It looked like someone had taken their hands and made a round hole in the clouds. Naturally we went down into the hole until we could start seeing objects on the ground. THERE IT WAS — the second part of THE MIRACLE — an airfield.

As we got lower we could recognize Allied aircraft in various places. The field had been bombed by the Germans recently and the craters made for a rough landing — but we got down in good shape. The field had been set up to receive crippled aircraft, repair them and send them home. After spending a few days — including New Year's Eve — in a town called Cambrai, France, we flew back to our base at Hardwick near Norwich, England.

John Farrington, also of the 93rd — W.F. Griffin crew — contacted me after the 93rd reunion held in Dayton, Ohio a few years ago and sent me his list of missions and the planes they flew. Previous to the miracle mission they flew the plane #468 — see above reference in second paragraph. A plane had blown up in front of them and spread parts all through the aircraft. The damage from the explosion caused our problem. Apparently the ground crew missed seeing all the damage.

We know how most miracles were performed, and I have HIM to thank for helping us survive that mission.

— Cliff Collins (Stringer's Stinger)  
Bee24gun@sbcglobal.net



## Ploesti planner dies

**RETIRED AIR FORCE GEN. JACOB SMART**, 97, credited with planning the World War II raid over German-held oil refineries, died of congestive heart failure November 12, 2006 at his home in Ridgeland, S.C.

It was Gen. Smart's idea to strike the refineries in Ploesti, Romania, at low levels with heavy bombers — a strategy some military planners thought suicidal. The plan in August 1943 was to send nearly 180 B-24 Liberator bombers, some of which flew at 200 feet, to hit the refineries that produced much of Germany's oil at the time.

Gen. Smart was shot down later by anti-aircraft fire over Austria and was a prisoner of war in Germany for nearly one year. In captivity, he was pressed for information on the coming D-Day invasion but revealed nothing.

Gen. Smart was born in Ridgeland. He graduated from the U.S. Military Academy in 1931 and entered active duty as a second lieutenant. He briefly worked for NASA after he retired from the military. ■

A little more on the 2ADA reunion in D.C. in October. As stated, we in the 93rd believe that it is important to give more responsibility to the younger generation. In order to do this, it will require greater participation by the veterans who are the only individuals who have a vote in making some changes. Every responsible position in the 2ADA should have a backup from the younger group to ensure the carrying on of the memory of those who made the sacrifice. It is important to have those of you who can make it to be there when a vote is taken. The next convention will be in Grand Rapids, Michigan in 2007. Hope to see you there. ■



BY WALTER MUNDY

The highlight of the 2ADA convention was the dedication of the Air Force Memorial. The Air Force turned out in force to make the dedication a huge success. It was a thrill for me to see the Collings Foundation B-24 painted in the 467th group colors and the *Witchcraft* markings fly over the monument along with the much slower B-17 and other WWII aircraft.

It was a privilege to announce that the goal for the *Fightin' Sam* and improvement to the Second Air Division exhibit at the Mighty Eighth Air Force Museum has been reached and exceeded. I am proud to report that the 467th was the leader in the group donations due to the generous donation of Mr. Stephen Brown in honor to his father. The 2ADA voted unanimously to continue the Legendary Liberator "Fightin' Sam" Campaign Committee to provide oversight to the exhibit and to continue the collection of funds that are still coming in.

Another highlight of the convention was the motion that your group VP made to review and update the 2ADA bylaws. Although the proposed revisions to the seriously flawed Legacy Plan was "suspended indefinitely" in the Executive Committee, it will be required to be revised as a major element of the Bylaws and Policies and Procedures. The financial records and procedures are not in compliance with the Bylaws, and the Secretary's records of the minutes of several past Executive Committee and Business Meetings are either incomplete or missing.

The selection of a time and venue for the next convention was left undecided. Action to complete the outside audit of the membership and convention financial records was also left to be determined.

It will be interesting to observe how these issues that were mandated by vote at previous Executive Committee and general membership meetings are resolved by our new leaders. The new officers will need a lot of help. I wish them well.

The group dinner was held in a room with three other groups and it was difficult to address the 467th attendees due to competing background noise. That was somewhat overcome by David Hastings and I going around to each table and giving them a heads up on the status of the markers and events at Rackheath and the Fightin' Sam Campaign. Thanks to Terry Gregory the table decorations were outstanding and I know that all appreciated the patches and lapel pins that Ralph Davis sent. Thanks, Terry, for your beautiful work!

The attendees at the 467th BG dinner were: David and Jean Hastings; Walter and Ruth Mundy; Geoff and Terry Gregory; Joe and Helen Dzenowagis, Anastasia and Joe Jr.; Ed and Joan Pepke; Ray and Jonathan Bickel; John and Joyce Brinson; John and Margaret, Jack, Curry and Joe Mullen; Charles Hampp; Edward and Betty Kenny; Len and Kay Raley; Brian Mahoney; Will and Cecily Noden; James and Marcia Pippenger; Charlotte Shower; Harry Tanzer; Fred and Barbara Rentz; Charles, Nancy, Caroline Blakely; and Bruce and Matthew Rentz.

As a reminder, the 467th reunion next year will be in Dayton, Ohio at the Crown Plaza Hotel, November 3-7. Stay tuned here in the 2ADA Journal and in your group newsletter Poop From Group.

A new, revised edition of the 467th Bomb Group History will be coming out soon. The new book will be available in hardback

and soft cover and I understand that it has a number of new and clearer pictures and a much more complete listing of all those who served.

David Hastings reported that the new owner of the Rackheath Control Tower is making major repairs and is progressing with the renovations. We have been assured that space will be made available for operation memorabilia. The gold lettering on the marker plaque has worn and will be replaced with silver per the recommendation from the monument maker. Many thanks to David and Friends for their efforts to preserve the legacy of the 467th at Rackheath.

The 93rd BG, the 492nd BG, the 467th BG and other groups have initiated and continue to support the Second Air Division Heritage League and have encouraged the second and third generation relatives of veterans to join and work to preserve the legacy of the Second Air Division. The Heritage League's dedication to the 2AD Memorial Library, the overseas cemeteries, and the Second Air Division Legacy Exhibit at the Mighty Eighth Heritage Museum will be continued after the "Last Man" is gone. We should encourage and support these fledglings as long as we can. ■

## 467th's WITCHCRAFT gets a unique "escort"

REPRINTED FROM BRITAIN'S "FLYPAST"

### Fly the "Stormbird"

A leading warbird operator in the U.S., the Collings Foundation, is offering private individuals the chance to fly in the legendary Messerschmitt Me 262 "Stormbird," for the first time in history. The Messerschmitt Flight Program will include academic sessions on the dual-control aircraft, incorporating safety training and cockpit orientation, before participants take to the air in the jet reproduction.



Messerschmitt Me 262 reproduction N262AZ in formation with the Collings Foundation's Consolidated B-24J WITCHCRAFT "252534" (NX224J).

Each flight will be tailored to the student's interest and capabilities. In addition to the thrill of flying the Messerschmitt, there is a possibility customers could make "fighter runs" on the Collings Foundation's Boeing B-17 Flying Fortress and Consolidated B-24 Liberator.

The "Stormbird" has been recreated to exacting standards from an original Me 262 trainer. This continuation aircraft offers all of the originality of the wartime fighter, but with updated engines and safety equipment. The project to make five airworthy copies was carried out in conjunction with MBB and the Messerschmitt Foundation in Germany. ■



BY CLARENCE LUHMANN

### FOLDED WINGS

Leroy Elfstrom passed away in July 2006 in Rockford, Illinois. He leaves his wife, June. William Powell, tail and waist gunner, passed away in 2006 in Chickasaw, Alabama. He leaves his wife, Lutaine. Vernon Goedeke, waist gunner, passed away October 2, 2006 in Pontoon Beach, Illinois. Both Powell and Goedeke were on "BTO" (Chuck Rowland, pilot).

### 2ADA CONVENTION

The 2ADA convention in Washington, D.C. is over and maybe I'm one of those who didn't like the way it was run by one group of veterans. It caused our Parliamentarian to resign. There were some who would not listen to her because they thought they knew better.

Our motel was very good but too far away from everything.

The Air Force Memorial was a beautiful sight, but we were a distance from it.

The location for next year's convention has not yet been chosen. Hope it is closer to the center of the United States.

We went to Savannah, Georgia to the Mighty 8th Museum for the dedication of the bench for the Kassel Mission. There were about 25 of us there. We had a service at the chapel followed by a tour of the museum and a luncheon after the tour. The Best Western Motel is next door and very reasonable in price.

Here is a good 445th BG narrative, written by Arnold Nass:

## "Just Lucky, I Guess – Or Was Someone Looking After Me?"

BY ARNOLD J. NASS

I might have washed out of pilot training if Buster Parish had not been my primary instructor at Ballinger, Texas.

On three different attempts while practicing landing the Fairchild PT-19 aircraft,

I would have crashed without my instructor. On each attempt, just as I crossed the end of the runway and should have rounded out for the landing, I let go of the controls and the instructor had to take over to complete the landing. This I think would have been enough for some instructors to have washed me out.

I might not have been so lucky if I had not been assigned to Carlton Kleeman's crew as copilot immediately after getting my wings on October 1, 1943.

Depending upon what the Air Force needed at the time, some new pilots, like me, were given a crew and trained as B-24 pilots for three months before being sent overseas. Kleeman was not a new pilot. He had flown C-54s in the air transport command and he had checked out in the B-17 before transferring to the B-24. Therefore, I received a lot more training in the B-24, from an experienced pilot, before I had to take over as pilot while in combat.

I might not have been so lucky if we had not been assigned the altitude we were for crossing the North Atlantic from Goose Bay, Labrador to Reykjavik, Iceland.

We were having trouble with our airplane before landing at Goose Bay, but they could not find the problem there so we had to go on without knowing what the problem was because nothing unusual showed up on our instruments. We were assigned an altitude that was between two cloud banks; and, if it had not been there we would not have made it to Iceland because we could not keep our carburetors warm enough to keep from freezing up if we encountered any moisture in the air.

I might not have been so lucky if we had arrived at the 445th Bomb Group before February 24, 1944. On that date the 445th lost 13 (52%) of its 25 airplanes that made it to the target at Gotha, Germany. We arrived in England March 27, 1944 and flew our first combat mission with the 445th on May 4, 1944.

I might not have been so lucky if our squadron had been assigned positions other than the ones we flew in each combat mission.

The Eighth Air Force was made up of three divisions. The First and Third Divisions flew B-17s. The Second Division flew B-24s and was made up of fourteen bomb groups in several wings with two, three, or four bomb groups in each wing. The 445th was in the Second Wing with two other bomb groups. Each bomb group had four squadrons and each squadron had between twelve and sixteen B-24s.

On most days each division of the 8th Air Force went to a separate target with approximately 500 heavy bombers and sup-

porting fighters. Each bomb group attempted to send three of its four squadrons for a total of 36 heavy bombers. The wings alternated leading the division column. The groups alternated leading their wing and the squadrons alternated leading their group.

No one knew which position in the column was the most or least vulnerable before the mission began. The German fighters could not hit every squadron in the column and no one knew which ones they would hit. And, their anti-aircraft gunners could not target every airplane on the fifty-mile bomb run. No one knew which ones they would target. Therefore, position in the column was the difference between making it to the target or not. After that, everyone still flying had to fly through the heavy flak over the target, like a hailstorm, and hope or pray they made it through in one piece.

On one mission, early in our tour, deep into northern Germany, Kleeman and I were caught in the next to the worst position in the column, and a swarm of German ME-109 fighters destroyed the squadron in front of us. Then we had to fly through the debris and my first thought was "here we go to Sweden for the rest of the war."

On another mission, while returning from southern Germany, Kleeman and I were caught in a bad position over a German gunnery school at Abbeville, France, and one of those students put an 88mm or 105mm through the plastic shell of our nose turret.

On another mission over Berlin somebody put a burst of flak under my right wing, flipped me over and knocked me out of our formation. I was lucky to get back to my position in the formation before any fighters spotted me.

I might not have been so lucky if I had not been assigned S/N 105-O, "The Sweetest Rose of Texas" (better known as "The Rose"), on 13 of my last 18 missions. That airplane was the best airplane in the 445th Bomb Group and maybe the second best airplane in the Second Division of the Eighth Air Force. It flew over 109 combat missions that I know of, without an abort and the "Witchcraft" in the 467th Bomb Group claimed 130 combat missions without an abort.

I might not have been so lucky if I had not finished my tour of 35 combat missions before the 445th Bomb Group got out of the division column and lost 29 (83%) of its 35 airplanes that made it to the wrong target near Kassel, Germany on September 27, 1944. Only four, including "The Rose," returned to our base and two landed at Manston. I flew my 35th and last combat mission on August 9, 1944. ■

# RAF B-24s closed the “Atlantic gap”

BY JOHN THRELFALL, YOUR RAF VETERAN CORRESPONDENT

Although I have heard the B-24 described on quite a number of occasions in such none-too-flattering terms as “a draughty beast,” “a bloody cold, noisy metal box,” “when fully loaded, an awkward beast to handle that for the first few hours of an operation seemed to be kept unwillingly aloft by engine horse power and pilot will power,” and “an aircraft which called for above-average stamina to fly” — there is no doubt that to a vast majority of the Coastal Command crews who flew it, it was an answer to their prayers.

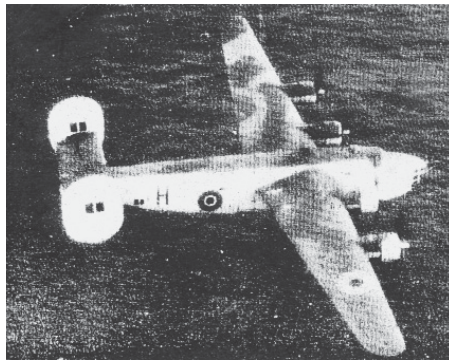
Here at last they had a long-range aircraft that allowed them to close the “Atlantic Gap,” thus giving them the opportunity to provide complete cover to the merchant convoys. Not only this, it also improved their potential for hunting and destroying U-boats.

An innovation, which to a USAAF crew would have seemed a sheer luxury, was the Elsan toilet. The Elsan was fitted to all Coast Command B-24s by Scottish Aviation Limited. It was said to resemble an Australian country “Dunny.”

One person who owed his life to this piece of equipment was Flying Officer Jack Kelly of the 53rd Squadron. He was using the “Dunny” when it was struck by a 20mm cannon shell. The Elsan deflected the shell away from him. Flying Officer Kelly reported the incident to the rest of the crew and told them he appeared to be covered in blood. The crew wrapped him in Irvin Jackets and kept a close watch on him until they landed back at the base. An ambulance was waiting to take him to the base hospital. After carefully checking him out, the medic said, “forget it.” What Flying Officer Kelly and the rest of the crew had taken to be blood was in fact the contents of the Elsan. There was no way the medic was going to allow his ambulance to be contaminated with that.

When it came to flying rations, the Liberator crews were hardly over-indulged. Sandwiches were of white bread spread with margarine and filled with tongue. When available, an apple or orange or a can of orange juice, dried fruit such as raisins or sultanas or dates and a bar of chocolate. Thermoses of tea or coffee were the only hot item provided and these only remained hot for about four hours during winter patrols in the North Atlantic. Tony Spooner, DSO, DFC, summed it up perfectly in a poem he wrote: “Fifteen long hours o’er a cold hostile sea with a packet of Span and some tired, tepid tea.”

The first RAF squadron to be equipped



**Liberator MK.1 AM929/H, 120 Squadron flying low in 1943. This aircraft served with 120 Squadron between 3 August 1942 and 17 October 1943, during which time its crew sank five U-boats.**

with the B-24 Liberator was number 120 of Coastal Command. They re-formed at Nutts Corner in County Antrim on 2 June 1941. After conversion training was completed, they started operational patrols on September 20th of the same year. From their first few attacks of U-boats they could only claim slightly damaging one. They also claimed damaging a Condor and, during an anti-shipping patrol, attacking and setting fire to two HE 115 float planes.

In July 1942, 120 Squadron was relocated from Nutts Corner to Ballykelly. On August 3rd they took delivery of what was to become their most successful U-boat “killer” — Liberator 929. Shortly afterward, 120 Squadron began a series of detachments to Reykjavik in Iceland. It was during one of these that 929 made her first “kill.”

It was on 12 October while being flown by squadron leader Terry Bullock and his crew that a U-boat was spotted on the surface. They dropped down and attacked from astern of it. A stick of Torpex depth charge was used with devastating effect. One of them exploded against the hull. The rear gunner was poised with his camera ready to record the attack. Suddenly a huge piece of metal whizzed past his turret and, as he looked down, the entire U-boat seemed to surge up out of the water before sinking back into the depths. U 597 was 929’s and 120 Squadron’s first kill.

929 was to have four more “kills” to her credit before she left 120 Squadron in December 1943. After being converted to transport, her career ended in April 1945 when she crashed.

As you will appreciate, all you readers of *The Journal* know far more about the B-24 Liberator than I do. I can only give you a few examples of the RAF’s experiences with her and even these have been

passed on to me by other people. One person in particular whom I would like to single out is John Quinn. John is the author of several books dealing with aircraft that operated out of Northern Ireland during WWII. It was from one of them covering the approaches that I was able to trace some of the history of 120 Squadron.

120 Squadron is still operational today, although Coastal Command has been replaced by Maritime Patrol and the B-24s by Nimrods. They are based on RAF Kinloss in Morayshire, Scotland.



**FLT. LT. THOMAS GEOFFREY DIXON**

Flying Officer Thomas Geoffrey Dixon was born in Malham in North Yorkshire in 1917. He was educated at Ermysted’s Grammar School in Skipton. After leaving school he trained as an Industrial Chemist and worked in the Dyeing Department of Dewhurst’s Textiles Mills in Skipton.

When war was declared he enlisted in the army. He joined the 2nd 6th Duke of Wellington’s Regiment where he attained the rank of Second Lieutenant. In 1940 he was a member of the “Vic” Force. This force had been rapidly formed to help cover the evacuation of the troops from the beaches around Dunkirk.

In June 1942 Lieutenant Dixon resigned his army commission in order to accept a post in the RAF. He was posted to RAF Cranwell where he trained to become a pilot. After receiving his “wings,” Flying Officer Dixon was then transferred to 547 Squadron at RAF Saint Eval in Cornwall. From here he flew anti-submarine and shipping strikes in the Bay of Biscay using the Wellington Bomber. In the autumn of 1943 he left 547 Squadron to do a “Blind Approach” course. He rejoined 547 Squadron as a Flight Lieutenant and converted to Liberators.

On February 23, 1944 Flight Lieutenant Dixon and his crew of nine were returning from an anti-submarine patrol in the vicinity of the Scilly Isles when their fuel reserves became critically low. They decided to land on St. Mary’s. Unfortunately the runway was too short and the B-24 overshot and crashed. The propeller of the port inner engine sheared off and, entering the fuselage of the aircraft, severed Flight Lieutenant Dixon’s leg. He was rushed to the hospital where a short time later he died. He was the only casualty. ■

# Where Are Our Fighters?

REPRINTED FROM THE 361ST FIGHTER GROUP NEWSLETTER

This is a perspective from both sides of the battle over Kassel on the ill-fated mission of September 27, 1944. Quoting participants Ernst Schroder of II./JG 300 and F/O Robert Timms of the 445th Bomb Group, these excerpts appeared in an on-line account of that epic battle in the skies. Those of the 376th Squadron, 361st Group who were there could no doubt add much to this narrative.

*"I saw Pearson's ship to our left blossom with sudden bright flame, then kick over and down, Carlow's ship behind him hurt and distressed, trying to fight off the angry bees. Then it fell like a broken toy. I felt the thud of our own ship being hit hard. Where are our fighters!? Where are our fighters!? Oh, God!!..."*

From the nose of his B-24 Liberator commanded by Lt. John French, came those words from F/O Robert Timms of the 700th Bomb Squadron who was watching his entire 445th Bomb Group disintegrate. Wave after wave of FW-190 fighters from the three Sturmgruppen had approached the 445th unmolested and were now driving through the formation, all cannons blazing. In just a few short minutes the Kassel mission was escalating into a full-scale disaster for the 445th. In the opening moments of the battle, frantic radio calls for help went out on the fighter channel.

Even as the bombers were falling, P-51 Mustangs of the 361st Fighter Group were not far away and were heading at full speed for the fearful scenes of destruction over Eisenach. While that day was undoubtedly a black day for the 445th from Tibenham, Norfolk, the same mission ironically was uniquely successful for a single squadron of P-51 Mustang escorts who only the previous day had arrived at their new base in Little Walden, Essex. Ernest Schroder of II./JG 300 had just passed through the bomber formation and registered two kills. Now he was circling in large downward spirals the two B-24s in their death throes.

He could see some ten to fifteen large columns of smoke rising through the cloud layer where crashing aircraft had exploded . . . *"Everywhere was burning wreckage. The fields were covered with many white parachutes where American and almost certainly German fliers had come down. I arrived at 100 meters above ground and could clearly see the crewmen who had bailed out running through the fields. Suddenly, diagonally from the front, a yellow-nosed airplane shot towards me, an American fighter unmistakably."*

The fighters Robert Timms so desper-

ately wanted to see must have arrived very shortly on the scene after the third wave of FW-190s had gone through the bomber formation. They would soon have a very dramatic effect on the 27 September 1944 air battle even if they could not save the American bombers. In the lead bomber Timms heard his nose turret gunner exclaim, *"Oh, you sonovabitchin' lovely angels, you..."*

The 361st Fighter Group had been assigned as one of five fighter groups accompanying the Kassel force on that day. Its component 376th Squadron, known as the "Yellowjackets" for the bright yellow noses on their P-51s, was destined to make its mark on that day.

Forty-five of the group's Mustangs had made their scheduled rendezvous with the bombers of the 14th Combat Wing over Holland before penetrating German air space that day . . . but as the Focke Wulf Sturmjager hit the B-24s, the radio headsets came alive with the cries of pilots calling out enemy aircraft. Now Ernst Schroder was immediately in trouble.

*"Both of us opened fire simultaneously with our big caliber weapons. The American immediately scored a hit on my tail. My weapons, on the other hand, failed after a few shots. I began to fly with evasive movements."*

Schroder believes he escaped with his life because he had come down to 100 meters altitude. The P-51 quickly lost the camouflaged FW-190 against the trees of the forest-covered valley sides over which they were flying. *"I landed after minutes of fearful seating at Langensala after a total of ninety minutes flying time. Part of my rudder had been torn away."*

Meanwhile, Lt. Victor Bocquin leading the 376th FS was able to bring his guns to bear on the first of three Focke Wulfs that he would personally destroy that day. *"I caught an FW-190 just before we hit the clouds and began shooting at 300 yards, getting good hits. I followed him into the overcast and lost him, but then saw a chute when I came out and his plane spinning down."*

Elsewhere in the action, other 376th pilots, no strangers to aerial combat, operating in groups of two or three, were in frenzied pursuit of the FW-190 Sturmbocke. 1st Lt. William Beyer, Red Flight leader and Robert R. Volkman, flying his wing, pressed home their attacks.

*"I got on the 190's tail and he did his best to lose me, doing split S's and tight turns. I followed through his maneuvers until he started to climb. I opened fire at about 100 yards getting hits. He popped*

*his canopy and bailed out..."*

With its extra armor and guns, the A-8/R2 Sturmbocke was a very un-maneuverable heavyweight and was totally unsuited for low altitude turning dogfights. Verner Vorberg of II./JG4 was in the fight but made it back to Welzow, south of Berlin. *"Individual pilots were being wiped out by the escort fighters. Seven Staffel ceased to exist. Five Staffel came away much better off and must have broken off before the Mustangs arrived. On my return to Welzow, a wheel along with its shot up support fell off when I let down my landing gear. I had to land on my belly..."*

Othmar Zehart, one of the most experienced pilots of II./JG4 and Staffelpikar of 7./JG4 was lost and is still listed missing today. He was one of the few survivors at that stage from Sturmstassel, and in nine Sturm missions had shot down seven American bombers. Amongst the relatively more experienced aces of IV./JG3 the carnage was not so severe. One notable victim was Verner Garth Staffelpikar 14./JG3 who bailed out of his burning FW-190 and landed uninjured. Karl Dieter Hecker of 15./JG3, who had just registered his fifth Viermont victory, was another who bailed out although badly wounded. A similar fate befell Lt. Ernst Rex who had just shot down his first B-24.

In total, some 25 Focke Wulf 190 Sturmbockes were shot down along with four of the bf 109 escorts. Only one P-51 Mustang was lost, a member of Blue Flight; 1st Lt. Leo Lamb would not return to England. Gerhard Vivroux would claim him as his 11th victory. On landing, the victorious pilots of the 376th discovered they had destroyed eighteen FW-190s in the air and three on the ground — a 376th record, with Victor Bocquin claiming three and William Beyer five. (During September, Beyer had downed 72-victory German ace Major Klaus Mietusch after a protracted dogfight.)

The events of September 27, 1944 mark a watershed in the fortunes of the Jagdwaffe's Sturmgruppen. Clearly capable of pulverizing an unescorted bomber, the average Sturmgruppen pilot was at a terrible disadvantage when faced with aerial combat with the U.S. escort fighters. Well-equipped eager P-51 pilots had a distinct edge. Tactically the Sturmgruppen formation, while providing firepower in mass against the bombers, would become increasingly more difficult to be effective as more U.S. fighter escorts ranged over central Germany. The writing was on the wall after the Kassel mission. ■



# HETHEL HIGHLIGHTS

BY JOHN M. RHOADS



Cheers to all out there in Second Air Division Association land. This is my introduction as the new 389th Bomb Group Vice President. I was elected to this position at the 389th Bomb Group meeting held during the Second Air Division Association convention in Washington, D.C. in October 2006.

I was born on March 6, 1922 at Malvern, Arkansas. After graduating from high school in 1940, I served as a clerk with the Civilian Conservation Corps for 14 months. Most of you older members may recall that the Army had responsibility to administer to CCC, so we enrollees were subjected to a bit of military discipline. This and my clerical experience prepared me for military life. I was drafted into the Army on October 29, 1942 and sent to Keesler Army Air Field for an abbreviated basic training. After just ten days at Keesler I was sent to the City of Fort Collins, Colorado,

to attend the Engineering and Operations Clerical Course.

Following the two months training at Fort Collins and a few days at the Salt Lake Replacement Center, I was assigned on January 16, 1943 to the Operations Section of the 566th Bomb Squadron, 389th Bomb Group, at Biggs AAF, El Paso, Texas. I continued to serve as an Operations clerk for the 389th until its deactivation at Charleston AAF in 1945. I was discharged as a sergeant from the USAAF at Camp Chaffee, Arkansas on September 23, 1945.

I was fortunate to have had such duties in the CCC and the AAF, for they brought out my natural abilities and showed me that I was well suited for a career in business. So I attended the University of Arkansas, graduating in June 1950 with a BBA. While at the university I received a commission as a 2nd Lieutenant in the USAF Reserves through Air Force ROTC. I was recalled to active duty in August 1950 and was assigned to the Statistical Control Officer course at Lowry AAF. Upon completion of the course I was assigned to Tinker AFB as a Statistical Control Officer.

In May 1951 I was assigned as the Wing Statistical Control Officer to a fighter wing in Japan, which was moved to South Korea in August 1951. Upon completion of my 12 months duty, I requested an extension of my tour in South Korea, and was assigned to Hq 5th AF as the Statistical Processing Officer.

*(continued on next page)*



SEETHING

## The 448th Speaks

BY KING SCHULTZ

### FOLDED WINGS OF THE 448TH

**Alonzo A. Bacon** – copilot, 714th Squadron

**John Edwin Dearden Grunow** (October 2006) – pilot, shot down over Berlin in March 1944. POW in Poland to war end.

**Chester Hackett** – 715th Squadron C.O. until shot down.

### 2AD MEMORIAL LIBRARY, NORWICH

Derek Hills, Trust Librarian, reports that the following books were presented to the library in memory of all members of the 448th Bomb Group who gave their lives in WWII:

*Translation Nations: Defining a New American Identity in the Spanish Speaking United States*, by Hector Tobbar

*Douglass A-4 Skyhawk* (an attack and close support fighter bomber), by Jim Winchester.

### 448TH TV DOCUMENTARY FILM

This was partly filmed in Washington, D.C. during the 448th's annual meeting last spring. This past October the film crew was in Seething to film the relationship between the wonderful local people and the 448th types, as well as to film the base and particularly the Seething museum. We will try and find a way to inform all of you when this will be shown on your TV.

### WORLD WAR II . . . MEMORIES

Leonard Zerlin reports that several years ago his granddaughter asked him some questions about WWII. He soon discovered she did not have the foggiest idea about it. So, he sat down and wrote a book entitled *World War II . . . Memories*, dedicated to bringing back long-forgotten memories depicting the world in which we lived. It includes hundreds of songs,



Open House at Seething

bands and vocalists; slang from ack-ack to zippo; photos; Willie and Joe and Bill Mauldin cartoons; Yank articles from 1943-45; all the service songs, with all the four-letter words; Sad Sack; barracks humor; statistics of the war; and much more.

*World War II . . . Memories* is 8.5" x 11" in size, 150 pages. To order, send check or money order for \$21.95 plus \$3.00 shipping and handling for each book ordered. California residents add 7.25% sales tax. Mail to: Leonard Zerlin, 3232 Lanier Place, Thousand Oaks, CA 91360-4618. Please allow three weeks for delivery. Veterans' organizations inquire for discount. Phone or Fax (805) 492-2272, E-mail: authorlen@juno.com.

### 2ND LT. ROBERT C. AYREST

In December 1943, a 712th Squadron B-24 named "LAK-NUKI" crash-landed on a flight from Marrakech, Africa to England, after being shot up by the Nazis. In the airplane was crew No. 5, piloted by 2nd Lt. Robert C. Ayrest. Several weeks later, while flying "BOOMERANG," they crashed after coming apart in mid-air. This was on a mission when the weather was atrocious. Lt. Ayrest was among those killed in the crash. His nephew, Ronald P. Ayrest, is asking for anyone who knows anything about the above to please contact him: Ronald P. Ayrest, 2485 Meadowoak Lane, Las Vegas, NV 89147-4329, phone (702) 283-3741. ■

# WHAT IF?

BY SEYMOUR GLASS (445TH)

It was December of 1944 and there was a genuine feeling of optimism amongst the Allied forces fighting in Europe. Nazi Germany was in full retreat with Soviet forces attacking from the east and American and British forces closing in from the west. It seemed that the New Year would certainly bring with it a swift and easy victory.

We were wrong.

On December 18, 1944, I, along with the other American airmen, was urgently summoned to our headquarters. We were stationed north of London at Tibenham Air Base in Norfolk Coun-

*Checking with all the gunners as we flew up and down the runway, our biggest fear was being mistaken for the enemy.*

ty, England. Tibenham was one of many American air bases scattered throughout Great Britain, home to thousands of B-17 and B-24 bombers and their crews.

At the briefing they told us that the Germans had broken through our lines on the Continent. On direct orders from Hitler, Field Marshal Von Rundstedt had scraped together 24 infantry divisions along with masses of armor and punched through the Ardennes forest plateau. These were troops and tanks that the Allies neither thought the Germans had nor did they think they could operate in such heavily wooded forests.

On the morning of December 16, eight Panzer divisions broke through a weak point along the Allied lines and drove deep into the American sector along a 70-mile front. This lightning thrust that penetrated so deep into the Allied lines would forever be known as the Battle of the Bulge.

Hitler's gamble was as desperate as it was simple. The idea was to use the last of his tanks to spearhead a surprise attack westward to the Atlantic Coast. Using gasoline they hoped to capture from the Allies, their plan was to quickly drive to and seize the Dutch port city of Antwerp before the Allies would grasp what was happening and counter-attack.

Antwerp was the main conduit for Allied men and supplies pouring into the Continent. Once this was accomplished the Allied armies would be cut off from one another and be stranded on the Continent without immediate re-supply. At this point the Germans hoped to be able to still win the war or at the very least negotiate an armistice on their terms.

In their haste to drive westward, the Germans were not taking any prisoners. After a group of GIs surrendered their arms, they were shot down in cold blood. This would be forever known as the Malmedy Massacre in which 86 American infantrymen were executed.

Our intelligence department had gotten word that the Germans might make an attempt with their paratroopers to take over some of our air bases. This would deprive us of our main asset in any counter-attack — air superiority.

That is where we came in. Our job was to protect the base that night.

We placed a gunner in each top turret of all the B-24s along the perimeter of the base. The auxiliary engines would run all night long, supplying the power for the turrets enabling the gunners to turn and shoot their twin 50-caliber M2 Browning machine guns affectionately known as the *Ma Deuce*.

My assignment was to ride in a Jeep with another combat vet and check in on all the planes and gunners. We were to go on patrol around the perimeter of the base and up and down the runway. My weapon was my trusted sidearm, the venerable Colt .45 pistol.

That night we met at the club to calm our jitters and discuss how we would handle the enemy. After a few beers and perhaps a few more beers, we were ready for action! The night was bitter cold. The fog had set in and visibility was very poor, between 20-30 yards.

We started our patrol about 11 p.m. Checking with all the gunners as we flew up and down the runway, our biggest fear was being mistaken for the enemy. I am happy to report that after a long, nerve-racking night, the patrol ended without incident.

The Germans never attempted the capture of any Allied air bases in England. After weeks of bitter fighting climaxed by a heroic stand by the 101st Airborne Division which from that point on would be known as the "Battling Bastards of Bastogne," the Germans were stopped cold. General Patton's Third Army came to their rescue and the rest, as they say, is history.

During the past 62 years there has been many a time when I thought, **what if** one of the gunners mistook us for the enemy and started firing his twin 50 calibers? Then another thirty machine guns would join in on the fun and I would have been in the middle of it all. **Wow! What If? ■**

## HETHEL HIGHLIGHTS *(continued from page 25)*

I completed my tour with Hq 5th AF in December 1952, and was assigned to a fighter wing in Louisiana. There I attended the Squadron Officers Course at Maxwell AFB. In January 1954 I was assigned to a bombardment wing at Hill AFB, Utah, which was moved to Blytheville AFB, Arkansas in 1956.

In 1957 I was accepted into the Industrial Management course at the AF Institute of Technology, and completed this course in 1958, earning my MBA degree.

My next assignment was with Hq SAC at Offutt AFB, Nebraska as a data processing specialist. It was there I met and married Mildred Kistner Oliver.

My next assignment was to High Wycombe AB in England in June 1963 as the Data Processing Officer with the Field Representative Europe. In June 1966 I returned to Hq SAC. My final assignment was Hq 8AF, Westover AFB, Massachusetts, in 1967 as Director of Data Automation. I retired at Westover on January 1, 1969 as a Major with 22½ years of service, including my World War II service time.

After retirement from active duty I was employed for two years with a computer software company in Omaha, and for 13 years in Federal Civil Service with Hq SAC. I retired from Federal Civil Service in November 1984 and my wife and I moved to my native Arkansas to be near our daughter, son-in-law and grandchildren. On November 21, 2006 Millie and I celebrated our 47th anniversary.

I am a life member of the 2ADA. I look forward to serving the Association as the 389th vice president. I wish to hear from members, to get to know more of you, and listen to suggestions, complaints, requests, etc. I may be reached by e-mail at: rhoads392@comcast.net. My telephone is 501-834-6392 and my address is 13 Whalen Place, Sherwood, AR 72120-3616. ■



## 446TH BOMB GROUP FLIXTON-BUNGAY UPDATE

BY CARL H. ALBRIGHT

The 446th Bomb Group will hold its annual reunion in Savannah, Georgia from April 25th to April 29th, 2007. A visit to the 8th AF Museum will have a prominent place on the agenda. A new and very interesting agenda item will be a Symposium/Oral History panel discussion on 446th war stories moderated by Jim Vann. After the formal session there will be an opportunity for other members to volunteer their stories or ask questions. So, all of you 446ers, come prepared to participate.

### RED CROSS AND OTHER LADIES

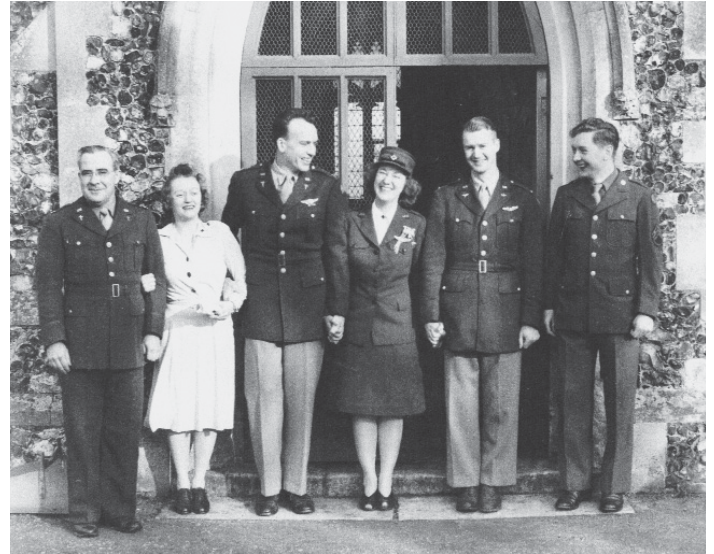
The Red Cross ladies of the 446th in the spring of 1944 were Dorothy Minnick and Erna Sittler. We owe these ladies a world of gratitude for the wonderful spread of sandwiches, donuts and "welcome home" smile with which they faithfully greeted each returning mission.

Erna Sittler and Edward Torney (a 704th pilot) were married February 14, 1944 at St. Mary's Church by Chaplain Gannon. Erna Sittler Torney and her son, Edward, are the newest members of our 446th Bomb Group Association.



Alexis Ciurczak, one of our members, served a tenure as American 2ADA/Fulbright Librarian at the 2nd Air Division Memorial Library during 2004 and 2005. On May 8, 2005, the Library hosted an "Open Sunday" in conjunction with the Imperial War Museum WWII traveling exhibition, "Their Past, Your Future." The BBC People's War Project also ran concurrent events

that weekend. Alexis and her colleague Lesley Fleetwood, dressed as WWII Red Cross nurses (*see photo*), handed out 450 donuts, 150 cookies, and bottomless cups of tea and coffee. The Library had over 1,000 visitors that Sunday.



St. Mary's Church provided the backdrop for the wedding party picture of Erna Sittler and Edward "Jack" Torney on 14 February 1944 (Valentine's Day). Standing (L-R): Chaplain John Gannon, Protestant Chaplain; Dorothy Minnick, Red Cross and Maid of Honor; Dr. Gordon Congdon, 704th Flight Surgeon; Erna Sittler, the Bride; Jack Torney, the Groom; and Roman King, Best Man.

### FOLDED WINGS OF THE 446th: "GONE BUT NOT FORGOTTEN"

Robert E. Howard (Feb. '06), Robert Hickman (Mar. '06), Thomas Mason (Mar. '06), Alfred A. Cestani (April '06), Joseph Hoey (April '06), William Baggett (May '06), Hugh Dabling (May '06), Hal Hammons (May '06), Joseph Mentecki (May '06), Fred Riedel (May '06), Herral Bietz (July '06), John Farrington (Aug. '06), Carroll Long (Aug. '06), Norman J. Temple (Oct. '06). ■

## "Do you Yanks always fly in this condition?"

**Pilot Gerry Holmes never forgot that remark. He recalls a mission when the 34th Bomb Group bombed a German radar factory in Brussels:**

"The bomb run was exceptionally long. Flak was light to moderate. A four-gun battery was firing at our altitude, directly in our path. A few seconds before bomb release, we took a hit in the rear part of the fuselage and the rudder pedals went slack. After bomb release, the group made a diving turn to the right and I couldn't follow without rudder controls.

"Continuing straight ahead, we drew all the flak and Lee Weaver, our left waist gunner, was hit and was down. I sent the flight engineer, Kivett Ivey, aft to check on Weaver and to see if we could regain rudder control. He reported that Weaver had a hole in his leg the size of a golf ball. He put a tourniquet on the leg and gave him a shot of morphine. This was ironic, because Weaver always said that all he wanted was just a scratch so he could get a Purple Heart. Well, he got it!

"In trying to steer the ship with the engines, I noticed there was no throttle control on number four and it was leaking oil. I also had limited elevator control, but it was possible to get down to get the crew off oxygen. As luck would have it, England was socked in, so an instrument landing was not possible. The nav-

igator and I decided it was best to bail out.

"Once we were over land, I pointed the ship south so it would crash into the sea. On signal, the waist crew pushed Weaver through the camera hatch with a static line and followed him out. Then the forward crew jumped through the open bomb bay and the navigator and I followed.

"I delayed opening my chute until just before I got to the cloud cover. That was a stupid mistake since the clouds were right on the ground. I hit hard on my first swing and suffered internal injuries, plus a broken ankle. The navigator hit a tree and broke his back. We were in the hospital for six weeks. The engineer had a scalp cut, but, sadly, Weaver bled to death before he could get help.

"I landed in a farmer's chicken yard and I was frozen stiff. The farmer took me in, sat me in front of the fireplace and gave me a whole bottle of rum. Before I knew it, the bottle was empty. He called the local police and told them to pick up my crew.

"By the time the ambulance arrived, I was as drunk as a skunk. A doctor at Turnbridge Wells hospital took one look at me and asked, 'Do you Yanks always fly in this condition?'"

Happily, Gerry recovered from his hangover and his injuries and was glad to learn that his B-24H, 42-94930, caused no injuries when it crashed on the outskirts of Hadlow, in Kent. ■

# “Agent Double 0 24”

## Snooping Through the Dossier of Earl Zimmerman

BY KELSEY McMILLAN, 389th BG HISTORIAN

A military career defined by devotion to duty, dangerous jobs, cloak-and-dagger intrigue, exotic locales, a bit of romance, and uncanny luck . . . No, it isn't James Bond. It's intrepid USAF veteran Earl Zimmerman. As a boy in Chicago, Earl's wildest imaginings never came close to his true-life adventures in the Air Force. In fulfillment of Uncle Sam's proverbial promise, he *saw the world!* From humble beginnings as an enlisted private to heavy bomber radio operator/gunner, from international spy and special investigator to security consultant and forensic expert, Zimmerman's professional life sounds like a 007 movie without the harem and perfect martinis. His civilian career after the Air Force was no less fascinating. With a loving family, hundreds of friends, craftsman hobbies and decades of service to veterans organizations, his personal life has been equally fulfilling.

Earl Zimmerman joined the 2nd Air Division Association and attended the first Norwich convention in 1963 when the library room was dedicated, and went on to become president of the Association from 1976-77. He also served as vice president of the 389th BG Association from June 1975 to September 1981, and was elected to a second term in May 2005.

Zimmerman began his military career in June 1942 with basic training at Jefferson Barracks, Missouri, and then headed west for gunnery training at the Las Vegas Aerial Gunnery School. Five weeks of intensive training left little time for fun in “Sin City.” Then it was off to radio school at State College of Washington in Pullman. Lots of pretty girls there too, but again it was work, work, work for three months. Zimmerman next reported to Davis-Monthan at Tucson, Arizona where the newly formed 389th Bomb Group was assembling personnel. Operational training followed at Biggs Field in El Paso, Texas, and Lowry Field, Denver, Colorado. A final outfitting for combat gear at Lincoln and they were on their way to England in June 1943.

The combat crews had barely unpacked their Class A's in Blighty when Wing HQ began preparing a special order for the 389th; not a mission field order but yet more movement orders. There were big plans in store for the untested warriors. They would be farmed out to the Ninth Air Force to support the invasion of Sicily, and to participate in a legendary raid. But first, the combat crews practiced special formations and extremely low altitude buzzing in England for two weeks

without yet knowing the purpose. During a formation practice on June 24, 1943, the ship on which Zimmerman was flying clipped wings with another ship, forcing both into emergency crash landings. Earl was pinned in the wreckage by the collapsed upper turret, and had to be chopped free with an ax. He suffered no serious

injury, but his navigator was killed, and his bombardier's injuries were so severe he was sent home. There was little time for grieving and adjustment, however, as the combat crews departed England for their temporary home in the Libyan desert six days later.

Zimmerman's third mission from the North African base was Operation TIDAL WAVE, the audacious and hellacious low-level attack on Hitler's oil refineries around Ploesti, Rumania. Zimmerman's crew was fated for trouble at the outset and they knew it — they had drawn the worst gas-guzzler in the 389th's fleet. Long before they reached the target, the ship had consumed fuel they would need to get back to Benghazi. So it was no surprise when they were forced to land in neutral Turkey on the route home. Zimmerman's crew and several others were interned in Ankara at an infamous Turkish prison camp; better known as the four-star Yeni Otel. Earl passed the time learning Turkish, playing softball with foreign correspondents and embassy personnel, and watching spies trade secrets during seven-course meals at the sumptuous Gar restaurant. But it wasn't all easy time. It was here that Earl suffered his most traumatic experience — being forced to dance with the unattractive daughter of the ambassador at an embassy party.

The internees were allowed hobbies to occupy their time and Zimmerman bought a short-wave radio. He listened to coded BBC broadcasts from London, and then penned a poop sheet with the latest news for the boys. The U.S. military attaché happened to visit once and got excited when he saw Zimmerman taking down code from his radio. He asked, “Could you set up a radio station at the embassy?” T/Sgt Zimmerman said he could and advised that the ambassador might get all the equipment he needed from a signal

battalion in Cairo. Soon after, Earl and an assistant set up a clandestine radio station at the embassy. The signal reached all the way to Cairo and Earl was regularly assigned duty in the code room.

Zimmerman languished six months in Turkey until it was his turn to escape to Cairo. He was flown back to England as

*A military career defined by devotion to duty, dangerous jobs, cloak-and-dagger intrigue, exotic locales, a bit of romance, and uncanny luck . . . No, it isn't James Bond. It's intrepid USAF veteran Earl Zimmerman.*

the guest of Field Marshall Montgomery aboard his personal C-54. Earl rejoined the 389th Bomb Group at Hethel and resumed flying missions. Additionally he was responsible for the orientation and shepherding of replacement crews, and occasionally pulled station defense duty in the AAA pits. In July 1944 he left Hethel for temporary duty with the Carpetbaggers in Leuchars, Scotland, flying missions to drop supplies and agents over Norway, and returning in October 1944.

Shortly after he returned to England in January '44, he bumped into a lovely young girl he had met at a Red Cross dance in Norwich back in June '43. She blushed with embarrassment when she recognized him as the Yank who had asked her out and she had stood him up. All was sorted out and they enjoyed many dates thereafter. Earl and June Courteney were married in the Norwich Cathedral on March 24, 1945. The bridegroom nearly stood up the bride, however. The day before his wedding, all passes were unexpectedly revoked and personnel restricted to base. The 8th Air Force had just launched Operation VARSITY, a massive supply drop mission delivering canisters to the Allied ground forces crossing the Rhine River. Thanks to Earl's good reputation and a softhearted first sergeant, he managed to sneak off the base and keep his most important date with June. They've now celebrated their 61st wedding anniversary!

Zimmerman was among the last group of personnel to leave the 389th airbase in June 1945, or as he puts it “I turned out the lights at Hethel.” He was discharged in August and returned to Chicago where he got a job with the Western District of the Pennsylvania Railroad. The life of a railroad man was too sedate and unchallenging for Zimmerman so he rejoined the Air Force in March 1947. He was assigned to Headquarters, 509th Bomb Group at

Roswell, New Mexico where he was in charge of ground station radio operations. The Zimmermans arrived just in time for the media frenzy over “The Roswell Incident.” UFO sightings were in the news elsewhere in the country, and a Roswell rancher’s discovery of a crashed weather balloon brought unwanted attention to a top secret Air Force project. In nearby Alamogordo, Project “Mogul” researchers were experimenting with high-altitude balloons to detect expected Soviet atom-bomb tests. Periodically they would launch a string of balloons carrying electronics and a radar reflector constructed from sticks and tinfoil. You know the rest — the ill-conceived cover story that an alien space ship had been captured. Earl refers to this period in his career as “when the little green men were landing,” and he laughs at the conspiracy theorists who still believe the government is hiding alien bodies and a flying saucer.

As the Cold War intensified, the armed forces urgently needed men with distinctive talents and character, men who were suited for the kind of jobs you would never find in a manual of occupation specialties. The mission of the Office of Special Investigations was, and continues to be, the detection of worldwide threats to the Air Force, and the identification and resolution of crimes impacting Air Force readiness or good order and discipline. It’s clear the OSI knew what they were about when they began recruiting Zimmerman in 1948; they finally got their man in 1949.

The next fifteen years as an OSI agent consisted of intelligence and counter-intelligence work, surveillance, investigations of embezzlement, treason, and counterfeiting, and even hunts for rumored caches of Nazi gold. Between 1951 and 1955 the Zimmermans lived in Norwich, with Earl giving every appearance of a normal family man, while zipping over to the Continent or points east from time to time for a bit of spying. Earl’s wartime lessons in the Turkish language came in handy on several occasions too.

Zimmerman’s forte was safe cracking and lock picking, having learned the fundamentals in OSI training. In 1955 his skills were elevated to elite status at the University of Vienna Institute of Criminology under the tutelage of Professor Roland Grassberger, Ph.D., world-renowned criminologist and master locksmith. Dr. Grassberger’s course, “Psychology of Criminal Interrogation and Scientific Criminal Investigation,” was a requisite for crack law enforcement and espionage agencies all over the world.

The OSI put Zimmerman’s breaking and entering skills to good use at home in the U.S. too. In one case he made a late night break-in at the Pentagon office of a suspected spy. Agents needed a duplicate key

so they could enter the man’s office at will. Zimmerman narrowly escaped detection when a patrolling guard failed to notice the hole where the doorknob had been. Zimmerman was on the other side holding his breath and his hand over the hole.

After retiring as M/Sgt from the Air Force in August 1964, Zimmerman worked as an independent security consultant. He was in great demand by prosecutors and insurance investigators as an expert witness in locks, safes, and breaking and entering.

Earl has a daughter, Roberta (who arrived at Roswell about two months after the little green men); a son, Myles, who was born in Norwich in 1954; and four grandchildren. His family and friends admire him as a hero, a leader, and a role model, and cherish him for his big heart, fun-loving spirit and gentle good humor. ■

## Body Count

**U.S. Secretary of Defense Donald Rumsfeld briefed President Bush, telling him that two Brazilian soldiers had been killed in Iraq. To everyone’s amazement, all the color drained from the President’s face and he collapsed on his desk, head in hands, sobbing and whimpering.**

**After a time, he composed himself and asked, “Just exactly how many is a brazillion?”**

### WARTIME ADVERTISING



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The Berlin radio was silent last night. This morning we know why. *The Yanks again!* What a performance record these big war birds are setting for going places, doing things, and coming home. It’s precision exemplified. That’s the inspiration of every worker here at home, to make every plane part a model of precision.

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# 458th BOMB GROUP

HORSHAM ST. FAITH



BY RICHARD PULSE

If you were not with us for the 2ADA convention in October, you missed an outstanding event. Evelyn Cohen outdid herself, if that is possible. The hotel was across the Potomac River from Washington and had excellent accommodations and meals. Betty and I, however, had the misfortune of being unable to get into our room when we returned after breakfast one morning, because of a broken lock. We had to move into another room and missed the buses for the visit to the Smithsonian Air & Space Museum in nearby Chantilly. There are 200 aircraft and 135 spacecraft on display. All who visited it (a very large portion of those

present) gave it very high marks. The Smithsonian also has a fine collection of aircraft in its building in downtown Washington. Whenever you visit Washington, make sure to set aside plenty of time for both locations. We also visited the White House, which is impressive, but we did not get a glimpse of the President.

On Saturday we had the opportunity to attend the dedication of the new Air Force Memorial, which was outstanding. We had good seats and the many aircraft displayed flew right over us. The most impressive plane was the B-24. By the way, that is the only B-24 still flying in the United States. It travels the whole country every year and rides are available at the frequent stops. Betty and I, one of my daughters, and a grandson took rides and I am still trying to get the rest of the family to find out what a real aircraft is like. They were suitably impressed with our top-of-the-line aircraft.

The date and site for next year's convention had not been determined when we left Washington. As soon as the date and place is announced, be sure to mark your calendar. We have found the conventions to be interesting and fun. We always meet new people who are interesting and fun and who are soon good friends. The stories get better every year. This reminds me that I'm still waiting for your stories for this spot in the *Journal*. I know they will be interesting and will remind the rest of us of more of our own stories.

Have a great spring and summer! ■

## When David Met the Goliaths

BY JOHN THRELFALL, AN RAF FRIEND

As Sophia from the "Golden Girls" might have said, "picture this." Somewhere over East Anglia early July 1944. RAF Sergeant Ken Ellwood was en route to the 22nd Elementary Flying Training School in Cambridgeshire. He had recently completed his course of initial training at the 3rd British Flying Training School at Miami AFB in Oklahoma and was now a qualified pilot.

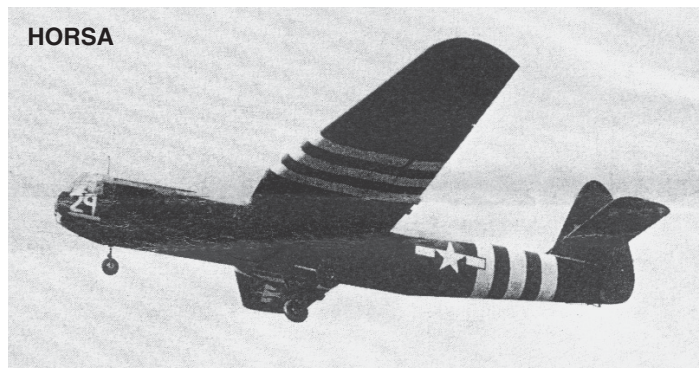
His main task at the 22nd EFTS was to familiarize himself with the difference in the flying conditions, especially regarding the weather in Europe to what he had become used to in the USA.

The aircraft Ken was flying was a DeHavilland Tiger Moth. It was a bright and sunny morning and Ken was enjoying an uneventful flight. All this was to change dramatically.

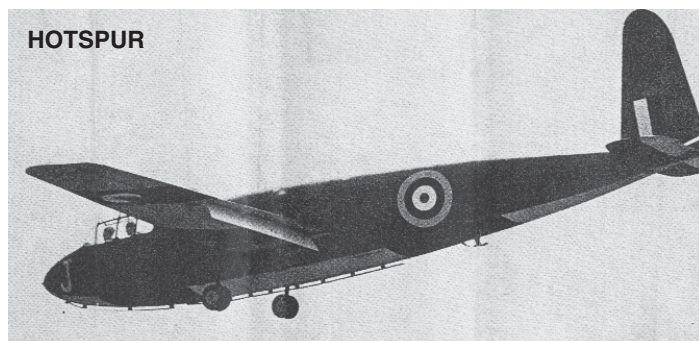
Suddenly there appeared directly ahead of him a very large force of four-engine bombers. They seemed to be closing in on him at an alarming rate. Ken pushed the nose of the Tiger Moth down and "headed for the deck." He leveled off just a few hundred feet from the ground and looked up.

About two thousand feet above him the sky was filled by an indeterminate number of aircraft. He was now able to recognize them as Liberators — he said that the roar from their Pratt & Whitney engines as they thundered passed him was absolutely deafening. It had been a terrifying experience. Ken said he realized later that the B-24s were formatting onto their assembly ship. To fully understand this incident from Ken's point of view, compare the size of a B-24 to that of a Tiger Moth.

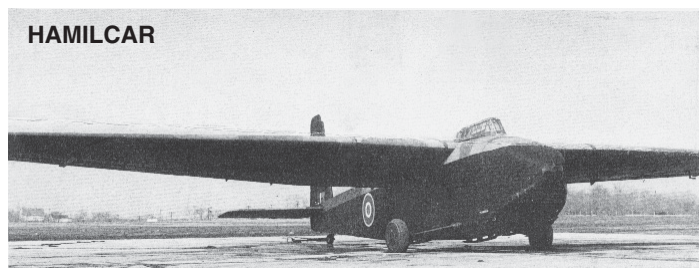
Ken went on detachment to a glider unit where he flew Hotspurs, Horsas and Hamilcars, but he never forgot his first encounter with the Liberator. ■



HORSA



HOTSPUR



HAMILCAR



Ken also flew the HADRIAN

# NETHERLANDS B-24 LIBERATOR MEMORIAL

BY BILL DAVENPORT (446TH)

The Netherlands and the United States Friendship Association dedicated this beautiful, impressive monument April 16, 2004 to all the Allied airmen who died in the liberation of the Netherlands. The monument, designed by Leendert Verboom, depicts the "Missing Man Formation" in shaped three quarter inch thick aluminum, with cutouts in the shape of the B-24 Liberator aircraft representing the aircraft formation, as well as the mission aircraft *Connie*. The monument is precisely aligned to permit the sun to shine through the missing Liberator at 1 p.m. on June 21st to a specific spot on its base where the *Connie* is placed during memorial services. The eight-foot tall aluminum structure on the two-foot tiled base has an etched photo of the *Connie* crew which crashed at 12:58 p.m. on June 21, 1944.

The monument is located adjacent to the Royal Dutch Aviation Museum across from the tree and monument to the beginning of the reign of Queen Wilhelmina in 1928. The Soesterberg Museum is operated by the Royal Dutch Air Force at the first airfield in the Netherlands.

The *Connie* crew of the 446th Bombardment Group (H), 20th Combat Wing, 2nd Air Division, Eighth Army Air Force was stationed at Bungay, England. The aircraft crashed near Haarlemmermeer, The Netherlands after dropping its bombs on a target near Berlin. On leaving the target area, *Connie* pilot Nicholson radioed that he was low on fuel, eventually dropping out of the formation. A flak battery in the crash area brought it down, killing nine of the ten crew members aboard.



**B-24 Liberator monument dedicated to all Allied airmen who died in the liberation of the Netherlands.**

One was blown out of the waist suffering flash burns and became a POW after his capture.

The 446th Bomb Group Association authorized a plaque expressing its thanks and appreciation for this memorial and recognition of one of its crews to The Netherlands United States Friendship Association, the memorial's sponsor.

Bill Davenport, a founder of the 446th BGA and currently its historian, together with wife Jean were guests at the annual wreath-laying ceremony on June 21, 2006. Bill gave a talk about the 446th BG and its association, and his experiences in fly-

ing 35 combat missions as a navigator, July to October 1944. During this four month period, one-half of his fellow barracks mates did not return from missions. He is a statistical survivor both in combat and at the age of 84.

Bill presented the "Dankuwel," thanks in Dutch, to Sti Nederland Verenigde Staten dhr H. J. Hergarden, Chairman of the Friendship Association. It will be displayed in the Royal Dutch Aviation Museum.

At the wreath-laying ceremony, wreaths were laid by: United States Ambassador, Air Attaché Col. Miller, Koninklijke Luchtmacht Cdre drs G. M. Bergsma, U.S. 446th Bomb Group, Bill Davenport, Sti Samenwerkend Verzet 40-45 dhr R. W. Hemmes, Sti Nederland Verenigde Staten dhr H. J. Hergarden.

In conclusion of the wreath-laying, Rob Peters, Chairman, presented Bill Davenport with one of the seven Liberator cutouts from the monument. This had represented *Connie* during the ceremony having been placed on the monument's base where the sun shone through the missing plane, *Connie*. Wreaths were brought to the participants by children from the Soesterberg school that keeps the monument area clean during the year.

The memorial is one of eight recognizing 446th Bomb Group crews that crashed nearby. Four are in France, three in the Netherlands and one in England. Plaques have been presented to all by Bill and his wife Jean on behalf of the 446th Bomb Group Association. The purpose of the association is to perpetuate the memory of the 446th Bombardment Group (H). ■



**Bill Davenport with the 446th BG wreath and one of the seven Liberator cutouts from the monument.**



**Bill Davenport (left) and Hans Smuller ("Connie" author) laying the 446th Bomb Group wreath at the Netherlands monument.**

# Worcestershire Sauce: England's Supreme Export



The tale of Worcestershire sauce begins in 1835. Marcus, Lord Sandys, returned from India, where he held many offices, armed with the recipe for a piquant sauce which had become a favorite of his as it was included in many local Indian dishes. On his

return he asked two chemists from his local seat in Worcestershire to make up the sauce. They duly produced a batch and before delivering, decided to sample it. The sauce was totally unpalatable and was quickly consigned to the cellar still in its stone jars!

Some years later these jars were re-discovered by the chemists while clearing out the cellar. Luckily they opted to taste the contents a second time, instead of just throwing the whole lot away. Worcestershire Sauce, as it came to be known, tasted superb now that it had fully matured. Thus the two chemists — John Lea and William Perrins — started with just a few casks and began selling it commercially in 1837. Demand was instantaneous and within six years they were selling over 135,000 bottles annually!

The recipe has always been a closely guarded secret, although we do know it contains anchovies, garlic and spices, and each batch is three years in the making. Fittingly for the Victorian era, many exaggerated claims were made for the product, including it being portrayed as a “tonic to make your hair grow beautifully” and “a vital restorative and pick-me-up.”

It is no surprise that Lea & Perrins were bought out by their rival ‘HP’ in 1930. Despite HP Sauce being the leading brand in Britain, Worcestershire Sauce outsold it abroad. Thus it was a valuable export market. Today HP Sauce is sold in over 100 countries, yet at the end of the 19th century transporting the precious bottles was a much slower business and Worcestershire Sauce had the edge because it could be stored indefinitely and did not deteriorate in warmer climates.

There are several seemingly “tall” stories told regarding Worcestershire Sauce, which is still sold in the original bottle and still bearing the name Lea & Perrins, yet all these stories are apparently true. During the historic meeting between Neville Chamberlain, Hitler, Mussolini and Dala-

dier in Munich a year before the outbreak of World War II, there is reportedly photographic evidence of a bottle of Lea & Perrins sauce on the conference table!

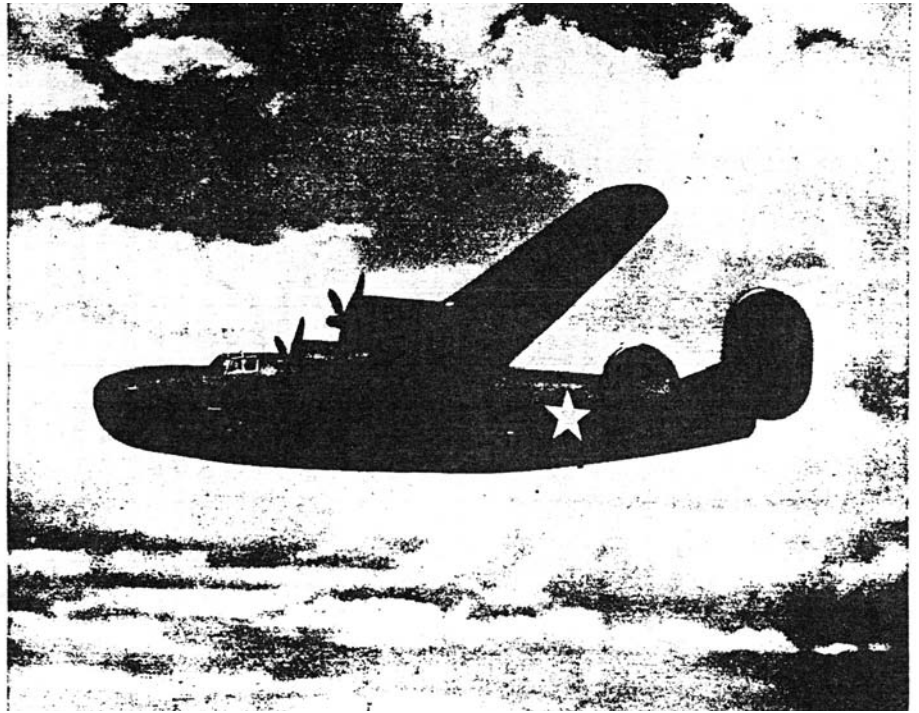
Several bottles traveled west aboard the settlers’ wagon trains in 19th century America. Native American Indians, presumably those of a more welcoming nature, acquired some bottles of the brown liquid, which they used as a face paint! Te Wairoa, a small town in New Zealand, was totally buried under volcanic ash and lava following a particularly violent eruption in 1886. A hundred years later, excavation workers found an intact bottle of Lea & Perrins embedded in the volcanic rock!

Historically, HP and Worcestershire

sauces are among the most endearing of British household brand names in the world, having graced dinner plates with a reminder of their English homeland across foreign shores. As people become more adventurous in their eating habits, the need for alternative sauces becomes even greater.

From those first few bottles the market has grown to reach the staggering total of 136 million pounds in sales a year in the United Kingdom alone. This represents an estimated 90,000 tonnes of the two sauces deposited on table servings in Britain every year, and even greater volumes in exports. A veritable downpour of sauce — long may it continue! ■

## WARTIME ADVERTISING



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C-87's have delivered boxcar loads of freight to virtually every corner of the world, frequently passing through a temperature range of 160° above to 60° below on a single flight!

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their favorite sky trucks because even with boxcar loads the big planes are swift, maneuverable, and easy to handle. And they say the C-87's operate as sweetly in the icy air over Alaska, where oil turns hard as rubber, as they do in gritty Cairo or steaming New Guinea.

★ ★ ★

At Consolidated's Fort Worth, Texas, plant, we're trying to do our job as splendidly as the Sky Truckers are doing theirs. We're rolling the C-87's down our assembly lines, twenty-four hours a day. We're rolling them fast, and we're rolling them good!

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To the Editor:

A chance meeting with one of your veterans in a Norwich pub (I think he was buying some warm English beer) led me, my wife Yvonne, and our good friends and neighbours Michael and Joyce Lambert to Tibenham airfield on 29 July 2006.

As we were all wartime kids, we would have had some contact with the airmen by way of a school concert or a visit to a base at Christmas time. For myself it was "Have you any gum, chum" plus a school concert in 1944.

I took my British-built 1936 Ford car (see photo below) to add to the day's festivities with the idea of giving them a ride around the area, which I did.

I am writing to you to ask if you would be kind enough to say a big thank you in the *Journal* to the veterans and families for letting us be a part of that day.

It was a wonderful day with wonderful people, and to add to that, I am still getting gum sixty-two years later from Mr. Billy Stephan Jr. and his lovely sister.

Brian Mace  
5, Glenburn Avenue  
Sprowston, Norwich NR7 8DU  
ENGLAND



To the Editor:

We were in contact last year concerning a research project I am pursuing on a 700th Bombardment Squadron Liberator which went down at Espierres, Belgium, on April 22, 1944. You were good enough to send me some of the back issues of *The Journal*, which I still have and will get to the Lackland AFB Museum when I am finished.

We have had a couple of delays due to health and other issues, but I am still slowly cranking along on the research. It is going very well, and I am having some success with the story of what happened on the ground after the crash.

I am putting together what I hope will be a comprehensive account of it all, which will include a lot of social issues in Belgium, for example, which would not be of much interest to the membership. I don't know when that will be all done, but not very soon. To try to make an honest man out of myself, though, I am writing a shorter account of what happened in the air and on the ground which I think will be in line with other articles in *The Journal*. I hope to have that for you in the next couple of weeks.

In a further attempt to become an honest man, I today mailed my application for associate membership to Evelyn Cohen, so I hope to be receiving *The Journal* and to use it for further requests for information.

As a matter of interest, my wife and I dropped by the San Antonio convention in hopes of meeting you and some of the others. You were not around, but we did see some veterans of the 700th Squadron.

George H. Kelling  
4223 Dauphine Drive  
San Antonio, TX 78218  
E-mail: [ikelling@sbcglobal.net](mailto:ikelling@sbcglobal.net)

To the Editor:

My name is Philipp Schrage. I am currently working for the German War Graves Commission at the youth meeting centre Golm on the island of Usedom. The centre was built for international exchange, work for peace and reconciliation upon the graves of victims of World War Two.

Our main issue is to show the suffering created by war including the example of the bombing raid on Swinemünde (today Świnoujście) which took place on the 12th of March 1945, and we use our proximity to the border for healing and reconciliation between Germans and the Poles.

There is a big war cemetery here that contains several hundred soldiers' graves, about 400 identified civilians, and a mass grave with an unknown number of unidentified victims. We approach our visitors with reports from survivors and try to give them an understanding of how and why this all happened.

But as we try to portray all the different views on that terrible event and find out how it influenced the thoughts and feelings of the people who witnessed it, we noticed that we could not offer anything about the pilots who undertook the raid.

In the official language of the Third Reich they were "terrorists" and "air gangsters." The Germans who suffered from air attacks every day, probably thought more about their survival than about who was dropping bombs on them, and today we know that most of those pilots were just young men who hoped to come back alive.

But I want to learn more about those men, especially those of the 8th AF crews that flew the bomb raid on Swinemünde, in order to understand and let our visitors understand who they were.

What did the pilots know about the country and the targets they attacked? How did they feel about the lives they inevitably took? What were the hardships of their job and what was their drive, what kept them going on? Did they participate in the discussion about the sense of the aerial bombardment undertaken by the USAAF and RAF?

I, and the whole team here, would really like to receive letters or e-mails answering this appeal and helping us to improve our work for peace! We would most warmly welcome very personal stories that portray individual feelings.

Philipp Schrage  
Dr. Nils Köhler  
JBS Golm  
Dorfstraße 33  
17419 Kamminke  
Tel.: 038376-290-0  
Fax: 038376-290-68  
[www.jbs-golm.de](http://www.jbs-golm.de)



## What Is This Thing Called The Motley Fool?

Remember Shakespeare?  
Remember "As You Like It"?  
In Elizabethan days, Fools were the only people who could get away with telling the truth to the King or Queen.  
The Motley Fool tells the truth about everything and laughs all the way to the bank.

### Note from the Editor:

Jim Withey, the original navigator on our 445th BG crew (Pelton, pilot) stopped in Wisconsin for a visit on his way to his original home in New Hampshire. He would like to know any information on the B-24 he is shown with in the picture below. Does anyone in the 445th recall this plane? If so, please contact:

Jim Withey  
4555 S. Mission Rd. #540  
Tucson, AZ 85746  
Tel. (520) 889-2553



**Jim Withey (445th) and the Maria-Lupine**

### To the Editor:

Can Jean and I express our sincere thanks to the 2nd Air Division Association for yet another really superb convention — our twenty-sixth — and as always Evelyn's organisation was superb. To be back with that great 2nd Air Division family for one more time was wonderful, and especially to be with you all at the opening of your magnificent new United States Air Force Memorial was the experience of a lifetime. To also enjoy the Dzenowagis film *We'll Meet Again* brought back so vividly that memorable evening at our Theatre Royal in 2001 — what a week that was.

As always you have left us with so many happy memories that will stay with us forever. We will never forget you or your beautiful Memorial Library. God Bless.

David Hastings  
Trust Governor and  
Past Chairman of the Memorial  
Trust of the 2nd Air Division  
USAAF

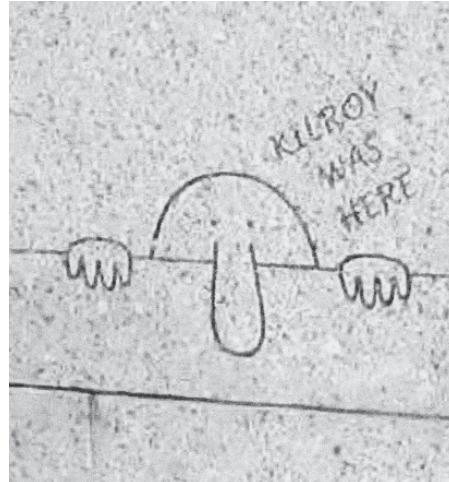
### To the Editor:

We missed you at the 2ADA convention and were sad to hear that you were under the weather.

Imagine our surprise when we ran into Kilroy who was there (*see photo*). This is at the WWII museum . . . maybe you have seen it. Our tour guide took us to it or we would have missed it. What fun.

Hope you are up and at 'em soon. You were missed by all.

Fern and Aud Risley (446th)  
682 Slade Avenue  
Elgin, IL 60120-3066



### To the Editor:

I received this nose art picture (*below*) from a widow of one of our lads in the 2AD who wishes to remain anonymous. I checked the crew which her late husband flew with but am unable to identify the plane. With all of our historians out there, can anyone identify the plane or pilot?

Earl Zimmerman (389th)  
8922 Haverstick Road  
Indianapolis, IN 46240-2039



### To the Editor:

The decision of Norma (Mrs. Willis H.) Beasley to resign as Director of Correspondence will be keenly felt by every member of the Executive Committee. New group vice presidents were furnished supplies for their office and found Norma to be a source of answers to the organizational questions they would have been embarrassed to ask of other members.

Norma expanded the scope of her office to include doing much of Dave Patterson's work during his years of ill health. The organization of the Executive Packets mailed from her office saved countless hours at Executive Committee meetings. Her keen memory, aided by a personal recording machine, filled in the vital information missed by others whose recording duties were faulty due to impaired hearing.

With unfailing good humor Norma provided Parliamentary information to guide the Association meetings through the deep waters of procedure. (With a National Certificate as a Parliamentarian she stood her ground against the stubbornly misinformed.)

During my year as Association President, and subsequently in B-24 Groups, Inc. of the USAAF's drive to donate a bronze sculpture of our beloved aircraft to the Air Force Academy, Norma and Bill made numerous trips from Denver to Colorado Springs to organize the receptions, hotel rooms and transportation.

Our friendship with Norma and Bill is a continuing blessing to my wife Pat and myself. We extend our love and admiration to a wonderful lady and her husband, Bill, at his time of retirement as Director of Correspondence of the Association.

Neal E. Sorensen (489th)  
132 Peninsula Road  
Minneapolis, MN 55441-4112

### To the Editor:

Last evening I received an e-mail from Mrs. Bjoerg Holm Jensen in which she reported that her husband, Ejvind Friis Jensen, died on Thursday, 30 November 2006, at 11:30 (Danish/Greenwich Time).

During World War II, Mr. Jensen was a member of the Danish Underground. He helped rescue and save from capture by German soldiers, several Allied airmen, including a 458th Bomb Group pilot and radio operator who bailed out of their damaged B-24 (42-52432) on 9 April '44. Mr. Jensen and his wife farmed their land on an island in southwestern Denmark.

E-mail communications may be sent to Mrs. Jensen at: efjen@get2net.dk. Her postal address is: Mrs. Bjoerg Holm Jensen, Agervej 2, DK 4262 Sandved, Denmark.

I'm involved in this because my wife's

mother was Jennie Jensen (whose father had come to the U.S. from Aarhus, Denmark in the late 1800s). Lucile and I met Mr. Jensen in Norwich during the 2ADA's 54th Annual Convention and Rededication of the 2AD Memorial Library. In 2003, he and his wife visited us and some of the former combat crew members he had saved in WWII.

John "Jack" Stevens (467th)  
3526 Larga Circle  
San Diego, CA 92110-5336



To the Editor:

It was great to be at the 2ADA convention again this year, and Andrea and I want to express our enormous appreciation to all those who made it such an enjoyable few days. First and foremost, we were delighted to see so many members of the Association and their families in fine form, but it was also a great opportunity for us to visit some of the most interesting sights of your nation's capital city. The highlight, of course, was the dedication of the Air Force Memorial, which with its flypast of aircraft from the earliest days to the 21st century was a particularly special occasion for us to attend.

We have every intention of coming to next year's convention, and we look forward to seeing many of you then. In the meantime, it's always a great pleasure to welcome to Norfolk any of you and members of your families who visit your Memorial Library and your wartime bases, so we hope to see some of you over here again before too long.

Andrew Hawker  
Trust Governor  
Norwich, England



To the Editor:

I became interested in the Second Air Division Association *Journal* after my father's death in 1999. Carl Nordberg flew out of Tibenham as a navigator as part of the 445th Bomb Group in the second half of 1944 and the first few months of 1945.

I would like to point out to the folks interested in the Eighth Air Force a new book written by Donald L. Miller entitled *Masters of the Air - America's Bomb Boys Who Fought The Air War Against Nazi Germany*. The book came out in 2006 and has ISBN 978-0-7432-3544-0. It is published by Simon & Schuster.

I have no financial or other interest in the book but feel that it contributes greatly to the knowledge and understanding of the role of the Mighty Eighth Air Force.

Peter D. Nordberg  
213 Lovell Road  
Holden, MA 01520-1622



# Folded Wings

## 4th FG

Hilda Savage Weiner

## HDQ

James T. Coulthard

## 44th BG

John J. Borah  
Dexter L. Hodge  
Gerald Lowenthal  
Hazel Robertie (AM)

## 93rd BG

Joseph F. Bradley  
Howard R. Cleveland  
Donald W. Dukeman  
Phil Golden  
Hartis P. Hamlin  
George C. Pettey  
Myron G. Suderow  
William A. Waldron

## 389th BG

Edgar D. Clark (445th,  
453rd, 44th)  
John C. Forsyth  
William C. Meyers  
Arlin E. Neill

## 392nd BG

John W. Bell  
Joseph C. Bonanno  
George Brauer  
Glenn L. David  
Leroy C. MacTavish  
William Moles  
Richard F. Williams

## 445th BG

Harold L. Clark  
Leroy W. Elfstrom  
Vernon E. Goedeke  
James L. Myers  
Stephen M. Posner (389th)  
Max A. Taylor

## 446th BG

Sidney H. Dailey  
John A. Farrington (93rd)

## 448th BG

Earl B. Bernard  
Stephen H. Burzenski  
Col. Carl H. Holt  
Earl W. Horntvedt

## 453rd BG

John H. Baillie  
Joseph J. Donovan  
James T. Elkins  
Wendell L. Jeske  
James J. Long (466th)  
John W. Phillips  
John M. Roth  
Jerry Shulman  
Glenn M. Smith  
William V. Woods

## 458th BG

William W. Bothwell  
Col. Donald W. Brewer  
Robert H. Hinckley, Jr.  
William F. Isinger  
Allen R. Kretschmar  
Daniel D. Roberts  
Robert J. Sinsabaugh

## 466th BG

Klemmet P. Ellefson  
Everett J. Graham  
Francis R. Meduna

## 467th BG

Steve F. Barilich  
Henry K. Close  
Edward E. Frazier

## 489th BG

Robert N. Boyle  
J. Marion Cochran  
F.A. Edmondson  
Walter S. Godlewski  
Stephen Havanec  
Anthony W. Hudzik  
Joseph A. Kessler

## 491st BG

Carl F. Colerick  
Harold C. Eske  
Norman J. Stickney  
Charles C. Waller

## 492nd BG

Jake P. Suddath  
LTC John C. Tracey, Jr.

# U.S. Ambassador visits 2AD Memorial Library

PHOTOS SUBMITTED BY MATTHEW MARTIN, CHAIRMAN OF THE BOARD OF GOVERNORS OF THE MEMORIAL TRUST

The Second Air Division Memorial Library received a visit from the American Ambassador in London, Mr. Robert H. Tuttle, on 20 July 2006. As shown below, the Ambassador was greeted by several distinguished representatives of Norfolk, the Memorial Library, and the Board of Governors of the Memorial Trust. For more on the Ambassador's visit, see Matthew Martin's article on page 11.

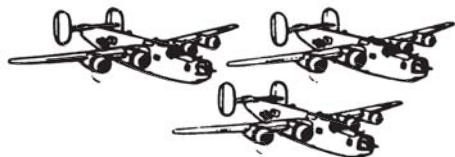


Above (L-R): Honorary Life Governor Hilary Hammond; Robin Hall, Chief Executive of the Forum Trust; Ambassador Robert Tuttle; Honorary Life Governor Paul King; Governor Fran Davies; Mrs. Jill Hammond; Matthew Martin, Chairman of the Board of Governors; Ambassador Tuttle. Below (L-R): Governor David Hastings; Governor Andrew Hawker; Governor Ben DuBrow; Sir Timothy Colman KG; Jennifer Holland, Head of Libraries and Information Services, Norfolk County Council; Matthew Martin, Chairman of the Board of Governors; Ambassador Tuttle.



**60th Annual 2ADA Convention: August 30-September 3, 2007**  
**Amway Grand Plaza Hotel, Grand Rapids, Michigan**

SECOND AIR DIVISION ASSOCIATION  
EIGHTH AIR FORCE  
RAY PYTEL, JOURNAL EDITOR  
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