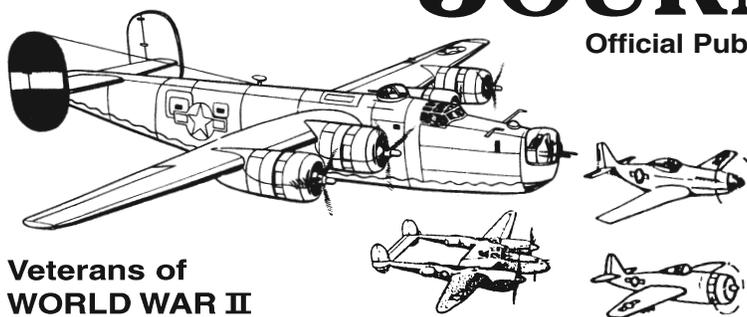


**2ADA 2008
CONVENTION
October 17-20
Dallas/Grapevine,
Texas
DON'T MISS IT!**

THE JOURNAL

Official Publication of the:



Veterans of
WORLD WAR II



Volume 47 Number 2

Summer 2008

61st Annual 2ADA Convention: Y'all Come!!



The 61st Annual Convention of the Second Air Division Association will be held October 17-20, 2008 at the Gaylord Texan in Grapevine, Texas (Dallas/Fort Worth area).

The white building in the picture above is the convention center.

BE THERE!! See inside back cover for reservation form and further information.

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492nd Bomb Group THIS POSITION IS VACANT

JOURNAL

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SECOND AIR DIVISION ASSOCIATION

JOURNAL



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2ADA Representative on the Board of Governors

President's Message

BY EARL ZIMMERMAN (389TH BG)

In a letter to all the 2ADA Executive Committee members I mentioned that we should think about closing down the 2ADA. "The Legacy Continuation Plan" was submitted by Walter Mundy and approved by the 60th Annual Business Meeting at Grand Rapids. It is too long to include here, but the main points in the plan are: Leadership, Funds, Membership and Annual Meetings . . . "positive steps to end the Association should be taken when one or more of the following occur." All details will be discussed and voted upon at the business meeting at our Dallas convention in October.

Another item we have to ponder is the future of the *Journal*. Ray Pytel, the editor, has suggested that the Heritage League take over the *Journal*. Walter Mundy, chair of the "Journal Forever" committee, has asked members to advise him if they are willing to donate \$10 to support the *Journal* when the 2ADA closes down (see page 5 of the *Spring 2008 issue*).

Some of our groups are going to the 8th Air Force Historical Society reunion in Savannah in August, and other groups have "stand-alone" reunions in other cities. This will tend to affect our numbers at Dallas. I don't mean to criticize stand-alones — as VP of the 389th, I took the group to England a few years ago and we had a wonderful time.

According to the latest report, the nose section of "Fightin' Sam" at the 8th AF Museum in Savannah will not be on exhibit until September. By the way, FS was an original D Model of the 389th, and I knew Lt. Melvin Neef who was the pilot of "Fightin' Sam" for the first three missions out of North Africa. We were both assigned to OSI as Special Agents working out of Kirtland AFB, New Mexico in 1949.

Charles Walker and I will attend the Board of Governors meeting in Norwich in July, and I expect to see all you lads and lassies in Dallas — that is, if my stock in the "Buggy Whip Corps" pays dividends this year.

It was a pleasure to be the Prez, and I think I will get a grease job for my rocking chair after our convention in Dallas. Lots of memories, especially the phone calls from California at 2 a.m. Thanks a lot, guys. Cheers. ■

Message from the Honorary President

BY JORDAN R. UTTAL (HQ)

Greetings to friends of long standing in our 2nd Air Division Association, our one-of-a-kind brand of brothers (and sisters) who organized themselves soon after the end of WWII, determined to preserve the memories of a fine group of American military veterans.

I am personally proud of having been one of the nine 2nd Air Division veterans who organized the Association and served originally as Secretary in 1946, twice as President thereafter, member of the Board of Governors (1972-1989), fundraising chairman on several occasions, co-creator of the Special Contributions for Books fund, and later of the Special Endowment for Books fund, and Honorary President of the 2ADA from 1989 to date.

We created our Mission Statement, the "why" of the 2nd Air Division Association on paper, and have published it in every issue of the 2ADA *Journal* in the upper right hand corner of page 3, and thanks to all of you we achieved our mission — we nurtured the friendships made in our service together, we created and funded our 2nd Air Division Memorial Library, and we have supported the U.S. Armed Forces to the best of our ability.

But our numbers are dwindling rapidly and our replacements do not have the intensity we had and have. We must continue our concentration on our original mission and not accept a weakening of our interest in newer Air Force organizations and their mission.

There is a way of finding successors who have the same desire to concentrate on our 2nd Air Division of World War II and let nothing weaken our dedication to the 6,881 2AD veterans who gave their lives during the period of 1942-1945.

This will be in October 2008 at our 61st 2ADA convention in Dallas, and we will do our best to let nothing interfere with our original dedication to the memory of our 2AD comrades who joined with us from the very beginning.

I send my warmest greetings to all of you, and only wish that my physical condition would permit me to travel. We will try to make the best of what has been a great life!

Bless you all. ■

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 1, May 1, August 1 and November 1. 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.

"JOURNAL FOREVER"

To All 2ADA Members:

Would you be willing to make a ten dollar (\$10.00) donation or more to continue to support 2-3 issues of *The Journal* per year after the 2nd Air Division Association dissolves per the Legacy Continuation Plan?

YES NO

Name: _____

Group: _____

Please Note:

DO NOT SEND ANY MONEY AT THIS TIME. Right now we are simply trying to determine the level of interest in this proposal.

Mail to: Walter J. Mundy, Chairman
Journal Forever Committee
15533 Swallowtail Road
Edmond, OK 73013

Executive Vice President's Message

BY JOHN L. LEE (93RD BG)

Betty and I are looking forward to the 2ADA convention in Dallas, 17-19 October. We should address some very important issues at that time. The future of the 2ADA is one of the most important areas that should be discussed. As set out in the bylaws, the organization will dissolve when certain conditions exist. It appears that this time is approaching, as the average age of the veterans is now 86. One issue of great importance is to provide representation regarding the Memorial Library Trust ad infinitum. To accomplish this objective, I believe it is necessary that we give greater responsibility to the younger generation to carry on in the future. The primary question is how can we accomplish this?

Some bomb groups have done an outstanding job in turning over responsibilities so that the future will be assured. Those who are willing and very able for the most part are relatives of veterans who served in WWII as members of the 2nd Air Division of the 8th Air Force. Seeking advice from those who have gone down this road would appear appropriate. This group virtually runs the 93rd BG, for example, in just about every aspect of its operation. Fernley Smith has worked very diligently to achieve the success that has resulted in the present operation. The 93rd has decided to hold its annual reunion in Dallas at the same time as the 2ADA convention is scheduled. It might be appropriate to request that Fernley give a presentation on this subject in Dallas.

As you are reading this you may have some recommendations to include in the program. Please contact me by phone or e-mail if you have any ideas on how we can accomplish some of the issues that are important to consider. Call me at 321-259-6861, or e-mail JLee1922@aol.com or betbrown31@aol.com.

At this time I would like to thank my dear wife of almost five years for the excellent assistance she so willingly gives. Without her help and encouragement, it would be very difficult for me to be as involved as I am. ■

SHIPDHAM



BY DICK BUTLER

The 44th Bomb Group Veterans Association will be holding its annual reunion in the Harrisburg/Carlisle area in central Pennsylvania 16-19 October 2008. Members will be enjoying the Sheraton Hotel in Harrisburg and will travel by bus to the Army Heritage Museum and Education Center in Carlisle.

This facility was chosen by the late Will Lundy, 44th Historian, for depositing his fifteen file cabinets of 44th Bomb Group records, plus other memorabilia that had been entrusted to Will's care. The museum is adjacent to the Carlisle Barracks, an Army facility with a history that reaches back to the Revolutionary War. Because Army activities are prominently displayed, Will chose to have the 44th BG demonstrate the Army Air Corps/Air Forces contribution to World War II success.

A memorial fund has been set up by the 44th BGVA to establish a suitable monument honoring the 44th Bomb Group's outstanding commander, General Leon W. Johnson. Attorney Lee Aston, who served as a navigator in the 67th Squadron, has undertaken the task of creating a monument extolling the contributions of this great leader and also honoring all 44th combat men who served in World War II. A chaplain will conduct a ceremony at the Heritage Center citing General Johnson's leadership. Members who have made major contributions to the history of the 44th will be recognized. Lunch will be in the World War II Mess Hall on the grounds of the Center.

The reunion will be a four-day event and will include a visit to a museum in Harrisburg and a bus trip to Gettysburg.

The Board of Directors of the 44th BGVA has decided to supply a copy of each issue of the group's publication, *8 Ball Tails*, and a copy of the Group's Database Disk to historical libraries in this country and in England. The Air Force Historical Research Agency at Maxwell Air Force Base, The Mighty Eighth Air Force Museum in Savannah, Georgia, the Air Force Academy at Colorado Springs, Colorado, and several other agencies have already received these items. ■

What a Wonderful Story

COURTESY OF THE 8TH AF BADGER NEWS

There was a man who worked for the Post Office, whose job it was to process all the mail with illegible addresses. One day a letter came addressed to God. The handwriting was shaky and there was no address. So he thought he should open it to see what it was about. The letter read:

"Dear God:

I am an 88-year-old widow, living on a small pension. Yesterday someone stole my purse. It had \$100 in it, which was all the money I had until my next check. Next Sunday is Easter Sunday and I have invited three of my friends over for dinner. Without that money I cannot buy food. I have no family to turn to and you are my only hope. Can you please help me?

Sincerely, Edith."

The postal worker was touched. He showed the letter to his fellow workers and took up a collection. When he had finished, he had a total of \$96, which he put in an envelope and sent to the old woman. The rest of the day the postal workers felt a warm glow, thinking that now Edith could have Easter dinner with her friends.

Easter came and went. A few days later, another letter came from Edith. It read: "Dear God:

I can't thank you enough for what you did for me. Because of your gift of love, I was able to have a glorious dinner with my friends and I told them of how you helped us. By the way, there was \$4 missing. It must have been those bastards at the post office.

Sincerely, Edith." ■

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

BY CHUCK WALKER (445TH)

Here we go again with the latest news from England. Actually, if you really want the latest, you should read Chairman Matthew Martin's article (*see page 8*), as he is there on the scene and does a great job of bringing us up to date on the current adventures at our Memorial Library.

Matthew has advised that our new Trust Librarian, Libby Morgan, is getting up to speed on her new job and doing very well. The Governors are very pleased with her performance.

The Governors have been looking into various ways to maintain an American presence in our Library. They are now investigating the possibility of engaging an American student attending the Univer-

sity of East Anglia School of American Studies, to work up to twenty hours per week in the Library and deliver outreach work across the county. This possibility holds great promise.

Chairman Martin thanked Governor Fran Davies for ensuring that the biannual lectures have been so successful. Thought is being given to making the lectures an annual event. You will recall this event is sponsored by the Governors.

David Neale, Chairman of the Friends of the Second Air Division, reports the Thanksgiving Dinner was very successful. The Friends paid tribute to Tom Eaton. Alfred Jenner and Anne Barnes, members of the Friends, attended the dedication ser-

vice for the new memorial gates at Rackheath in memory of the 467th Bomb Group.

Now, let's get serious about the upcoming 61st Annual 2ADA Convention to be held in Dallas, 17-20 October 2008. The Gaylord Texan is like no other resort you have stayed in. The single room price of \$675 includes the room for three nights, three breakfasts, one lunch, two dinners and the banquet, plus entertainment at the lunch, the Saturday dinner and the banquet. Most people think this is a bargain in today's market. There are those who talk about the possibility of this being the last 2ADA convention, in which case you sure don't want to miss it. JOIN US FOR THE 61st! ■

The men who flew Eighth Air Force combat missions needed skill, nerves of steel and a faith that they would survive the hazards they faced in those deadly skies over Europe. There was a constant mental stress on aircrew members. We worried most of the night before a bombing raid, and "sweated out" every mission from take-off until landing. There was always the reality of heavy flak over the target and the possibility of a fighter attack. Flak shrapnel could wound or kill crew members and a direct hit by an anti-aircraft 88mm shell meant disaster. Severe flak damage to a bomber meant dropping out of the protection of the formation. Lone crippled bombers became prime targets for lurking Luftwaffe fighters armed with machine guns, cannons and rockets. Cannon fire would do great damage, but a direct hit by a rocket would send a plane down in flames instantly. There were seldom any survivors of a rocket blast. A crippled bomber's best chance was to be picked up and protected by some of our escort fighters until they could make it out of enemy territory.

Every combat mission was a test of endurance and doing the best job possible at your position. Getting through safely depended on every crewman's ability and the grace of God. There was no place for a crewman who was not in good mental condition. The crews on heavy bombers faced many hazards besides the actual mission. Examples include: crashes on



takeoffs or landings, mid-air collisions, fire, engine or equipment failure, sub-zero temperature and anoxia (oxygen loss).

Combat fatigue was common and aircrew members sometimes "snapped" under the constant fear of death. The common term around the base was "flak happy," but we all sympathized, because we knew we might be the next victim of combat fatigue. Some crews endured unbelievable experiences in those dangerous skies of World War II. The man who said he was not afraid, was lying!

Airmen were keenly aware of the number of bombers lost on every bombing mission. Our Army newspaper, *The Stars and Stripes*, printed daily reports and results of the Mighty Eighth's bombing and fighter raids to show our successes in the war. We were always faced with the brutal statistics of the air war. Each bomber that went down carried nine or ten men, so it was easy to count the casualties, the men (boys) who died or were now pris-

oners of war. The Air Force recognized the fatigue problem and combat crews were given frequent three-day passes to London or other recreational areas. Large R&R (rest and relaxation) centers were established in hotels or mansions for crews needing a vacation from the war!

Statistics report that a total of 350,000 airmen served in the Mighty Eighth during World War II. Approximately 120,000 were aircrew members and only one crew in five completed its tour of duty. A total of 26,000 airmen were killed in action (KIA), thousands were wounded, and 28,000 bailed out of disabled planes and were listed as MIA (missing in action). Thousands served time in German prisoner of war (POW) camps. The Eighth Air Force had one of the highest casualty rates of any unit in the Armed Forces.

Andy Rooney of "Sixty Minutes" was a *Stars and Stripes* reporter in WWII and flew several bombing missions as an observer in May 1943. These were the days of extremely heavy losses of men and planes. Andy captured the situation perfectly in his book, *My War*; when he wrote; "A great number of American boys had their last night's sleep in a Nissen hut in England."

Perhaps that explains why so many airmen adopted the attitude expressed in a Bill Mauldin cartoon when Willie said to Joe:

"I feel like a fugitive from the law of averages!" ■

The Editor's Comments

BY RAY PYTEL (445TH)

Several years ago, the then 2ADA President asked me to conduct a survey as to the direction the *Journal* should be headed, since the three-issues-a-year plan to save money caused some consternation and confusion among the 2ADA members.

As I recall, in my written report to the Executive Committee for the Falls Church/Washington D.C. 2006 convention the survey indicated that the feasibility of going back to four issues could be made possible by one of the four survey suggestions:

1. Increase dues
2. Eliminate or lower rental allowances
3. Substitute the *Heritage Herald* for the fourth issue

4. Appoint a committee to explore a joint publication with the *8th AF News*.

I did not recommend any of the four possible solutions and due to my illness did not attend the 2006 convention.

The 2006 Executive Committee voted to return to the four issue status, and at the 2007 convention the committee voted in a voluntary contribution check-off with the payment of 2ADA dues.

Now we are considering the "post-2ADA" future of the *Journal*, and Walter Mundy is conducting a survey called "Journal Forever" to see if enough 2ADA members are interested. I have indicated to President Zimmerman that eventually I will be approaching old age. (*Age 0-65 is young, 66-99 is middle age, and 100 is "approaching" old age.*) I'm only 88 now, and although I am willing to be the *Journal* editor (for the same rate of pay, of course) for as long as the future *Journal* readers want me and I am able, sooner or later someone else will have to take over.

This brings us back to square one:

First let me say that we have an experienced and capable person at Defiance Graphics, the *Journal* publishers. Emily Brown has been involved with the *Journal* for twenty years. She worked with the former editor, the late William Robertie, then with the Editorial Review Board, and was the person temporarily in charge of organizing the *Journal* when I took over

in 1995. I have no doubt that she could put out as good of a *Journal*, probably even better than I am able to do whenever I no longer fit into the picture. But you would need to submit enough material to her, as she would not have the time to research material for articles as I have done.

Another possible solution would be to combine with the 8th AF Historical Society's *8th AF News*, a very good publication. However it too will eventually have to face its future, and quite a number of 2ADA members are already members of the 8th AFHS, so this would just eliminate a lot of the *Journal* stuff.

The last solution as some 2ADA members recommended in the survey of 2006 would be to approach the Heritage League with the idea of starting with one issue per year, a joint *Journal-Herald* publication or just one issue per year of the *Herald* itself.

Again I leave it to the Executive Committee at the Dallas-Grapevine convention.

I have no axe to grind; in fact I don't even have a grinding wheel. If you have any suggestions, advise your Group VP. I am sure he would like to see what the grass eaters in the 2ADA grass roots fields would like to see develop.

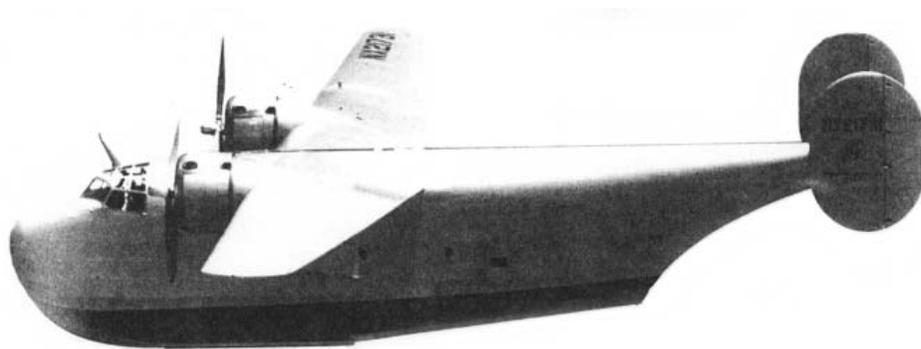
ANSWERS TO THE SPRING QUIZ

The answers to the Spring Quiz are in the feature on page 7, entitled "Aw Shoot, the Turret Merry Go 'Round."

SUMMER QUIZ

What significance did the plane pictured below have directly or indirectly on WWII?

1. Name the manufacturer of this plane.
2. The name and model number of the plane.
3. The original intended design of the plane.
4. The Navy "nickname" and their intended use of the plane. ■



Folded Wings

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Stanley C. Greer

392nd BG

Ernest H. Barber
John R. Becker
William A. Damerst
Bernard U. Glettler (44th, HDQ)
Roy H. Grimm
Eino J. Ranta

445th BG

Frank W. Federici

448th BG

George P. DuPont
Joseph Miller
Richard M. Styslo
George A. Watkins

453rd BG

Leo W. Ryan

458th BG

Charles J. Bosshardt
William D. Kramer

467th BG

Henry G. Simon

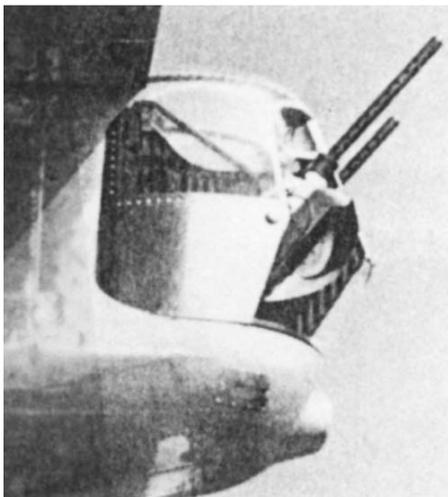
Board of Governors

A.A. Jenner

AW SHOOT! THE TURRET “MERRY GO ’ROUND”

BY RAY PYTEL (445TH)

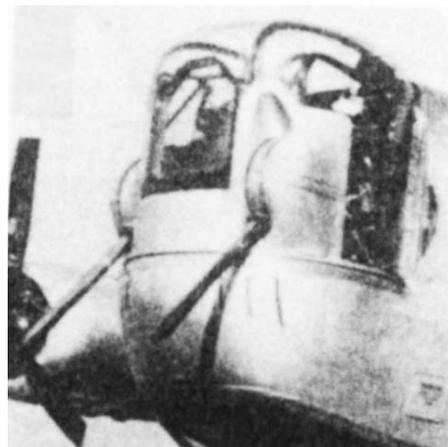
The Liberator utilized many different turrets in a short span of some four years of WWII service. Here are some examples.



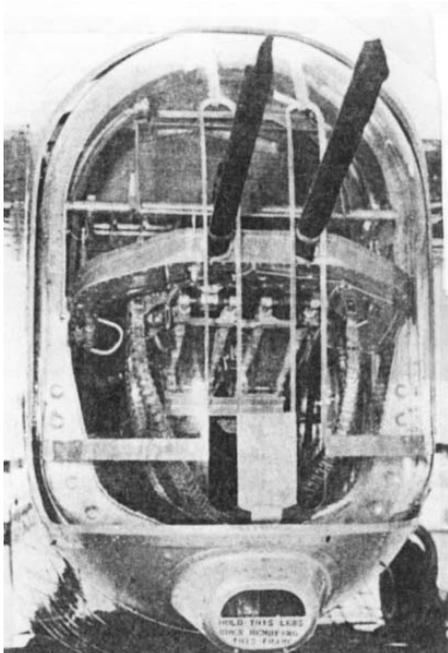
The Consolidated Consair A-6 nose and tail turret reveals its bevelled profile.



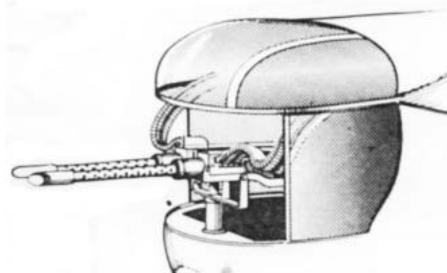
This armorer was making adjustments to the ammunition chute assembly on an MPC tail and nose turret. Note the difference in glazing when compared with the A-6 turret.



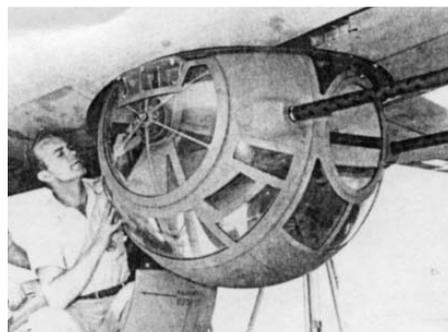
The Emerson A-15 nose turret had a spherical appearance.



A light-weight Consair M-6 tail turret.



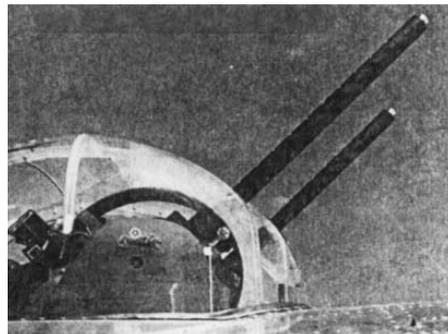
Open Tail Turret: A modified, open tail position peculiar to B-24s in the South and Central Pacific. The guns were mounted on a post — probably not used in the nose!



A factory worker checks out a retractable Sperry ball turret.



The original “flathead” Martin upper turret



Later version of the Martin “high-hat” top turret on the B-24.



The Navy installed an Ercow bow turret on the B-24D's it got from the USAAF in 1943.



The remotely sighted Bendix belly turret was delivered on 287 B-24s. Question: Where was the gunner placed to aim?



Finally – the Navy installed two waist gun turrets on their PB4Y-2s — their modified version of the Liberator which they renamed the “Privateer.” They used it in late 1944 and 1945 for submarine patrol.

The Memorial Trust of the 2nd Air Division USAAF

BY MATTHEW MARTIN, CHAIRMAN OF THE BOARD OF GOVERNORS

GREETINGS FROM NORWICH!

The first and most important news is that a new Trust Librarian has started work in your Memorial Library. The former Trust Librarian, Derek Hills, retired as planned in January and Libby Morgan has succeeded him. Libby wrote her own article for the *Journal* and it was published in the last edition. We are all looking forward to working with Libby and are confident she will make an excellent contribution to the development of your Library.

As part of a new staffing arrangement we had put in place, Jenny Christian, one of the Library Assistants, has been promoted to the newly created post of Library Manager working under Libby. This is something that we think will work well for your Library, and our best wishes go to Jenny.

Since I last wrote an article for the *Journal* the Trust has received a further magnificent gift from Bernie Newmark (458th BG) of \$50,000. This is on top of the same amount he gave last year, making an incredibly generous \$100,000 in total. Bernie was asked by the editor to tell us about some of his life's story and this was published in the last edition of the *Journal*. He was an early skiing enthusiast — in the days presumably before ski lifts and modern clothes and equipment. Like many men of his generation, he was made of stronger stuff than those who came after. I enjoy skiing, but only if it is made easy for me. We are truly grateful for Bernie's generosity. The Memorial Library is still dependent on local government which continues to subsidize the Library from local taxes. We cannot tell how long this will continue, so gifts of this nature are most gratefully received.

Last November we had a number of visitors from the States including four veterans, the President of the 2ADA, Earl Zimmerman; the Vice President, John Lee; Chuck Walker, the 2ADA Representative Governor; and staunch supporter Charles Sill of the 93rd BG. These four and other Americans came for a variety of activities including the lecture by Lord Hurd, a former British Foreign Secretary during Prime Minister Margaret Thatcher's time.

We have struck up a good relationship with the people at St. Paul's Cathedral in London. As I imagine most of you know, there is an American Chapel there which



At the American Chapel at St. Paul's Cathedral in London, November 2007. L-R: Chuck Walker, 2ADA Representative on the Memorial Trust Board of Governors; John Lee, 2ADA Executive Vice President; Mrs. Betty Lee; Charles Sill, 93rd BG; Earl Zimmerman, 2ADA President.

was built after the war in memory of all those Americans who were killed in action whilst based in the U.K. during the war, including those who served in the 2AD. They now hold an annual service, and the next one is the 13th of November 2008 and will mark the 50th anniversary of the dedication of the chapel, so this year's service should be something special. Everyone is welcome, so do come. There are a number of activities in Norwich that week, so you will not be unoccupied!

One important piece of work we hope to start work on soon if funds are available is a new website for the Internet. The existing website is over eleven years old, and in terms of this sort of information, that is a hugely long time. Many of our inquiries come through the Internet, and it is important that our website is user-friendly. So for those of you who use the World Wide Web, watch this space!

We are making steady progress with the replacement of the Fulbright Scholar program. We have considered a number of options and although there is still a lot of detail to work out, we currently favour a joint arrangement with the School of American Studies at the University of East Anglia here in Norwich. They have a pro-



The 2nd Air Division Biennial Lecture was presented by The Rt. Hon. Lord Hurd of Westwell CH CBE PC.

gram of American PhD students coming to the University; it is envisaged that such a student would spend some of his or her time working in the Library and also undertaking outreach work. Again – watch this space!

Everyone who knew him over here was
(continued on next page)

MEMORIAL TRUST *(continued)*

very saddened by the news that Geoff Gregory folded his wings on the 13th of January. He was a staunch supporter of your Library and a man of the utmost integrity. His widow Terry asked that instead of flowers, anyone who wished to could make a donation to the Library in Geoff's memory. We are giving some thought to acquiring something useful. And so for the third time – watch this space!

Finally, we are all looking forward to the convention in Dallas in October. We gather there is the possibility that it may be the last full 2ADA convention, although hopefully regional meetings will continue to take place for years to come. In the meantime, why not pay another visit to see your Library and your old base? You will always be welcome. If you do not feel up to making the trip, why not send some younger members of your family? They may learn things about you and your time here that you have not felt able to share with them yourself. ■



Part of the audience at the lecture. Front row (L-R): Sir Timothy Colman KG, Lady Mary Colman, Governor Mrs. Fran Davies, and Lady Enid Ralphs.



At the reception prior to the lecture. L-R: The Lord Bishop of Norwich, Mrs. James (the wife of the Bishop), and Lady Mary Colman.



2nd Air Division Association President Earl Zimmerman acknowledges the welcome by the audience prior to the lecture.

OLD BUCKENHAM



NEWS OF THE 453RD FROM FLAME LEAP

BY LLOYD W. PRANG

I guess I had better get started on this article, although it's kinda hard. I just left my wife, Irene, in the rehabilitation hospital. She's been there a couple of weeks after falling and breaking her hip. She's doing quite well and hopefully she'll be able to come home soon. As you can easily believe, I miss her a bunch.



As I resume this article, Irene has been home since March 19th. She has also completed home therapy and is doing very well. She sends her thanks to all who were so thoughtful as to send "get well" cards. We both have a lot to be thankful for. It is now April 12th, and after procrastinating for a long time, it's time to get this article to Ray Pytel.

Wib Clingan called the other day — I told him the sad story of Irene's fall. He's thinking about starting an association of people who fall, since Diana, his wife, has fallen also. I imagine we can be thankful

that's the only thing we have to worry about — at the present time, that is.

Please give a lot of thought about coming to the 2ADA convention this October in Grapevine, Texas. There has been quite a bit of talk about "shutting down" the 2ADA. This might well be the last 2ADA convention we will have the opportunity of attending. The 453rd has over thirty people who have said they intend to attend. We are planning to have a large hospitality suite to enable our people to visit with each other. Please be there — one more time.

Here's another bit of wisdom I've received from Mac McDowell via the Internet. It drives home why you should attend this (maybe) final 2ADA convention. It's titled "Veterans vs. Civilian Friends":

"When a good veteran leaves the 'job' and retires to a better life, many are jealous, some are pleased, and yet others, who may have already retired, wonder. We wonder if he knows what he is leaving behind, because we already know. We

know, for example, that after a lifetime of camaraderie that few experience, this camaraderie will remain as a longing for those past times. We know in the military life there is a fellowship that lasts long after the uniforms are hung up in the back of the closet. We know even if he throws them away, they will be on him with every step and breath that remains in his life. We also know how the very bearing of the man speaks of what he was and in his heart he still is.

These are the burdens of the job. You will still look at people suspiciously, still see what others do not see or choose to ignore and always will look at the military world with a respect for what they do. This is only grown in a lifetime of knowing.

So what I wish for you is that whenever you ease into retirement, in your heart you never forget for one moment that "Blessed are the peacemakers, for they shall be called children of God," and you are still a member of the greatest fraternity the world has ever known."

CIVILIAN FRIENDS: Are for a while.

VETERAN FRIENDS: Are for life.

CIVILIAN FRIENDS: Have shared a few experiences.

VETERAN FRIENDS: Have shared a lifetime of experiences no civilian could ever dream of. . . ■

YOUR HERITAGE LEAGUE

BY BRIAN H. MAHONEY
Heritage League President

Corrections! *Corrections!* CORRECTIONS. The *Winter Journal*, due to an innocent transcription error, reported that the Heritage League officers voted (right after your Grand Rapids meeting) to join you in Dallas . . . in October. We had acted on early reports from the 60th 2ADA Convention that the next one would be in Dallas in June 2008, and voted unanimously to hold our Annual Member Meeting alongside yours. We have been trying to hold our meetings during school breaks and over weekends to accommodate younger families. We knew we could make it in June.

Once the mistake ran in the *Winter Journal*, we met again and decided to bite a hard bullet and “make it so.” We voted unanimously in January to join you in Dallas in October. The “correction” that appeared in the last *Journal* is wrong! (It gets worse! The “Attlebridge Tales” 466th BG article in both the *Winter* and *Spring Journals* also carry this incorrect information...which may have confused the Editor in making the “Correction.”) We were not ever considering going to Savannah in 2008, where we just had a very successful “stand alone” convention in 2006. And while we are on the best of terms with the 8th Air Force Historical Society – six of our officers and key volunteers are members! – we just met alongside of them in 2007 in Kalamazoo! Not only do we want to avoid two “quick repetitions” in our conventions, we especially want to meet once again *alongside the 2nd Air Division Association*.

The newly adopted Legacy Plan returns the League to a role we are prepared, honored and ready to serve: that of a perpetual legacy organization, carrying on when the 2ADA winds down, in honoring and remembering the service and sacrifices of all who served in and with the 2nd Air Division in WWII.

I hope this finds you all well and that I see you in Grapevine, October 17-20! ■



HARDWICK

Open Letter to the 93rd

BY CHARLES SILL

The 93rd BG Association has commissioned a new stained glass window for the new south exit door of the chapel at the Mighty Eighth Air Force Museum in Savannah, Georgia. The window will be above the door with two panels in the door. The design was presented to the museum staff and the fabricator in January 2008 and was well received. Only minor modifications were suggested. Formal approval should be complete by the time you read this, and completion of the window is expected in late 2008. Funding for the project comes from donations by 93rd veterans and associates in the 93rd BGA.

The 93rd will hold its 2008 reunion October 16-19 in Dallas, Texas. Details are still being worked out at this writing (April). ■



BY WALTER MUNDY

The 467th Bomb Group's 2008 reunion is scheduled to be held in St. Louis, Missouri, October 9th through the 12th. The group meetings will be held at the Drury Plaza Hotel, 2 South Fourth Street, St. Louis, MO 63102. The telephone number for the hotel is 314-231-3003.

The 467th has voted to have the 2009 reunion at the Mighty Eighth Air Force Museum in Savannah, GA, and it will most probably be the second week of October.

The “Fightin’ Sam” project along with the new, improved Second Air Division exhibit in the Mighty 8th Museum has suffered a delay, due to the unexpected loss of the project designer. The museum staff has taken on the task of reducing the schedule and is making progress. The interactive software has been completed and the integration with the bomb sight is progressing. The design of the Second Air Division exhibit will have new graphics and display material and will be a focal point in the Combat Gallery. I will be going to Savannah in August and will have a progress report prior to the Second Air Division Association convention in Grapevine (Dallas), Texas, October 17-20, 2008.

The response to the survey for the “Journal Forever” proposal has been disappointing. As of June first I have received only sixty-five responses. Several members have sent checks and I have returned all of those. Please do not send checks or money at this time. I regret to report that the “Journal Forever” program will probably have to be only one or two issues per year or as the Heritage League is able to do with diminishing membership and donations.

I hope to see you all in October. Meanwhile, keep healthy, wealthy, and active. ■

BRAIN CRAMPS

“If we don’t succeed, we run the risk of failure.” — Bill Clinton

“I love California. I practically grew up in Phoenix.” — Dan Quayle

“It isn’t pollution that’s harming the environment. It’s the impurities in our air and water that’s doing it.” — Al Gore

“Half this game is ninety percent mental.” — Philadelphia Phillies manager Danny Ozark



2AD Memorial Library News

BY LIBBY MORGAN, TRUST LIBRARIAN

*"Oh to be in England,
Now that April's there"*

— ROBERT BROWNING (1812-1889)

Although it's now officially "British Summer Time" here in the UK (the clocks went forward by one hour at the end of March), we're still very much in the throes of wintry weather, with some snowfall here in Norfolk during the last couple of weeks. By the time this article goes to press, I'm confident that we'll be enjoying some warmer weather and summer sunshine.

The Easter vacation has seen a number of American veterans and their families and friends visiting the Memorial Library — from Arizona, New York, New Jersey, Kansas, North Carolina, Michigan, Colorado and Washington. It's always a pleasure for the library staff to welcome returning veterans to Norwich, and to show them around the library. Some recent comments from

our visitors' book include:

"Thank you for preserving the legacy"

"Thanks for the memories"

"Beautiful job! Thanks for remembering these men!"

"Just Great"

"Nice to come back to a place Dad loved so much"

Not all our visitors come from such distances, however. A young Norfolk couple visited the library recently asking to see the parachute which was given to us by 1st Lt. Robert Dubowsky, of the 44th Bomb Group, 66th Bomb Squadron based at Shipdham. He was shot down near the River Rhine on returning from a raid on Dresden. They had met Robert while visiting the Air Force Space Museum at Cape Canaveral, and when they mentioned they were from Norfolk, he told them that he had been stationed near Norwich during the Second World War, and that the Memorial Library had a piece of his parachute. It's a small world!

We've also had a number of local primary school classes visiting the library during March and April, including one class which was researching the 1994 library fire. We were able to show them photographs of the fire-damaged building and a rather rusty GI's helmet which had survived the flames intact. It has been great to engage the interest of these lively young people, and to share some of the history of the 2nd Air Division in Norfolk during WWII with them. One class enjoyed themselves so much they'd like a return visit.

Always looking for opportunities to promote the Memorial Library, on 6 March (World Book Day) I gave an interview on BBC Radio Norfolk promoting the library, and in particular the books we have about American life and culture (history/art/film/sports/cookery/biographies/politics, etc.), as many local people are not aware of the comprehensive range of American titles we have in our library stock. Although it only lasted a few minutes, the interview went very well, and I was invited to come back for a longer slot on the programme sometime in the future.

Looking to the future, we have a busy work schedule planned

(continued on next page)

"The Derelict, My Friend"

AUTHOR UNKNOWN • SUBMITTED BY JOHN McDOWELL (389th)

This derelict, what markings grace this noble steed sleeping amid the weed?
Rotting in an earthen bunk and slowly turning into junk.
Do aircraft dream of better days with guns boring in all ablaze?
Or do they rest in peace, once proudly gracing the sky?
In mortal combat did you fly? To battle once against the Hun?
Perhaps, to fight the rising sun?
Did you once watch your brothers die, falling broken from the sky?
Abandoned now, I wonder why. I hope you rest in peace.
You slowly sink into the earth, whose bauxite ore once gave you birth.
Ashes to ashes and dust to dust, aluminum to oxide and steel to rust.
Do you listen to the beat of a drum for a call to battle that will never come?
For you my friend, the war is won. I hope you rest in peace.
It's getting dark, but I hesitate. I must leave soon for it is late.
I'll leave you to sit here and wait. I am sorry friend, it is your fate,
never more to turn and bank, no fuel to fill your rusty tanks.
Alas my friend, I give you thanks, I hope you rest in peace.

Snafu Royal Scale WWII

BY RAY WARD, AUTHOR OF "THOSE BRAVE CREWS"

Few men can claim having pulled the biggest boo-boo in the war. Were it not to get it off my chest, I'd not be telling you about it.

Now you must understand we Air Force people usually took pride in what we did, like the first fellows who bombed Japan who formed the "I Bombed Japan Club." Then there were those Navy aviators under flat top Admiral J.S. "Jocko" Clark who were involved in the retaking of Japanese-held islands. They dubbed themselves the "Jocko Real Estate Company." No such luck for me.

One hot summer day in Texas I received a TWX, call it a telegram if you will, from Denver, Colorado, HQ of the 4th District Technical Training Command, which described a highly classified improvement in gunnery positioning where a gunner no longer stood at an open window seeking out the enemy. Instead he was protected inside, looking at a screen. This was radar, or the beginning of television. As the planes were being retrofitted, these being four-engine B-24 bombers, called Liberators, I was to select the original crews, the future gunners. But I get ahead of myself. When the envelope was first handed to me, it contained expressions such as *sugar-sugar nan*, and gave me a brief description of this new sighting system. In the left-hand corner was a code number. I was to have two individuals view the number but not the content, then in front of them to burn the TWX to a cinder, which I did. A great historical moment was about to happen in so far as technology in the delivery of firepower. That fact did not impress me. What did were the inside facts connected with selection of the 600 aircrew. The specifications were unique. The IQ score, so-called intelligence test, actually Army General Classification Test, had to be Group I. There were four versions of that test. I remember the D version of Group I, the toughest, started at 130 and topped out at 161 as a perfect score. This was higher than demanded for holding a commission. Group II started at 110. Statistically only 4 percent of the population had Group I. So, OK, we can handle that with a field of 50,000 men. But the real clincher was that this same identical threshold of Group I, genius, was required in the Mechanical Aptitude test. This began to look like a no-win deal. Something had to give. I confess I'm a bit speedy in the brain, but I couldn't thread a nut to a bolt. I test out as a high-grade moron in that department. If double genius finding wasn't trouble enough, things were further complicated by a "soft" word, namely "pre-

ferred," with experiences such as watchmaker, diamond cutter, and toolmaker. Toolmaker! These kids of 18-25 years with four years' apprenticeship behind them? Whoever dreamed that one up was in la-land. I promptly disregarded that part.

In the days before computers, we manually sorted the oblong yellow personnel cards, Form 20's, with holes running along all four sides. If the hole was v-punched, since each hole represented something on the card, inclusive of IQ and MA group levels, when we placed it in an open ended box with a number of cards, and ran a darning needle through the proper hole, then lifted and shook the cards slightly, the sought cards would drop. It took hours and hours to go through the 50,000. It was a bit primitive, but it worked — that is to say we didn't get a hell of a lot of cards. The instant part of my brain said, orders are orders. The idiot who generated this wants 600 bodies. Bodies he'll get. So, my friends, this is how quotas get filled.

To my gang, I said something like this, "Drop down to Group II IQ, officer level, and shake the boxes." They groaned. Back they went to shaking 50,000 cards. Like a submarine commander, I then said, "Drop lower on the MA." I will not confess further, only to admit we were so thin that if six men became ill, I'd be accordingly short. I think I sent them to Sioux Falls; not sure. Was I happy when their train left. But the saga doesn't end there.

Six weeks later, four officers show up from HQ Denver, ostensibly to congratulate me, what for I wasn't sure. I had forgotten some sort of nonsense test as to proficiency given worldwide to 400 guys like me creatively handling chaos. I had beat the crowd. Learning this tidbit, to myself I stated, "That's nice. Think, here's four bozos come down here to Texas with no medal, no cigar, and not even a piece of paper with a fancy border and writing, just to tell me my score? They wanted a joy ride. If they were looking for liquor, sorry, this was a dry country. Our footlockers of course were full of bottles off limits to strangers.

Then, in casual exchange, one of the jokers commended, "You muffed up on one question." He was what you might call a spoilsport type, with a superior-being complex, nobody perfect except himself. "Oh?" He then outlined the theoretical situation that the question posed. I then responded that the answer sought by the question was wrong, not I, and proceeded to refer to my near recent handling of the remote control gunners. The foursome turned pale white. If we had a difference

of opinion of how the TWX read, I was up the creek, my gunners disappeared, and I had burned that damn TWX. They got their asses out of there in a hurry and scooted back to HQ to recover their original version; they were probably running as scared as I. Somebody screwed up, me or they the unholy four. The whole damn war was falling out of joint. Meanwhile I'm having visions about that which happened to my predecessor, shipped off to the Solomon Islands because of a foul-up. But he deserved it, moaning at his desk, wishing to be back in the air so much that we affixed two planks as wings to it and a large upright fan up front. All I know is that he disappeared and it might be about to happen to me, like going to the hottest spot in the South Pacific and I'm not talking about weather.

The upshot was that, per evidence of the Denver copy — for want of a comma the sequential steps were confusing, with my interpretation possible. I accepted their confession; what the hell, at least I wasn't a loser. Those SOB's caused me that entire trauma because they couldn't write right. What happened to my 600 gunners? Wherever sent they were unexpected. Because the place had a Special Training Unit for illiterates, with nothing else for them to do, they were about to be enrolled as "students," redeemed by accident of our guys on a joy ride who ought to have gone to the school themselves. As for myself, having been an integral part of the fiasco, I feel I delayed the surrender of Japan by those six weeks.

Editor's Note: Ray Ward is the author of "Those Brave Crews," 18 years in continuous print and still available; and most recently another five star rated book entitled "March Into the Endless Mountains - 1778." He can be reached by regular mail at 432 Pennsylvania Avenue, Waverly, NY 14892, or e-mail at Weldon@cqservices.com. Website: www.marchintotheendlessmountains.com. ■

2AD MEMORIAL LIBRARY NEWS

(continued from page 11)

for the year ahead. This includes looking at how best to expand on the work we're already doing with children and young people, and exploring new ways of promoting the Memorial Library to the people of Norfolk, reaching out to people who do not know about the library and what we have to offer.

And we will of course continue to welcome our friends and visitors from the United States. ■



WENDLING 392nd BY OAK MACKEY

The 61st 2ADA convention will be at the Gaylord Texan Resort, on the shores of Grapevine Lake in the city of Grapevine, Texas, about ten miles north of the Dallas/Fort Worth International Airport, on October 17-19, 2008. Be there if you can! Elsewhere in this *Journal* is the entire convention program and information on making your reservations with Evelyn Cohen. If you miss this one, you may not get another chance to attend a 2ADA convention — this could be the last one. We are not as young as we once were.

FOLDED WINGS

Ernest H. Barber died on May 2, 2008. Ernie was a member of the 392nd BG, 578th Squadron where he was crew chief on *Windy City Belle* and previous B-24s under his meticulous care. He was historian of the 392nd BG Memorial Association, and a long-time member of the 2nd Air Division Association. He lived to serve.

MY ARMY AIR FORCE STORY

For a long time my family has encouraged me to write of my WWII experiences. About three years ago I began writing as time allowed and the spirit moved me. Recently I completed "My Army Air Force Story" and had printed copies made. There being very little in the way of 392nd BG or 2ADA news now as I write this in April, I will bore you with a chapter from "My Story" about how I came to join the Aviation Cadet Program.

In August of 1939 the German armies invaded Poland. England and France declared war on Germany. World War II was on its way and would last six long years. Of lesser note, I graduated from Okemah High School in May of 1939. July 22nd was my 17th birthday. Papa bought his first tractor in August, a John Deere model B. I was overjoyed, for I did not like to work horses as they were slow and underpowered. Papa was a very hard worker and could do many things extremely well, but he was not mechanically inclined. The tractor was for me, and I couldn't be happier. For the next three years I did all the plowing, tilling and cultivating with the tractor. Papa seldom hitched up a team of horses anymore; he planted the corn and cotton with a horse-drawn planter and that was about all.

December 7, 1941 was a Sunday and I had to drive over to Henryetta, the next

town east of Okemah, just for something to do. I was eating a sandwich in a café there when the news came over the radio. The Japs had bombed Pearl Harbor. President Roosevelt had declared war on Japan immediately. The next day Germany declared war on the United States. There had been bitter controversy between Roosevelt and many members of Congress for some years over whether to go to war. On December 7, 1941 that controversy ended; the United States became truly united, and everyone would pull together to defeat Japan and Germany as soon as possible.

In May 1942, my brother Amos graduated from high school. On June 13 he was 18. He and I were now both subject to be drafted into the Army or Navy. The county draft board had an unwritten policy that one son of a farmer would be considered an essential worker because he was producing food for the war effort, and would not be drafted. Since I was the oldest, it was most likely me who would be drafted, and Amos was very willing and pleased to take over my job as Papa's tractor driver. I wanted to enlist, since nearly all my friends were in the service by now, but I did not want to be drafted, for then you lost all control over where you might be sent. The problem was, I didn't know which branch of service I wanted, so I enrolled at the University of Oklahoma at Norman, which is thirty miles south of Oklahoma City. I knew the draft board would leave me alone for at least one semester. After about two weeks of school, I could see this was not something I wanted to do.

One day Leon Ford and I were discussing the various branches of service, and one of us mentioned the Merchant Marines. Leon was also from Okemah and had enrolled at OU for the same reasons I had. The shipyards were turning out record numbers of new ships, and sailors were needed. This was a draft-exempt job and the pay was much better than the Army or Navy. You sailed across the oceans to various exotic countries. The more we talked about it, the better it sounded. So it was that we drove to the recruiting office on the second floor of the post office in Oklahoma City the following Sunday. Well, the Merchant Marines recruiting office was closed on Sunday — we had driven up from Norman for nothing. For years the Aviation Cadet Program was open only to those with at least two years of college, but recently the requirement had been changed and high school graduates could enlist after passing an entrance examination. Leon and I had discussed the Aviation Cadets as a possibility before, but we had doubts about passing the exams. Nevertheless, we walked over to the Cadet recruiting office where we learned they were going to give the

exams to a class of about twenty men at one o'clock. The exams would last four hours. We were welcome to take the exams; if we passed we were not required to enlist, it only demonstrated that we were eligible to enlist. There were tests on math, English, history, geography, physics and others. Each test was given separately and there was a time limit on each test. You were not permitted to leave the room — if you did, it was an automatic flunk. There was a possible 150 points, below 80 was a failure. The tests ended promptly at five o'clock. I rushed from the room as my bladder was about to burst. We were told to hang around for a while after five, as it would take some time to grade the tests. After thirty minutes or so we were called back into the classroom, and my name was the first one called. I had the highest grade of the day at 109 points. Well, I was flabbergasted and overjoyed. I told them I would be back the next day to enlist. What a deal — the Army was willing to pay, feed, clothe and shelter me while teaching me to fly the best airplanes in the world. Leon had passed but was undecided if he would enlist or not. We drove back to Norman but I never went back to class at OU. Think about it; the fickle finger of fate steered me away from the Merchant Marines, which I would have hated, and pointed me to the Aviation Cadets, which I had avoided because I did not think I could pass the exams.

After Aviation Cadets I was assigned to the Jack Clarke combat crew as copilot for training at the Tonopah Army Air Base, then to the 392nd BG at Wendling, England where we flew 35 combat missions, the last on April 7, 1945. By May of 1946, I had secured employment as copilot for United Airlines. By November 1948, as United kept adding bigger and faster CD-6s to replace the venerable DC-3s, the pilot seniority list got shorter and shorter from the bottom, and on November 30, 1948 I was placed on furlough status. After flying for Alaska Airlines in the summer of 1949, I was hired by North Central Airlines in April of 1950 where I stayed for the next 32 years. By July of 1950 United had recalled me from furlough, but I stayed with North Central where opportunities for promotion to captain were much better. When I retired at the required age 60 on July 22, 1982, there were over 30,000 hours in my log books. All this happened because the Merchant Marines recruiting office was closed on Sunday.

THE 392ND BOMB GROUP MEMORIAL ASSOCIATION

After many years of outstanding service, Jim Goar has resigned as the editor of the 392nd BGMA newsletter. In a letter dated January 25, 2008, Jim writes to all
(continued on page 20)

HALESWORTH
489TH
NOTES
BY
MEL PONTILLO

Determined Action

Taken to Fight Bird Flu Outbreak

Bird flu outbreak was detected and confirmed after hundreds of turkeys died at the turkey farm located on the runways of the former Holton Air Base in February 2007. This was the home base of the 489th Bomb Group, then known as the Halesworth Air Field by those who were assigned to the 489th Bomb Group. Halesworth was considered as our home away from home during our WWII participation in 1944. We took off from these same runways that are now occupied by turkeys, to fight the Nazi war machine in the air of the wartime European unfriendly skies. Our 489th Bomb Group memorial was dedicated at the end of one of these runways. Many thanks are extended to our British friends of the 489th Bomb Group for providing maintenance and taking good care of our memorial. It has been much appreciated by our members.

This Suffolk bird flu story was published in the *Eastern Daily Press* newspaper. It was hand-delivered to me during the 2ADA convention in Grand Rapids, Michigan by Andrew Hawker, a British friend of the 489th Bomb Group. According to my copy of the *Eastern Daily Press*, the Holton turkey farm near Halesworth is one of 57 turkey farms that were operated by Bernard Matthews' enterprise across East Anglia. Matthews employed a staff of about 4,500 and has produced an ever wider range of products from its Holton, Halesworth factory.

A few of the staff were employed at the rearing farm, which is adjacent to the Holton processing factory. There are about 1,000 employees to process turkeys into fresh and frozen products or a range of breaded poultry. According to the National Poultry Council, more than 17 million turkeys were produced for the food chain.

Scientists and poultry farmers were mystified by the shock discovery of the H5N1 virus in this location. The virus killed about one third of 55-day-old turkeys in one shed. Test results showed no evidence of the H5N1 virus spreading to the other 21 sheds. Health officials were urging the public not to panic. They stressed that the

possibility of humans contracting the potentially deadly bird flu virus was "very, very low." Consequently, a mood of calm prevailed in the nearby villages, and residents were more interested in the arrival of the news media descending on their normally sleepy village.

Health agencies claimed that the outbreak was detected early and swift action was taken to contain it, thanks to quick action in separating the sick birds, which were immediately destroyed and incinerated. This quick action probably prevented a major disaster. None of the infected birds had entered the food chain. According to advice of the World Health Organization's website, poultry and poultry products can be "safely consumed provided these items are properly cooked and properly handled during food preparation. The virus is easily killed by cooking or with disinfectant." The death rate of people in both the U.K. and U.S.A. in recent years due to this disease is zero, but there have been deaths reported in other parts of the world.

Have there been other bird flu epidemics in or around this area since the Holton outbreak? Yes, there was a large epidemic in November 2007 near the Norfolk-Suffolk border, according to the Internet. The H5 strain of bird flu was found in turkeys at Redgrave Park Farm near the border town of Diss. Government officials announced that about 6,500 birds were slaughtered after avian flu was confirmed. This included approximately 5,000 turkeys, 1,000 ducks and 500 geese. The Board Chairman of the National Farmers Union insisted that the turkey supply over Christmas would not be affected as the cull accounted for only a small proportion of all the festive turkeys sold each year. According to the National Farmers' Union President, this obviously was another huge blow to the farming industry in East Anglia.

This bird flu virus is not confined to the U.K. It is a world problem. Other world countries have been stricken with the same problem, including the U.S.A. An outbreak of a related strain of bird flu in the Northeastern U.S. in 1983 and 1984 forced 17 million birds to be destroyed. Bird flu has been a problem in other U.S. areas, but not in recent years. There has been much progress made in fighting this disease.

The Center for Disease Control and Prevention is an agency of the United States Department of Health and Human Services based in Georgia. It works to protect public health and safety. It focuses national attention on developing and applying disease prevention and control, especially for infectious diseases, to improve

the health of the people of the U.S. Today the staff numbers nearly 15,000 and each is dedicated to the pursuit of public health. There is no bird flu epidemic in the United States as of the present time. In April of 2007, doctors approved the first vaccine to prevent bird flu.

Hoping to see you all at the next convention. Check the 489th Bomb Group Newsletter for details of our 489th Bomb Group reunion scheduled for Dallas in October 2008. ■

KETTERINGHAM HALL DIVISION



BY RAY STRONG

I have a few notes for those in the HQ list. These would normally appear in a Headquarters Newsletter.

First of all, we have \$753.30 in the bank. This would be enough for a couple more issues of the Headquarters Newsletter, but I don't have enough to report. So I am asking Ray Pytel to put this in the Headquarters column in the *Journal*. We have only about 85 members on our list.

I am certain that this *Journal* will have some discussion on the dissolution of the 2ADA. There is some talk of continuing to publish the *Journal* even after 2ADA has closed the doors. These things will be discussed in more detail at the meeting in October.

I would like for you also to think about what our HQ group should do with the small amount of money that we may have left if we do not publish any more Headquarters Newsletters.

One more item to include. About five months ago we received notice that Dean Moyer had died. And a few days ago I received a e-mail from Bob Moyer, his son. It read as follows:

"Thought I'd better tell someone in the 2ADA that my mother, Olivdene 'Deanie' Moyer, passed away on March 28, 2008 after a month-long battle with congestive heart failure. Please pass this news on to anyone else in the association who may be interested.

"It has been only five months since my dad died, but she had been hanging in there pretty well until this started."

— Bob Moyer, 230 S. Duffy Road, Butler, PA 16001 ■

As the academic year wound down and students everywhere took their finals, we took a look at some creative gems that teachers have allegedly collected from test papers.

- Acrimony, sometimes called holy, is another name for marriage.

- Ambiguity means having two wives living at the same time.

- A blizzard is the inside of a fowl.
- A buttress is a woman who makes butter.

- A deacon is the lowest kind of Christian.

- Faith is that quality which enables us to believe what we know to be untrue.

- A goblet is a male turkey.
- A grass widow is the wife of a vegetarian.

- Matrimony is a place where souls suffer for a time on account of their sins.

- The letters M.D. signify “mentally deficient.”

- A momentum is what you give a person when they are going away.

- An oboe is a British tramp.

- An optimist is a man who looks after your eyes. A pessimist looks after your feet.

- A Papal Bull was a mad bull kept by the Pope in the Inquisition to trample on Protestants.

- “A period is a dot at the end of a sentence,” wrote one scholar. Not knowing when to leave well enough alone and wanting to impress the teacher, and perhaps earn extra credit, he or she added, “Period costumes are dresses all covered with dots.”

- Obviously having no idea what the answer was to the questions, one lad decided to be clever and wrote, “A polygon is a dead parrot.”

- This apparently Catholic student wrote, “A Protestant is a woman who gets her living through an immortal life.”

- Q: What are rabies and what would you do for them? A: Rabies are Jewish priests. I should do nothing for them.

- A referee keeps order at a football game.

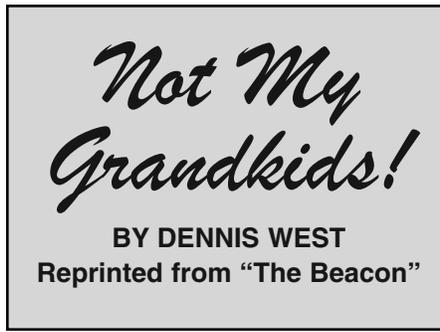
- Revolutions is a form of government overseas.

- A Senator is half horse and half man. (The student didn’t specify which half of the horse, but we can guess.)

- A skeleton is a man with his inside out and his outside off.

- S.O.S. is a musical term that means same only softer.

- A student at St. Andrews School in St. Andrews, Tenn., wrote, “The Supreme Cort is our country’s cort. It consists of



one chief justic and eight sociable justic. What they say goes.”

- Transplant means something you can see through, for instance a keyhole.

- A vacuum is an empty space where the Pope lives.

- Shakespeare lived at Windsor with his merry wives.

- Homer was not written by Homer but by another man of that name. He wrote the Oddity.

- Milton wrote “Paradise Lost.” Then his wife died and he wrote “Paradise Regained.”

- Keats is a poet who wrote on a greasy urn.

- Answering a question we have often asked, one student wrote, “Poetry is when every line begins with a capital letter.”

- Virgil was the mother of Christ.

- “The Passing of Arthur” is a beautiful poem. It reminds me a lot of “Custer’s Last Stand.”

- In music, an interval is the distance from one piano to the next.

- Contralto is a low sort of music that only ladies sing.

- In Christianity a man can only have one wife. This is called Monotony.

- Asked to name six animals peculiar to the Arctic region, a boy wrote, “Three bears and three seals.” I don’t blame him.

- Climate lasts all the time, but weather only a few days. Latitude tells you how hot you are and longitude how cold you are.

- They say the sun never sets on the British Empire. That is because the British Empire is in the East and the sun sets in the West.

- People go to Africa to hunt rhinotrishes.

- Science is material. Religion is imaterial.

- The equator is a menagerie lion running around the earth and through Africa.

- Benjamin Franklin produced electricity by rubbing cats backward.

- Nearly at the bottom of Lake Michigan is Chicago.

- The Pyramids are a range of mountains between France and Spain.

- A planet is a body of earth surrounded by sky.

- Rhubarb is a kind of celery gone bloodshot.

- An Indian reservation consists of a mile of land for every five square Indians.

- A litre is a nest of young puppies.

- The people of India are divided into casts and outcasts.

- The Mediterranean and the Red Sea are connected by the sewage canal.

- Vesuvius is a volcano, and if you will climb up to the top, you will see the creator smoking.

- This sounds suspect to us, but a teacher swears a student wrote it. “Water is composed of two gins. Oxygin and Hydrogin. Oxygin is pure gin. Hydrogin is gin and water.”

- It was either the same student or another in his class – in which case someone should look at the teacher – who wrote, “The difference between air and water is that air can be made wetter but water can’t.”

- A circle is a round line with no kinks in it, joined up so as not to show where it began.

- Q: Where was the Declaration of Independence signed? A: At the bottom.

- The chief executive of Massachusetts is the electric chair.

- Q: Give an example of a collective noun. A: Garbage can.

- The plural of ox is oxygen. ■

Coffee Dilemma

A man and his wife were having an argument about who should brew the coffee each morning.

The wife said, “You should do it, because you get up first, and then we don’t have to wait as long to get our coffee.”

The husband said, “You are in charge of the cooking around here and you should do it, because that is your job, and I can just wait for my coffee.”

The wife replies, “No, you should do it, and besides, it is in the Bible that the man should do the coffee.”

The husband replies, “I can’t believe that. Show me.”

So she fetched the Bible, and opened the New Testament and shows him at the top of several pages, that it did indeed say:

“HEBREWS” ■

27th Annual Second Air Division Association of Southern California Regional Reunion Brunch

PHOTO COLLAGE BY HARRY TANZER (467th BG), 56854 DESERT GOLD DRIVE, YUCCA VALLEY, CA 92284



Order of Battle

JUNE 1944, NORTHERN EUROPE • UNITED STATES ARMY AIR FORCES

SOURCE: “COMBAT AIRCRAFT OF WWII” – BRACKEN BOOKS, LONDON • SUBMITTED BY JACK WENDLING (466TH)

United States 8th Army Air Force (Strategic)

7th Photographic Group (Reconnaissance): (13, 14 & 22 Sqns) Mount Farm	Lockheed F-5
482nd Bombardment Group (Pathfinder): (812, 813 & 814 Sqns) Alconbury	Boeing B-17 Flying Fortress Consolidated B-24 Liberator
801st Bombardment Group (Provisional): (36, 406, 788 & 850 Sqns) Harrington	Consolidated B-24 Liberator
802nd Reconnaissance Group (Provisional): (652, 653 & 654 Sqns) Watton	Consolidated B-24 Liberator De Havilland Mosquito
803rd Reconnaissance Squadron: (Provisional) Oulton	Boeing B-17 Flying Fortress

1st Bombardment Division

1st Combat Bombardment Wing (Heavy):

91st Bombardment Group (H): (322, 323, 324 & 401 Sqns) Bassingbourn	Boeing B-17 Flying Fortress
381st Bombardment Group (H): (532, 533, 534 & 535 Sqns) Ridgewell	Boeing B-17 Flying Fortress
398th Bombardment Group (H): (600, 601, 602 & 603 Sqns) Nuthampstead	Boeing B-17 Flying Fortress

40th Combat Bombardment Wing (Heavy):

92nd Bombardment Group (H): (325, 326, 327 & 407 Sqns) Podington	Boeing B-17 Flying Fortress
303rd Bombardment Group (H): (358, 359, 360 & 427 Sqns) Molesworth	Boeing B-17 Flying Fortress
305th Bombardment Group (H): (364, 365, 366 & 422 Sqns) Chelveston	Boeing B-17 Flying Fortress
306th Bombardment Group (H): (367, 368, 369 & 423 Sqns) Thurleigh	Boeing B-17 Flying Fortress

41st Combat Bombardment Wing (Heavy):

379th Bombardment Group (H): (524, 525, 526 & 527 Sqns) Kimbolton	Boeing B-17 Flying Fortress
384th Bombardment Group (H): (524, 525, 526 & 527 Sqns) Grafton Underwood	Boeing B-17 Flying Fortress

94th Combat Bombardment Wing (Heavy):

351st Bombardment Group (H): (508, 509, 510 & 511 Sqns) Polebrook	Boeing B-17 Flying Fortress
401st Bombardment Group (H): (612, 613, 614 & 615 Sqns) Deenethorpe	Boeing B-17 Flying Fortress
457th Bombardment Group (H): (748, 749, 750 & 751 Sqns) Glatton	Boeing B-17 Flying Fortress

2nd Bombardment Division

2nd Combat Bombardment Wing (Heavy):

389th Bombardment Group (H): (564, 565, 566 & 567 Sqns) Hethel	Consolidated B-24 Liberator
445th Bombardment Group (H): (700, 701, 702 & 703 Sqns) Tibenham	Consolidated B-24 Liberator
453rd Bombardment Group (H): (732, 733, 734 & 735 Sqns) Old Buckenham	Consolidated B-24 Liberator

14th Combat Bombardment Wing (Heavy):

44th Bombardment Group (H): (66, 67, 68 & 506 Sqns) Shipdham	Consolidated B-24 Liberator
392nd Bombardment Group (H): (576, 577, 578 & 579 Sqns) Wendling	Consolidated B-24 Liberator
492nd Bombardment Group (H): (856, 857, 858 & 859 Sqns) North Pickenham	Consolidated B-24 Liberator

20th Combat Bombardment Wing (Heavy):

93rd Bombardment Group (H): (328, 329, 330 & 409 Sqns) Hardwick	Consolidated B-24 Liberator
446th Bombardment Group (H): (704, 705, 706 & 707 Sqns) Bungay	Consolidated B-24 Liberator
448th Bombardment Group (H): (712, 713, 714 & 715 Sqns) Seething	Consolidated B-24 Liberator

95th Combat Bombardment Wing (Heavy):

489th Bombardment Group (H): (844, 845, 846 & 847 Sqns) Halesworth	Consolidated B-24 Liberator
491st Bombardment Group (H): (852, 853, 854 & 855 Sqns) Metfield	Consolidated B-24 Liberator

96th Combat Bombardment Wing (Heavy):

458th Bombardment Group (H): (752, 753, 754 & 755 Sqns) Horsham St. Faith	Consolidated B-24 Liberator
466th Bombardment Group (H): (784, 785, 786 & 787 Sqns) Attlebridge	Consolidated B-24 Liberator
467th Bombardment Group (H): (788, 789, 790 & 791 Sqns) Rackheath	Consolidated B-24 Liberator

3rd Bombardment Division

4th Combat Bombardment Wing (Heavy):

94th Bombardment Group (H): (331, 332, 333 & 410 Sqns) Bury St. Edmunds	Boeing B-17 Flying Fortress
385th Bombardment Group (H): (548, 549, 550 & 551 Sqns) Great Ashfield	Boeing B-17 Flying Fortress
447th Bombardment Group (H): (708, 709, 710 & 711 Sqns) Rattlesden	Boeing B-17 Flying Fortress

13th Combat Bombardment Wing (Heavy):

95th Bombardment Group (H): (334, 335, 336 & 412 Sqns) Horham	Boeing B-17 Flying Fortress
100th Bombardment Group (H): (349, 350, 351 & 418 Sqns) Thorpe Abbots	Boeing B-17 Flying Fortress
390th Bombardment Group (H): (568, 569, 570 & 571 Sqns) Framlingham	Boeing B-17 Flying Fortress

45th Combat Bombardment Wing (Heavy):

96th Bombardment Group (H): (337, 338, 339 & 413 Sqns) Snetterton Heath	Boeing B-17 Flying Fortress
388th Bombardment Group (H): (560, 561, 562 & 563 Sqns) Knettishall	Boeing B-17 Flying Fortress
452nd Bombardment Group (H): (728, 729, 730 & 731 Sqns) Deopham Green	Boeing B-17 Flying Fortress

92nd Combat Bombardment Wing (Heavy):

486th Bombardment Group (H): (832, 833, 834 & 835 Sqns) Sudbury	Consolidated B-24 Liberator
487th Bombardment Group (H): (836, 837, 838 & 839 Sqns) Lavenham	Consolidated B-24 Liberator

93rd Combat Bombardment Wing (Heavy):

34th Bombardment Group (H): (4, 7, 18 & 391 Sqns) Mendlesham	Consolidated B-24 Liberator
490th Bombardment Group (H): (848, 849, 850 & 851 Sqns) Eye	Consolidated B-24 Liberator
493rd Bombardment Group (H): (860, 861, 862 & 863 Sqns) Debach	Consolidated B-24 Liberator

VIII Fighter Command

65th Fighter Wing:

4th Fighter Group (334, 335 & 366 Sqns) Debden	Nth. American P-51 Mustang
56th Fighter Group (61, 62 & 63 Sqns) Boxted	Republic P-47 Thunderbolt
355th Fighter Group (354, 357 & 358 Sqns) Steeple Morden	Nth. American P-51 Mustang
356th Fighter Group (359, 360 & 361 Sqns) Martlesham Heath	Republic P-47 Thunderbolt
479th Fighter Group (434, 435 & 436 Sqns) Wattisham	Lockheed P-38 Lightning
Detachment B (ASR Squadron) Boxted	Republic P-47 Thunderbolt

66th Fighter Wing:

55th Fighter Group (38, 338 & 343 Sqns) Wormingford	Lockheed P-38 Lightning
78th Fighter Group (82, 83 & 84 Sqns) Duxford	Republic P-47 Thunderbolt
339th Fighter Group (503, 504 & 505 Sqns) Fowlmere	Nth. American P-51 Mustang
353rd Fighter Group (350, 351 & 352 Sqns) Raydon	Republic P-47 Thunderbolt
357th Fighter Group (362, 363 & 364 Sqns) Leiston	Nth. American P-51 Mustang
67th Fighter Wing: 20th Fighter Group (55, 77 & 79 Sqns) Kingscliffe	Lockheed P-38 Lightning
352nd Fighter Group (328, 486 & 487 Sqns) Bodney	Republic P-47 Thunderbolt
359th Fighter Group (368, 369 & 370 Sqns) East Wretham	Republic P-47 Thunderbolt
361st Fighter Group (374, 375 & 376 Sqns) Bottisham	Republic P-47 Thunderbolt
364th Fighter Group (383, 384 & 385 Sqns) Honington	Lockheed P-38 Lightning

United States 9th Army Air Force (Tactical)

IX Bomber Command

1st Pathfinder Squadron (Provisional) Great Saling	Martin B-26 Marauder
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97th Combat Bombardment Wing (Medium):

409th Bombardment Group (L): (640, 641, 642 & 643 Sqns) Little Walden	Douglas A-20 Havoc
410th Bombardment Group (L): (644, 645, 646 & 647 Sqns) Gosfield	Douglas A-20 Havoc
416th Bombardment Group (L): (668, 689, 670 & 671 Sqns) Wethersfield	Douglas A-20 Havoc

98th Combat Bombardment Wing (Medium):

323rd Bombardment Group (M): (453, 454, 455 & 456 Sqns) Horham	Martin B-26 Marauder
387th Bombardment Group (M): (556, 557, 558 & 559 Sqns) Chipping Ongar	Martin B-26 Marauder
394th Bombardment Group (M): (584, 585, 586 & 587 Sqns) Boreham	Martin B-26 Marauder
397th Bombardment Group (M): (596, 597, 598 & 599 Sqns) Rivenhall	Martin B-26 Marauder

99th Combat Bombardment Wing (Medium):

322nd Bombardment Group (M): (449, 450, 451 & 452 Sqns) Great Saling	Martin B-26 Marauder
344th Bombardment Group (M): (494, 495, 496 & 497 Sqns) Stansted	Martin B-26 Marauder
386th Bombardment Group (M): (552, 553, 554 & 555 Sqns) Great Dunmow	Martin B-26 Marauder
391st Bombardment Group (M): (572, 573, 574 & 575 Sqns) Matching	Martin B-26 Marauder

IX Fighter Command

IX Tactical Air Command:

67th Tactical Reconnaissance Group Middle Wallop	Lockheed F-5 North American F-6
70th Fighter Wing: 48th Fighter Group (492, 493 & 494 Sqns) Ibsley	Republic P-47 Thunderbolt
367th Fighter Group (392, 393 & 394 Sqns) Stony Cross	Lockheed P-38 Lightning
371st Fighter Group (404, 405 & 406 Sqns) Bisterne	Republic P-47 Thunderbolt
474th Fighter Group (428, 429 & 430 Sqns) Moreton	Lockheed P-38 Lightning

71st Fighter Wing:

366th Fighter Group (389, 390 & 391 Sqns) Thruxton	Republic P-47 Thunderbolt
368th Fighter Group (395, 396 & 397 Sqns) Chilbolton	Republic P-47 Thunderbolt
370th Fighter Group (401, 402 & 403 Sqns) Andover	Lockheed P-38 Lightning

84th Fighter Wing:

50th Fighter Group (10, 81 & 313 Sqns) Lymington	Republic P-47 Thunderbolt
365th Fighter Group (386, 387 & 388 Sqns) Beaulieu	Republic P-47 Thunderbolt
404th Fighter Group (506, 507 & 508 Sqns) Winkton	Republic P-47 Thunderbolt
405th Fighter Group (509, 510 & 511 Sqns) Christchurch	Republic P-47 Thunderbolt

XIX Tactical Air Command:

10th Photographic Group (Reconnaissance) Chalgrove	Douglas F-3A Lockheed F-5 North American F-6
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100th Fighter Wing:

354th Fighter Group (353, 355 & 356 Sqns) Lashenden	Nth. American P-51 Mustang
358th Fighter Group (365, 366 & 367 Sqns) High Halden	Republic P-47 Thunderbolt
362nd Fighter Group (377, 378 & 379 Sqns) Headcorn	Republic P-47 Thunderbolt
363rd Fighter Group (380, 381 & 382 Sqns) Staplehurst	Nth. American P-51 Mustang
303rd Fighter Wing: 36th Fighter Group (22, 23 & 53 Sqns) Kingsnorth	Republic P-47 Thunderbolt
373rd Fighter Group (410, 411 & 412 Sqns) Woodchurch	Republic P-47 Thunderbolt
406th Fighter Group (512, 513 & 514 Sqns) Ashford	Republic P-47 Thunderbolt

IX Troop Carrier Command

50th Troop Carrier Wing:

439th Troop Carrier Group (91, 92, 93 & 94 Sqns) Upottery	Douglas C-47 Skytrain
440th Troop Carrier Group (95, 96, 97 & 98 Sqns) Exeter	Douglas C-47 Skytrain
441st Troop Carrier Group (99, 100, 301 & 302 Sqns) Merryfield	Douglas C-47 Skytrain
442nd Troop Carrier Group (303, 304, 305 & 306 Sqns) Fulbeck	Douglas C-47 Skytrain Douglas C-53 Skytrooper

52nd Troop Carrier Wing:

61st Troop Carrier Group (14, 15, 53 & 59 Sqns) Barkston	Douglas C-47 Skytrain
313th Troop Carrier Group (29, 47, 48 & 49 Sqns) Folkington	Douglas C-47 Skytrain Douglas C-53 Skytrooper
314th Troop Carrier Group (32, 50, 61 & 62 Sqns) Saltby	Douglas C-47 Skytrain Douglas C-53 Skytrooper
315th Troop Carrier Group (34, 43, 309 & 310 Sqns) Spanhoe	Douglas C-47 Skytrain Douglas C-53 Skytrooper
316th Troop Carrier Group (36, 37, 44 & 45 Sqns) Cottesmore	Douglas C-47 Skytrain Douglas C-53 Skytrooper

53rd Troop Carrier Wing:

434th Troop Carrier Group (71, 72, 73 & 74 Sqns) Aldermaston	Douglas C-47 Skytrain
435th Troop Carrier Group (75, 76, 77 & 78 Sqns) Welford Park	Douglas C-47 Skytrain Douglas C-53 Skytrooper
436th Troop Carrier Group (79, 80, 81 & 82 Sqns) Membury	Douglas C-47 Skytrain
437th Troop Carrier Group (83, 84, 85 & 86 Sqns) Ramsbury	Douglas C-47 Skytrain
438th Troop Carrier Group (87, 88, 89 & 90 Sqns) Greenham Common	Douglas C-47 Skytrain

members and friends:

I think we're all familiar with the biblical reference to there being a time for all things. That time has come, and it's time for me to relinquish the editorship of the group's newsletter. My local newspaper, which has graciously published the newsletter in a newspaper format, has closed down its production facility in Frankfort. This means that we must go to a different but familiar format, the regular newsletter. This entails a whole new technical approach in which I simply do not wish to engage, especially since we have a replacement editor in the wings who is much more qualified than I to make the effort. Besides, as one of our members noted, we're all in God's waiting room. This transfer should be executed before I am posted to that great air base in the sky.

Annette Tison brings a host of qualifications to the table. She's a second-generation legacy member, niece of 2/Lt. Douglas Franke, 579th, KIA April 29, 1944 on a Berlin raid. She's retired military (Commander, USNR). She's secretary for the 392nd corporate entity and a member of its Board of Directors. She's been assistant editor for some two years. And above all, she's smart as a whip and a bundle of energy.

I've been your editor since November 1989, when I took over after the death of Bill Richards. Col. Gilbert, being the good commander that he is, wasn't absolutely sure I was up to it and wanted redundancy, so he posted Birdie Schmidt Larick, the 392nd's Red Cross representative as my assistant. I had no problems with this because since I had a little previous experience in the newspaper business, I thought I could handle it. It's been a great ride and it has brought me great enjoyment and a wonderful sense of fulfillment. I will step back and give the reins to Annette, but will remain active as her assistant.

We must be patient as this process works its way out. It entails new equipment and new processes. Publication will resume as soon as possible.

I sign this letter in the same fashion as retired AF M/Sgt. Allen Holtman, one of our staunch friends:

*Blue Skies,
Jim Goar*

The 392nd BG Memorial Association is meeting during the first week in August in Savannah, Georgia, along with the 8th Air Force Historical Society. There is no need to say more than that, for this copy of the *Journal* may not be in your hands much before then.

Always be kind to each other. ■



BY CLARENCE LUHMANN

The hour has come that I should write something for the *Journal*. As I am writing this, there is still very heavy snow falling in Northern Minnesota.

My wife and I went on a Caribbean cruise in February. We left International Airport in Minneapolis/St. Paul with a temperature of 2 degrees and arrived in San Juan, Puerto Rico about six hours later. There it was 81 degrees and sort of humid. We went ashore on five islands (Barbados, St. Lucia, Antigua, Tortola and St. Thomas). It was a nice experience.

Again as I reminisce about my days of pilot training, I remember meeting sever-

al people from my home area, at different bases.

I enlisted in 1942 in the Army Air Corps and was called to active duty in March of 1943, then was sent to Santa Ana, California. As we were waiting for some of the many needles we received, who should walk by but our veterinarian from home, Capt. James Fitch. He was the food inspector there. Capt. Fitch returned to Minnesota to his veterinary business. He was our farm veterinary until he was killed in a tragic accident.

I next went to Twenty Nine Palms, California. There my instructor was Howard Sevedy, from Worthington, Minnesota, which is only sixty miles from my home.

From there I went to Pecos, Texas and then Williams Field at Chandler, Arizona. There I met Frank Neuenfeldt. Frank had immigrated legally to southern Minnesota along with his five brothers. They were all farm hands. My father sponsored him. He was the first to salute me when I graduated as a 2nd Lt.

Did you see the "Journal Forever" notice in the Spring *Journal*? We need to know if people are willing to donate \$10 or more to keep the *Journal* going after the 2ADA dissolves. If you haven't sent your response back, now is the time.

Hope to see many of you at Dallas/Grapevine, Texas in October. ■

ATTLEBRIDGE TALES



BY JIM LORENZ

Remember Cathy Thomson? She was at one time one of our volunteers who were available on-call from our 2AD Memorial Library to meet and drive our visitors to our Attlebridge Base and surrounding areas. Some time ago Cathy and her husband Les moved to North Walds-ham near the 389th base at Hethel.

Cathy has recently sent me an e-mail noting that she has saved some 466th items which she would like to have displayed somewhere. She spoke with Fred Sharpe and he will help her set up a dis-

play of the 466th BG at our Attlebridge base, which is privately owned as a turkey farm. They agreed to set up a display cabinet and wall space for her memorabilia at Hethel in a new Nissen hut to be constructed in the near future. I have suggested that she continue to get this display set up and to keep me informed. If any of our 466th men have any items – photos or papers – that might be displayed, let me know. I'll keep you informed as to how this progresses.

FRANS GREEN MEMORIAL FLOWERS

As to the Memorial Day flowers that we have placed on our 466th BG Memorial in Frans Green: We will continue in 2008 as before – sharing the costs with the 466 BGA. The 466 BGA will continue to exist, but will hold their meetings with the 8th AFHS. I sent money for the Memorial Day flowers to Digby Horner, who picks up the flowers and sets up the small ceremony at the memorial.

FUTURE MEETINGS

The 8th Air Force Historical Society and 466 BGA will meet in July 2008 at the 8th AF Museum in Pooler, GA (Savannah).

The 2nd Air Division Association will be in Grapevine, TX (Dallas), October 17-20, 2008. See page 35 for more information. ■

The Kassel Mission Historical Society

“Return to 1944”

England & Germany • September 18-28, 2008

... with a 3-night extension to Stalag Luft I

Dear Friends of the 445th,

KMHS members share a common love for the men of the 445th Bomb Group and places that were significant to them. Some of you have always dreamed of seeing the base at Tibenham and the Kassel Mission crash sites in Germany — places you will never forget. Some of you dream of returning. This is your chance to experience the places that meant so much to the men of the 445th.

You and yours are invited to join KMHS as we return to England and Germany, where we will:

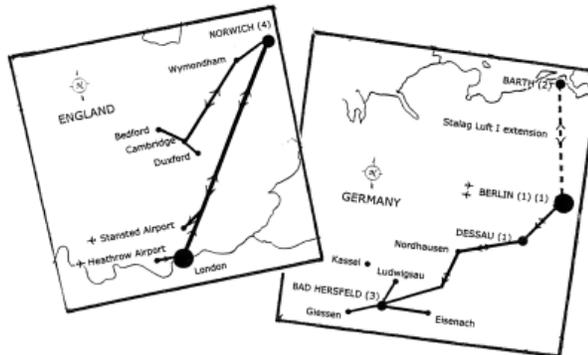
- Commemorate the Kassel Mission at the 64th Anniversary Ceremony to be held at the memorial in Germany on September 27, 2008.
- Meet our former enemies who have become such great, dedicated friends.
 - Live the dream — fly over Tibenham.
 - Tour restored WWII USAAF bases
 - Visit the new Kassel Mission Museum in Eisenach.
- Visit Wymondham College — the 445th's hospital.
- See Berlin.
- Journey to Stalag Luft I at Barth and talk to Germans who were there!

Whether you are a 445th veteran, relative or friend, you won't want to miss this eventful trip. A very special addition — a full contingent of WWII military re-enactors, led by KMHS webmaster Vic Wright — will accompany us, dressed as the 445th Bomb Group!

It is my pleasure to introduce Ellis Gibson (Gib), who will be our agent and guide. Gib comes to us highly recommended by KMHS members. So if your health, schedule and checkbook permit, please join us! Bring your children and grandchildren. (Our last trip wouldn't have been the same without Billy Stephan's group of 13!) You won't regret it. If you cannot come, join us in spirit. We'll take you in our hearts as we revisit that tender time and honor our heroes.



Sincerely,
Linda Alice Dewey
PRESIDENT,
KASSEL MISSION
HISTORICAL SOCIETY



For further information on this trip, contact:

The Kassel Mission
Historical Society
P.O. Box 215133
Auburn Hills, MI 48321

Telephone: 231-334-3633

kmhs@kasselmission.com

Join the KMHS

The Kassel Mission Historical Society is a non-profit Michigan Federal Income Tax-Exempt 501(c) organization, formed:

- To perpetuate and promote the memory and history of the Kassel Mission of September 27, 1944 by the 445th Bomb Group of the 8th Army Air Force, 2nd Air Division, 2nd Combat Wing.
- To fund and dedicate memorials to the Kassel Mission at appropriate locations.
- To publish and promote books, articles, and video productions about the Kassel Mission and the 445th Bomb Group, Tibenham, England, in World War II.

Name: _____

Address: _____

Telephone: _____

E-mail (print): _____

The KMHS PX

DUES – Couples count as one. Dues are tax deductible in the United States.

- U.S. Residents x \$20 = \$ _____
- Outside U.S. x \$30 = \$ _____
- **Pride of the Nation** (88 min. VHS about the Kassel Mission) x \$49.50 = \$ _____
- **445th Patch** x \$10 = \$ _____
- **White 445th Cap** x \$15 = \$ _____
- **“Remember the Kassel Mission” bumper sticker** x \$ 2 = \$ _____
- SHIPPING:** \$5.00 per video or cap x \$ 5 = \$ _____
- \$1.00 per patch, \$2.00 per bumper sticker \$ _____

Contact us for overseas shipping.

TOTAL ENCLOSED \$ _____

Checks payable to “KMHS” in U.S. dollars. Also available on our website thru Paypal.

The Kassel Mission Historical Society

P.O. Box 215133, Auburn Hills, MI 48321

Tel. 231-642-0742 • Website: <http://kasselmission.com>

Engine change in “Lil’s” past

REPRINTED FROM “FLYPAST” • MARCH 2008

During Liberator *Diamond Lil’s* visit to the U.K. in 1992, an engine change was needed while she was spending time at Biggin Hill. Gary Strong provided some very practical help on the ramp when he volunteered the use of his heavy recovery vehicle. Gary has provided these images of the work — note also the use an airstairs can be put to!



Great news for CAF B-29 (and B-24)

REPRINTED FROM “FLYPAST” • MARCH 2008

In the U.S., Jim Cavanaugh has pledged \$1.2 million sponsorship for engine work on the Commemorative Air Force’s Boeing B-29 Superfortress, N529N *Fifi*. The flagship “heavy” is the world’s only airworthy example, but it has been dogged by powerplant problems in recent years. The B-29 and airworthy sister ship Consolidated B-24 Liberator NL24927 *Ol’ 927* will now move their home base to the Cavanaugh Flight Museum in Addison, Texas, a N. Dallas suburb.

Stephan Brown, president of the Commemorative Air Force, said: “This sponsorship, together with additional donations from CAF members, should go a long way towards completing the project of putting *Fifi* back in the air. Fundraising will continue, as we still have other restoration maintenance to perform, but Jim Cavanaugh’s generosity will get us a long way down that track.”

Jim Cavanaugh has been a longtime benefactor of warbird projects and the CAF. He said: “The B-29 played such a significant role in history that it is important that this airplane be preserved. Because of my close relationship to the CAF, I felt the need to get *Fifi* flying again.”

Lyn Fite of the B-29/B-24 Squadron, which has been assigned the responsibility of operating the B-29 and the B-24, said: “Up to now, these aircraft were based out of Midland [Texas], but this move will be beneficial to the squadron in many ways. We will reside in Addison for six months while we perform annual maintenance, and will tour on behalf of the CAF, with our crews, for the other six months.”

Steve Sheridan, Director of Maintenance at the Cavanaugh Museum, added: “We have the facilities and resources to assist the



Boeing B-29 *Fifi* should be back in the air before too long. volunteers of the B-29 and B-24, and look forward to helping in any way we can.” According to Doug Jeanes, Director of the Addison Museum, visitors will be able to view these aircraft during their annual maintenance. ■

National DFC Memorial

March Field Air Museum, Riverside, California

SCULPTOR: ROBERT HENDERSON

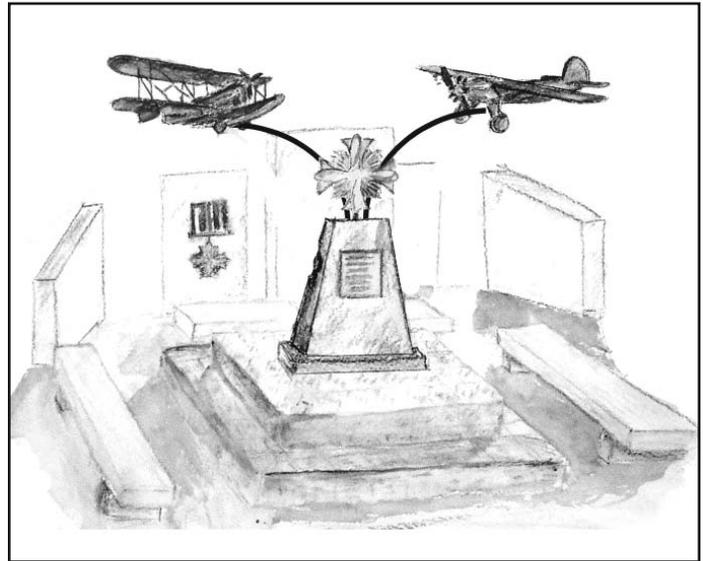
The National Distinguished Flying Cross was created by Congress 80 years ago and is America's oldest military aviation award. The cross symbolizes sacrifice and the propeller symbolizes flight. The combination of these symbols makes clear that the DFC is an award for heroism or achievement for individuals involved in aviation.

This memorial will have three components:

- The bronze DFC medal (2 feet wide)
- Bronze airplane replica of the OAI Loening (4-foot wingspan): The OAI Loening was an amphibias airplane, five of which were used for the 20,000-mile Pan-American flight in 1926.
- Bronze airplane replica of the NYP Ryan (4-foot wingspan): The NYP (New York to Paris) Ryan dates back to 1927 and made aviation history as the "Spirit of St. Louis" piloted by Charles A. Lindbergh.

Join Honorary Chairman Erik Lindbergh and donate towards the cost of this memorial (your donation may be tax deductible):
The DFC Memorial Project, c/o March Field Air Museum, 22550 Van Buren Blvd., Riverside, CA 92518.

For more information, call James Champlin at 951-567-5987, or log on to www.warbirdcentral.com, phone 800-305-1738. ■



SKETCH OF THE PLANNED NATIONAL DFC MEMORIAL



SEETHING

The 448th Speaks

BY KING SCHULTZ

FOLDED WINGS OF THE 448TH

Edward A. Butler (11-07), **Ernest J. Delia** (Prince Frederick, MD), **Bert J. La Point**, **Boyd L. Hatzell** (12-07), **Mac McLendon** (1-08), **Richard M. Kennedy** (12-07), **Larrel C. Scott** (1-08), **John Shia**, **George Watkins** (Lake City, FL), **Donald Zeldin** (Amberly Village, OH).

Hap Chandler reports that he watched Mac McLendon bail out on a mission to Dresden. As a result, Mac spent three and a half months on the verge of starvation in Nazi prisoner-of-war camps. This experience left him with deep moral values and spiritual largess, as well as an aversion to wastefulness. After retiring from a long and successful legal career, he volunteered to help in The Veterans Medical Center in Atlanta, Georgia. He sorted out messy divorces, traffic tickets, etc. He helped them write wills. He built this one-man operation into a thriving pro bono legal assistance program at the VA Hospital with ten volunteer lawyers.

Those Bombardiers Assigned to the Lead Aircraft Nose Turrets, October 1944 to the end of WWII, April 25, 1945

BY KENNETH C. GOODRICH (448TH)

Joseph Mlynarczyk's crew arrived at Seething on August 20, 1944 and was assigned to the 513th Squadron. It didn't take long to start missions, the first, 24th of August to Brunswick, to Rosstock on the 25th, and Ludwighofen on the 26th. On this date both lead and deputy lead were shot down, no one getting out

of either plane. We were in third spot, after Deputy, so we were left in lead spot. No one dropped bombs. We lost an engine to flak, so the pilot told me to get rid of the bombs. We were past Ludwighofen, over farmland. I asked if he could fly okay until we got over a potential target. By now we had made a left turn and were approaching Frankfort for the southeast. We had no bombsight, so we set the bomb interval at 300 feet and proceeded to drop the eleven 500 lb. bombs on board. The target hit end to end was a big hospital – couldn't have made a better intended bomb run. We got pictures, and then before getting to France, Lord HawHaw was on the radio decrying the hospital destruction.

Back to the bombardiers in the nose turret – my navigator James B. Faircloth, didn't like giving up his place for me to get to the bombardier station, so I suggested that I show him how to set up for the bomb dropping and I could go into the turret and help with the navigation. I allowed and watched for three missions while he did a good job. We agreed to bring it to the Squadron bombardiers and navigators as to what we thought. It was agreed that I would go to the turret, and rode there for three missions with the original crew.

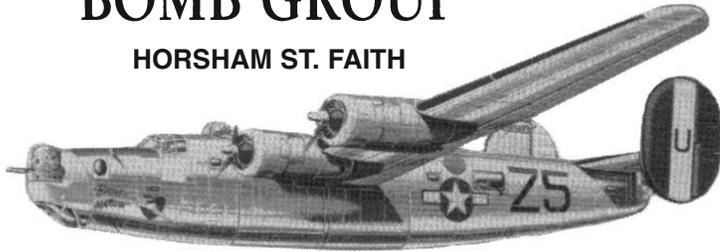
On September 27, 1944, I was assigned to the nose turret on the lead crew and from then on flew with various lead crews. I was assigned to the 712th Squadron, flying 17 missions in that lead position. It was shortly after that, that all lead and deputy lead in all groups had a bombardier as nose turret occupant.

This allowed for a second bombardier/navigator, and aided for improved bombing as the target was seen by two sets of eyes. Acknowledging that the bombing proficiency had been steadily improving before the bombardier in the nose was started, nevertheless it improved even faster after this date. Comment was made that finding the target earlier made for a better bomb run. The navigator gained from the visual help after turning for base.

If any of this helped, I am glad to have been a part of it. It took the best of everybody for all of the time. For my part I received the DFC as a navigator. For those of you who were assigned the position and would rather not have had it, I apologize. ■

458th BOMB GROUP

HORSHAM ST. FAITH



BY RICK ROKICKI

I received a letter from a British lady living in York. She wrote for a friend who is living in Australia. Her request was to see if I could help her find a former 458th member. She claims no ulterior motive, but says she is helping her friend to establish a lost contact when she moved to “down under.” His name: S/Sgt. Robert Moffat, who ran the PX. I went through my list of current and deceased (832) and could find nothing. If anyone can help, please let me know. I will not make any contact without permission. This is not an unusual request, as I can recall many similar requests over the last 30 years. Might add, with little or no success to my knowledge.

Thanks to Bud Hartzell who advises that those of you who have not received the WWII medals you earned (or possibly lost), they can now be ordered through a catalog order. You still have to pay for them, however. Too bad I didn't have this information several years ago. After my last transfer from Boston to Baltimore in 1964, I was unable to find mine. Didn't realize the loss until nearly two years later when finally unpacking the last dozen or so boxes. Went through the normal process of requesting through the Government, but after more than a year, I finally submitted proof to an agency and paid twice this catalog price. For your own catalog, write or call Medals of America, 114 Southchase Blvd., Fountain Inn, SC 29644, phone 1-800-308-0849.

Marilyn Walton, daughter of Tom Jeffers, has a new book published regarding her dad and the experiences he encountered as bombardier on pilot Henry Northrop's crew. The title: *Rhapsody in June, A Daughter's Return to Germany to Finish Her Father's Story*. The aircraft was shot down on June 18, 1944. All but one of the crew survived, were captured and became prisoners at Stalag II in Poland. The book is well written, evidence of previous writer knowledge although this the only one of WWII. The book is available from Author House at www.authorhouse.com, www.authorhouse.co.uk, or by calling 1-888-280-7715.

My 3 x 5 card file shows I sent Tom an application to join the 2ADA on 2-10-87 and received it back on 2-14-87, one of the quickest replies in my records. Tom included the names of the crewmen (and their addresses). I was able to find six who joined. As of this date, only two are current members, Jack Gonzales (see the Spring 2008 *Journal*) and Lawrence Dean. Alex Cardenas, living in Mexico, did not send in his 2008 dues statement and was dropped from the roster.

To those of you who have never sent in a card or letter regarding the following basic info: telephone number, wife's name, squadron, ground or air crew, etc., I would appreciate hearing from you. I have a list of over 800 names and addresses, plus those known to be either KIA or MIA, but without any previous address. I've considered making a total listing with whatever info I currently have. In any case, these plans could be speeded up if I get a good response from you. As you know, we're “getting-long-in-the-tooth” and this may be the last chance you'll have

for some recognition. Personally I am on the “downwind-leg” of my 33 months in the Army Air Force bio that even my dear wife didn't know until she read the first four chapters. Certainly this will be a revelation for my son and daughter and my two granddaughters. It's something I started several times in the past; however, I'm hoping to finish it this time.

And finally, while going through some back issues of the *Journal*, I found an article I'd written in June 2001. It was regarding the price of 100 Low Lead AV Gas. While we know the seven-year span would deal some surprises, I was again slightly shocked. In 1949 I paid \$.47 for fuel for my 65 hp Continental Aeronca Champ. In 2001, the same grade of fuel was \$2.40. Since we (the Potomac Antique Aero Squadron) were holding our annual antique airplane fly-in on Maryland's Eastern Shore on the May 17 weekend, I checked several small airport fixed base operators. Price ranged from \$5.18 to \$6.70 per gallon. Checked with the Dulles



Rick Rokicki and the 1924 Laird “Swallow” after the Baltimore-Dulles leg of the 50th anniversary of United's Air Mail Service in 1976. The postage stamp commemorates the 1926-1976 Passenger & Air Mail Service.

FBO, gas was priced at \$7.00! Very few small private aircraft are sheltered there. Having been an “antiquer” since 1948, and sport flying every chance I had, it's a sad thing for the small-time owner/pilot to do an hour or two and spend \$75 to \$100 dollars for fuel. General aviation, along with some smaller air carriers and charter operators, will continue to be hurt. I agree with all my contemporary friends that “we lived in the best of time,” WWII and the 40-plus years that followed, allowing us to enjoy our hobbies after retirement. Sadly, so goes the battle.

So, take care of your health, take your pills, get more active in your community affairs, and occasionally raise your wine glass in a toast to all your fellow veterans who have “gone west.” ■

Ed. Note: Rick, just a thought: Has your Swallow ever been to Capistrano?

OOPS!

COURTESY OF “BOMBS AWAY!” (490TH BG)

A married couple was sitting in a fine restaurant when the wife looks over at a nearby table and sees a man in a drunken stupor. The husband asks, “I notice you've been watching that man for some time now. Do you know him?”

“Yes,” she replies. “He's my ex-husband and has been drinking like that ever since I left him seven years ago.”

“That's remarkable,” the husband replies. “I wouldn't think anybody could celebrate that long.” ■

THE COFFEY CREW GATES

BY CAROLYN COFFEY

It was a cloudy, chilly January day in London. Boarding the train from the Liverpool station bound for Norwich, I imagined what my dad thought as he boarded this same train as a young man on his way to fight for freedom. As the train made the two-hour journey northeast through the English countryside, we passed barren fields and stark trees, somber in the winter light.

I recalled my father's oft-stated fondness for this landscape, which reminded him of his rural hometown of Wheeling, West Virginia. Jim Coffey first made this trip in 1944 shortly after completing basic training at the age of 19. He was a pilot commissioned to fly a B-24 Liberator, and became the leader of the "Coffey Crew," a group of ten young guys from all over the USA brought together to launch offensive air strikes against the Germans.

They were stationed at the Rackheath Airfield in the small village of Rackheath, just outside of the small city of Norwich. Dad came to this city near the end of World War II, when the British people were weary of constant bombing by the Germans, food rationing and blacked-out villages. Hitler had overtaken most of Europe and the British people were so very grateful the Americans — "the Yanks" — had arrived to help them defend their country and their freedom.

There were fourteen bombardment groups in the 2nd Air Division of the 8th United States Army Air Force in airfields scattered around the East Anglia countryside outside of Norwich. At the time, this was the largest offensive air force in U.S. history. Never before had the U.S. initiated such a massive air attack on an enemy. These combined troops (including many different bombardment groups) completed over 212 successful missions dropping bombs on strategic German targets, which eventually led to Hitler's retreat and surrender.

These air raids were massive in size. At times 400-500 bomber planes were assembled in the skies over Norwich in formation. Then they would fly across the Channel to drop bombs systematically on their targets. My dad's crew, part of the 467th Bombardment Group, successfully flew ten of these missions.

The B-24 Liberator bomber was the workhorse of the 2nd Air Division. It had a 110-foot wingspan and weighed more than thirty tons. It was a state-of-the-art

aircraft that held between 4,000 and 6,000 pounds of firepower, depending on the distance to the target. Flying at 20,000-25,000 feet to avoid radar detection by the Germans, the B-24 was usually manned by 8-10 guys including pilots, navigators and tail gunners, all cramped into the plane. Many missions were flown at altitudes where temperatures reached subzero (I fondly remember my dad's heavy leather bomber jacket hanging in his closet for years.)

The B-24 was often referred to as a "flying coffin," as it carried such heavy bombs and they were often hit by enemy flak. My dad was proud to be a pilot and especially proud of the ten successful missions his crew completed without loss of life or plane.

In 1983, forty years after the war, my dad reunited his crew at Rackheath. He was very active in the Second Air Division Association and was determined to put a crew memorial in place. His goal was to pay tribute to the British community that so embraced them during the war. He and the crew had iron gates, along with a crew plaque, erected at the Holy Trinity Church in the small village of Rackheath. The gates expressed their gratitude to the villagers.

I recall as a young woman my dad painstakingly laboring by phone and through letters to get his entire crew to participate in the dedication. Some of the men were reluctant to come, due to financial pressures. My dad was relentless in his pursuit of getting them to go to the dedication ceremony. He rallied his comrades to help support everyone's journey, and in the summer of 1983 the "Coffey Crew" reunited to show their appreciation to the British community by dedicating a set of gates and a plaque to commemorate their service during the war.

I was 23 years old and totally focused on my own life, as most people are at that age. While I recall this event being of great importance to my dad, I came to truly appreciate their reunion and the commemoration 25 years later when the gates would be refurbished and the rededication ceremony would take place.

As my brother Mark, his wife Jean, and I arrived in the small city of Norwich, I was overwhelmed by the reception by our hosts, David and Jean Hastings. David, a pilot and a leader in the Friends of the 2nd Air Division organization, had planned the memorial celebration at the Holy Trinity

Church to pay tribute again to my dad and the Coffey Crew. David, a young man during the war, swells with tears when he reflects on the airmen at Rackheath and their service to the British.

As David guided us on a tour of the small city of Norwich, we toured the 900-year-old Norwich Cathedral and its splendor. He also showed us the Millennium Library and the 2nd Air Division Memorial Library which is a memorial to the fallen comrades of the 2AD. It has a section dedicated to all the different bomb groups stationed in East Anglia. In there were WWII memorabilia and pictures of B-24s, crews, reunions and more. It was so very clear to me that sixty years after the war, these people still remember and appreciate the American heroes who helped liberate them from the Germans. The sense of gratitude this city has for the Americans to this day is truly overwhelming.

My dad never thought twice about serving his country. In fact, as a younger lad he had tried to enlist and the Army recruitment office told him to return when he had finished high school. He was a patriot and determined to beat the Germans. My dad always talked with pride and accomplishment of his days in the war. He loved the British people and thought they were "swell." He learned to drink ale and eat Limburger cheese. Norwich reminded him of his small hometown in West Virginia, and he often reflected fondly on the friendships he made during the war. They were all so young and fearless.

The morning of the dedication day at the church, I went on an emotional run through the streets of Norwich. I needed the exercise to get out the kinks from the flight, but more importantly, for the solitude it allowed me to reflect on Dad and his legacy. It all became so crystal clear who he was as a man, a patriot and as a father. It was almost like he was running with me. Perhaps he was there in spirit, since he passed away ten years ago this month. As I ran through the narrow streets I recalled a graduation speech at my niece Emily's high school graduation. The keynote speaker talked about "Who paid for you?" The speaker reflected on our ancestors, our relatives and those who came before us to help shape us into the individuals we are today. I realized how my father's tenacity, values and convictions helped make me the woman I am.

(continued on next page)

Starr Smith's Stewart book on U.S. Chief of Staff reading list

Starr Smith's book on actor Jimmy Stewart's Air Force combat service in World War II has been included in Air Force Chief of Staff Michael Moseley's CSAF Professional Reading Program for 2008. Smith's book, *Jimmy Stewart: Bomber Pilot*, was published last year and the paperback followed later. Stewart was an operations and commanding officer in the Air Force in England for two years during the war. Smith was an intelligence officer who worked with Stewart, briefing the combat crews before their missions over Nazi Germany.

In making the book selection from Washington, General Moseley said: "Developing airmen remains one of my key priorities. To that end, I've carefully selected each book on my reading list. Lifelong education is a crucial part of being a professional warrior, and professional reading enhances our warrior ethos. That is why I believe there is no room in our Air Force for anyone and everyone who cannot find time to expand their activities to include a constant schedule of professional reading. This includes every airman: officer, enlisted, civilian male or female. It is why I make reading an essential part of my tour as Chief of Staff of the United States Air Force. I fully expect that my list will be a small subset of the books you read and the information you take in this year. You owe it to yourself, our Air Force, and our Nation to continually increase your knowledge. My reading list is one small step in this direction."

Smith recounts in his book how Jimmy Stewart flew twenty combat missions, including Berlin. At war's end, he stayed in the Air Force Reserve, retiring as a Brigadier General. Smith too remained in the Air Force Reserve. He is now an international journalist and author and lives in Montgomery, Alabama.

Other books on this year's list include: *First Light* by G. Wellum; *Gods of Tin* by J. Salter; *John Warden and the Renaissance of American Air Power* by J. Olsen; *On the Edge of Earth: The Future of American Space Power* by S. Lambakis; *Why Air Forces Fail: The Anatomy of Defeat* by R. Higham & S. Harris; *The Crisis of Islam: Holy War and Unholy Terror* by B. Lewis; *At Dawn We Slept: The Untold Story of Pearl Harbor* by G. Prange; *Empire by Default: The Spanish-American War and the Dawn of the American Century* by I. Musicant; *Last Chance for Victory: Robert E. Lee and the Gettysburg*

Campaign by S. Bowden & B. Ward; and *Louis Johnson and the Arming of America: The Roosevelt and Truman Years* by K. McFarland and D. Roll.

ABOUT THE CSAF PROFESSIONAL READING PROGRAM

In announcing his new reading list, General Moseley said: "Victory — whether on the front lines or today's Long War or in the air, space and cyberspace surrounding tomorrow's foes — will be determined in large part by the expertise of our airmen. Lifelong education is a crucial part of being a professional warrior, and professional reading enhances our warrior ethos. There is no room in our Air Force for anyone too busy to expand his or her horizons."

The 2008 CSAF reading list is divided into four areas: Our Military Heritage, Our Air Force Heritage, Our Mission, Doctrine and Profession, and Our Nation and World.

General Ronald Fogleman created the CSAF Professional Reading Program in 1996 to develop a common frame of reference among Air Force members — officers, enlisted, and civilians — to help each of us become better, more efficient advocates of air and space power. General John Jumper and now General T. Michael Moseley have wholeheartedly embraced and continued the program.

The CSAF's Professional Reading Program can help launch a career-long reading program or be used to supplement previous readings. The books cover an expanse of topics. The majority of books detail air and space power from its genesis to recent times. Other books provide great examples of leadership to illustrate qualities airmen should emulate. The more books airmen read, the better they will understand the background behind the Air Force's core competencies, and the better equipped they will be to form and express their own opinions.

Mr. Herman Wolk, senior Air Force Historian, asserts that "the CSAF's Reading Program emphasizes the crucial role played by the United States Air Force in American military history during the past century. Reading these books fosters an important understanding that the advances in aviation technology have had on the evolution of air and space power," Wolk said. "They dramatically reveal how air and space power have transformed the battlefield through long-range precision engagement, international relations and national security policy." ■

THE COFFEY CREW GATES

(continued from page 25)

It was a clear, sunny, winter Sunday. The locals remarked how unusual it was for it to be so warm and dry. The ceremony at the Trinity Church of Rackheath drew many in the community. They were truly grateful that we had traveled all the way from California and Colorado to join them. They paid tribute to my dad, and his crew blessed the gates and the plaque (a picture of the Coffey Crew in 1943 and 1983) that would be placed in the church. After the ceremony, members of the congregation came to talk to me. They asked many questions, wanting to know the kind of man my father was and his crew. It was everything I could do to choke out the words.

Afterwards, members of the Norfolk Military Vehicle group added to the festivities by having WWII Jeeps drive us to the recently restored control tower at Rackheath airfield. The Jeeps carried us towards the old runways and to what is now the Rackheath Industrial Park. The former Control Tower, until recently in total disrepair, was restored to its original appearance. As I climbed the tower stairs, I imagined what it was like to see the B-24s departing into the skies, and how the commanders would look past the line of trees waiting anxiously for the return of their crews. Almost 7,000 men didn't make it back.

We concluded our celebration at the "Green Man Pub," a local favorite pub that was a popular hangout for the American servicemen, and I imagined my dad sitting at the bar with a pint of ale, enjoying the camaraderie of his crew.

My trip was forever memorable. I am still filled with emotion and I struggle to find the words to truly express my feelings and personal growth gained from this journey. I learned many things from my dad over the years; however, I know now the most significant thing I learned from him was the true understanding of American patriotism. It is no wonder I tear up when I hear "The Star Spangled Banner" before sporting events.

Mark and I now more clearly understand our father and his legacy, and this trip was a blessing. It will be an incredible challenge for all of us to preserve and continue the legacy of Jim Coffey and the rest of "The Greatest Generation." Hopefully our mission will be successful. ■



491st BOMB GROUP
POSTREMUM ET OPTIMUM
the
RINGMASTER
REPORTS

BY JOHN A. PALLER

When the 491st Bomb Group meets this year on 24 September in Washington, D.C., I will not have a report from 2nd Air Division Association to present to the Board of Directors. Whereas the 491st reunion will take place in September, the 2ADA convention will take place about a month later, in Dallas. Therefore, I will submit a written report to the 491st Board of Directors after I return from Texas.

PUSHING THE FRONTIER
OF TECHNOLOGY IN AIRCRAFT
DEVELOPMENT

The first of January 1945 was a bright, clear morning as we barreled down the North Pickenham runway in our Ford-

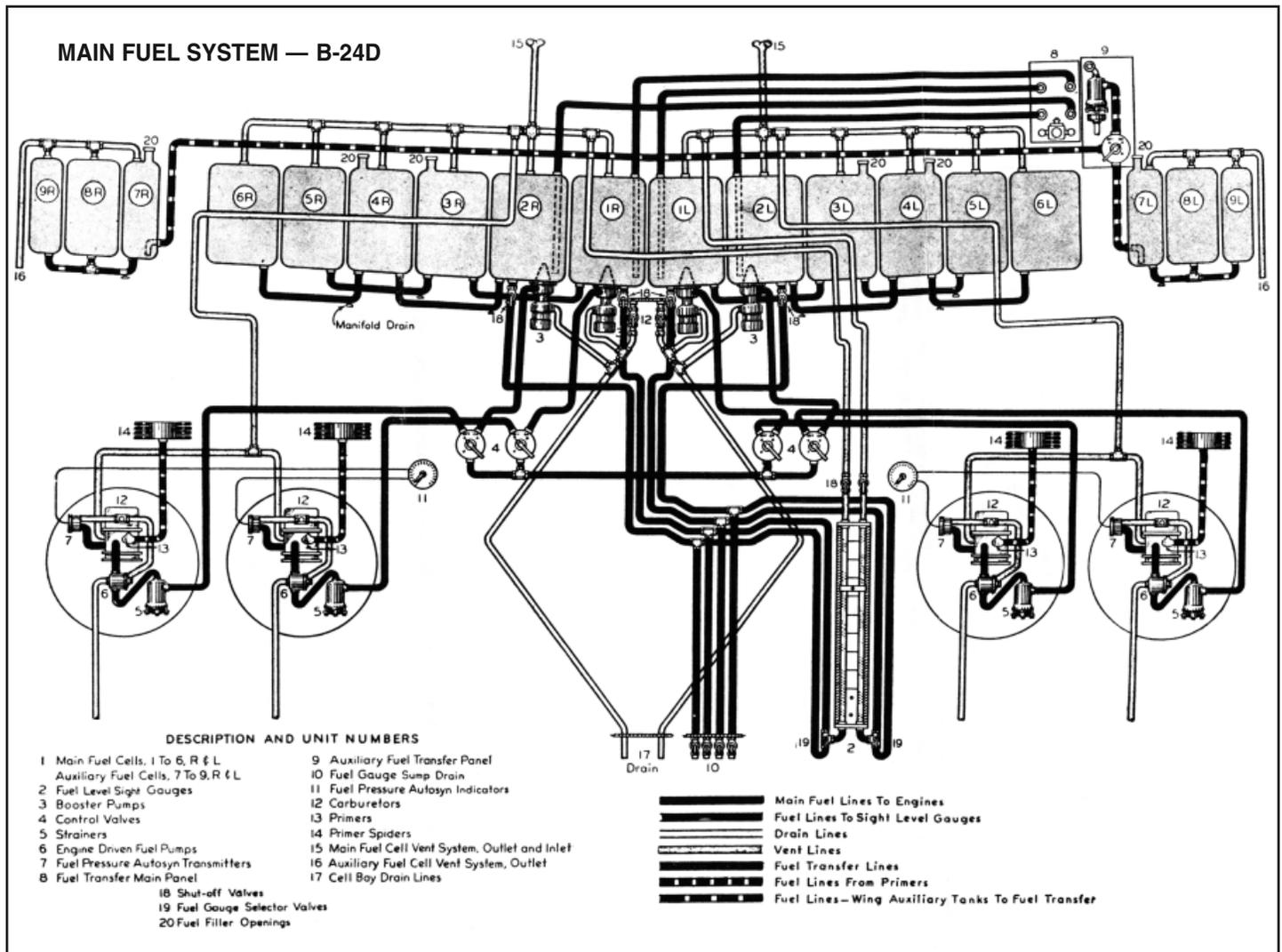
built B-24J named "Lookin' Good" on what would have been our 34th mission. It turned out to be a frightful seven-minute flight. About the time the wheels were in the well and the booster pumps shut off, the normal odor of fuel fumes turned into an overbearing smell of raw hi-octane gasoline. The engineer, Fred Fryfogle, came forward to report a severe fuel leak at about the same time that Don Root and I looked back. Fred's report was not really necessary — fuel was pouring out of the right wing root, cascading down on the bombs and then continuing out into the slipstream. As I recall, it was Squadron or Group policy to crack the bomb bay doors about four or five inches to vent out fuel fumes during takeoff and the climb to altitude, lucky for us as the fuel poured out through the slot instead of accumulating in the bomb bay.

As we wheeled around the traffic pattern declaring an emergency to the tower, we also passed word to the crew not to touch any electrical equipment, including microphones. Don signaled to me to dump the landing gear, each of the crew praying in his own way that the airplane would not go up in a ball of fire. Don

brought the bird around as I incrementally dropped the flaps. With a little added air speed being carried, due to the heavy fuel load and bombs aboard, Don greased it onto the runway. Brakes were applied gingerly to avoid the one spark that it would take to destroy the airplane. As we rolled to a stop and everyone scrambled out, the fuel continued to pour onto the runway. Later that day, the crew chief informed us that one of the fuel tank interconnects had separated, allowing the contents to pour from the tanks into the inner wing surface and then into the bomb bay.

In the subsequent years I spent in the Air Force, duties included aircraft maintenance and accident investigation. I had occasion to study a number of fuel systems, and came to the conclusion that the B-24 system was one of the most "Rube Goldberg"-like systems that I encountered.

Shown below is a fuel system schematic of the B-24D (basically similar to later versions) which depicts the 18 fuel cells and the related plumbing, as well as the fuel sight gauges. These sight gauges were on the rear bulkhead of the flight deck. They were supposed to be drained before
(continued on next page)





HETHEL
389th Bomb Group
Green Dragon
Flares

BY FIELDER NEWTON

Many members of the 389th Bomb Group in the past year have expressed their desire to visit the Mighty Eighth Air Force Museum in Savannah, Georgia, and the decision has been made to have a stand-alone reunion along with the annual reunion of the 8th Air Force Historical Society, August 3 through August

8 in Savannah. Everyone attending this reunion must be a member of the 8th AFHS. The registration form in the *8th AF News* has a space to pay the yearly dues of \$30.00. The form has many options for food and tours, including two days for tours of the museum. A large crowd is expected for this reunion, and it is suggested that reservations be made as soon as possible.

The banquet on Wednesday, August 6 will have a private room for all groups with fifty or more in attendance. If we should attain this number, we could be together for fellowship and to discuss future plans for our Group.

Included below is a copy of the Marriott Riverfront hotel reservation form. You can receive a copy of the Reunion Registration Form by writing to: Armed Forces Reunions, Inc., P.O. Box 11327, Norfolk, VA 23517, ATTN: 8th AFHS.

Keep 'em flying. See you in Savannah! ■

389TH BOMB GROUP "STAND ALONE" REUNION • HOTEL RESERVATION INFORMATION

PLEASE CALL THEIR TOLL FREE RESERVATIONS LINE, 1-800-285-0398,
 TO MAKE YOUR RESERVATIONS FOR 8th AIR FORCE HISTORICAL SOCIETY REUNION
REUNION DATES: AUGUST 3-8, 2008

Please be prepared to give the following information when making your reservations:

NAME & IF SHARING ROOM, WITH WHOM _____
 ADDRESS _____
 TELEPHONENUMBER _____
 ARRIVAL DAY & DATE/ DEPARTURE DATE/ CONFIRM THE # OF NIGHTS _____
 # OF ROOMS & THE # OF PEOPLE IN RM. _____
 ADVISE IF YOU REQUIRE HANDICAP ACCESSIBLE ROOM _____
 KING BED OR 2 DOUBLE BEDS? _____
RATE: \$109 + state and local taxes (currently 13%) + \$1 city occupancy fee. _____
CUTOFF DATE: 07/02/08. Reservations received after this date will be processed on space & rate availability.
CANCELLATION POLICY: Deposit is refundable if reservation is canceled 48 hours prior to date of arrival.
RESERVATION GUARANTEE: Must provide a credit card number with expiration date to reservation agent. Hotel accepts the following card types: AMEX, DINERS, VISA, MASTER CARD, CARTE BLANCHE, DISCOVER

491st RINGMASTER REPORTS *(continued from page 27)*

entering the combat zone, to minimize the danger of fire in the cockpit. Transfer valves and other control valves were in the bomb bay, with fuel lines all over the place. The fuel tank interconnects in the wings were a constant maintenance headache, according to our very competent crew chief.

To give the devil his due, the conception of the B-24 was a hurried affair. With WWII on the horizon, time was of the essence.

In 1939, Consolidated Aircraft Co. was a rather small aircraft manufacturing firm in San Diego, having moved from the Buffalo, NY area a few years earlier. They were primarily "boat builders," their claim to fame being the very successful PBY "Catalina" flying boat for the U.S. Navy.

In January 1939, Consolidated was approached by U.S. Army Air Corps officials who requested Reuben Fleet, the company founder, to gear up facilities for production of the Boeing B-17. Fleet and Chief Engineer Isaac M. "Mac" Ladden proposed a new design superior to the B-17. Working feverishly, Consolidated cranked out a mock-up. On 1 February 1939 the Air Corps issued Type Specification C-212 and on 21 February chose Consolidated. No other manufacturer had sufficient time to respond, and about a month later Wright Field Materiel Command ordered one XB-24. However, the kicker was that the prototype be flown by 30 December 1939. The XB-24 did take flight on 29 December 1939, but did not achieve the 311 mph spelled out in the original Type

Specification. Nevertheless, by this time an order for seven YB-24s had been issued. These airplanes were equipped with turbo-superchargers for high altitude flying. Only the last one of the seven YB-24s had armor plate and self-sealing tanks. It was not accepted by the Air Forces until May 1941.

Modifications continued through each subsequent model. Arguably the best of the lot was the single-tail B-24N which, to the best of my knowledge, did not reach any combat units and the type was cancelled after victory in Europe. At the time of cancellation, Ford had a contract to build 5,000 "N" models.

Some planners (and politicians) today believe the day of the high altitude bomber is over and that we should not design and build these expensive and complex machines. I don't buy into this thinking, but believe we should continue to develop new concepts — one only has to look at the opposition to the development of the North American Rockwell B-1 and the Northrop B-2. Unless we press on with the state-of-the-art, future designs will lag. When the unthinkable happens and air crews are sent off to fight wars in ill-conceived, hurried designs, needless casualties will result.

The bugs should be worked out beforehand — not while airmen are flying the aircraft in combat. In WWII, the B-24, as well as the Martin B-26, were classic examples of this rush-to-produce problem. ■

The Welcome Wagon It Was Not!

BY BUD MARKEL (484TH BG) • REPRINTED WITH PERMISSION FROM THE TORRETTA FLYER (484TH BG ASSN)

To fire a projectile into the air to an altitude of 20,000 feet, which a World War I aircraft was capable of reaching, required a gun with a bore of about three and one half inches or 88mm; thus a standard was set that was to continue into World War II.

This was the dreaded “88,” the anti-aircraft gun used by the German Luftwaffe that was to play such havoc with the Allied bomber formations, especially the USAAF because of their predominantly daylight operations. During daylight operations predictors (sighting range-finders) could be used to aim flak can-



An 88mm flak cannon set up to fire at aircraft. The cruciform mount has been lowered to the ground and leveled. The wheel bogies have been removed. When used as an anti-tank weapon the gunners were protected by forward facing armor plate.

nons fairly accurately. The preference, of course, was gun laying radar. As a result, as any World War II bomber crewman of the United States Army Air Forces can testify, losses to flak cannon were severe.

It was not a new weapon, but was developed from a World War I design, entered into service in 1916. As a mobile weapon, it was mounted on a four-wheeled carriage and towed by specially built and equipped trucks. When in action, arms with self-contained screw jacks could be swung out to form a secure firing platform. At that time, when aircraft were slow and flew at low altitudes, the design allowed for quick fire, but lacked refinements that were found necessary in modern warfare leading up to and including World War II. The standard 88mm anti-aircraft cannon of World War I was the Geshutze 88 manufactured by Krupps of Essen.

German anti-aircraft fire of the First World War was called “Archie” and was not very effective, as the various mechanical devices used to calculate precise aiming of guns were not very accurate. However, when attacks on enemy observation balloons were made, it was a different story. With the altitude of the balloon known, it was easier to make the calculations required to lay the guns properly.

Commanders of Archie batteries would resort to area defenses employing barrage firings. When one considers that one cubic mile of airspace contains 5,500,000,000 yards and the effectiveness of one anti-aircraft shell is only a few thousand cubic yards and exists for less than 1/50th of a second, the effectiveness of barrage fire was nil. It was estimated that 3000 rounds were required to shoot down one aircraft. The ratio of rounds per aircraft downed was considerably higher during World War II when sight and radar tracking was used to aim the Luftwaffe flak batteries.

The usual practice during World War I was to mount batteries of anti-aircraft guns behind the front in such a manner that when approaching aircraft were detected by sound ranging equipment, gun crews were alerted and then could concentrate their fire on the aircraft. To protect cities or vital military targets, guns were positioned along the lines of approach. As navigational devices were quite crude, WWI pilots often followed roads, rivers, and rail lines leading to the cities and vital targets so gun batteries were sited along these same natural barriers and man-made features.



The 88mm flak gun showing two victory rings painted around the outer barrel about where it screws into the lower barrel.

The Bofors Connection

According to the strict terms of the Versailles Treaty (which Hitler blamed as the cause of World War II), Krupps was forbidden to manufacture the 88 in Germany after World War I. To overcome this restriction, Krupps came to an agreement with Bofors of Sweden, whereby Bofors acquired the foreign rights for all Krupps designs in exchange for granting design and research rights to the Krupps team working at Bofors. In 1928 Bofors developed a new design for a high velocity 88mm gun with a semi-automatic breech which re-cocked the striker on ejection of the cartridge case. A Krupps representative took the design back to Essen in 1931 where manufacture began in 1933, when the Versailles Treaty provisions were being openly violated by the Nazi government which took power when Hitler became chancellor.

The new gun, the 88 Flak 18, was mounted on a cross shaped carriage with dual wheeled bogies that could be turned in pairs for positioning on the ground. The fore and aft legs of the cross were mounted over the wheels with the side legs swiveling up for storage. This was a great improvement over the 1916 model. This design proved rather clumsy from the experience the German Condor Legion gained during the Spanish Civil War, as it was found that the gun platform was somewhat unstable. To overcome this restriction, before firing, the gun had to be lowered from the bogies to the ground. When the gun barrel was elevated to fire at aircraft, the strain on the center of the star-shaped cruciform carriage was greatest after the projectile was fired. Battle experience in Spain dictated a need for a reduction in time to bring the gun into a battle-ready state. It was evident also that provision had to be made to facilitate quick changing of the gun

(continued on next page)

WELCOME WAGON IT WAS NOT *(continued from page 29)*

barrel in the field if the weapon was to reach its full potential. This necessitated that the manufacture of the barrel would have to be accomplished in sections so that worn parts could be replaced individually instead of a whole barrel assembly. The butt end of the outer barrel where the rifling began was threaded so a new barrel section could be easily screwed on. This extended the gun's service life and allowed assembly line manufacture without the need for specialized machinery. In 1936-37 the gun platform was improved by the installation of winches to the bogies which allowed the platform to be lowered to the ground, eliminating the bending force on the carriage support. The bogies/limbers could then be wheeled away and the side arms were lowered. The mounting was then levelled by screw jacks at the end of each arm.

For quick firing when used on ground targets or as an anti-tank weapon, the gun could be used from the wheeling position by applying hand brakes and chocking the wheels. With the barrel set almost parallel to the ground, the recoil forces would be to the rear and the need to lower the weapon was not as great. The side arms were then dropped and secured, readying the gun for action. From 1940 onwards the Flak 18 and Flak 36 were mounted on a Sonderonhaenger type trailer. Later improvements included the installation of twin wheeled bogies and protective shielding for the gun crew. The gun was designed to be towed by a half track vehicle, the Sd. Kfz7 tractor built by Krauss-Maffei. It had seating for the gun crew, and ammunition lockers, making the tractor-gun trailer self-contained. When equipped for battle, the gun and trailer weighed seven tons.

The earlier models of the Flak 18 used a data transmission system whereby information on bearing, elevation, and fuse setting was sent from the gun computer (predictor) via electric signals that illuminated three rings of colored lamps. The gunner merely turned his hand controls until all of the lights were put out. This system was replaced by a dual pointer system in the Flak 37 model so that the gunners then just turned the control wheels until both pointers matched up. Later improvement of the basic 88mm design consisted of the use of a turntable instead of the usual pedestal mount, allowing a lower profile. But with the advent of high altitude bombing during World War II, higher muzzle velocities were required to lift the shells to the higher operating altitudes. This was obtained partly by increasing the length of the barrel. This led to the model 41, a new design that led to a host of teething problems that were not completely solved, one being that the spent cartridges could not be cleared quickly from the platform. Further refinements were abandoned in favor of weapons of larger caliber.

The gun was capable of firing 25 rounds per minute. Normal rates of fire for the 88mm gun were reduced to 15-20 rounds per minute. The longer barrel tended to vibrate under high rates of fire, reducing the accuracy of the weapon, so that the gun would have to lay silent for short periods to allow the barrel to cool.

There were two methods of fire control in the AA role: (1) Radar, (2) Predictor through a data transmission system. The gun crew consisted of eleven artillery men, a gun layer, a trainer, a breech-worker, a fuse setter, five ammunition workers, a detachment commander, and the tractor driver. Each round weighed about 22 pounds. Muzzle velocity was 2690 feet per second.

Much of the fame of the 88mm gun rests not on its performance as a flak gun but as an anti-tank weapon. During its baptism of fire in Spain it was called upon for use as a defense weapon when tanks broke through front line positions and were threatening the anti-aircraft batteries. In the battle for France and in later campaigns it became common practice to attach motorized

Luftwaffe flak companies to army field units when German air superiority was uncontested. Again in North Africa, when a German commander was faced with an attack of heavy British tanks at Halfaya, Libya during the Battle of Solum in June 1941, he used his 88s very effectively, destroying 123 tanks of the total force of 238 tanks. Badly mauled, the British tanks withdrew. The Germans claimed one British tank for every twenty rounds. When the Germans first confronted the new Russian T-34 and KV tanks, their standard 5 cm anti-tank guns had little or no effect, so once again the trusty 88 was called upon to stop the Russian heavies. There is an account during the Russian fighting where one 88 gun destroyed six T-34 tanks at a range of two miles. The 88 had earned its reputation.

The 88mm flak cannon was a formidable weapon which inflicted heavy losses on the Allied bomber formations. But as good as the weapon was, it could not prevent the bombers from coming through.

Because the gun could be mounted on a mobile carriage, it was often towed from place to place, creating problems for the Allied intelligence officer whose duties were to estimate the number of guns defending targets that were likely to be attacked by his bomb group. Bomber crews often cursed the pre-mission briefing on the expected defenses of their target because the information was often old and inaccurate. Generally the number of guns were underestimated or not placed accurately. Bomber crews often had to interpolate the intelligence estimates using a sixth sense that developed over the experience of many missions. As the war progressed, the formations began to loosen up as enemy fighter activity lessened, but mainly to allow the bombers more elbow room to take evasive action. When enemy fighters would appear suddenly the loose formations often suffered greatly as the defensive firepower was spread over a large area, making it less effective.

The defense of the Reich was given to the Luftwaffe, the German air force. It employed in excess of a million men and auxiliaries to defend the country. The flak arm had two responsibilities: one was to protect military targets, cities, factories, and rail lines, and the other was to offer support to ground objectives of the field armies. As casualties in the field armies increased with the advancement of the war, able-bodied men were drawn from the flak defenses to serve in the army. They were replaced by Home Guard personnel (Luftwaffehelfer), as young as 12 but usually 15- and 16-year-old schoolboys who were called away from their classes or out of their beds at night, and youths from the labor service (Reichs Arbeit Dienst), which all young men were taken into after leaving high school. Excepted were boys who went directly into the armed forces, female auxiliaries (Kampfhelferinnen) used in non-combatant roles at the gun sites, Russian prisoners who volunteered for the labor battalions, and Italians and Hungarians who acquiesced to work in the flak arm. The flak division responsible for defense of the synthetic oil refinery at Leuna in southern Germany employed a total of about 62,000. Of this total the greater portion were of the auxiliaries shown above.

As this report is confined mostly to the 88, discussion of the larger caliber flak guns such as the 105mm cannon and 128mm cannon will be brief. They were used to obtain greater hitting power. The larger weapons were often mounted on top of the huge flak towers that were springing up in the larger cities dur-

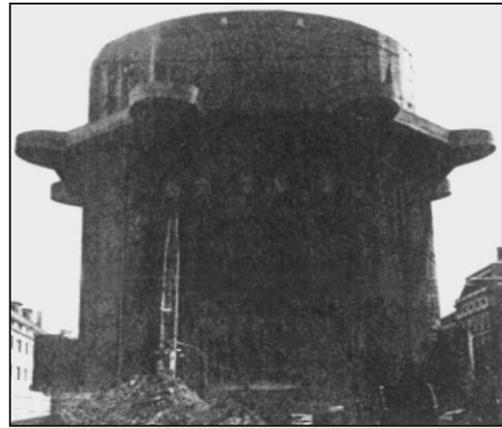
ing the latter half of the war. These larger caliber guns shot mostly time fused rounds, eliminating the manually set fusing where a ring had to be rotated at the base of the projectile.

One method used by the Luftwaffe to increase the hitting power of the larger caliber flak ammunition projectiles was to groove the inside of the shells that exploded into larger pieces of about 3 1/2 inches long by 3/4 of an inch long. Towards the end of the war, incendiary shells (Brandschrapnel) that burst into 51 small incendiary pellets (88mm shell) and 99 pellets in the 128mm round. When the shell reached its set altitude, a charge exploded sending the pellets up and away, igniting either in the air or when they hit the bomber. After testing, the Luftwaffe judged the controlled bursting shell more effective than its predecessor of small fragmentation, and the incendiary shell the most effective of all.

The standard fire control predictor was the Kommondogeret 36, a long tube range-finder of about four meters in length. As long as the operator of the predictor could keep his sight on the target, a continual stream of information was sent to the gun crews consisting of gun bearing, elevation, and time fuse setting. The instrument was effective on the slow-moving bomber formations that maintained straight and level flight. The later model Kommondogeret 40 could cope with a formation in a steady turn and also receive information sent from nearby radars. From the foregoing it can be seen that evasive action on the part of the bomber pilots could reduce the chances of being shot down.

Flak towers were often constructed in pairs in the large cities such as Vienna, Berlin, and Hamburg, one serving as an elevated gun platform, the other as mounting for the radar and range-finding equipment. Generally the gun tower supported four large caliber guns either in single or dual mounts. 2mm light flak weapons were mounted in half round abutments situated at the corners of the tower for defense of low-flying aircraft. These towers served also as bomb shelters, for ammunition storage, and for use by civil defense authorities. Flak guns of light and heavy caliber mounted on railway flat cars (Eisenbahnflak) were used to move guns to defend expected targets. They carried their own fire control predictors and could be fired directly from the flat cars where they were placed at sidings or marshalling yards. Because the bombers of the 8th and 15th Air Forces timed attacks around the noon hour or earlier, depending on weather, it was easy to hide the railway guns inside tunnels to avoid detection by recognizance aircraft during the hours when air attacks were not anticipated.

As enemy aircraft could approach the target from any compass point, the flak batteries were laid out so that engagement could take place just as the formation reached the bomb release point. Assuming the maximum speed of the bomber formation would be about 265 miles per hour at a height of 20,000 feet, the bombs would carry forward from the release point for two and a half miles. Flak positions were laid out so that the bombers could be attacked for most or all of the time until the aircraft reached the bomb release line. In less than a minute a bomber flying at a ground speed of 265 miles per hour can cover a distance of about 3 3/4 miles. Within this circle of 3 3/4 miles from the center of the target, was the most effective zone for anti-aircraft engagement. Beyond this circle was the tracking area where the predictors and connecting radars prepared the data that was sent by wire to the gun locations ideally placed within this defending circle. The predictors would sight on the leading aircraft of the bomber stream unless another battery was already sighting this same formation. In this case a second aircraft in the lead group would be sighted on. As the bombers crossed the bomb release line, the battery commander could order sighting on the following aircraft as they approached the flak engagement circle. The fire control command center consisted of a command



Flak tower called the *Slifnbunker* was equipped with double mount 128mm cannons on top of the main platform and 27mm and 37mm cannons mounted on the outer ring of the tower.

post, twin predictors, twin radars, and supporting equipment. This allowed orders for two separate engagements to be issued. It allowed smooth transition when more than one bomb group was in the attack force. All of the guns controlled by the battery commander were fired in salvo for the first round. Additional rounds were fired as fast as they could be loaded.

The Luftwaffe employed other flak defenses using smaller caliber guns against bombers and fighters flying at low altitudes.

The Allied bombing attacks on the Axis powers during WWII, in addition to its primary role of reducing the enemy's ability to wage war, tied down by the end of the war over 1,250,000 flak troops that were sorely needed on both the eastern and western fronts. The war was shortened considerably by the loss of these troops.

The 88mm flak cannon was a formidable weapon which inflicted heavy losses on the Allied bomber formations. But as good as the weapon was, it could not prevent the bombers from coming through.

Bibliography: (1) *Illustrated Encyclopedia of Artillery*, by Ivan Hogg, (2) *Artillery, Big Guns Go to War*, by Curt Johnson, (3) *The Luftwaffe Handbook*, by Alfred Price, (4) *Kit MM117A Tamiya Model Rectifier Corp, 88mm Flak 36/37*. ■

Dorothy and Edna

COURTESY OF 8TH AF BADGER NEWS

Dorothy and Edna, two “senior” widows, are talking. Dorothy says, “That nice George Pratt asked me out for a date. I know you went out with him last week and I wanted to talk to you about him before I give him my answer.”

Edna answers, “Well, I’ll tell you. He shows up at my apartment dressed like a gentleman and takes me to a fancy restaurant in a limousine. We have a marvelous dinner . . . lobster, champagne, dessert and after-dinner drinks. Then we go to the theater and see a wonderful musical. So then we come back to my place and he turns into an animal. He tears off my expensive new dress and has his way with me twice.”

Dorothy says, “Goodness gracious! So you’re telling me I shouldn’t go out with him?”

And Edna says, “No, no, no . . . I’m just saying, wear an old dress.” ■



To the Editor:

I don't know if you ever heard of my dad — Top-Sgt. Dean Moyer with Headquarters of the 2nd Air Division. I believe he was in England from 1941 or 1942 until 1945, stationed in Norwich. I had the privilege of attending one of the Norwich reunions and seeing where Headquarters had been and the huts. I know that Dad and Jim Reeves and Evelyn Cohen unveiled a plaque that year. My husband and I were invited by one of the bomb groups to tour Cambridge University with them, and we all toured the cemetery in Cambridge. Each time I attended a reunion with Dad I was more proud of "The Greatest Generation." He never talked much about the war, but I knew he had a bronze medal and I saw lots of pictures that Mom had.

I returned from my mother's funeral recently to find the *Journal* in my mail. I was saddened that my dad did not rate a "Farewell to Past Presidents of the 2ADA." I do not know what year he was president, but Mom said he was the first non-officer elected to that post. Dad was not a charter member of the 2ADA, but he joined very early on. I recall being dragged to northern NY State in 1952 or 1953 for the 2ADA meeting. The 2ADA was a big part of Dad's life. Dad and Mom planned all their vacations around the 2ADA reunions. Mom said she heard the stories so often she could tell them herself, although she spent the war in Pittsburgh. Dad was treasurer of the 2ADA for many, many years until he could no longer manage the duties. Since he was a bit of a math whiz, I know that he was involved in coming up with the perpetual fund so that the interest would pay for the library after the 2ADA was gone. When we were at a Norwich reunion in the 80's I was proud to see Dad presenting his report and acting like a comic. I was honored that we were among those invited to meet the Lord Mayor of Norwich and that Mom and I were invited to tea at the Eaton home. My husband (Clutch) and I also were able to attend reunions in Philly and the Playboy Club



Dean and Deanie Moyer

in Wisconsin. When Dad became too ill to travel, it was my brother who transitioned the books to the new treasurer.

Barbara (Moyer) Coverdale
604 Clearfield Avenue
Chesapeake, VA 23320



Editor's Note: I wrote to Barbara, and received a second letter from her a few weeks later, along with a few pictures:

Dear Mr. Pytel:

I can see from your note that you have impeccable skills for managing the daunting task of *Journal* editor. I cringe and cower anytime anyone asks me about such tasks. I did not become computer-literate until my mid-50s, and I doubt that many would appreciate my view of the world. I was tasked to write my parents' eulogies. My dad was quite bright and witty. Mom was the heart of the operation. I am still reeling from their loss. But I digress.

Dad was 2ADA treasurer when you joined. Actually he was treasurer for it seemed like decades. I was fortunate to attend the conventions in Wisconsin (1977-78) and Norwich (1987-88) with my husband and parents.

I am sending copies of pictures and hope you can use them. My favorite of course is the very worn picture of Dad in his uniform from 1942. (*See back cover.*) He sent it to Mom (his girlfriend) with his love. I just sent the other pictures in case they might spark some memory for you. There were lots of pictures of Mom and Dad through the years (Mom worked for a photographer), but this is one of my favorites. The snapshot of Dad and Evelyn Cohen is from when they unveiled a memorial plaque at Ketteringham Hall outside Norwich where Headquarters was based during the war.

Dean and Deanie (real name) Moyer were fixtures at the 2ADA conventions for many years, but Dad's health started fail-



Evelyn Cohen and Dean Moyer

ing around 1990 and it was just too difficult to travel. Dad lived to be 92. Mom died five months later at 86. They were together for 70 years. I have many visions of heaven, but one has them walking together like lovers. But I am a romantic.

Barbara (Moyer) Coverdale



To the Editor:

We ordnance workers continue to be the forgotten people in the Mighty 8th AF.

In the Volume 47, Number 1 issue of the *Journal*, Carl Albright mentions that the armament men arrived with a trailer load of bombs. At Rackheath (and probably all other air bases) the armorers were responsible for the guns, turrets and bomb racks. The bombs were actually taken from the revetment and loaded on the planes and fused by ordnance men assisted by the chemical warfare detachment. This was usually done at night under black-out conditions so the planes would be ready for the daylight missions. Our group ordnance officers were given a medal (I believe a Silver Star) because a mission had never been delayed by not having the bombs loaded on time.

My MOS was 901-Munitions worker.

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



To the Editor:

It is quite some time since I was in touch with my friends across the pond. Happy to say I am still busy with the Second Air Division's 446th BG. In 1999 my husband Donald passed away and this stopped me from doing many things in my life, but thankfully I am once again back on track. Some may remember we lived in the Admin site. I have moved home since then and also met someone who is willing to go along with my involvement with the

466th. This new beginning has made me realize that life is not forever. And so my memorabilia is being housed at Hethel Memorial Museum with kind permission of Fred Squires, Chairman (389th BG).

The museum has agreed to a site suitable for the collection of any 466th BG material. So from this year on, 466th memorabilia will have a permanent home for people to visit instead of stowed away in boxes for no one to see. Anyone wishing to visit, please go to the 389th Bomb Group Material Exhibition at Hethel.

If anyone wishes to donate anything, especially memories on tape or on paper, photographs, etc, please contact me.

A new building is to be erected to house the vast amount of items already donated to the 389th. But I am just grateful for the space given to us.

Cathy Thomson
4 Plasset Drive
Attleborough
Norwich NR17 2NU
ENGLAND

✈ ✈ ✈ ✈

To the Editor:

If I might make one small correction to Oak Mackey's article, "392nd Wendling" that appeared on page 20 of the Spring *Journal*. When he was talking about the visit to the 2nd Air Division Memorial Library by Mrs. Anne Armstrong, the U.S. Ambassador to Great Britain — she was not accompanied by me as I was not in Norwich at the time, but I would think my father, the late Dick Gurney, was there. He was also a Governor before me.

I do not think it really matters, but somebody might pick up on it.

With best wishes — I hope to see you in Dallas/Fort Worth in October.

D.Q. Gurney
The Priory
Church Street
Litcham
King's Lynn
Norfolk PE32 2NS
ENGLAND

✈ ✈ ✈ ✈

To the Editor:

Our dad, Raymond "Wayne" Ray, 445th BG, husband, father, grandfather, great-grandfather and friend, started his life in humble beginnings, born in Clay County, Kentucky, the oldest of three boys. He went to school in a one-room schoolhouse, riding his mule or walking miles to get his primary education. Dad loved to learn; if he did not know a word or an answer he always spent the time to look it up and it did not matter how long he would

research until he would find the answer that was satisfactory. Dad was the first person all his girls would call to get the answer from. Leaving home for the first time, Dad enrolled in Berea College to continue his education, and worked his way through school. Being called to war, Dad left school to join the Army Air Force at such a young tender age; this would forever change his life and mold the young man into what he was from that day forward until Friday, December 28, 2007, when he went home to be with his Jesus. Dad spoke to his preacher the Monday before, and said his time was almost over.

My mom said to me once when she spoke of Dad, "If a man loves and respects his mom, he will always love and respect his wife." Dad and all his brothers cherished and respected my Grandma Ray, so being a mom who loves her children as I do made me think about Grandma Ray when she got the news that her son's 445th Bomb Group fought the deadliest fight of the WWII 8th Air Force and was missing in action; then got the news that he was shot down and was a prisoner of war. After receiving this news Grandpa Ray set a plate for his son every night at the dinner table, having faith that his son would return home.

Friday night I put on my dad's brown flight jacket to have him close to my heart, but he was such a young, small boy I could not even get it buttoned. I closed my eyes and thought how scared this young man must have been to go into battle.

Dad left for the war a boy and returned never to be the same; he returned a MAN, scarred physically and emotionally, and this would be carried with him the rest of his life.

Dad lived and died with a German bullet in his arm that could not be removed from his bone. It would ache sometimes, and we thought what a reminder that he fought so many battles, but again he never complained. He did tell us once that even the enemy should have had the right to have children and grandchildren. I know he must have felt so much compassion while having to do his job for his country and us.

Dad met whom he would always call "Baby," his love Eva Whitaker, and they married soon after in a simple service in Covington, Kentucky.

From the beginning Dad had a special squinty smile just especially for our mom. She was the last to see that squinty smile and hear the "I love you, too." Mom and Dad would have celebrated their 60th anniversary on January 29, 2008.

Dad told Mom he never wanted to have sons because he never wanted them to

go through any war as he did. God blessed Mom and Dad with their first-born daughter Sherry Lee on October 1, 1948. Dad was so proud and thought Sherry was the light of his life. After one day hearing a song on the radio by Anne Murray, "Can I Have This Dance for the Rest of My Life," Dad dedicated it to Sherry. His father, Grandpa Ray who died young, got to be with this gorgeous child but never saw any of the other of his offspring that were to be born into his family.

On November 29, 1953 God blessed Mom and Dad again; another daughter, Anita Denise. Dad was so happy not to have a boy.

Dad nicknamed both of us. Sherry was Doc and Nita was Wendy. Once asked by Sherry and Nita, "Why do you call us Doc and Wendy," Dad said "I used to watch Sherry and the care and love each night Sherry would give her stuffed animals and would line them all up to make sure they were just right and all okay before she would go to bed." When asked about Wendy, it was so obvious. Dad said Nita never sits still and never stops talking and asking questions and with so much energy like the wind.

Like with his daughters, Dad again was happy to be given two granddaughters and not boys. First, Farrah was born in August of 1976, our bicentennial baby. Dad thought that was so neat, and then Jenna was born in September 1984. Dad thought Farrah was so cute, looking so much like her mom with such dark skin and black thick hair that he loved to rub his fingers through, and Jenna was so special with fair skin and the only blue-eyed baby born to us. We would say to grandpa, "Just like you, grandpa," and that made him very proud.

His first great-grandchild, Madelyn, was born; another girl, and again Dad was amazed at how much black hair she had and how much she looked like her mama and mom. Then Carson was born this year — the first boy in our family in generations. Dad said to Nita, "What's up with that?" Nita laughed with Dad and said, "It's about time you had a boy on your side." Nita told him Terry would have loved having a boy to hang with.

Our dad accomplished so much in the 82 years that God left him on this earth; we always referred to him as "Our Hero."

Some of you may not know that Dad was born with a defect in his heart — a hole in his heart. We always thought it was because Dad had such a big caring heart; God just could not fit all of it in him.

Through the years Dad wanted to accomplish so much, such as when he wanted to be a police officer. He scored 96.6 on

(continued on next page)

LETTERS (continued from page 33)

all his testing, even passed the fitness aspect for the job, but then took the physical and they said he could not be on the force. Not getting depressed, Dad continued to go on with his life. He also got his pilot's license in Louisville, Kentucky, but again they would not let him fly solo because of his heart. Again not getting depressed, he stayed proud of what he accomplished. Now, Dad is flying solo with God.

Dad showed us over and over that even if the end result is not what you wanted, you can accomplish so much and go on even if you have disappointments.

When asking our mom what was her greatest joy in life with Dad, of course besides Sherry and I, she answered that it was traveling and being together, just her and Dad, seeing all they got to see together as they traveled for Mosler nationally and internationally. I close my eyes and think how romantic it must have been to be with the man you love at your side and seeing great sights together and snuggling every night and the feeling of such security knowing the one you love is next to you. He traveled for Mosler-American Standard – when Mosler became American Standard.

Dad had so much trust in Mom. He was absent so much in our lives and mom became the dad and mom at times, but there was nothing Mom ever kept from Dad and she made sure we knew it. She would always instill in us that Dad was the greatest provider. Dad was the one who taught us you must make the most of your time when you have the time; it is the quality of time you get to spend with your loved ones, not the quantity, and he did it so well.

Mom referred to her husband as her shining knight, and he was that to her as she was the rock that held our family together for Dad when he was away. Dad would sometimes be gone for months at a time. Mom would buy houses, go to new cities by herself, open accounts, do it all; and Dad would just say "Okay Eva, job well done." What a lesson and inspiration to all of us in our family. The one thing again was that Mom always made sure was that Dad knew it all and what was going on, good or bad.

Dad also knew the trust Mom had in him. She never questioned what he was doing when he was out of town, where he was going and who was he with, and he never questioned her either. Nita once said to Mom what a special trusting relationship they shared. Nita said to her, "I do not know if I could be that kind of wife," and she said, "Oh but you are."

Dad was the calming effect to us. He

Special Convention Notice!

TO: Second Air Division Members who wish to attend the 61st Annual Convention but will not be staying at the Gaylord Texan Resort.

SUBJECT: Cost of Events we hope you will wish to attend, and procedure for registering.

- **Friday, October 17** Breakfast (B1) \$25 x ____ = \$ _____
 Dinner (D1) \$60 x ____ = \$ _____
 - **Saturday, October 18** Breakfast (B2) \$25 x ____ = \$ _____
 Lunch (L1) \$35 x ____ = \$ _____
 Dinner (D2) \$60 x ____ = \$ _____
 - **Sunday, October 19** Breakfast (B3) \$25 x ____ = \$ _____
 Banquet (D3) \$60 x ____ = \$ _____
 - **Monday, October 20** Breakfast (B4) \$25 x ____ = \$ _____
- TOTAL = \$ _____**

All reservations, accompanied by payment, must be received no later than 1 October 2008.

We look forward to seeing y'all at what will be a super convention!!!

Make checks payable to: Second Air Division Convention

Mail to: Charles Walker
9824 Crest Meadow
Dallas, TX 75230

No one will be seated without a name tag, so give us the name of each member of your party and remember to wear your name tag at all times.

Name: _____ Group # _____

Address: _____

Guest Names: _____

was the one we could tell when we were troubled. Dad never judged us, and he would listen intently and pause and then give us the solution, a rub, a pat with his soft hands, or just hug us tight when we could not stop crying. Sometimes just a look from Dad without words would make us think and come back to reality.

Even at the end while Dad lay with pain, he showed his strength by saying he was without pain but said to us, "I am miserable." As we gave him his pain medicine for the first time, he moaned "Oh Baby," and we all knew that "Oh Baby" was for Mom because that was what he called his love.

Jesus and Mom got the last squinty-eyed smile. He smiled at his wife and said, "I am going home to my Jesus!"

He trusted Mom all this time to take such good care of him and he trusted his

Jesus to take him to his eternal home.

As this man, Wayne Ray, husband, father, grandfather, great-grandfather and friend lived his life simply, he died simply, quietly, and humbly as he slipped into the arms of Jesus and left to be with our passed loved ones who I am sure were waiting where we all wish to be, "at heaven's gates."

If we all live as our dad did, the best each day, we will meet and hold our dad again when God calls us home; what a blessed day that will be.

To all who read this, love hard and do much good and it will be a happy day when our time is over on earth.

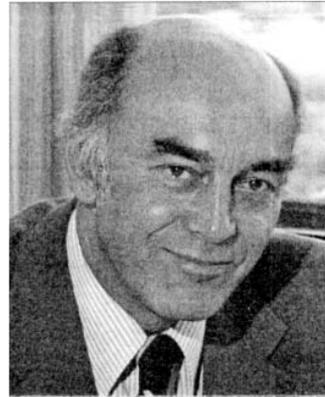
Our dad wrote in his personal book, "I want to talk and walk like my Jesus" — what a lesson to leave us all.

Nita and Sherry,
Wayne Ray's daughters

Farewell to 2ADA Past President & Trust Governor



DEAN MOYER

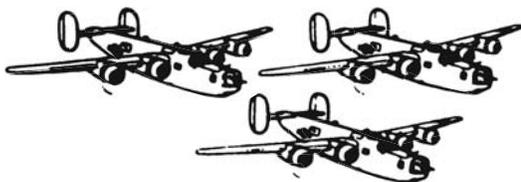


ALFRED JENNER

DEAN E. MOYER, age 92, formerly of Evans City, Pennsylvania, died Sunday, November 4, 2007 at St. John's Specialty Care Center in Mars, PA. Born January 12, 1915, Mr. Moyer graduated from Evans City High School in 1932 and from Robert Morris Business College in 1949. He was a Master Sergeant in the U.S. Army Air Forces during World War II, serving with the Second Air Division stationed in Norwich, England, and was awarded a Bronze Star for his service on D-Day. Mr. Moyer was a member of the Second Air Division Association and served as president in 1959-60 and then as treasurer for over 25 years. Mr. Moyer was a 32nd Degree Mason and a 50-year member of Harmony Lodge 429 F&AM. He was a member of the Scottish Rite Consistory of New Castle and the Syria Shrine Temple of Cheswick. He was also a member of American Legion Post 219 of Evans City and a founding member of Evans City VFW Post 499. He was a former member of the Evans City Rotary and had served as president and treasurer of the Evans City Borough Council and president of the Evans City Zoning Board. Mr. Moyer was a life-long resident of Western PA and a resident of Evans City for over 55 years. He owned Moyer's Custom Kitchens in Butler from 1961 until its closing in 1991, and was an avid bowler and horse shoe pitcher. Burial with military honors took place at Butler County Memorial Park.

ALFRED JENNER, age 90, former editor-in-chief and director of Eastern Counties Newspapers in Norfolk, England, was an original member of the Board of Governors of the Memorial Trust of the Second Air Division USAAF. Mr. Jenner served with the Royal Air Force in Bomber Command during World War II, flying Wellingtons. He was shot down over Germany, captured and made a prisoner of war. He was also one of the thousands of POWs to endure the infamous Long March across Germany in the winter of 1944/45. When he returned home he found that his family boat hiring company had been sold, so he decided to enter the world of journalism and rose to the very top, ending up as editor-in-chief of the Eastern Daily Press. Fellow Trust Governor David Hastings says, "When I first became a Governor, Alfred was the Vice Chairman of the Memorial Trust, and with him and Tom Eaton, you could not find two better people who understood what the 2nd Air Division Memorial Library stood for. Alfred was a man of strong principles, and was never frightened to speak his mind or to defend what was right. Sadly, he lost his charming wife Peggy a few years ago, which was a tremendous blow to him. He was a gentleman in every sense of the word, and all of us who had the privilege of knowing him have lost a true friend. He will be greatly missed."

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



**FOLDED WINGS?
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All information should be sent to:
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