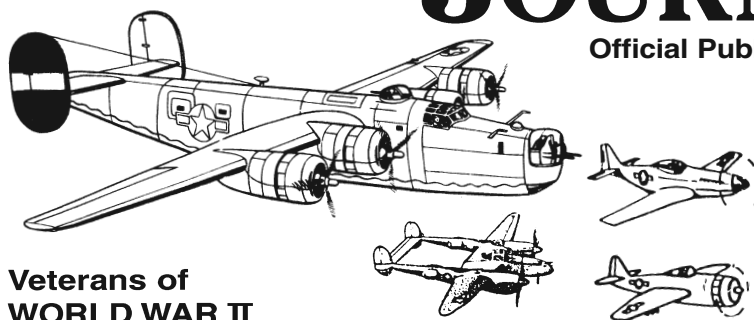


ALL ABOARD!

**The 64th Annual
2ADA Convention
Cruise to Bermuda!
September 17, 2011
See page 19 for details.**

THE JOURNAL

Official Publication of the:



**Veterans of
WORLD WAR II**



Volume 49 Number 3

Fall/Winter 2010

The 63rd Annual Convention of the 2ADA: “Let the Good Times Roll!”

BY BETTY LEE, CONVENTION CHAIRMAN



A toast to celebrate the success of the 63rd Annual 2ADA Convention.

PHOTO BY CAROL HOLLIDAY

Once again, it's time to report on our annual convention. For those who were there, I hope you won't be bored, but as in the past I'd like to paint a picture for those not able to attend. It is right to say you were missed if you could not be there with us. You may have heard about it from someone else, but for those who haven't . . . here goes.

As you know, the hotel we chose was right in the heart of the French Quarter, and stepping out the door was exciting! The city was geared up for the big kick-off football game, so there was more excitement than usual I think. "Saints" were everywhere; it was sometimes hard to tell the fans from the players.

Inside the hotel was quiet and totally charming. The staff at the Omni Royal Orleans seemed glad we were there and accommodated our every wish, from making copies, posting signs of changes, and even shipping forgotten clothing items after we'd left, I'm told. The meeting room was well suited for our group of 163. The hospitality room was well attended and stocked with games, as well as photos of the veterans and their spouses in their younger days. Thanks to Joan Patterson for suggesting the idea and to Maxine Mackey and Carol Holliday for arranging the bulletin boards with all the photos, and for writing to the members. Our English friends were also represented, with one particular photo of David Gurney at about age two or three. It was a great idea, enjoyed by all I'm sure.

Friday was the official opening day of the convention and there was much hugging and handshaking as we greeted each other in the foyer of the Grand Salon. We had our usual Awards Ceremony on Friday evening following dinner. Awards were given to many who had worked long for the 2ADA; to mention only a couple, Bill Nothstein as he retired this past year after many years of service

(continued on page 20)

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SECOND AIR DIVISION ASSOCIATION



JOURNAL



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President's Message

BY CHUCK WALKER (445TH)

Dick Robert said, "LET THE GOOD TIMES ROLL," and they certainly did at the New Orleans convention. Dick did an excellent job of working with Betty Lee in conducting one of our better conventions. We congratulate them both.

The following officers were elected at the convention:

President: Chuck Walker; Executive Vice President: Edward "King" Schultz; Membership Vice President: Oak Mackey; Treasurer: Earl Zimmerman; Backup Treasurer: Jim Guddal; Secretary: James Dyke; Backup Secretary: Irene Hurner; Journal Editor: Ray Pytel; Board of Governors 2ADA Representative: Chuck Walker.

The new president received the gavel from outgoing President Dick Robert at the banquet and made the following committee appointments: Maxine Mackey, Chairman of Conventions; outgoing President Dick Robert, Chairman of the Nominating Committee; and the remaining committees will be appointed soon. These appointments have not all been made at this writing.

It seemed to me that many thought it was about time we shut the 2ADA down; however, we elected to have at least one more convention. I boldly announced that the next 64th convention would be held in Dallas. The announcement was not received with much enthusiasm, so Maxine Mackey and her committee have come up with a brilliant change. On 17 September 2011 we are sailing on a five-day cruise aboard a Royal Caribbean ship from Baltimore to Bermuda and return. How is that for a different and exciting convention venue? Everyone will want to attend!! Details are elsewhere in this *Journal* (see page 19). We must alert you to make your reservations early, as cabins will be allotted on a first-come first-served basis. Your passports must be up to date (see page 36).

Think about it — if indeed this is the last convention, we will be going out with a bang. We will look for you aboard ship.

This will be the last *Journal* before the holidays, so Dede and I wish each of you a Merry Christmas and good health and good times in the coming year. ■

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).

THE JOURNAL is the official publication of the 2nd Air Division Association.

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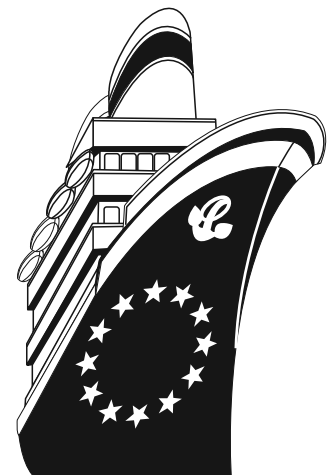
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ALL ABOARD!



The 64th Annual Convention of the Second Air Division Association will be held on a five-day cruise aboard a Royal Caribbean cruise ship, "Enchantment of the Seas," sailing out of Baltimore, Maryland on 17 September 2011 to Bermuda and return. Down payment has already been made on 55 cabins. For all the details, see page 19.

The Editor's Contribution

BY RAY PYTEL (445TH)

Before you start asking — here is more than you wanted to know about Bermuda (the destination of the 2ADA's 2011 convention). It is on the same latitude as Savannah, GA and Austin, TX. For more information, ask the Travel Agent, Terri Lane, at Catchawave Vacations, phone: 972-824-0202, email: terri_catchawave@cox.net. The statistics below come from the *Universal Almanac*, 1996:

THE GEOGRAPHY OF BERMUDA

Location: archipelago of about 150 islands, in southern North Atlantic Ocean (32°18'N, 64°47'W). **Boundaries:** Cape Hatteras 580 mi. to W. **Total land area:** 19 sq. mi. **Coastline:** 64 mi. **Comparative area:** about three tenths size of Washing-

ton, D.C. **Land use:** 0% arable land; 0% permanent crops; 0% meadows and pastures; 20% forest and woodland; 80% other. **Major cities** (1990 est.): Hamilton (capital) 6,000; St. George's 3,000.

THE PEOPLE OF BERMUDA

Population: 61,158 (July 1994 est.). **Nationality:** noun—Bermudian(s); adjective—Bermudian. **Ethnic groups:** 61% black, 39% white and other. **Languages:** English. **Religions:** 37% Anglican, 14% Roman Catholic, 10% African Methodist Episcopal (Zion), 6% Methodist, 5% Seventh-Day Adventist, 28% other.

THE GOVERNMENT OF BERMUDA

Type: British dependent territory. **Constitution:** June 8, 1968. **Heads of government:** Sir David Waddington, governor (since Oct. 1988), John William David Swan, premier (since 1982). **Structure:** cabinet (Executive Council) appointed by governor, led by government leader; bicameral legislature with 11-member appointed Senate and 40-member directly elected House of Assembly; Supreme Court.

THE ECONOMY OF BERMUDA

Monetary unit: Bermuda dollar. **Budget:**

(1991): **income:** \$327.5 mil.; **expend.:** \$308.9 mil. GDP: \$1.63 bil., \$27,100 per capita (1992). **Chief crops:** bananas, vegetables, Easter lilies, dairy products, citrus fruits. **Livestock:** poultry, pigs, cattle. **Natural resources:** limestone, pleasant climate fostering tourism. **Major industries:** tourism, finance, structural concrete products. **Labor force:** 32,000 (1984); 25% clerical, 22% services, 21% laborers, 13% professional and technical, 10% administrative and managerial. **Exports:** \$60 mil. (f.o.b., 1991); semitropical produce, light manufactures. **Imports:** \$468 mil. (f.o.b., 1991); fuel, foodstuffs, machinery. **Major trading partners: exports:** 55% U.S., 32% UK, 11% Canada, 2% other; **imports:** 60% U.S., 8% UK, 7% Venezuela, 5% Canada, 5% Japan, 15% other.



ANSWERS TO THE SUMMER QUIZ

See below, "The Human Cost of World War Two."

FALL/WINTER QUIZ

Name the 8th AF Commanding Generals in 1943-44 and 1945. ■

The Human Cost of World War Two

The number of all WWII deaths in the military service can be estimated reasonably close except for the Soviet Union and Poland; to this must be added at least 20 million and possibly 30 or 35 million civilian dead. The estimates range from a total overall human cost of 40 million to 55 million. This is the human "toll" of World War II. The following totals were gleaned from the *World Almanac*, Department of Defense, and various other statistical sources and are the "most official," thus purporting to be the "most reliable." Nevertheless they vary wildly depending on the source.

NATION	TOTAL IN MILITARY	TOTAL DEAD
U.S.S.R.	12,500,000	8,668,400
China	5,000,000	2,220,000
Yugoslavia	500,000	305,000
Poland	1,000,000	597,320
United Kingdom	4,683,000	403,195
Australia	680,000	37,467
Canada	780,000	42,666
India	2,150,000	48,674
New Zealand	157,000	13,081
South Africa	140,000	8,681
United States	16,353,659	407,318
France	5,000,000	245,000
Greece	414,000	88,300
Belgium	800,000	22,651
Norway	25,000	3,000
Netherlands	500,000	7,900
Denmark	15,000	6,400
Czechoslovakia	180,000	N.A.
Brazil	200,000	N.A.
Philippines	105,000	N.A.
TOTAL ALLIED POWERS	51,183,000	13,180,000
Germany	9,200,000	3,250,000
Japan	6,095,000	2,565,878
Italy	4,000,000	380,000
Romania	600,000	300,000
Hungary	350,000	200,000
Finland	250,000	82,000
Austria	800,000	280,000
Bulgaria	450,000	18,500
TOTAL AXIS POWERS	21,745,000	7,100,000

CONVENTION 2011:

Catch a Wave!!!

BY MAXINE MACKEY

Our convention for 2011 is going to be quite a departure from all previous conventions. We will be cruising from Baltimore to Bermuda and return!

Those of you who have been on cruises before know what fun and how easy it is. If you have never been on a cruise, like Oak and myself, it will be a new experience. There is more information elsewhere in this Journal (see page 19) and your passport will need to be up to date (see page 36). We will still have all our traditional ceremonies, the business meeting, the Honor Guard to present the colors at the banquet, the Candle Lighting Ceremony, etc. You will have plenty of time to visit friends in the many venues on the ship as well as a hospitality room. So let's get out there and meet on "The Enchantment of the Seas" on September 17, 2011.

Last but not least, a word about New Orleans. Betty Lee did an outstanding job, with the help of Gwen and Richard Robert, at our 2010 convention. The food was very wonderful, and the entertainment was spectacular! A well deserved "Thank You" for a great convention. ■

REPORT OF THE PAST PRESIDENT: The New Orleans Convention

BY RICHARD C. ROBERT (453RD), 2ADA IMMEDIATE PAST PRESIDENT

The 63rd Annual Convention of the Second Air Division Association was held September 10–13, 2010 at the Omni Royal Orleans Hotel in New Orleans, Louisiana. Convention attendance was about the same as last year. A grand total of 163 people registered for the convention. Of this total, 52 were Second Air Division veterans of WWII. We also had 10 people from England in attendance, four of whom were Memorial Trust Governors.

For those of you who did not attend this convention, you missed a great opportunity to experience all that New Orleans has to offer visitors, especially its cuisine, music and southern hospitality. The Omni Royal Orleans Hotel was a great convention hotel. It was beautifully furnished and conveniently located in the middle of the French Quarter, with lots of restaurants, shops and entertainment venues just outside the front door. In fact, there was a Mardi Gras type parade and celebration by the National Football League/New Orleans Saints just two blocks from the hotel, which many early bird attendees got to see on Thursday afternoon.

The convention officially started with early morning registration on Friday, September 10th. However, the 2ADA Executive Committee as usual held their annual business meeting a day earlier. Attendees enjoyed two very popular and interesting tours: a City Tour of New Orleans on Friday, and the National World War II Museum tour on Sunday.

Awards Committee Chairman Earl Zimmerman and 2ADA President Richard Robert presented awards to a select number of our members and Brits on Friday night. The 2ADA's most prestigious award, The President's Award, went to E.W. "Bill" Nothstein who retired after many years of outstanding service as Treasurer.

Convention Chairman Betty Lee and Entertainment Chairman Gwen Robert are to be commended for their excellent job of planning and managing this outstanding convention. The after-dinner entertainment on Saturday night by the Cajun Dance Company and the performance by the St. James Place Snazzy Singers on Sunday night were well received. Many attendees, including the Brits, really had a ball doing the "Cajun Two Step" dance on Cajun Night and the New Orleans "Second Line" dance on Banquet Night.

Three major items were acted on at the convention: (1) The Legacy Continuation Plan was *amended* to reduce from 50 to 20 the number of veterans registered for a convention before mandatory dissolution must begin. (2) Discussion of the proposed merger of the 2ADA and Heritage League was *postponed* until the 2011 convention. (3) The Second Air Division Association *appropriated* \$10,000 for the 2AD Memorial Library in Norwich, England. A check for that amount was presented to Memorial Trust Chairman Matthew Martin at the closing ceremonies on Banquet Night.

The 2ADA officers elected for the com-

ing year by the membership at the Business Meeting are the following: President, Charles Walker; Executive Vice President, Edward "King" Schultz; Membership Vice President, Oak Mackey; Secretary, James Dyke; Treasurer, Earl Zimmerman; and Journal Editor, Ray Pytel.

In closing, I wish to thank the 453rd Bomb Group Association and its Chairman Lloyd Prang, for hosting the "Hospitality Room" in the Presidential Suite during the convention. My immediate future plans are to enjoy my leisure time after a very busy and exciting year as 2ADA President. ■

63rd Annual 2ADA Convention Registration Report

[Number in brackets after each name represents the number registered in that party.]

Headquarters

Krogmann, Dorothy [3]
Storms, Eleanor [2]

44th BG

Butler, Ardith [2]

93rd BG

Adams, Jim [2]
Eck, Raymond [2]
Guddal, Jim [2]
Hebert, Leo [4]
Lee, John [2]
Marx, John [2]
Moore, Kimberly [1]
Sellers, Michael [1]
Stedman, Jed [2]

389th BG

Borland, David [1]
Hallett, Allan [2]
Hedges, Paul [2]
Howell, Rudy [2]
McClain, Jim [1]
McMillan, Kelsey [1]
Newton, Fielder [2]
Palmer, Al [2]
Wells, Ed [2]
Zimmerman, Earl [1]

392nd BG

Elden, Sandy [2]
Mackey, Oak [2]

445th BG

Byers, Lewis [2]
Dyson, Jack [4]
Lemons, John Ray [2]
Luhmann, Clarence [2]

445th BG (continued)

Mastrogiacomo, Sam [2]
Patterson, Joan [2]
Reus, Joseph [3]
Roloff, Ed [3]
Simpson, Michael [1]
Tucker, James [2]
Walker, Charles [5]
Zobac, Ed [2]

446th BG

Champlain, Donald [1]
Mayo, Kenneth [2]

448th BG

McGrew, Dan [1]
Meharg, William [2]
Schultz, King [2]

453rd BG

Baer, Lester [2]
Biel, Bert [5]
Brand, Jude [2]
Dugan, Roslyn [1]
Dumoulin, Don [2]
Dyke, James [2]
Huebner, Gilmore [4]
Johnson, Mary Anne [1]
Nassauer, Cynthia [1]
Neatrou, Russell [2]
Prang, Lloyd [2]
Raiser, Jack [1]
Ramm, Pat [2]
Ricci, Al [2]
Robert, Dick [2]
Schwartz, Murray [2]
Tudyk, Brenda [2]
Wittig, Linda [2]

458th BG

Birmingham, Frank [1]
Brumby, Birto [2]
Dyer, Mary Beth [2]
Everett, Larry [1]
Geppelt, Elmo [2]
Jones, Bob [2]
Newmark, Bernie [3]
Rodermel, Bill [2]
Shaffer, Delbert [2]

466th BG

Bostwick, Frank [2]
Warning, Vicki [4]
Westbrook, Melvin [2]

467th BG

Shower, Charlotte [1]
Watson, Frank [2]

489th BG

Gary, August [3]

492nd BG

Bales, Frank (467th) [2]
Mahoney, Brian (467th) [1]
McCrorry, James [1]

Board of Governors

Gurney, David [1]
Harmer, Anthony [2]
Hawker, Andrew [2]
Martin, Matthew [2]

Trust Librarian

Morgan, Libby [1]

2ADA MEMBERSHIP NEWS

BY OAK MACKEY (392ND), 2ADA VP MEMBERSHIP

Today is October 6; it's been a month since the Second Air Division Association convention in New Orleans, the Big Easy. It is someone else's responsibility to make a full report, but here are my impressions. The staff at the Omni Royal were polite and accommodating, the food was very good, the entertainment was outstanding. Betty Lee, wife of former President John Lee, was the Convention Chairman; she is to be congratulated for providing an outstanding convention. For instance, dinner on Saturday night featured Cajun food, very good, and a Cajun band provided the entertainment after dinner. Three dancers were with the band to teach the Cajun two-step, Cajun waltz, and other dances. Soon the dance floor was overflowing with old dancers who may not have danced for quite a while. It was great fun and lasted well over two hours. The banquet on Sunday evening was preceded by the usual ceremonies. Presentation of the Colors provided by the New Orleans Police Department, the Pledge of Allegiance, Invocation, the "Star Spangled Banner," "God Save the Queen," and the Candle Lighting Ceremony. Following a tasty roast beef banquet dinner, we were entertained by the St. James Snazzy Singers, a women's choral group, an appropriate end to the three-day convention. Thank you, Betty.

MEMBERSHIP

As of September 1, 2009 there were 2216 members. On August 15, 2010, 343 members were dropped from membership for non-payment of dues. From September 1, 2009 to September 1, 2010 there were 110 deaths reported to me. 343 plus 110 is 453. 2216 minus 453 equals 1763 which is the total membership as of September 1, 2010. Included in that total are 291 Associate Members and 71 Subscribing Members. Subtracting those numbers from 1763 leaves a total of 1401 regular veteran members. Among those 343 names dropped on August 15 there were likely deaths which the family did not report; also some of those dropped may have entered nursing homes and lost all interest in the Second Air Division Association; and then there were those who simply lost interest.

The matter of merging the Second Air Division Association and the Heritage League was discussed at length at the Executive Committee meeting. However, after all the talk it appeared an agreement could not be reached, so the matter was

postponed until next year's convention. It should be noted that David Gurney, a member of the Memorial Trust Board of Governors which administrates the affairs of the Second Air Division Memorial Library, made a strong plea in favor of the merger, or some way of giving our young associate members a voting voice in the affairs of the Second Air Division the same as our regular veteran members. It is well known how I also favor a merger with the Heritage League, or any method which gives Associate Members a voice of true authority. We old fellows need their help now to keep this organization going, and with that help the Association may last many years. We can't predict the future, but I say let's give it our best shot, give the Associate Members equal authority with us veterans, and see what happens. The Second Air Division Memorial Library is a Living Memorial to honor those young men listed in the Roll of Honor there who gave their lives for freedom while serving in the Second Air Division of the Eighth Air Force. With that in mind we should keep the Second Air Division Association alive and well for as long as we can. To do otherwise would be like turning our back on those young friends who gave their all so the rest of us could live the good and free life we now enjoy.

The 2011 Dues Notices will be mailed to you in December. Dues for 2011 remain a paltry \$20.00, that's exactly .05 cents per day, just a nickel. Our over-seas members pay a bit more, \$25.00 to compensate for the added postage. It will be a postcard again this year; that saves a considerable amount of money in postage, and is less

work for your old Membership VP. There will be a line on your dues card for the dues; there will be another line for a voluntary donation. Such a donation is certainly not required to maintain your membership, and should be small, perhaps \$5.00 or \$10.00.

Last year there was some confusion about what is a Life Member. Beginning in 1994 Evelyn Cohen started a life member program. Upon payment of either \$90 or \$120 a member became a life member (younger members paid \$120, older ones paid the \$90.) Keep in mind that annual dues in 1994 were \$15.00. The \$120 payment was the equivalent of 8 years' dues, \$90 the same as 6 years. A life member became a member for life with no dues payments. Evelyn terminated the life member plan in 1997 as it created a bookkeeping nightmare. In 2007 she began asking life members to voluntarily pay the amount of the annual dues. Last year I did the same, but there was quite a bit of confusion about exactly what is a life member. So this is what I'm going to do. All you life members will receive annual dues notices so you can make a voluntary donation the same as I'm asking from all members. Since you life members are not required to pay dues to maintain membership, your voluntary donation might be a tad larger than I suggested for all members, maybe about \$20.00. The last time I counted, there were 199 life members.

✈ ✈ ✈ ✈

A wise old pilot said: *It's always better to be down here wishing you were up there than to be up there wishing you were down here.* ■

The Ashes of Jordan and Joyce Uttal Scattered at Horsham St. Faith

SUBMITTED BY DAVID HASTINGS

On Thursday, September 30, 2010, the ashes of Jordan and Joyce Uttal were scattered at the 2nd Air Division Memorial on the Horsham St. Faith airfield, now Norwich Airport, according to the wishes of Jordan.

The family was represented by David and Lenore Bandler and Jane and David Shaw. Also present were David and Jean Hastings and the Reverend Lorna Allies.

In the evening the family members were given supper by David and Jean Hastings in their home at Salhouse, where they enjoyed seeing a selection of the Dzenowagis films which featured Jordan.

They will never be forgotten. ■



2nd Air Division Memorial Library Website www.2ndair.org.uk

BY LIBBY MORGAN, TRUST LIBRARIAN

For those of you who enjoy surfing the net, you may have spotted that our newly designed Memorial Library website went “live” on Tuesday, September 28th. Working together with a professional design company and staff within Norfolk County Council, the project has been some months in development, and it’s great to see it live at last.

As well as being visually more attractive, with better use of images and graphics, the navigation has been improved, with a site map and search facility. The site also has an online gallery which allows us to display images and photographs from our archive collections. And we’re proud to be able to make available online the 2nd Air Division’s Roll of Honor, which was digitised earlier this year.

The website is still very much a work in progress, with more content to be added. If you have any comments or feedback about the site, or would like to contribute any content, it would be great to hear from you. Email us at 2admemorial.lib@norfolk.gov.uk. ■

Your New American Scholars

BY ELIZABETH RAWITSCH AND BETH SOUTHARD

We are only just embarking on our work at the 2nd Air Division Memorial Library, but we are already incredibly excited about the year that lies ahead! At the start of this endeavour we’d like to take this opportunity to briefly introduce ourselves:

Beth Southard is entering her fourth year of study at the UEA and is currently writing up her History PhD which is on seventeenth-century English migration and settlement of New England. Before coming to England she studied at Mary Baldwin College in Staunton, Virginia, and was a Marshall scholar at the Marshall George C. Marshall Foundation in Lexington, Virginia. She is very excited to have an opportunity to study this period of history again and looks forward to exploring the collection here at the library and hearing the stories of veterans and locals.

Her family currently lives in Raleigh, North Carolina, though she has extended family living up and down the East Coast from New York to Florida. The focus of this library is particularly relevant as many of her family members have served in the military, including her brother who is a reserve Marine based out of Fort Bragg.

Elizabeth Rawitsch grew up outside Albany, New York, but she was most recently based in Hanover, New Hampshire, where she worked for four years as an assistant production editor for the University Press of New England.

She is currently in her second year of study for her PhD in Film and Television Studies at the UEA. Her thesis examines the movies of classic Hollywood director Frank Capra (most famous for the classic Christmas film *It’s a Wonderful Life*) and the role that the Far East plays in his construction of American identity. This year she is writing two chapters on his films from the 1940s and 1950s, particularly his World War II *Why We Fight* orientation films (1944-1945), which were required viewing for all new army personnel. She is eager to immerse herself in as much World War II history as possible.

Elizabeth is particularly excited to be working for the Memorial Library on a personal level. Her paternal grandfather, Garfield Rawitsch, was a member of the 3rd Air Division and was stationed in East Anglia for two years. She looks forward to learning more about the Eighth Air Force in general!

We are very keen to pick up where Steph and Lucien left off. We have already taken over the “Reading Across the Pond” book group, and are making plans to continue sharing our knowledge and enthusiasm for American history and culture with local groups and individuals. We are both honoured to be selected to continue the legacy here of Anglo-American camaraderie and exchange. ■

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

BY CHUCK WALKER (445TH)

My Governors report will be a bit brief this issue. As you are aware, I attended the April 2010 Governors meeting as a participant in a memorial service for Tom Eaton and Jordan Uttal. For that reason I did not attend the July meeting as has been my custom. Dede and I will be attending the November meeting.

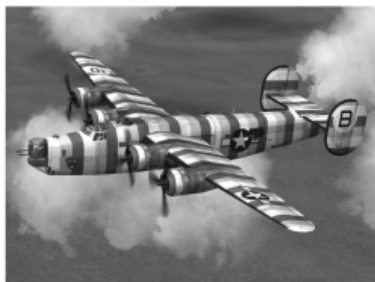
Several British Governors attended our New Orleans convention: Chairman Matthew Martin and his wife Patsy, David Gurney, Andrew Hawker and his wife Andrea, and Tony Harmer and his wife Elizabeth. Our Trust Librarian, Libby Morgan, also attended. I must say, our British friends participated in the Cajun dancing program better than most Americans. Libby especially seemed to enjoy the dance.

Chairman Martin reported that things are going well at the Library, with visitor count continuing to go up. Libby reported that the American Scholar program is active and productive. The term of the present scholars is up, and Andrew Hawker reports that several resumes of potential replacements are being reviewed.

Dede and I are looking forward to the November Remembrance Ceremonies in Norwich and the ceremonies in St. Paul’s Cathedral. Look for our report in the next *Journal*. ■

A year in the life of the 2nd Air Division Memorial Library

August 2009



"Flights of Fancy" children's summer holiday activity at Sprowston Library, one of our "Wing Collection" libraries.

September 2009

Our two new American Scholars, Lucien Giordano and Stephanie Leal join the team.

The Friends of the Eighth visit the library for an evening showing films from our collection.

Libby gives a talk at Long Stratton Library, another of our "Wing Collections".



October 2009



Norwich Air Scouts spend an evening at the library researching the 467th Bomb Group.

November 2009

2nd Air Division Memorial Trust AGM in Norwich.

The library staff join the Friends of the 2nd Air Division Memorial for their Thanksgiving Dinner.

Libby promotes the Memorial Library to teachers at a Norwich Education Network event hosted by Norwich Cathedral.



December 2009

Lucien organizes *Over Here—The Yanks Are Coming*, a film event at the University of East Anglia to showcase student documentaries presented to the Memorial Library by Dr Vernon Williams, East Anglia Air War Project.



January 2010

Libby attends the Midwinter Reception at RAF Mildenhall with Andrew Hawker, Trust Governor. Hosted by General Mark Zamzow (Vice Commander, US 3rd Air Force)



A year in the life of the 2nd Air Division Memorial Library

February 2010

Libby, Stephanie and Jenny attend "Reminiscence in the Region" training day at IWM Duxford.



**IMPERIAL WAR
MUSEUM DUXFORD**



Memorial Service for Tom Eaton (Honorary President of 2nd Air Division Memorial Trust) at Norwich Cathedral.

March 2010



Tim O'Riordan, Sheriff of Norwich visits the Memorial Library.

April 2010

Memorial Library welcomes delegates of the British Association of American Studies conference, and hosts a tea party in memory of Jordan Uttal and Tom Eaton.



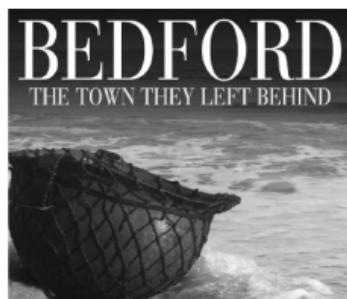
May 2010

**Adult
Learners'
Week** 15 - 21 May 2010

Lucien, Stephanie and Meghan run a series of highly successful Creative Writing Workshops for Adult Learner's Week.

June 2010

Lucien and Stephanie host a Teddy Bears Picnic event for younger children (about the life of Theodore Roosevelt). We are inundated with



visitors to our WW2 Coffee Morning; and show the film *Bedford: The Town They Left Behind* on the anniversary of D-Day.

July 2010

Libby participates in *Bartram The Blitz and Beyond* event at Carrow Rd football ground. Meghan and Stephanie run an "Out of this World" creative poetry writing workshop for children (about space and the moon landing).





WENDLING
392nd
BY OAK MACKEY

The 392nd BG Memorial Association's annual reunion was held at the Crowne Plaza Hotel near the Detroit Metro Airport, August 6-8, 2010. We had a total attendance of 55, which included eighteen 392nd BG veterans and one 15th AF veteran; the others were associate members, sons, daughters, friends, cousins, you name it. The President of our Association is James V. Goar. Jim is a 392nd BG veteran. The following officers are all second generation, X-gens they call themselves. Vice President is Robert D. Books, Secretary and News Editor is Annette Tison, Treasurer is William McCutcheon. Associate members have the same voting and office-holding authority as the veteran members. Without the help and guidance from these X-gens the 392nd BGMA could have fallen by the wayside as some of the other Second Air Division Association bomb group organizations have. After all the veterans are gone the 392nd BGMA will carry on into the future to remember and honor those

of the 392nd BG who gave their all so we could live the good and free life we now enjoy. Go to www.b24.net to see the 392nd BG website!!!

So why did the 392nd BGMA have their 2010 reunion in Detroit? The Yankee Air Force and the Eighth Air Force Historical Society co-sponsored an air show August 7-8, 2010 at the Willow Run Airport called "Thunder over Michigan" which featured airplanes from WWII. There was a Stearman PT-17 to show its acrobatic capabilities. There were eight P-51s flying formation together just the way they did to fly cover for the bombers so many years ago, then three of them got in a tight V formation to give an acrobatic show much like the AF Thunderbirds. There were a bunch of AT-6s aloft together, there must have 12 of them. There were individual demonstrations by an F-16 and an F-18 to show how aviation has advanced in the past 60 some years. Those guys do things we only dreamed of in 1944, like fly straight up and accelerate at the same time. To conclude their part of the show, each of them scorched the airport at 50 feet with after-burners going full blast. Now that is some noise! The main event was the heavies, the one B-24 and eight B-17s. The Collings B-24 took off to take the lead, developed a mechanical problem and was forced to circle and land; so sad. The B-17s all took off, flew across the air-

port in trail of each other, then continued to circle overhead for about thirty minutes, and I must tell you it was a thrill to see the eight of them in the air together, to hear the sound of those round engines with propellers again. For a grand finale they came over in formation. Now, those pilots had no opportunity to practice formation flying; each of those B-17s is a precious commodity, worth millions, so let's excuse them for flying a very loose formation. Then they peeled off, one by one, for landing, just like we did after a mission in those years long gone by. The B-24 was repaired and did participate in the air show on Sunday, August 8.

That's all for now. Take care of each other. ■

BASIC FLYING RULE NO. 1:

Stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees, and outer space. It is much more difficult to fly an airplane in those places.

WHAT THEY READ ABOUT US BACK HOME . . .

Interned Fliers Find Life Easy but Boring

BY JOHN H. COLBURN • REPRINTED FROM THE OGDEN STANDARD-EXAMINER, DECEMBER 24, 1943

FYALUN, SWEDEN, Dec. 24 (AP) — Ninety-six Allied airmen including 66 Americans have discovered that internment boredom is as tough a foe as all the flak and Nazi fighters they ever encountered.

Interned by neutral Sweden, most of them perhaps for the duration of the war, they live in a fraternity house atmosphere in three former rest homes of the sleepy town of Fyalun, one of the country's scenic spots. All crashed or parachuted or made forced landings on Swedish soil after raids against Germany or Norway.

With few military restrictions and no routine, they lead the life of vacationers. But, given a chance, all would go back tomorrow to combat operations.

"The sooner I get back in combat, the better I'll like it," said Lieut. Arthur L. Guertin of Detroit, Michigan.

His view was shared by every one of the 66 Americans from 27 states, 18 Canadians — including seven new arrivals who parachuted into Sweden after their plane was shot up Dec. 17 on a Berlin raid — seven Poles, three Welshmen, and two Englishmen.

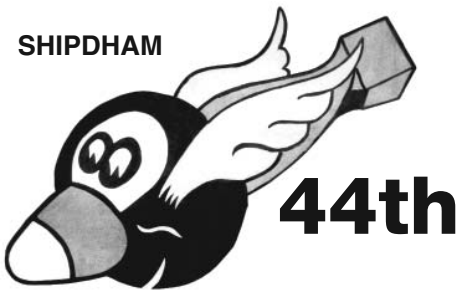
Actually, their only chance of getting back is through the exchange of an equal number of Allied and German airmen who were forced down in Sweden.

Four American fliers, whose names cannot be disclosed for security reasons, now await exchange. Two are pilots of a

famed Liberator group which made special missions from Britain and North Africa, including Ploesti and Wiener Neustadt.

These fights and other thrillers are flown and reflow in conversation during Sweden's 18-hour winter nights. There are continuous hot arguments over the relative merits of Flying Fortresses and Liberators.

A typical winter day for the internees starts around nine a.m. when they form a breakfast line. It is just getting light then. After breakfast they hike or ski through the snow-blanketed woods. Hockey players and ice skaters get workouts on nearby lakes. ■



BY PERRY MORSE,
VP of the 44th Bomb Group
Veterans Association

The unveiling of the 44th Bomb Group's monument at the Army Heritage Education Center in Carlisle, Pennsylvania was a signature event. The celebration took place during Army Heritage Day, and more than 5,000 people had the opportunity to see this round monument that nearly replicates the 44th's logo.



M/General Robert Williams, Commandant of the Carlisle Barracks, was the Master of Ceremonies. U.S. Congressman Todd Platts addressed the group, extolling the heroism of the 8,000+ men who flew the flak-filled skies over occupied Europe. President George Washburn described the missions that earned two Unit Citations and the Medal of Honor for General Leon Johnson. It was truly a unique experience for the 40+ members and guests who were present.

The reunion at Wright Patterson AFB was an event with mixed blessings. Seventeen veterans and their families enjoyed the museum which housed the B-24. The back was open so guests could walk through to the instrument panel, and veterans could point out their position on the plane. It was a sobering moment when they viewed the 44th's plaque, placed there in 1989.

Unfortunately, the number of attendees,

Report of the 2ADA Treasurer		
SECOND AIR DIVISION ASSOCIATION		
SUBMITTED BY K. JAMES GUDDAL, CPA, EA, CFP®		
ACORN TAX & FINANCIAL SERVICES, INC., PLYMOUTH, MINNESOTA		
GENERAL FUND		
Beginning Balance 7/01/2009		\$ 103,950
Receipts		
Membership Dues	37,611	
Interest	78	
Other	496	
Total Receipts		38,185
Expenses		
JOURNAL & Related Expenses	19,317	
Operating & Administrative Expenses	15,858	
Memorial Library	7,000	
Total Operating Expenses		42,175
Net Expense over Receipts		\$ (3,990)
Ending Balance 6/30/2010		<u>\$ 99,960</u>
MEMORIAL TRUST FUND		
Beginning Balance 7/01/2009		\$ 16,043
Donation Receipts		
Library Donations	6,000	
Library Memorials	28,644	
Interest	9	
Total Receipts		34,653
Donations Disbursed		
Memorial Library Endowments	28,494	
Library Memorial	100	
Grants	20,000	
Total Donations Disbursed		48,594
Net Donations		\$ (13,941)
Ending Balance 6/30/2010		<u>\$ 2,102</u>
ALL FUND BALANCES		
General Fund June 30, 2010	99,960	
Memorial Trust June 30, 2010	2,102	
Membership Account	1,136	
All Funds 6/30/2010		<u>103,198</u>

and especially veterans, had decreased considerably since the last reunion, so the decision was made to dissolve the organization. With the help of Robert Lehnhausen, former president and a founding member of the 44th BGVA, a schedule of events was laid out. The publication, *8 Ball Tails*, will be published for three years. On October 1, 2013, the organization will be dissolved. A reunion in Savannah, Georgia in 2011 will be a social event, with no further business to be conducted. President George Washburn and all other officers

and board members will continue to hold their positions until that date. It was a difficult decision, but the Board felt that the time had come to recognize reality, that age has taken its toll.

In the meantime, members are invited to preserve their names in stone on the Soldier's Walk at the Heritage Museum in Carlisle. Stories of escapees will continue to be supplied to the Resistance Museum in France. The many plaques, here and abroad, will be a reminder that the airmen of the 44th BG will not be forgotten. ■



HETHEL
**389th Bomb Group
 Green Dragon
 Flares**

BY FIELDER NEWTON

Attendance at the 2ADA convention in New Orleans was about the same as in Chicago last year. Fortunately there were 50 veterans attending so the business of the association could be accomplished. The planning committee of Betty Lee, Maxine Mackey and Gwen Robert did a super job and they deserve many thanks. The hotel choice was great, with opportunities to walk through the French Quarter and absorb New Orleans history. A good time was had by all.

Next year's convention has been scheduled for September and details are in this issue. In all probability the procedures of shutting down the association will be started. This is a very sad thing to report, but with the membership now down to 1763 including associate members, this seems to be our only alternative.

The editor of the 389th NEWS LETTER, Kelsey McMillan, informed me in New Orleans that she has to shut it down because of lack of funds. Our membership has declined, with many more members folding their wings and fewer donations coming

in. With costs of printing and mailing going up, there is not enough support to keep publishing the NEWS LETTER. This is very sad because of the great effort Kelsey put into every edition, and kudos are due as her skills and expertise are unparalleled. Thanks, Kelsey, from all of us.

Our British friends at Hethel are also having problems getting funds to complete construction of the Nissen hut they are building to house the artifacts they have collected. Allan Hallett's treasurer's report shows a balance of \$892.55. This amount would not be much help when changed into pounds. I suggest that we all send whatever amount we can to Allan and build this amount so that a worthwhile check can be sent to Fred Squires. When considering the amount of your check, remember that our British friends have worked diligently to collect most of the funds used to save the chapel building and create the museum. The 389th has supported their efforts in the past by asking our members for donations and giving Fred a check during the annual 2ADA convention. These varied between \$1,500 and \$2,000 and were greatly appreciated. This is in contrast to bomb group associations with dues-paying members that were able to give five figure donations for their memorials. Let us give generously to help our British friends with our memorial that is so meaningful to all of us. Please give them your support.

All of us who have attended the 2ADA conventions have enjoyed great fellowship and lasting friendships. Whatever the future holds, may these memories strengthen our resolve to uphold our values and honor America. Keep 'em flying, and God bless. ■

**458th
 BOMB GROUP**

HORSHAM ST. FAITH



BY RICK ROKICKI

DID YA' KNOW —

Shortly after Col. Zemke's 56th Fighter Group departed Horsham St. Faith's airfield, the flight echelon of the 458th arrived in mid-January 1944. Headquarters and support units were already there.

On February 24 & 25 the group flew its first diversionary mission over northern France.

On the 8th AF raid to Berlin on March 6, 1944 we lost five aircraft of the 28 we put in the air. This was the highest one-day loss ever for the 458th during the rest of the war.

The group flew a grand total of 240 combat missions plus the Patton gas hauling ones.

Our group lost 47 aircraft to enemy action plus 50 in non-combat action.

The first "formator," a B-24D named "First Sgt," was lost when flares were accidentally set off while on the ground. The second one, a B-24J named "Spotted Ass Ape", was lost in a crash landing near the end of hostilities.

We lost 279 air crewmen KIA: 40 from the 752nd Squadron, 58 from the 753rd, 66 from the 754th, and 54 from the 755th. An additional 57 KIA were not identified as to which squadron they were in.

The first B-29 in the ETO was based at Horsham St. Faith. The first observation flight was with a B-17 group and flew 10,000 feet higher so as to appear the same size as the B-17s. It returned to the U.S. shortly after that flight.

The original camouflaged B-24's identity was a white disc with a dark blue "K" centered on the right upper wing and both vertical stabilizers. In May of 1944 the letter "K" was changed to white and the disc was changed to black on an unpainted aircraft wing. The vertical stabilizers (rudder and fin) were painted red with a vertical white stripe.

In July 1944, orders came to remove all ball turrets, although not all were done so. These aircraft were placed in strategic formation spots for "underneath cover."

Most bomb sights were then removed, but not in special lead and deputy lead ships that would release smoke markers; the rest of the formation would "toggle" on this signal.

As new aircraft arrived unpainted, the weight saving plus bomb sight and ball turret removal allowed a heavier bomb load to 10 thousand 12,000 pounds. Gross weight then went from 56 to 66,000 pounds and occasionally went as high as 72,000.

More than 19,000 B-24s were made, including the cargo version C-87 and later the Air Force's C-109 tanker.

The high aspect ratio Davis wing and the high "shoulder mount" of the wing made the B-24 a very stable flying platform with its high center of gravity. The three-point landing gear with the nose wheel set the trend of future military and commercial aircraft. Sadly, only one or two are still in airworthy flying condition. Again sadly, not one is in the National Air & Space Museum. ■



SEETHING

The 448th Speaks

BY KING SCHULTZ

FOLDED WINGS OF THE 448TH

Those I am aware of are **Joseph H. Zonyk** of Sturgis, Michigan, and **Leroy J. Engdahl** of Vidor, Texas.

Leroy died on February 8, 2010. He distinguished himself in many ways. My first experience was being at Seething only a few days when Leroy finished his combat tour of 30 missions. He was the first to complete a tour at Seething. So after he landed, they dressed him in pajamas, a tall silk hat, and a red, white and blue uniform. This was done by the base commander and others.

In later years Leroy was particularly proud of his involvement in the restoration of the Seething Control Tower, which ultimately became the outstanding museum it is today. ■

Below is a poem by **Robert J. Swanson** of Aurora, Colorado. It is different from the one I submitted to the *Journal* several years ago about the B-24; that one was a real downer from Liberal, Kansas. This one is positive and a delight to read.

“I Only See What Used To Be” Pueblo Army Air Base • 1942-1946

*I walk along the windswept ramp alone . . . Yet not alone.
I walk with long forgotten comrades . . . A phantom chaperone.
Together, our footsteps carry us back to yesteryear.
Times and faces, long lost places slowly reappear.
Memories, like pictures, are fixed in time.
Long ago comrades still in their prime;
Frozen forever in yesterday.
I'd like to go back in time, if I may,
and only see what used to be!*

*When I was, oh, so very young, so eager, so new,
I walked this ramp crowded with aircraft and crew.
Birds of war parked peaceful and serene . . .
God, what an ugly flying machine!
Although sometimes she failed me and I said unkind things,
I loved this bird with the “Davis Wings.”
Psychologists would be hard pressed to explain
The love/hate relationship I had for this plane.
She was the love of my life, my very first child;
Sometimes good, more often wild.
“She was a lady,” on that we agree.
A bit temperamental, but then she was a she!
She was known as the “Lib,” a “Whore with a wing.”
Some called her a “Boxcar,” “Tank,” a “Thing.”
A bird made of rivets, cables, and much, much more.
Liberator was her name . . . The B-24!*

*I swear we flew 24 hours a day.
Briefing, zero six hundred; we want no delay!
It made no difference; rain, sleet, or snow,
110 in the shade, or thirty below.
Instruments, formation, “Blue Devils” by the score,
Touch and go landings, emergencies galore.
Death was no stranger, low or up high.
A roll of dice for those who soar where eagles fly.
Last minute check of crew and craft;
Parachutes, oxygen masks stored fore and aft,
Maps, ammunition, and that good luck charm*

*(It's not regulation but can do no harm).
Box lunches, thermoses of coffee or tea.
Final briefing, check list, “Clear number three.”
“Clear number four, number two and one.”*

*Props turning, wheels rolling, mission has begun.
Brakes squealing, four engines smoking; she taxied on by.
Was it true this ugly bird really could fly?
Fly she did; challenging flak, aircraft and storm.
No headlines, little fanfare; it was considered the norm.*

*The B-24, the crew and I,
We damn well knew we were the best in the sky.
We were so good that when word got around,
We expected the Luftwaffe to stay on the ground.
We knew history would record how the Pacific was won,
How the B-24 sank the Rising-Sun!*

*We had good times when flying was done.
There were dates, USO Dances, and that special one.
You remember her smile and her laughter too.
You promised to call, and swore to be true.
I could make excuses about war, duty or youth,
I might even consider telling the truth!
It's embarrassing but I can explain.
Her competition was that damn four-engine plane!*

*They came from Chicago, Portland, and New Orleans.
There were teachers, farmers, some not out of their teens.
Movie stars, nurses, and a preacher's son,
All working together, there was a war to be won.*

*Although my memories were pleasant and I wanted to stay,
A jet testing its wings brought me back to today.
Only Jets, King Airs and Cessnas are to be found,
Unknowing, uncaring, they rest on hallowed ground.
The people around me know little of that war;
Of Pueblo, the Air Base, and the B-24.
I may sound conceited, I'm fully aware,
We were the best, I was there!*

Liberator Salver

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

There are two golf courses close by Norwich. One is called the Royal Norwich Golf Club and the other is the Eaton Golf Club. Eaton Golf Club is celebrating its centenary this year. In August this year I was invited by the club to participate in a competition called the Liberator Salver. This club competition was established in 1945 with a gift made by Michael G. Phipps, an officer with the 2nd Air Division USAAF. The Salver is made of solid sterling silver. The inscription on it reads:

*95th Combat Bomb Wing
AP0558 US Army*

Having received the gratuitous hospitality of the Eaton Golf Club for nearly two years I must take this opportunity to thank you and the club members for your kindness and the many pleasant rounds I have had on this course. I suggested to Mr. Kelly that I would regard it as an honour if I might be permitted to give a trophy of some sort for a division of one of your tournaments, but as a governor of a golf club at home I am very conscious of the fact that cups are not always the most pressing need. So if the club will do me the honour of accepting it I am enclosing a contribution to be used as your governors see fit with the hope that it may be used in some way which will give your members a small part of pleasure which I have had as part of a horde of Americans who have overrun your golf course. I hope some day under happier circumstances I may have the chance to play a round at Eaton, or better still that I may have the opportunity of having some of your members play at my club in Meadow Brook, Westbury, Long Island, NY.

Until that time I remain,

*Yours sincerely,
Michael G. Phipps, Lt. Col. AC.*

Michael Phipps was stationed at and served at the 489th BG at Halesworth and the 93rd BG at Hardwick before ending his time in the UK at HQ at Ketteringham Hall. In his capacity as an Intelligence Officer he flew on a number of missions. He had married an English girl in April 1938 in India. He was there playing a number of polo matches, a game at which he excelled.



L-R: Maurice Gaston, Eaton President; Matthew Martin, Chairman of the Memorial Trust of the 2nd Air Division USAAF; Colin Brown, Eaton's Centenary Captain; and Maj. Gen. Mark Zamzow, Vice-Commander, US 3rd Air Force. PHOTO COURTESY: EASTERN DAILY PRESS

The Liberator Salver competition in the year 2010 provided an opportunity to invite a number of USAF personnel presently based in the UK to participate in this event. The senior officer in the UK, Major General Mark Zamzow, played with a number of very capable American golfers. At the end of the day's events there was a celebratory dinner at which the Centenary Captain Colin Brown delivered the following speech:

In June 1963 President John F. Kennedy in paying tribute to the 6900 members of the Second Air Division United States Eighth Air Force stationed here in Norfolk and who gave their lives said:

"These men and their companions in arms were given the hard task of risking the present for the sake of the future. They met the task."

Col. Michael Phipps, who I am told was a real gentleman, was a member of the 2nd Air Division and stationed at their headquarters in Ketteringham Hall during 1943 and 1945.

He along with many other brave Americans, who risked their lives protecting our shores, took shelter from the storm of war playing golf, with us, over the

rolling fields of Eaton golf course.

Col. Michael Phipps valued the sanctuary afforded by this special place and the relationship built up by him and his American colleagues with our members. He provided the sentiment and the money to commemorate those times in the shape of the Liberator Salver — to be played for annually by the men of Eaton Golf Club.

In this way the fraternity, born out of shared adversity, would never be forgotten by those of us who continue to carry the torch of comradeship he left with us.

So, Major General Mark Zamzow, in this our Centenary Year, I as Captain and on behalf of every member of Eaton Golf Club want you to know that we treasure and hold most dear the memory of those brave members of the 2nd Air Division who were our companions, here in Norfolk, during one of the darkest periods in our history, the Second World War.

And so we dedicate this day not in a sombre way but joyfully to Col. Michael Phipp — the Liberator Salver and in honour of all members, both past and living, of the Second Air Division United States Eighth Air Force. Thank you all for being here with us today. ■



NEWS OF THE 453RD FROM FLAME LEAP

BY LLOYD W. PRANG

The 453rd had a business meeting at the convention in New Orleans in September. All of the officers were reelected, and I hope the people who have been appointed to various jobs will continue. There were a total of 32 453rd people at the convention. That's pretty good — the 453rd had the largest attendance and 11 of this total were veterans. Here are the people who were in attendance: Jim Dyke and his daughter; Burt and Claire Biel plus their three daughters, Irene Hurner, Barbara Mello and Rosemary Lightly. Dick and Gwen Robert; had a large entourage from Louisiana; Jude Brand and his wife, Roslyn R. Dugan; Cynthia Nassauer; Mary Anne R. Johnson. Lester and Shelley Baer (Les was an original pilot with the 735th Squadron. And he was the only person that was part of the original cadre. He and Shelley came all the way from Moses Lake, Washington.) Russ and Nona Neatrou; Don Dumoulin; Al and Rickey Ricci; Murray and Shirley Schwartz; John and Nita Kassab; Gilmore Huebner and three others; Jack Raiser and Lloyd and Irene Prang. Linda and Herman Wittig were there too as were Linda's daughter Brenda and her husband, Phil Tudek. In addition, Pat and Agnes Ramm came over from England to be with us. And that's a very long way.

At the business meeting of the 453rd, a motion was made to send \$1,000 each for the memorial funds for Evelyn Cohen and Jordan Uttal. This motion passed without comment. A financial statement appears elsewhere in this *Journal*.

On the same subject, Murray Schwartz wrote, "I have been away from my e-mail for several months because of family health issues. Just read your February 20th e-mail on contributions to Evelyn's and now Jordan's memorial. I am sending checks for both of these outstanding people to Oak Mackey. Good work, Thanks."

I wrote to Murray thanking him and mentioned that Irene had fallen again and this time she had broken her arm. (She's O.K. now.) He replied, "So sorry to hear Irene had a fall. Poor gal has had more than her share of problems. Our problem started with a fall in Florida. Getting older doesn't help either. I fell on the squash court and knocked myself out.

Had the rescue squad hospital trip and the accompanying MRI. I now play wearing a bicycle helmet."

I should also mention that another motion was made, which essentially would put the 453rd out of business, or at least eventually stop the production and mailing of the 453rd Newsletter, which amounts to the same thing. The motion was to send the \$15,000 which is in a CD in Texas (Oliver Morris, the 453rd Treasurer has the CD), to a university in Norwich, England.

This used to be a Fulbright Foundation project until they decided it was not in their interest to continue the project. They then forwarded the \$750,000, the interest of which they had used for the purpose of sending an American student to work in the 2AD Memorial Library in Norwich. The \$750,000 had been collected via a separate fundraising effort by the 2ADA. This fundraising effort stopped when the Fulbright Foundation withdrew its support of the project. The \$750,000 was sent to the University of East Anglia in Norwich, England, which has accepted it and they will continue to provide a graduate librarian to the 2AD Memorial Library in Norwich from the interest generated by the \$750,000. A counter motion was made to keep the money in the 453rd General Fund rather than in a CD. This motion passed. The original motion did not.

Another motion to send our money to Norwich for the same purpose had been made several years ago and it was defeated. The members that were present at that time didn't think the dues they paid were meant to be used for this purpose. The members present this time didn't think so either. I hope this will be the last of this subject.

Now, a rather brief review of the convention. If you were unable to attend, you didn't miss a thing. This is only my somewhat jaundiced view of the convention. No. 1, sadly, the 2ADA should have ceased operations. Only three of the fifteen Group Vice Presidents were in attendance and able to vote in their positions as Group Vice Presidents. Of course, there were another two who were there but they held other offices in the 2ADA and were prohibited from voting twice. Four Groups have no Vice President and six were ab-

sent. No. 2, there were only 52 veterans in attendance. (That is the same number as we had in Chicago last year.) The bylaws of the Association say that a minimum of 50 are needed to keep it from dissolving, so we voted to change the bylaws to 20 veterans and hold the next meeting in Dallas, at the Airport Sheraton.

The Airport Sheraton has a free shuttle bus service from the airport to their hotel. This is good because we won't have to spend a lot of money in taxi and/or shuttle bus fees as was the case in New Orleans.

No. 3, The Omni Royal Orleans Hotel deserves mention as the worst hotel Irene and I have stayed at with the 2ADA. The rooms were very small. The bathroom was also quite small; hardly enough room to turn around. The hotel was in the center of the French Quarter, and that's the way hotels are in New Orleans. I guess being in the center of the French Quarter counts for a lot. We were glad to get back home. The food was fine if you judge by the standards of any fast food restaurant to which you have ever gone. Judging by what we expected in New Orleans, it was not acceptable.

We did manage to get some good food, but to get it we had to go to the Bombay Club. We had been there on a previous visit, so it was no surprise that the food was excellent. The Palm Court Jazz Club, where we went in 2003 with the 453rd reunion, wasn't going to be open until September 26, or we would have gone there. That was another disappointment. They had excellent food there also, and a band that played traditional Dixieland music.

One good thing happened at the hotel: Dick Robert had the Penthouse Suite, as president of the 2ADA, and he offered the living room to the 453rd for our use as our hospitality suite. It had a built-in bar and lots of comfortable seating.

Oh well, hopefully things will be better next year. See ya then. ■

A "Seasonal" Joke

A wife was sitting on the living room couch watching her favorite show on the Food Network when her husband walked in.

"Why do you watch those food shows?" he asked. "You don't even cook."

Glaring back at him, she asked, "Then why do you watch football?"

Col. Martha Raye, Army Nurse

REPRINTED FROM BADGER NEWS

The following is from a USAF friend who takes a trip down memory lane now and then. Thought you might like to know this:

It was just before Thanksgiving in '67, and we were ferrying dead and wounded from a large GRF west of Pleiku.

We had run out of body bags by noon, so the "Hook" (CH-47 Chinook) was pretty rough in the back.

All of a sudden we heard a "take charge" voice in the rear.



There was the singer and actress, Martha Raye, in a SF (Special Forces) beret and jungle fatigues with subdued rank markings, helping the wounded into the Chinook and carrying the dead aboard. "Maggie" had been visiting her SF heroes in the "west."

We took off, short of fuel and headed to the USAF hospital pad at Pleiku. When we got there, we started unloading our sad pax's when a "smart ass" USAF Captain said to Col. Martha, "Ms. Raye, with all these dead and wounded to process, I'm afraid you're not going to have time for your show."

To the surprise of all of us, she pulled on her right collar and said, in her unmistakable voice, "Captain, see this eagle? I am a full 'Bird' in the U.S. Army Reserve. Over here on the left collar is a 'Caduce,' which means I am a registered nurse with surgical specialties now take me to your wounded."

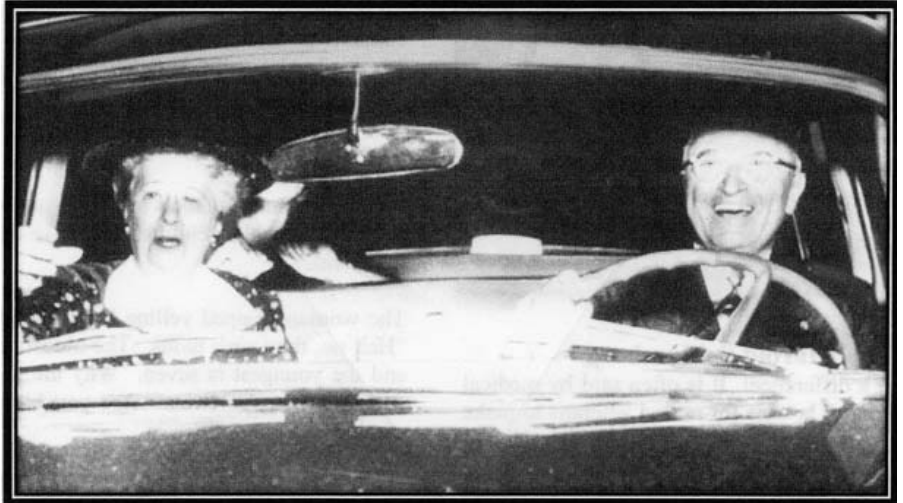
He said, "YES, MA'AM follow me."

Several times, at the Army Field Hospital in Pleiku, Martha would "cover" a surgical shift, giving a nurse a well-deserved break.

Martha Raye is the only woman buried in the Special Forces cemetery at Fort Bragg, North Carolina. ■

HARRY AND BESS

REPRINTED FROM THE BADGER NEWS



Harry Truman was a different kind of President. He probably made more decisions regarding our nation's history than any of the other 42 Presidents preceding him. However, a measure of his greatness may rest on what he did after he left the White House.

The only asset he had when he died was the house he lived in, which was in Independence, Missouri. His wife inherited the house from her mother and father, and other than their years in the White House, they lived their entire lives there.

When he retired from office in 1952, his income was a U.S. Army pension of \$13,507.72 a year. Congress, noting that he was paying for his stamps and licking them himself, granted him an "allowance" of \$25,000 per year.

After President Eisenhower took office, Harry and Bess drove home to Missouri by themselves. There were no Secret Service men following them.

When offered corporate positions at large salaries, he declined, stating, "You don't want me. You want the office of the President, and that doesn't belong to me. It belongs to the American people and it's not for sale."

In 1971, when Congress wanted to award him the Medal of Honor on his 87th birthday, he refused to accept it, writing, "I don't consider that I have done anything which should be the reason for any award, Congressional or otherwise."

As president he paid for all his own travel expenses and food.

Good old Harry Truman was correct when he observed, "My choices in life were either to be a piano player in a whore house or a politician. And to tell the truth, there's hardly any difference!" ■

A Sad Story



A little guy is sitting at a bar staring at his drink when this big biker comes over and grabs his drink, gulps it down and says to the little guy, "What cha gonna do about it?"

The poor little guy starts crying and says, "This is the worst day of my life. I was late for work again and the boss fired me. When I went to the parking lot, I found my car was stolen and I left my wallet in the cab I took home."

He continues to cry even harder and says, "Then when I get home, I find my wife in bed with the gardener and the dog bit me. So I come to this bar, trying to work up the courage to end my life, and now you show up and drink the poison."

Lost Dog Tag Returned to Vet 65 Years Later

BY KAREN CERNICH • REPRINTED FROM THE WASHINGTON [MISSOURI] MISSOURIAN, JULY 3-4, 2010

SUBMITTED BY "DUTCH" BORCHERDING (93RD)

The last time Staff Sgt. Duthiel "Dutch" Borcharding remembers having both of his dog tags with him was right after the B-24 Liberator bomber he was aboard crash-landed in a Dutch farmer's field on January 30, 1944, during World War II.

When he came home from Germany in 1945 after spending more than a year in various POW camps there, Borcharding only had one dog tag with him. He always wondered what happened to the other one.

He still doesn't know exactly what happened to it, but now — more than 65 years after the war in Europe ended — he has it back.

This past Monday, a veteran from Steeleville, Ill., Steve Ebers, who serves as senior vice commander of the American Legion Post 480 there, drove to Washington, Missouri to hand-deliver Borcharding's other dog tag to him. He had displayed the tag in a small black velvet box alongside a mini American flag.

Ebers said a member of Post 480, Raynold Eggemeyer, purchased Borcharding's tag and some 90 others, back in 1996 when he found them for sale at an auction. He brought them back to the Legion Hall in Steeleville, where they sat on a shelf for more than ten years.

When Ebers became senior vice commander in 2007, the previous commander handed the tags over to him. Ebers didn't know what to do with them, but he put them in alphabetical order and put them on display in a trophy case.

Last year, Ebers started thinking about the men behind the dog tags and decided he would see if he could locate the men and return the tags to them.

Ebers began at his computer, doing searches on the various names. After he came across information on three or four of the men that said they were prisoners of war, Ebers moved on to searching the National POW archive and things took off.

"It got real interesting, real quick," he told *The Missourian*.

"They were all airmen and all POWs."

As Ebers continued his research, he has found photographs online of the men and their crews, as well as books that reference many of the men by name.

He flipped open a copy of "A Dying Breed" to read a paragraph that mentions a Jewish soldier whose tag Ebers had



and returned. After their plane crashed, all of the crew members decided to remove their tags to protect their Jewish comrade whose tag had an "1-1" for Hebrew.

"They didn't want the Nazis to find out he was Jewish, so they all took off their tags," said Ebers.

Flipping open a briefcase with a POW-MIA emblem on it, Ebers pulled out a stack of file folders filled with information he's found about the men whose dog tags he has already returned. Among the information are rubbings Ebers makes of each tag before he returns it.

"I know these dudes by name now," said Ebers, smiling, as he flipped through his folders looking for a specific photo.

"The first month I was working on this, they were in my head so bad I would sit up in bed at night thinking about them."

Finding Borcharding proved to be a challenge at first, said Ebers, noting his searches for D.H. Borcharding never returned any information. Then he turned to the phone book — as he's done with some of the other veterans — and came across a Borcharding who told Ebers about a relative named Dutch.

"When I typed that in [the computer], everything popped up," said Ebers, laughing. "I even found his wedding photo."

When Ebers was finally able to get Dutch Borcharding on the phone, he read off the serial number on the tag to make sure he had the right person. "Is that your serial number . . .," he asked. "Yes," Borcharding responded, without hesitating.

It took several weeks for the two to make arrangements for Ebers to return the tag.

Staff Sgt. Duthiel "Dutch" Borcharding (93rd BG) of Washington, MO, welcomed a visit to his house by Steve Ebers, senior vice commander of the American Legion Post 480 in Steeleville, Ill., to return one of Borcharding's lost dog tags from his service in World War II. Post 480 has had a collection of dog tags for more than ten years, and now Ebers is spending his time tracking down the veterans the tags belong to so he can return them. He has returned 22 and has more than 70 left to go. MISSOURIAN PHOTOS



Borcharding's tag makes No. 22 that Ebers has been able to return, however all but one other tag has been given to relatives because the veteran had already died.

Borcharding's tag is the first one that Ebers has hand-delivered to a veteran. All of the others were sent priority mail with delivery confirmation.

"I've used up all of the little jewelry boxes I can find," said Ebers.

In return he has received numerous thank you cards and even one ham from grateful families.

Sitting at the Borchardings' dining room table, Ebers listened intently as Dutch and his wife, Delores, shared details about how his plane crash landed in The Netherlands. Ebers showed the Borchardings some of the photos he has collected, and the Borchardings gave him a copy of a newspaper clipping telling about Borcharding's crash landing.

Ebers still has more than 70 dog tags that he's trying to return to the veterans or their families. When he laid the bunch on the table, Borcharding was fascinated by the sight of them.

"This is interesting," he remarked.

Borcharding doesn't remember if the Germans took one of his tags when they placed him in that POW camp, but he believes that is a likely explanation. How then it ended up for sale at an auction in

(continued on page 22)

An Englishman in New Orleans

BY ANDREW HAWKER, VICE-CHAIRMAN, 2ND AIR DIVISION MEMORIAL TRUST

After a rather undistinguished performance in 1815, the British returned to New Orleans in September 2010 — well, a dozen or so of them from Norfolk at any rate! For Andrea and me in particular, this was the eighth American city which 2ADA conventions and a Bomb Group reunion have given us the opportunity to explore, mostly for the first time, but we were delighted to be back in the Crescent City again just 14 years after we spent a few days there at Halloween in 1996.

Over the years of our involvement with the Memorial Library we've been fortunate to make many good friends among the 2ADA community of veterans and their families, and to have stayed in their homes and attended family celebrations. However, the icing on the cake each year since 2004 has been to meet up with so many of you at the annual conventions, and to share in the social and business activities which add so much extra relevance to what we do through the Memorial Trust and the Library here in Norfolk. The conventions have all been very enjoyable in their various ways, and "N'Awlins," as we British have learned to pronounce it, was no exception — a splendid hotel in the heart of the French Quarter was a terrific location, with great jazz and restaurants on the doorstep, and the City Tour showing everything from the recovery from Katrina to the intriguing use of above-ground tombs was really fascinating. I'd heard about the New Orleans D-Day Museum, now expanded into the USA's National World War II Museum, and I spent a solid six hours devouring the exhibits there and gaining a much wider appreciation of the overall context of the conflict and its political, military and social dimensions. Two more large museum halls are yet to be built, one of them to include a great deal more about the ETO's air war, so another visit will certainly prove well worthwhile.

At the convention itself, the parade of the veterans and the Eight Candles of Remembrance ceremony were as moving as ever, including for those of Andrea's and my vintage. We lay in our prams in 1944 and '45 as your B-24s formed up above us in the Norfolk skies, and we have benefited throughout our lives from the dangers you all faced and the sacrifice many of your colleagues made at that time. Impressively, some of you still fit into your uniforms, and after both the banquet and



British visitors at the 2ADA New Orleans convention (L-R): Tony Harmer, David Gurney, Agnes Ramm, Pat Ramm, Elizabeth Harmer, Andrea and Andrew Hawker, and Libby Morgan. PHOTO BY CAROL HOLLIDAY

the wonderful Saturday Cajun Buffet the dance floor was filled with activity as the years just rolled away. The Lafourche Cajun Band and the St. James Snazzy Singers from Baton Rouge, directed by President Dick Robert's wife, Gwen, were great fun

and did a tremendous job of getting everyone involved.

Once again the convention was a superb occasion, of which we have many happy memories, and we look forward to having a ball with many of you again next year! ■

Eight Candles for Remembrance



Joan Patterson (445th) with WACs Dorothy Krogmann (HQ) and Eleanor Storms (HQ), with Past President John Lee announcing. This seventh candle being lit was in honor of the men who gave their lives in the Central Europe campaign. There was a fine salute afterwards by the ladies! PHOTO BY CAROL HOLLIDAY

The 64th Convention of the 2nd Air Division Association: Bermuda Cruise departs September 17, 2011

5 Night Bermuda Cruise

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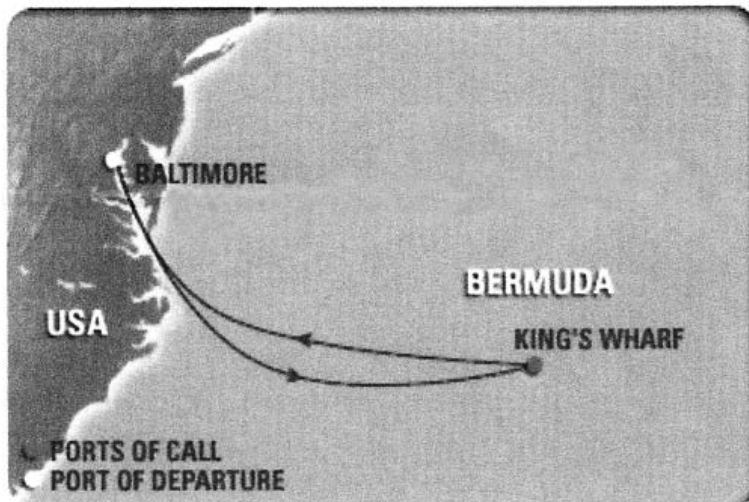
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CABIN CATEGORIES RESERVED FOR THE 2ADA

Inside	Category L	Deck 2, 3, 4	\$629.31 per person	Qty: 18
Outside	Category I	Deck 2	\$779.31 per person	Qty: 8
Outside	Category H	Deck 3	\$789.31 per person	Qty: 25
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NOTE: Rates above are based on double occupancy. Single, Triple, Quadruple occupancy rates are different. Please check with the Catchawave Vacations travel agent, Terri Lane.

Price is for cruise only and includes government taxes, trip insurance and transfers to and from the ship. The deposit for your cabin is \$200; however the 2nd Air Division is paying the first \$50 of your stateroom deposit. The remaining deposit of \$150 is due by April 2, 2011 to reserve your stateroom. Final payment for your stateroom is due by July 4, 2011. **Passports are required** (see page 36 for passport information).

SPECIAL ANNOUNCEMENT TO ALL VETERANS: The Association is paying the full deposit of \$200 for your stateroom. Please call Terri Lane by April 2, 2011 to book your stateroom. You will be responsible for the remaining balance due on the stateroom of your choice by July 4, 2011.

Airfare arrangements may be made through Royal Caribbean by contacting Terri Lane with Catchawave Vacations. Should you choose to make your own airfare arrangements, Royal Caribbean has no obligation for your on-time arrival to the pier.

If you like, you may prepay the suggested gratuities of \$48.25 per person upon booking.

Pier side assistance is available for the handicapped or disabled. Wheelchair rentals are available through a third party for a fee. The wheelchair would be waiting for you in your stateroom. When booking your reservations please let Terri Lane know that you need this service. There is also a doctor on board the ship to handle any medical attention a passenger may need.

TRAVEL AGENT: Terri Lane, Catchawave Vacations • Phone: 972-824-0202 • Email: terri_catchawave@cox.net

LET THE GOOD TIMES ROLL! (continued from front cover)

as Treasurer, and also a surprise award to Pat Ramm who serves as English Liaison and has been a supporter from his boyhood. Pat's wife Aggie accepted the award for him.

On Saturday the annual meeting took place, followed by meetings of the Heritage League and their round table discussion. Then it was time for cocktails and the Cajun Dinner Buffet. The dining room was beautifully decorated with ice sculptures of masks and there were colorful beads for everyone on all the tables.

Brian Mahoney, Heritage League President, served as our Master of Ceremonies for the convention. He introduced our President Dick Robert who offered a prayer of thanksgiving. Following dinner Dick turned to Gwen Robert and called to "LET THE GOOD TIMES ROLL"! Gwen asked yours truly to help her introduce the New Orleans Cajun Dance Company. For the next hour the Good Times really did roll. The Company played and sang, they taught us the Two Step, the Waltz, and even their ver-



2AD veterans in attendance at the convention. F

sion of the Electric Slide. Everyone who was able was dancing somewhere in the room. If not dancing, they were playing instruments, from Triangles, to Sticks, to Washboards, it was just FUN! One of my most favorite times during that hour was when one of our wheelchair bound veterans, Bernie Newmark, was wheeled out on to the floor and he and his lovely caregiver, Syeetha Story, danced. When the bandleader saw this, he hung a washboard around Bernie and gave him the pick so that he was not only dancing, he was playing music as well. It was just a wonderful, memorable moment. Everyone was smiling and Bernie most of all. The dancing concluded with everyone forming a line, somewhat like a Conga line, and we waltzed around the room. I hope there will be some photos of these events to be included in the *Journal*.

Speaking of photos, we had a young photographer, Michael Sellers, from the 93rd Bomb Group who was attending and mak-

ing a documentary of the Heritage League. He agreed to do the video for us, as Joe Dzenowagis was unable to attend this year. He says it may take some time to accomplish this as he does have a day job as well. We were so very, very grateful for his willingness to undertake such a demanding project.

Sunday morning was the day to visit the National WWII Museum. What a change there has been since we visited it about seven years ago. It is a remarkable museum and needs much longer to visit than we had. We did view the movie "Beyond All Boundaries" which is a 4-D movie and very realistic. Taking time for lunch left us too short a time in the museum, but what we saw, the Pacific Area, was unforgettable.

Our final evening together was as always a memorable event with the Candle Lighting Ceremony. The dining tables were decorated with red, white and blue spangled centerpieces and the domes from which the chandeliers hung were also colored in

Left: Board of Governors Chairman Matthew Martin, 2ADA President Dick Robert, King Schultz, Gwen Robert, Paula Schultz and Patsy Martin gathered and shared stories. PHOTO BY CAROL HOLLIDAY

red, white and blue. Following the cocktail party, Brian Mahoney called friends and family to take their seats, and the annual Parade of Veterans took place, led by a most smartly groomed "New Orleans Police Department Color Guard." After Presentation of the Colors and photos of the veterans, Brian gave the call to retire the colors. James Dyke led us in the Pledge of Allegiance. His daughter, Lane Dyke, led us in singing the "Star Spangled Banner" and "God Save the Queen." Dick Robert offered the invocation, after which Brian introduced John Lee to conduct the Candle Lighting Ceremony. Brian and my daughter, Kimberly Moore, assisted in the ceremony.

Once dinner was over, we were introduced to the St. James

Place Snazzy Singers under the direction of Gwen Bruton Robert. Gwen's daughter, Belinda Jude, took over as MC for that part of the evening, introducing each segment of their performance with her soft Southern charm. What a grand job they did of entertaining us. They sang all the old familiar songs, and treated us to a dance or two along the way. There were red boas to accompany the Charleston and flag waving for "It's a Grand Old Flag." Songs for each of the armed services had members of each service on their feet with a rousing applause for each one. Finally we were all up for the "Second Line" and once again everyone was waving napkins and dancing around the room. Gwen could not have picked better entertainment and I don't believe we could have had a better time. My sincere thanks to Gwen for all she did in planning our entertainment.

Thank you to all who helped me this year as we put this convention together. Dick Robert was always available with helpful advice and comments. Gwen of course who was outstanding, my



For a list, see page 5. PHOTO BY BRIAN MAHONEY



daughter Kim and many other Heritage League members, including Brian Mahoney, their president, who was "right there" when called on. Carol Holliday with her camera; Michael Sellers with his video; Maxine Mackey, my source for all things 2ADA; and all those who so graciously stepped in to light candles or just give a word of encouragement. Thanks to all of you who came!

Soon you will be hearing about the next convention. Just yesterday we had a call that it would be on the High Seas — a five day cruise from Baltimore to Bermuda. John and I are looking forward to that, as we love cruising. We wish Maxine Mackey all good luck as she chairs the events, and we hope to see each and every one of you aboard. ■

Left: At the 2ADA Executive Committee meeting, John Lee, Earl Zimmerman, Fielder Newton, Dave Borland, and Allan Hallett. PHOTO BY CAROL HOLLIDAY

U.S. airmen's sacrifice remembered in North Tuddenham

BY CHRIS HILL • REPRINTED FROM EDP24, THE WEBSITE OF THE EASTERN DAILY PRESS, NORFOLK, UK

If it happened today, it would be a tragedy mourned by millions on both sides of the Atlantic.

But at the height of the Second World War, the loss of eight young airmen who plummeted to earth in a Norfolk field became just the latest sorrowful story endured by a world hardened to heartbreak.

But 66 years later the U.S. bomber crew of the "Esquire Lady" was finally recognised for its sacrifice with a permanent memorial in the adopted homeland they battled so bravely to protect.

More than 100 people gathered at a peaceful woodland clearing on North Tuddenham village common yesterday to remember the crew of the B-24 Liberator which crashed on nearby farmland on April 21, 1944.

The crew was based at Wendling, another village near Dereham which the "friendly invasion" of American servicemen had made their home.

The Rev. Robert Marsden, rector of Wendling, conducted the remembrance service "to remember those who gave their tomorrows that we might live in peace in our nation and in our communities today."

Among the guests were two brothers, Les and Ted Perrett, who witnessed the crash as children growing up in North Tuddenham.

Les Perrett, 75, recalled it happened on the day after his ninth birthday.

"I was in Tuddenham school playground about a mile away, when there was a very loud explosion," he said. "The next thing I saw was debris all across the sky. I distinctly remember a large piece of what I thought was a wing directly over the school. Our teacher, Miss Llewendon, made us go inside and get under the desk.

"In World War Two, unfortunately, death and destruction was commonplace. But we are all very pleased that this memorial has been erected now in memory of these brave guys, so future generations will never forget them. We are forever in their debt."

Mr. Perrett said there were twenty U.S. Air Force bases within 25 miles of his village in 1944.

"Things then were very bad, but it seemed like an adventure to kids our age," he said. "We got so used to seeing scores of planes flying overhead on their way to bombing raids, so usually you wouldn't even look up."

Wartime reports suggested the 392nd



The names on the memorial to the crew who died in the crashed B-24 bomber "Esquire Lady" at North Tuddenham. Those killed were: 2nd Lt Louis F. Bass, pilot; 2nd Lt Kenneth L. Gahm, copilot; 2nd Lt Arthur R. Stover, bombardier; 2nd Lt Wayne M. Steele, navigator; Technical Sgt James W. Thomas, radio operator; Staff Sgt Robert E. Norrell, tail gunner; Sgt Walter E. Reeves, waist gunner; and Sgt Warren Burnett, ball turret gunner. The survivors were waist gunner Sgt John J Bryzostowski and engineer Sgt Gerald A Knettel.

Bomb Group had been recalled from a planned mission over Germany because of atrocious weather conditions. The "Esquire Lady" was thought to have iced up and broken apart in mid-air, before crashing in flames at Pound Farm. Two of the ten-man crew survived after parachuting from the aircraft. The eight who died were all married and the pilot, Louis Bass, had a two-month-old son.

The memorial plaque was unveiled by Annette Tison, a researcher for the 392nd Bomb Group Memorial Association, whose uncle served at the same base as the lost crew in 1944. She travelled from Virginia to attend the ceremony.

"I think after the war everyone went back home and got on with their lives," she said. "But the second generation is very interested in asking the older people what they remember. To think that 66 years after the crash the English people still remember our crews is just awesome. It is wonderful that our airmen are not forgotten."

The memorial service included an honour guard from the U.S. base at RAF Lakenheath, along with standard bearers from the RAF Association and the Royal British Legion.

Parish council clerk Pat Baldwin, the

event's co-organiser, said: "There was no memorial to these men and no one had the opportunity to do it before — it just grew from there. I think it is nice that they will now be remembered forever, and perhaps future generations will come to appreciate their sacrifice." ■

LOST DOG TAG *(continued from page 17)*

Illinois is still unknown.

Ebers fears they will never know.

The dog tags were part of the private collection of items owned by a group known as the Pioneer Historical Society. All of the items in the collection, including the dog tags, were put up for sale when the last caretaker of the Society passed away, said Ebers.

So there is no one to ask, and no records to check.

Borcherding, who turned 90 in February, still has the one dog tag that he brought home from Germany in 1945. Now that his pair of tags have been reunited, he doesn't plan to do anything special with them, but he is glad to have the lost one back.

Borcherding is a member of American Legion Post 366 in New Haven. ■

RAF Bomber Command Memorial Goes Ahead

REPRINTED FROM *THIS ENGLAND*, AUTUMN 2010

Planning permission has finally been granted for a memorial in London's Green Park to commemorate the 55,573 men of Bomber Command who lost their lives in the Second World War.

The news was hugely welcome to the RAF Bomber Command Association and the Bee Gees' Robin Gibb, who have been tirelessly campaigning and raising money for many years.

Thanks to their efforts, £1.5 million has already been raised. However, they desperately need a further £2 million to build and maintain the memorial. The race is on to achieve this figure as soon as possible, and donations can be made via www.theygaveeverything.co.uk.

Until now, the collective role of RAF Bomber Command has never been publicly recognised by the British Government. They are the only Second World



War veterans not to have been acknowledged for their decisive part in saving Europe from the Nazis. The memorial will serve as a reminder of the lives that

were lost, and as a place for family members to remember loved ones, some of whom never had a formal place of rest.

(continued on next page)

THE SAM BARTRAM PROJECT

BY VICTORIA HORTH, NORFOLK RECORD OFFICE



Michael Foreman shares his experiences during the session

On 21 July 2010, pupils from four primary schools in Norfolk attended an event at Carrow Road to mark the start of the Sam Bartram Project. The four Norfolk schools will work with four schools in Bexley, London, Bexley Local Studies and Archives, Kent Archives, the Norfolk Record Office, the 2nd Air Division Memorial Library, Charlton Athletic Football Club and Norwich City Football Club to find out about life in the Second World War, particularly evacuation from London to Norfolk, and the American servicemen in Norfolk.

During the day, pupils met *War Boy* author Michael Foreman, to find out about his experiences growing up in Suffolk during the Second World War, and why he



Drawing by Michael Foreman and photograph of the rodeo held by American troops in Norfolk at Carrow Road during the Second World War.



chose to become an author and illustrator. They also saw a play about Charlton Athletic goalkeeper Sam Bartram's experiences during the Second World War. They found out how a football match was used as a decoy when American General Eisenhower attended the War Cup final between Charlton Athletic and Chelsea, whilst masterminding D-Day.

Each school from Norfolk has now been paired up with a school in Bexley. During this term, pupils will research life in their local area during the Second World War. The pupils will use this information and imagine that they are living during the war for a series of activities. First, pupils in Bexley will write to pupils in Norfolk explaining why they are

not going to apply to be evacuated. In response, pupils in Norfolk will write describing what it is like in the county and encouraging the London pupils to join them. Later in the term, each pupil will be responsible for producing one page of a newspaper, about their local area during the war. In December, the pupils from the partnering schools will exchange their completed newspapers in order to find out what happened in other parts of the country. To help with the project, staff from the 2nd Air Division Memorial Library and the Norfolk Record Office have produced a CD of resources for the schools to use in their research and will be providing workshops later in the term. ■

WISHING YOU A VICTORIOUS THANKSGIVING AND CHRISTMAS . . .

BY HANNAH VERGE, ARCHIVIST, NORFOLK RECORD OFFICE

Progress continues on the Evelyn Cohen and Jordan Uttal Memorial Cataloguing Project to update the catalogue of the 2nd Air Division, United States Army Air Force (USAAF) archive held at the Norfolk Record Office (NRO). To date, records of all the Bomb Groups have been re-catalogued and new deposits of records added to the updated catalogue which will go live at the end of the project. Ellie Jones, the Project Archivist, is now beginning work on records relating to the Women's Army Corps and the 2nd Air Division Headquarters.

As well as relating to combat missions, the archive is a rich source for social history and there are many documents relating to seasonal celebrations. In winter 1943, the thoughts of many American servicemen, who had just arrived in a new country which was to be their home for the next few years, turned from war to celebrating a traditional American Thanksgiving and Christmas.

In a sound recording, one of over 100 which form part of the 2nd Air Division archive at the Record Office, Elwin Cross remembers how his group arrived in England: "We arrived at some airbase in southern England on Thanksgiving Day of 1943, just at dusk. It was too late to refuel and continue to Tibenham, which would be our home base. We'd been hoping for a turkey and dressing dinner, but all we got that night was Spam sandwiches! We were disappointed, as you could probably understand." (MC 371/882/27).

Following initial disappointment, many American servicemen brought their Thanksgiving traditions with them to England. Records of Lt Col. Goodman G. Griffin, an intelligence officer in the 44th Bomb Group, include photographs and a menu for Thanksgiving Day celebrations at Shipdham airbase. On 23 November 1944, the Commanding Officer, Eugene Snively, and officers of the 44th Bomb Group, sat down to a Thanksgiving meal including roast turkey, snowflake potatoes, pumpkin pie and candy for dessert. (MC 371/43).



Thanksgiving meal at Shipdham, 1944 (MC 371/43)

Many American servicemen also shared their Thanksgiving Day and Christmas celebrations, and often their rations, with local people. The 2nd Air Division archive contains letters from local people thanking the Americans for their seasonal entertainments and children's parties. On 31 December 1943, the superintendent of Honingham Barnardo's home, wrote to Newton McLaughlin, welfare officer in the 466th Bomb Group at Attlebridge, "Please convey to all the officers and enlisted men my deep thanks for the entertainment and treats they gave the children on Christmas Eve. To those who gave their rations of candies and cookies and to all who worked in the preparing of the food, thank you." (MC 371/731).

If you would like further information about the project, please contact Hannah Verge at the Norfolk Record Office, The Archive Centre, Martineau Lane, Norwich, NR1 2DQ; Tel: 01603 222599, e-mail: norfrec@norfolk.gov.uk. ■

BOMBER COMMAND MEMORIAL

(continued from page 23)

The average age of the Bomber Command servicemen was just 22; they were all volunteers, and came from Britain, the Commonwealth, and Allied countries around the world.

Acclaimed architect Liam O'Connor has been chosen to design the memorial. He is best known for creating the Armed Forces Memorial in the National Memorial Arboretum in Staffordshire, and for the design and construction of the Commonwealth Memorial Gates on Constitution Hill in London, near Buckingham Palace.

The renowned sculptor Phillip Jackson, whose work includes the memorial to Queen Elizabeth the Queen Mother, on The Mall, and the Bobby Moore memorial at the new Wembley Stadium, is crafting a bronze sculpture within the memorial, depicting seven Bomber Command aircrew.

Another part will be constructed from sections of melted down aluminum taken from a Halifax bomber, shot down over Belgium on the night of 12th May 1944. The lighting around the memorial is designed so that the profiles of the figures will always be visible against the sky, both night and day. It is due to be unveiled in autumn 2011. ■



An artist's impression of Hendon's Beacon, the intended home of the recovered Dornier. ■

Design for Flight

REPRINTED FROM "PLANE TALK," CIRCA 1943-45

Designing a great airplane is today a huge joint operation. Hundreds of expert workers are organized to do the job.

The design division of engineering in an aircraft plant could well be likened to an army.

As the Army has its Chief of Staff, so has the engineering department. At Consolidated Vultee, he is I.M. Laddon, executive vice president of the company.

Directly under Laddon, is H.A. Sutton, in charge of the "theatre of operations" in design engineering. He has a headquarters staff. It is composed of A.F. Fontaine, assistant to the director of engineering, and B.W. Sheahan, engineering manager.

In active command of the chief sectors are T.P. Hall, chief development engineer of the San Diego developmental engineering group; C.R. Irvine, chief development engineer of the Vultee Field development group; and E.D. Shannon, chief of the flight research department. These men are the Pattons, the Clarks, and the Montgomerys of the design engineering division — men in direct charge of the action.

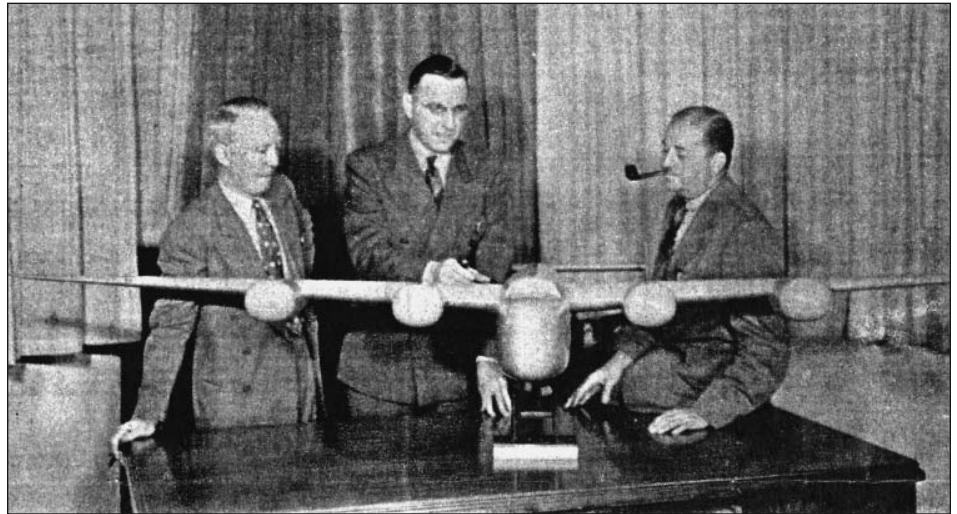
Here is the story of how they and their assistants proceed to convert paper specifications into a plane that flies. Though this article describes operations at San Diego, the same general procedure is followed in the design of those planes developed at Vultee Field.



Today's planes are complicated. The 28-ton Liberator contains 102,000 parts. That is one of the reasons the organization chart of the design engineering division would reveal a bewildering number of connected small squares. Each represents an important subdivision of the work that must be done in the designing of a new plane.

One group of engineers, for instance, is chiefly concerned with the design of hulls and fuselages. Another group specializes in wings and tails — another in problems of power plants — another in armament — still another in electrical equipment and radio.

A big bomber today is not only an elaborate fighting machine. It is also a hotel, prepared to feed, sleep and otherwise attend to the personal necessities of a crew of from 6 to 12 men — and, perhaps, a



THE LIBERATOR MODEL: Shown left to right above are H.A. Sutton, director of engineering; T.P. Hall, chief development engineer of the San Diego engineering group; and I.M. Laddon, executive vice president, viewing the B-24 wind tunnel model in Mr. Sutton's office.

few passengers — for a day and a night at a time.

For instance, it houses an auxiliary power plant to supply electricity to operate lights, radio, instruments, the intercommunicating telephone system, power turrets and battery chargers. It also has a heating and ventilating system. Now none of these pieces of auxiliary equipment has much of anything to do with whether or not the plane will fly. The wings, motors, propellers, empennage and fuselage determine that. But all of them are vital.

Obviously, not all the hopes and dreams of the perfect airplane can be satisfied in any one aircraft. If everything that everybody thought it nice to have in an airplane were installed, it could grow to the size of a battleship and have about the same chance of flying. If, on the other hand, everything were left off that would have to be omitted to achieve the ideal in range and speed, anyone larger than a midget would be disqualified as a pilot. And anything larger than a firecracker in the way of bombs could not be carried.

In the face of these two extremes, the design engineers embark on the only possible course. They must compromise.

A little is left off here, a little is trimmed off there. Nights as well as days are devoted to drawing and redrawing parts to gain maximum strength with minimum weight. Manufacturers' reports are scanned eagerly for new materials and products with

improved performance characteristics.

Only one element escapes this paring process. The factor of safety remains constant. The design engineers never forget that men are going to be flying these planes.

An aircraft engineering department has numerous parts. The design division does just what its name implies: its business is to design the planes that will later be put into volume production.

Today no first plane is ever built to satisfy some engineer's personal dream of an ideal. The first model of a modern plane cost millions; it has been estimated that the first flying model of a new 100-passenger transport will cost Consolidated Vultee around four million dollars. Obviously, somebody must want that plane very seriously, before orders to build it are issued.

That helps explain why all new planes today are designed to meet a specific purpose. There are three usual sources of impulse. Before the war, management itself might put the design engineers to work on a project for which management foresaw a specific market. Or a commercial operator of air transport lines might ask for a new design. Today, in wartime, the government has a monopoly on the purchase of planes, and orders come from the Army and Navy exclusively.

Suppose, for instance, that fighting front
(continued on next page)

DESIGN FOR FLIGHT *(continued from page 25)*

developments have convinced the Army it needs a new plane with certain flying and fighting characteristics. The Army Air Force then draws up a set of general specifications, describing what the desired plane must be able to do.

These form the basis for a set of detailed specifications prepared by the engineering department. The detailed specifications are very important, for they will clinch an understanding between the manufacturer and the Army as to what kind of plane is to be built, and what characteristics and qualities it will have. They also set the objective toward which all members of the design engineering division will work.

The first part of these specifications will describe the type of airplane the Army desires — whether a bomber, an attack plane, a liaison plane, or some other type. Then the class of plane is defined — whether it is to be a four-engined heavy bomber, a two-engined medium bomber, or what not. Then the specific job the plane will be expected to do is described in detail. If the airplane is needed for long range, daylight precision bombing, the specifications will state just that. The requirements as to performance, armament, crew accommodations, equipment, structure, and design features will all be explicitly set down.

When these specifications are approved by the Army and returned to the San Diego division of Consolidated Vultee, there is a conference. H.A. Sutton, director of engineering, and T.P. Hall, chief of the San Diego development engineering group, sit down with “Mac” Laddon, their chief, to settle the “general policy” of the design. What horsepower will be needed in the motors? Can existing materials be used, or must new ones be found? What type of wing is most suitable? These are samples of general policy questions.

If it appears the new plane can be designed to meet the requirements of the preliminary specifications, Hall goes into a huddle with R.L. Bayless, head of preliminary design. Bayless and his men labor in a separate office. And they are one group who never bore you by talking about their work at the dinner table. What they do today is strictly a military secret.

Out of the general specifications which Bayless receives from Hall come eventually a series of three-view sketches. These present the outside appearance of the proposed plane from three different angles.

They visualize approximately what the new plane must look like, if it is to do the job assigned to it. These three-view drawings correspond to an architect's preliminary sketch of the exterior of a new house.

To these three-view drawings is added an “inboard profile.” This presents the interior arrangement of the new plane, with the main structural features indicated but not detailed. The inboard profile might correspond to an architect's floor plan.

These proposal drawings now go to Hall, who again consults with Sutton and Laddon. Out of the several submitted, one set is selected to become the blueprint from which a small scale model is constructed for wind tunnel testing. At the same time, models of various wing sections are also prepared. These models then are also wind tunnel tested. Changes are then made as the tests indicate, and the end product is a rough approximation of what the plane is going to be.

While this has been going on, Sutton has been busy on another phase of the problem. He has been looking for plant space to house the experimental design work, and for personnel to handle the job. He confers with W.S. Cockrell, who is experimental factory manager, and C.B. Carroll, chief project engineer. Out of their conference comes the decision on the right engineer to head the project, where it will be carried on, and when it should be finished.

At this point Carroll, the project engineer, goes into action with P.A. Carlson, who as chief group engineer heads eight departments specializing in various subsections of the plane. Each of these departments is given a “plan view” of its particular part of the plane, and goes to work. The “plan view” is merely a rough outline, with the outside dimensions carefully noted. What a department may do inside those dimensions is its own business. How well it knows this business will have a lot to do with the success or failure of the plane when it is completed.

Concurrently with the work of the group engineers, the aerodynamics group under the direction of chief design engineer Bruce Smith has been making a new model for further wind tunnel testing.

This is a beautifully scaled job. It is complete down to nacelles which are hollow, control surfaces that operate by remote control, motors that are scaled to the horsepower of the full size power planes. Even the carburetor air intakes are included. It is an exact replica of the finished plane

in everything except size.

Out of these additional wind tunnel tests come ideas for changes in design that are incorporated in the model. They are also included in the drawings being made by the group engineers. When special difficulties are encountered by them they call for the services of other members of Bruce Smith's department, such as the men who specialize in power plant design, or in electrical and radio design and thermo dynamics.

Every department of the design engineering division is now at work on the new plane. Of course, this is probably not the only new plane that is being projected. And not every member of the design division is working on this plane alone. But many are, and others are ready to come in when the occasion arises for consultation.

As the drawings for the various parts of the plane begin to come from the group engineers, its actual construction begins. This is the moment for which Cockrell and his crew have been waiting. Most of this construction work is done in the engineering building. But other departments in the plant are also used, if any parts call for tools or machinery not available in the experimental factory.

Gradually, the new plane takes actual shape. This first plane is called a prototype. Its completion is not the end of the job, by any means, but it is a major climax in the project. It is hauled out to the ramp, and turned over to the flight research department. There E.D. Shannon and the test pilots begin the exhaustive series of flights which will confirm all the calculations, all the designs, and all the hopes of the design engineering division.

Out of these flights will come many modifications of the prototype. But seldom, if ever, do the test flights result in a design change of major proportions.

During these latter stages in the work of creating a new plane, there has been a succession of apprehensive gentlemen peering around the corners of nearby buildings. Contrary to what some strange observer might suspect, these men are not Nazi spies. They are the production engineers; they are doing a little peeking and early worrying about the problems they are going to meet when the new ship arrives at the front door of their own biggest building, with orders to put it into volume production.

Their task is another story. The design engineering staffs have already gone back to their drawing boards, are deep in the intricacies of another new plane that is needed to do some other special kind of job. ■

Riveting My Liberators

REPRINTED FROM "PLANE TALK," CIRCA 1943-45

My number is 25-5399. Don's number is O-563099. He wears his around his neck; Don's a Lieutenant in the Air Forces. Mine goes on a badge. I'm a number on the rivet line. We got married when Don was 21 and I was 18, just before he went over. We'd known each other since we were kids in the seventh grade. Probably nobody special ever heard of either of us. To the Generals who make their plans, Don's just another guy to have in the right place at the right time. And the fellows who plan Liberator production see me in the same way, if they ever note my presence at all. "Good evening, Mr. Time Clock. Please tell Management that No. 25-5399 checked in promptly at 5 P.M."

Management, somewhere, will finally get the report, and doubtless feel vaguely gratified, in a nice impersonal way, to know No. 25-5399 hauled itself out of bed again to keep a rivet gun riveting for another eight hours.

Now you'd think that was sort of boring, first off, and I did, too. Rivets and rivets and Rivets. My God, there are three hundred thousand rivets in one Liberator. And where I work, I can look up and see Liberators stretching down the line and getting smaller and smaller until you can't see them any more — the line just disappears in the distance. Positively. I never knew, before this, that so much distance could be put under one roof.

You feel mighty small in all that scenery, sort of lost. The whole population of the town I grew up in was just around a thousand people. Here were tens of thousands rushing all around me, doing things I couldn't even imagine.

At one end of that plant all the stuff comes off freight cars, and the people keep doing things to it as it moves through the plant — and then, at the other end, it all just suddenly sails into the air and flies away. It's become Liberators.

You can't make much sense in telling about it — it sounds almost unbelievable, I mean — and when I started to work it didn't make sense to me when I saw it, either. I felt like one of those molecules you learn about in high school. You slowly push through the crowds and you finally line up in one particular crowd, and then



you stand and you wait and you finally reach a desk, and then they note that you have gone to riveting school. And pretty soon someone says "This way, please." And soon you have a number and you start to riveting.

It was tough work at first. My fingers all seemed to be thumbs. I'd often almost rivet a finger instead of the rivet. And I'd wind up my shift weak and sore, and almost ready to drop. The work got me. The crowds got me. And that white-faced time clock got me. Every morning when I went to bed I wondered if I could pull myself out for another round.

And then one day — I don't know how it happened — I got an idea. Maybe it was because I was thinking about Don. I was wondering where he was, and if he had enough to eat, and was there a warm place for him to sleep at nights, and who would maybe mend his socks for him, and did it even matter. And I said a prayer about him, something like, "We aren't important, dear God, but we're so awfully important to each other. We've had such a little time together, and we're still young, and we need each other. Please keep him safe, and help us both. Amen."

It was something like that I said, just as any girl would. And then I looked up and for a minute my eyes didn't take in clearly any of the people around; there was only that line of Liberators. And the thought came, like a flash. "Why, these are really my Liberators, mine and Don's. Why, all the other people here are just helping me keep Liberators on the move to where Don is."

as told by Cassie Giles

Of course, it was a wholly crazy idea. Why, we are both nothing but country kids who went to school and Baptist Sunday School together and played games together, even kissing games, and it didn't mean a thing; and then . . . we got married, and it was the one thing that ever happened to me, outside the time when I was elected Football Queen in my sophomore year at high school. I'm just another girl with good legs and sense enough to know it.

But as I put in my rivets, I began imagining that Management was working specially for me to keep my Liberators coming through on time, so I could put the rivets in. And I imagined that all the other workers were there to help me with the riveting, and do all the thousand other jobs my Liberators would need before they get flying on the way to help Don.

So when I punch the time clock nowadays I have a game. I just think, "Good evening, Mr. Time Clock. Please instruct management that No. 25-5399 is on the job and wants materials kept moving to her without delay."

Since I've thought about the job in that way, I've really not been bored with riveting at all.

I used to think that a factory was a very rough place. But an aircraft factory isn't, at any rate. Out of the thousands of people that flow around you — and you're always just an island in thousands of people — you never get to know many. But you can tell them regardless. They're the salt of the earth kind of people.

There's that sad-eyed Czech girl, for instance, over in Control Surfaces. Her name is Frances Chumsky. On her left forefinger she has a callous the shape of a brazier head rivet. She works on center section trailing edges. They say she can do two trailing edges every shift. That means six thousand rivets a day, because it takes three thousand for one trailing edge. I'm not near that good yet.

There's one fellow on my shift who's a state legislator. You'd know it just from his name — Arthur Washington Cato. He told me there are six other legislators working at the plant, using their spare

(continued on page 33)

A Visit and a Trip: Cherishing My Time with the 2AD Memorial Library

BY LUCIEN GIORDANO, 2ND AIR DIVISION MEMORIAL SCHOLAR

INTRODUCTION

The 2nd Air Division Memorial Library provides those of us who work here unique opportunities. Not many people have the chance to so frequently meet the heroes of WWII. There is something incredibly moving and rewarding when you have a veteran and/or his family come in to reminisce or to find information. There are also moments when you help somebody who may not know much about the war to appreciate what happened during the friendly invasion — from the baseball games at Carrow Road to the hazards of flying in the ETO, there is much to learn about our GIs.

I have had two recent experiences that I want to share with the *Journal*. One of them happened within the immediate confines of the library and one took me a bit further afield. These experiences taught me a lot about how important WWII remains today, both in historical and personal terms.

PART 1: THE STORY OF LOUIS DEL GUIDICE

On Friday, April 28th, members of the Del Guidice family stopped into the library. The wife, daughter and son-in-law of T/Sgt. Louis Del Guidice, B-24 radio operator stationed at Hardwick during the war with the 93rd Bomb Group, made the trip to England upon his passing. His wish was to have his ashes scattered over the airfield at Hardwick. The family was able to make arrangements for this to happen and a small plane flew over the field fulfilling his request.

As the Del Guidice family related his and their story to me, I was asked to help them find pictures of his aircraft, the “Judith Lynn.” This was a plane that his crew, piloted by former NFL player Bucky Walters, flew since the end of their training in America. The plane’s namesake was Walters’ newborn daughter.

On the crew’s seventh mission, a bomb run over Kiel, the plane took a direct flak hit. With an engine out, Walters piloted them all back to safety, but the “Judith Lynn” was thereafter retired from combat.

Three days later, on January 7th, 1944, reassigned to “On the Ball,” the crew flew their final mission together. This one, over Mannheim, was interrupted by Luftwaffe fighters who incapacitated a wing engine. The plane was forced to land in France. Unfortunately, a few of the crew did not survive the attack. Del Guidice, unscathed, was taken in by French farmers.

From Northern to Southern France, via Paris, in and out of numerous safe houses, the Underground helped him elude the Gestapo. At one point he was given forged papers that declared him deaf and dumb. He worked in a drug store, posing as the owners’ son, and often having to work among shopping German soldiers.

After a month in the drug store, the Maquis took him in. Their work was sabotage and they expected Louis to aid them as they prepared for his final escape into Spain through the Pyrenees. He served as a machine gunner on missions to disrupt German communications and transportation.

The penultimate leg of the trip was to Toulouse. The only means of transportation was a German troop train. Louis Del Guidice, in the memories he committed to DVD (available at the

2AD Library), remembers this fifteen hour train ride as remarkably tense. At one point, a German officer was on the verge of questioning him. Luckily it was just as the train pulled into a station and the officer was quickly put on the move. Once at their destination, the Maquis needed to assemble twelve escapees. Again, the intrepid Del Guidice was put to work on sabotage missions.

Eventually, the group was assembled. Nobody was allowed to exchange names; however, two of the men escaping were members of Del Guidice’s original crew. Some of the others included a wounded British spy, a French actress, and seven Jews, some from France, Egypt and Libya, all wanted by the Gestapo.

The trip through the Pyrenees was arduous. The Maquis threatened to shoot anybody who could not complete the journey. Testaments to the veracity of their threats were present as the group passed more than a few crosses stuck into the ground. Simply put, the Maquis could not afford to have anybody who had witnessed their methods fall into the hands of the Germans.

Fortunately, the whole group made the crossing. They were put into Spanish prisons until officials from the U.S. Consulate freed Del Guidice and his compatriots. He does not know what happened to the Jewish escapees. The British spy died in prison.

Del Guidice returned to England and, in consideration of his travails, was re-assigned as a chief instructor at a USAAF training facility in America.

I was honoured to learn of his story from his family. It was a wonderful coincidence that he had also donated the DVD. We found a picture of the “Judith Lynn,” but unfortunately it was one they had already seen. If anybody who is reading this has any knowledge of the Walters crew or the “Judith Lynn,” the Del Guidice family would very much appreciate hearing from you.

For my part, I was reminded of how lucky I am to work here. There are so many incredible stories that the veterans of the 2AD have to share with us. The fact that Louis Del Guidice went through so much and was able to continue his service by preparing the replacement crews that would help to lead the Allies to victory shall remain an inspiration to me.

PART 2: MEMORIALS IN HOLLAND

The other experience I want to relate transpired prior to the Del Guidices’ visit. I was working in the library on a weekday morning when we received a phone call from a Dutch doctor, Jeroen “Jay” Pinto. He lives and works in Hull. He was calling for information on American input to Allied Bomber Command. I was able to provide him with a number of facts concerning the 2nd Air Division and the 8th USAAF. As it transpired, he was organizing a trip to the Netherlands in celebration of V-E Day, which, for the Dutch, is actually more widely recognized on May 4th — the day that they were liberated. His two destinations were Vilnes and Dronten. These small towns hold memorials to Allied aircrews every year. Jay works with a number of British veterans and also keeps in contact with veterans’ groups of the Dutch Resistance. We had a long conversation about the type of work that the library does and Jay decided that he needed me to come along. As it turned out, Dronten is the only place



Members of the Vilnes Fire Department welcome us to Holland for V-E Day.

in Europe that has an official monument to Bomber Command. Seeing as this was the 65th anniversary of V-E Day and that the veterans around whom the celebration revolves are less frequently able to attend, the town council decided to make this year's celebration their most elaborate yet.

Jay wanted me to come along to provide an American presence. There were already commitments from representatives of British, Canadian and Dutch veterans, but nobody from an American group. He asked if I could give a presentation on the type of work the library does, as he believed it would touch the veterans.

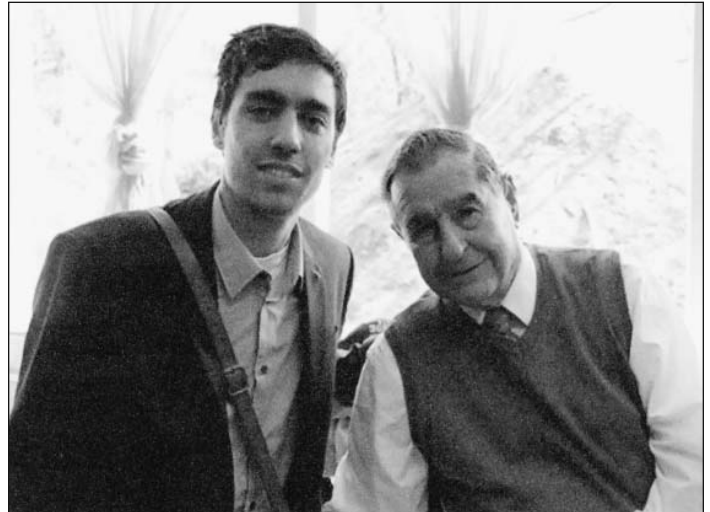
So it was that I travelled to Holland with Jay and two Englishmen on the night of May 3rd. Our itinerary had already been set, but as is often the case during worthy endeavours, a serendipitous opportunity presented itself. The previous month's *Herald* was on the library's front desk a few days before our departure. Its front page article was about Jim McGahee and what would be his first return to Opeinde, Holland, the site of his plane's, "Sacktime Sally," crash landing. There was to be a ceremony commemorating the men of that plane and Mr. McGahee was scheduled to be the guest of honour.

I got in touch with Reed Hammans who put me in touch with Johan Kuiper, the event's organizer. I relayed the information and opportunity to Jay and he quickly agreed to make the two hour drive from Vilnes to Opeinde on the morning of May 5th.

Thus, I look back on my trip to Holland for four significant reasons — the memorial in Vilnes, the celebrations in Dronten and Opeinde, and the unbelievably kind reception that the Dutch provided me, all a result of the sacrifices the Allies made for each other during the war.

The ferry from Hull to Rotterdam arrived early on the morning of May 4th. We drove directly to Vilnes, a small town in central Holland that is home to a monument that memorializes a Canadian RAF pilot and copilot. Their plane had been badly damaged by Nazi air defences and they were preparing to ditch over Vilnes. However, instead of bailing out to save their own lives, the two pilots steered their Lancaster past the town square and into an open field, saving many lives in the process. Both men perished and the town has never forgotten their sacrifices. Furthermore, the town has an increased awareness of the overall sacrifices that Allied bomber crews made during the war. The people of Vilnes, upon learning that I work for a veterans trust, wanted to know as much about the 2nd Air Division as

(continued on next page)



Lucien Giordano and Jim McGahee pause for a picture at the Opeinde Reception.



Jim McGahee addresses residents of Opeinde; in the foreground is the memorial.

A VISIT AND A TRIP *(continued from page 29)*

possible. They welcomed me with such warmth and interest, across all generations too, that it was hard to believe that this was all to do with WWII. Surely, I thought, young children cannot be this much more interested in the war than the average British or American child. I would soon learn that this interest was commonplace.

Wherever I was in Holland, the utmost respect and regard was held for what Allied aircrews did throughout the war. Again and again, I was asked to pass thanks along to the veterans with whom I work and have the opportunity to meet.

In Vilnes, the local fire station became our hosts. They cooked for us, made sure we got everywhere we needed to go, and included us in all of their festivities. Their magnanimity was further demonstrated as they refused to speak Dutch in our presence. No matter how we protested, and no matter how difficult it was for them to communicate with each other, they spoke almost exclusively in English when we were about.

We had two destinations for V-E Day memorials, one in Dronten on the evening of the 4th and the other in Opeinde on the morning of the 5th. Both days mean a great deal to the people of Holland, and everybody we met wanted us to celebrate with them.

The event in Dronten was spectacular. The town square is the permanent host to the Allied Bomber Command memorial. A flag from each of the Allied countries that participated in the air war waved at half-mast. Representatives from each of those countries were also on hand, most of who were either ambassadors or high-ranking military brass. I met many of these officials and let them know about the kinds of projects we work on in the 2AD Library. The American representative, an Air Force officer stationed at the U.S. Embassy in Brussels, was especially interested and promised to get in touch with us some day.

I was part of a procession that paraded from the town's largest chapel to the heart of the square. Thousands of people were in attendance, lining the streets and surrounding the memorial. The local television station had six cameras filming the event (we now have the official DVD too).

Each country was honoured and the men and women who sacrificed their lives in the war were remembered. I was invited to plant a small cross on behalf of the 2nd Air Division and the USAAF beside the memorial.

After the commemoration, I, along with the veterans and officials in attendance, were invited to the town hall for dinner and drinks. I was able to rub shoulders with the elite of central Holland and the assorted dignitaries, but still it was the veterans who were most enthralling. Many asked for stories about my experiences with members of the 2ADA and shared their own stories of encounters and work with GIs during the war.

The next morning, we set off for Opeinde to make the ceremony featuring Jim McGahee. We arrived just on time. Two Dutch sculptors had been commissioned to create a lasting tribute to "Sacktime Sally's" crew and also to an RAF crew that had perished in the area during the war. On a brick patio, was set a black marble slab. The names of ten men, six from "Sally's" crew and four from the Lancaster, were engraved on its face. Just before its official unveiling, the town band played the national anthems of America, Britain, Holland, and Freisland as each flag was raised to half mast. Jim McGahee was invited up to mark the occasion with a few words. He thanked the people of Opeinde profusely, so many of whom were in attendance,

and then reflected on how emotional the event was for him. The intermittent sixty-six years suddenly seemed like no time at all, he remarked. He noted how the men who died were his dearest friends. Yet the tone of his talk was not somber. It was inspirational. It left me and my group with the most profound sense of respect for what aircrews did during the war and also for how the people of Holland commemorate our veterans.

Following the ceremony, a reception was held in the town hall. I was afforded the opportunity to speak with Jim McGahee. He was as magnanimous in person as he was at the lectern. He told me some stories about his war experience and let me know that he has made the trip to the 2nd Air Division Library once, the "pilgrimage," he said.

When we left for Vilnes that afternoon, I had a heart full of encouragement for the work we do in the library. Not only have the veterans done so much for our countries, but they have also meant a great deal to the individuals whom they kept free from the Nazi scourge.

The final lasting impressions from the trip that I would like to share are the sentiments of the veterans and the people of Holland about how we remember WWII. No matter where I was in Holland, the people, of all ages, were so happy that American and British citizens were participating in their celebrations. They repeatedly told me that while we recognize WWII sufficiently, our countries do not give the war its due respect. At first I found this to be a contentious issue. Surely, I thought, it would be difficult to find a more respectful memorial than the library or than the annual Remembrance Days in America and Britain. The Dutch were generous with their praise for what we do, but told me that the difference between America, Britain and the occupied countries is that we never knew what it was like to live under the Third Reich's rule.

When I began to discuss this with the RAF and 2AD veterans in Holland, I realized how sincere the Dutch people were being. British, Canadian and American veterans are not just heroes of the war, but absolute saviours. Vernon, an RAF tail gunner, veteran of 68 sorties and recipient of a DFC, and with whom I had a few beers in Dronten, has returned to Holland for V-E Day every one of the last thirty-three years — since Dronten began to recognize Allied Bomber Command. He pointed out that we do not have monuments to Bomber Command because of the controversy surrounding operations such as the one over Dresden; however, in Holland, they recognize that Allied bombers dropped more than just explosives. The humanitarian missions over Holland saved millions of lives. Without the brave crews that risked their lives to deliver food and medicine, much of Northern and Western Holland would have starved to death in the latter periods of the war. The danger was increased on these missions by the low altitudes at which the crews had to fly.

Vernon said that his most lasting memory from the war was the sight of all the British and American planes participating in Operation Manna/Chowhound. As they swooped back over the fields to return to their bases, the Dutch people had written a message in the green fields: using white flowers, they spelled out, "Thank You Boys." Vernon's eyes welled up with tears. "Nowhere," he said, "am I treated so well as when I come to Holland."

Looking back on my experiences, I feel compelled to echo Vernon's sentiments. Nowhere have I been so instantly accepted and provided for, as when I travelled to Holland as a representative of our 2AD veterans. ■

AS ONE – TO WIN

SUBMITTED BY J.H. REEVES (HDQ)

HEADQUARTERS EIGHTH AIR FORCE Office of the Commanding General APO 634

10 January 1945

To Every Member of the Eighth Air Force:

The year 1944 was a significant one for those who have devoted themselves to the cause of freedom and justice throughout the world. In both hemispheres, the forces of tyranny were rolled back and steadily compressed into surrounded bastions from which there can be no escape. Here in the European Theater, the Eighth Air Force fought with distinction. It contributed importantly to the Allied war effort and earned a place in history which time will not erase. As the Commander of that Force, I am responsible not only to my military superiors, but to those who have made the year so memorable — the men and women of the Eighth.

I want you to share with me the broader view of the picture — a picture of our major tasks in 1944 and how we accomplished them. You deserve to share that by virtue of the fact that you dedicated 1944 to your work, to your country, and to the cause of freedom. In spite of physical discomforts caused by mud, and rain, and cold, in spite of losses in battle, in spite of handicaps which seemed insuperable at times, you persevered and succeeded.

The brief outline which follows will fill you with pride and with the realization that each of you contributed to the job some element which was indispensable. I believe it will add to your determination to carry on unstintingly until our goal becomes a reality.

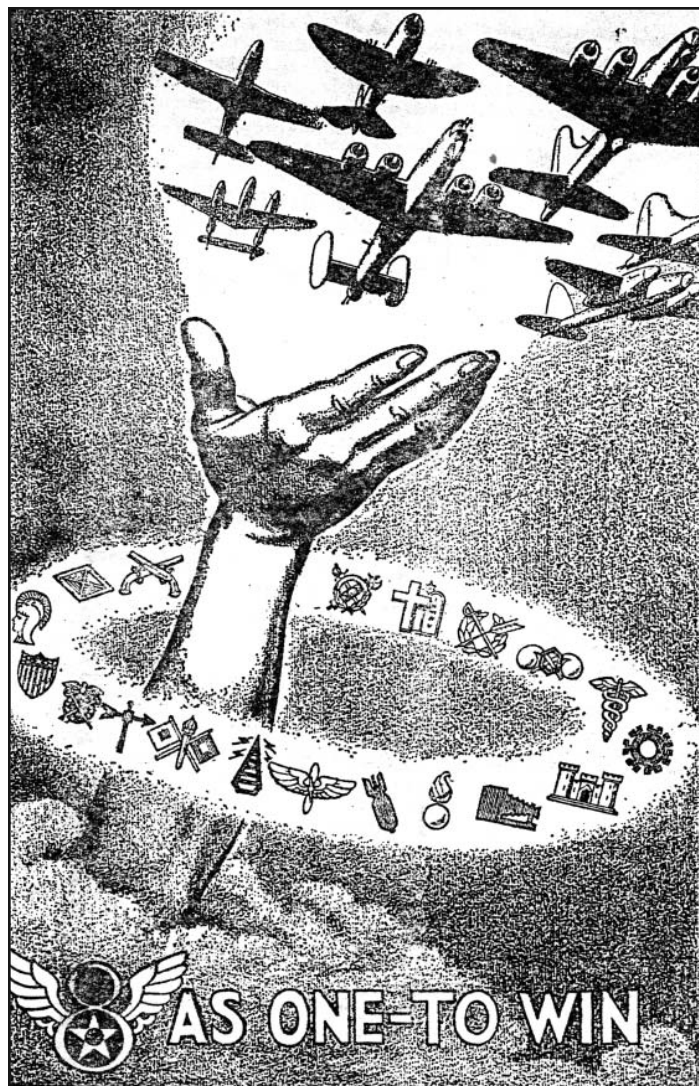
J.H. DOOLITTLE
Lieut. General USA
Commanding

THE EIGHTH AIR FORCE — 1944

On December 24, 1944, the Eighth Air Force sent over Germany 2,034 heavy bombers and 936 fighters, the greatest single force of airplanes ever dispatched in history. Well over 21,000 Americans flew in that armada over marshalling yards, vital communications centers and airfields behind the enemy lines. Many times that number worked on the ground to launch those planes, and many more again performed the great varieties of services which have built the Eighth into the deadly weapon it was intended to be.

WHAT WE HAVE DONE

The past year has seen the Eighth Air Force in full stride. We have hit the enemy with more than 430,000 tons of bombs. During the year, our fliers flew 1,700,000 operational hours, and our planes consumed 522,000,000 gallons of gasoline to release those tons of destruction. Blows were directed in turn at the types of targets which were most vital to the Nazi war effort



and which could only be destroyed by precision bombing — the job of the Eighth.

Our first task was to make sure that when the combined Allied ground forces invaded "Fortress Europe," we would have superiority in the air. Our bombers and fighters, hand in hand with those of the RAF, and the Ninth, Twelfth and Fifteenth American Air Forces, pounded German air power in the early months of the year, and the Luftwaffe was virtually helpless during the initial phases of the invasion. Aircraft factories, oil plants and supplies, and transportation facilities — these targets showed the effects of our pre-invasion hammering when D-Day came.

Our second great mission was performed during the invasion phase. Although designed for strategic bombing, the Eighth carried through every task of tactical support of the ground forces called for by the Supreme Commander. We helped to cover the Normandy beaches, and later the Dutch airborne landings, with protective air umbrellas. On June 6th, we flew a record-breaking 4,700 sorties. We sealed off the bridgeheads from enemy reserves by cutting the Seine and Loire bridges, and by hammering Nazi communications. Precision bombing blazed the way for the ground forces through enemy strong points. Before D-Day we flew thousands of tons of munitions and equipment to resistance movements on the continent; rushed emergency shipments of food, medical and other vital supplies to ground forces during the crucial month of August; and cooperated in the development of psychological warfare by dropping almost 900,000,000 leaflets

(continued on next page)

AS ONE – TO WIN *(continued from page 31)*

in enemy-controlled territory by night, and additional millions during daylight missions.

In air battles during 1944, fighter pilots and bomber crews destroyed over 6,000 enemy aircraft. Strafing attacks by our fighters accounted for 1,950 more. In precision attacks on enemy airfields and factories, our heavies not only blasted production facilities, but damaged or destroyed an additional 2,630 Nazi aircraft. Fighters also knocked out 3,652 locomotives, 5,702 freight cars, 3,436 trucks, and significant numbers of tank cars, ammunition dumps and similar ground targets.

Ground crews equalled the fliers in their devotion to duty. Men have frequently worked for 72 hours without rest to put their ships back in the air. There was a steady rise in percentages of aircraft in commission — in spite of growing numbers of sorties monthly and increased battle damage. Just before D-Day, the number of planes to be serviced rose sharply; the job was done with no increase in numbers of ground crews.

Recognition for achievements both in the air and on the ground came to many of you in 1944, in the form of decorations from our Government. Of the five highest and most cherished awards that our country can bestow for valorous conduct, 594 were won by members of the Eighth. Seven of these were Congressional Medals of Honor.

. . . . AS ONE

The story of the Eighth is the story of *all* of you. It belongs neither to any individual nor to any part of us less than the whole. Every member of this Command has contributed some element to it; without all of these contributions, the story would not have been. Ordnance and Chemical workers, for example, during 1944 loaded more than 3,000,000 bombs and incendiaries — most of them during the long hours of the night — and hand-linked, repositioned and loaded 53,000,000 rounds of .50 calibre ammunition in the course of their duties. The sweat of thousands went into the driving, servicing and repair of the Eighth's 25,000 motor vehicles. At one Headquarters alone, the telephone operators handled 14,000 calls each day. If you are one of these, or if you are one of those who kept us, by all standards, in good health — who in 1944 brought about important reductions in non-effective rates; if you are one of those who built and maintained our air strips and station facilities, or one of those who can proudly say that over 1,000 road convoys were escorted during 1944 without an accident; if you are one of those who performed the unheroic but indispensable functions of guaranteeing our supplies of food, adequate clothing and organizational equipment, or one of those whose attention to administrative assignments contributed so substantially to effectiveness — then you are part of the team.

The past year has seen outstanding technical advances. One of the most important was the development of instruments for bombing through overcast which steadily increased the number of missions flown per month in weather previously prohibitive to operations. Weather and photo-reconnaissance units pioneered many new techniques and rendered remarkable services, not only to the Eighth, but to other air and ground forces.

Other significant developments vital to our growth and success took place in 1944. Payroll and allotment problems were resolved, and personnel showed growing interest in savings by sending home well over \$170,000,000. Each month recorded marked increases in the diversity and quality of opportunities for recreation and leisure-time education. Significant emphasis

was placed upon activities which are giving us further understanding of the peoples and problems involved in global war. Each Chaplain conducted an average of 38 services every month; they proved themselves invaluable sources of advice, friendship and spiritual strength. The already firm bonds of kinship and understanding which exist between our British Allies and ourselves were made even stronger. In such ways did 1944 do much to prepare us, both mentally and physically, to face our problems and the task that lies ahead.

. . . . TO WIN

Our story has not yet ended. Together we have become one of the mightiest striking forces of all time. As pioneers of the daylight precision assault, we will continue that assault until final victory is won.

This is your report — written by your deeds, sealed by your devotion. Let us give thanks for what has been accomplished. Let us remember those who have given themselves in the battle. As the New Year dawns, let us resolve to press the attack, and go forward “as one – to win.” ■

An Education?

“What do you want to be when you grow up?” the teacher asked her pupils.

“A fireman,” Nelson answered.

“A policeman,” yelled Robert.

“A nurse,” said Myra.

“A baseball player,” shouted Michael.

“A mother,” answered Sonia.

“An airplane pilot,” whispered Baby girl.

Everyone in the class laughed at Baby girl.

“Did you ever see a girl pilot?” yelled Bob.

“Well, it is possible. All I have to do is learn to fly real well,” defended Baby girl.

“Girls aren't supposed to fly airplanes. Only boys are pilots; right, teacher?” asked Mike.

“Well, boys and girls, I must admit that I have never seen a woman airplane pilot. Didn't you once say that you wanted to be a teacher, Baby girl?” asked the teacher.

“No, I always wanted to be a pilot,” claimed Baby girl.

“See, Baby girl,” the teacher sermonized, “most girls work only a few years after they are done with school. Then they get married and spend all their time raising a family.”

“Yeah, girls are too stupid to be airplane pilots,” shouted Nelson.

“Well, how come I get all A's, and you get all C's?” asked Baby girl proudly.

FROM: *I Want to Laugh, I Want to Cry*, Poems on women's feelings
by Susan Polis Schutz

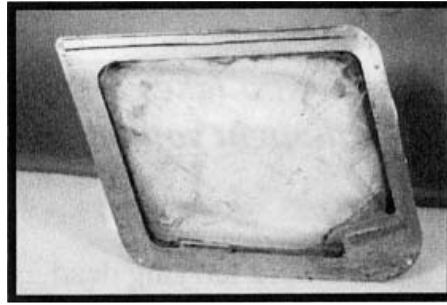
RECALLING A MISSION TO FREIDBERG

BY DR. VIVIAN ROGERS PRICE

In 1995, the city of Valkenburg, The Netherlands, presented this flight deck window to six members of Crew #784, 787th Bomb Squadron, 466th Bomb Group. Fifty years earlier on 12 March 1945, this crew set out on their ninth mission to bomb the marshalling yards at Freidberg, Germany. The aircraft they were flying was a B-24J Liberator, serial number 44-40357, that had a history of mechanical problems. Watching the crew load the plane, their squadron commander jokingly told the pilot, Charles Felts, "We'd appreciate it if you didn't bring this plane back with you."

Charles Felts and his crew took off, formed up, and headed toward the target without incident. But thirty-seven minutes before bombs away, an oil line broke on number one engine and a large quantity of oil leaked onto the wing and froze. Felts tried to feather the prop, but was unsuccessful. It continued to windmill until the prop shaft seized. Felts and his co-pilot, Edmund "Cody" Hall, managed to maintain control of the plane and Edwin Kimmel, bombardier, successfully released the bombs on target.

As they headed for home, another mal-



function added to their problems. The prop control on number two engine went out and that prop started to windmill. Felts was able to feather this prop. With only two engines and the severe drag from the seized prop, their B-24 rapidly lost airspeed and altitude.

Felts dropped his aircraft out of formation and hoped they would be over friendly territory before they had to bail out. When they reached an altitude of only 8,500 feet, Felts asked his navigator, Charles Dondes, where they were. A confused Dondes answered, "How the hell should I know, you have been flying this bucket of bolts sideways for the last hour!"

After another five minutes, the number four engine stopped, making it next to impossible for a B-24 to maintain alti-

tude with just one engine. At 5,000 feet, Felts rang the bailout bell and waited until the rest of the crew got out safely and then he went out.

They all landed, without any injuries, near the city of Valkenburg in the Netherlands. Luckily, the U.S. 9th Army had just occupied the area, so the crew was safe inside American lines. Army sentries then guarded the aircraft that had pancaked in a field just outside the village of Sibbe.

The Felts crew returned to Attlebridge and flew an additional eight combat missions before Germany surrendered. The members of the crew were: 1st Lt. Charles Felts, pilot; 2nd Lt. Edmund "Cody" Hall, co-pilot; 1st Lt. Charles Dondes, navigator; 2nd Lt. Edwin Kimmel, bombardier; T/Sgt. Merritt McLaughlin, flight engineer; S/Sgt. Martin Tarlosky, nose gunner; S/Sgt. Edward Weidner, waist gunner; S/Sgt. Harry Bender, waist gunner; T/Sgt. Marvin Allard, radio operator/gunner; and S/Sgt. Clinton Swanson, tail gunner.

Last year, six surviving members of the crew went to the Netherlands to visit the crash site and were presented with the flight deck window by the people of Valkenburg. It is now displayed in the Mighty 8th Air Force Museum at Pooler, GA. ■

RIVETING (continued from page 27)

hours. There's also a mayor of a nearby village working on our shift; he drives up every day in an old grocery truck, bringing twelve other workers in with him.

There's also a minister, Mr. Pemberton, who works right beside me — he said there are several other ministers in the plant. And then there's Jessie Groves, who recently got a medal for the bravery of her husband who was killed at Corregidor. All sorts of fine people. It gives you a lot of pride to know about them.

I guess folks like these never worked in factories before, from all I've heard. Sometimes I wonder how they can take it. There's an old lady, for instance, I pass every day going to the washroom. They say she lost her son. She stands all the time, doing something at a punchpress. She is red-faced and dumpy, and her hair is white and bobbed in a stringy way as if she didn't care how she looked any more. Now and then as I go by she is crying. She does it silent like, without stopping her motion a second, even to wipe

her eyes. Sometimes, when I get so tired, I wonder about her.

Now and then you read a piece in the paper that sounds as if the "war-workers" had only one thought — to get rich out of plushy jobs. For my own part, I don't know anybody like that. I don't think many workers have much to save after deductions for bonds and taxes are taken out of wages; you pay high prices for rent and food; you don't get much for your money, at that.

War plant work is hard work. You spend hours getting back and forth. You are always crushed in crowds. You often have a hard time getting what you need to eat, because the shops are half the time sold out. A visit to a beauty shop, even a shopping trip, becomes a luxury. You don't have much leisure on a six-day week, with work through holidays taken as a matter of course, and your washing and housework done when you can snatch the time.

Nobody with any gumption would do it just for the money. You could make much more nowadays just as a maid, what with room and board, and your whole monthly

wage left free to put in the bank.

So I get sore sometimes when I hear it said that my people are "getting rich" out of the war. That's the way I sometimes think about them now — my people, helping me and Don.

Of course, it's just an idea. But I sometimes wish all the folks in the country could stand here with me a minute, and look down that line of Liberators to that far point where they seem to disappear. Just at that point is a door. From here you can't see it. But it's as tall as a six story building. Every so often it opens, slides right up, at the press of a tiny button. Immediately another Liberator rolls out, all ready to fly.

That same moment folks are beginning a new Liberator assembly at the other end of the line.

If you could watch here a little while, maybe you'd understand a little better what I've been trying to express. I mean, about how you can easily imagine things. How all these folks are just your own people, working specially for you. How all this great line of Liberators is yours, too. Even if it isn't really. ■

63rd Annual Business Meeting of the Second Air Division Association September 11, 2010 • New Orleans, Louisiana

A. Call to Order:

1. The 63rd Annual Business Meeting of the Second Air Division Association was called to order on September 11, 2010 by President Richard Robert (453rd BG) at 9:40 a.m. in the Esplanade Room, Omni Royal Orleans Hotel, New Orleans, Louisiana.
2. President Robert gave the invocation, and Secretary James Dyke led the Pledge of Allegiance to the Flag.
3. President Robert welcomed members and guests.
4. President Robert appointed James Dyke to serve as Parliamentarian.
5. Secretary Dyke did a roll call.
6. President Robert stated that only veterans were voting members and announced that a quorum was present.

B. Report of the Delegate Committee (Edward "King" Schultz, Chairman):

King Schultz read the Delegate Committee report and moved to have attending members of record be declared official delegates with a list to be published in the 2ADA Journal. The motion was seconded by Earl Zimmerman. Motion carried.

"The 2ADA (Second Air Division Association) is a non-profit, non-political organization composed of U.S. veterans and registered with the Internal Revenue Service under Tax Code Section 501(c) (19). Its TIN (Tax Identification Number) is 25-1327743. As such, all voting members present are official delegates. The reasonable cost to such attendees is construed to be a charitable contribution and may be deductible by those who itemize deductions on their annual income tax returns. The 2ADA cannot provide advice on these matters. Members are advised to seek their own professional advice as may be needed."

C. Report of the President (Richard Robert):

President Robert, in his opening remarks, stated that the 2ADA remains a viable organization. The treasury balance is about the same as in 2009 and registration for the convention is the same as last year. Total membership is down somewhat, probably due to age-related problems, as most veterans are now in their late 80s and early 90s. The Executive Committee on Thursday passed two motions: A change in the Legacy Plan to lower the minimum registration number of veterans at a convention from fifty to twenty before dissolution begins, and a vote to delay consideration of a merger plan of the 2ADA and the Heritage League as proposed by James Guddal. President Robert noted the loss during the year of Past Presidents Jordan Uttal and Richard Butler, as well as long-time Memorial Trust Governor Thomas Christopher Eaton. He stated that The Jordan Uttal and Evelyn Cohen Memorial Cataloguing Project was established from \$30,000.00 in contributions to a memorial fund created in their honor. President Robert made three trips to Norwich during his term; two were to attend Memorial Trust meetings and one was for the Eaton memorial service.

D. Report of the Secretary (James Dyke):

Secretary Dyke stated that the minutes of the Rosemont (Chicago), Illinois meeting were published in the Journal and would not be read. There being no corrections to the minutes, James Dyke moved to approve the minutes as published. Motion seconded. Motion carried.

E1. Report of the Treasurer (Elwood W. "Bill" Nothstein, absent):

Backup Treasurer Jim Guddal (93rd BG) summarized the financial status of the 2ADA as of July 1, 2010.

<u>General Fund</u>	
Beginning Balance, July 1, 2009	\$103,950.00
Receipts	\$8,185.00

Disbursements	\$2,175.00
General Fund Balance, June 30, 2010	\$99,960.00

Memorial Trust Fund

Beginning Balance, July 1, 2009	\$16,043.00
Donations and Interest Received	\$34,653.00
Disbursements	\$48,594.00
Memorial Trust Fund Balance, June 30, 2010	\$2,102.00

ALL FUND BALANCES

General Fund, June 30, 2010	\$99,960.00
Memorial Trust, June 30, 2010	\$2,102.00
Membership Account	\$1,136.00
All Funds as of June 30, 2010.	\$103,198.00

The Treasurer's report was accepted.

E2. Report of the Audit Committee (Oak Mackey, Chairman):

Chairman Mackey stated that the Audit Committee met on July 15, 2010 at the home of E.W. Nothstein to review the books. Those present were Roy J. Farnsworth (445th) and Thomas Dawes (458th). Committee member Vincent Palmer (466th) was unable to attend. All records were in good order and there were no discrepancies. As Chairman, Oak Mackey receives copies of all bank statements. The report was accepted.

F. Report of the Vice President Membership (Oak Mackey):

Chairman Mackey reported that at the 2009 convention there were 2,216 members. The current membership is 1,763 (1,404 dues-paying regular members, 291 associate members, and the balance are subscribing members, all but 7 being British). There was a loss of 453 members during the year: 343 were dropped for non-payment of dues, and 110 were reported deaths. He noted that it is becoming difficult to find able members to fill the offices. Heritage League members have been assisting the 2ADA officers: Backup Treasurer Jim Guddal (93rd), Backup Secretary Irene Hurner (453rd), and Assistant Backup Secretary Carol Holliday (445th). Chairman Mackey spoke in favor of a suggestion by Jim Guddal to merge the 2ADA and the Heritage League in order to involve more of the second and third generations. The report was accepted.

G. Report of the Journal Editor (Ray Pytel, absent):

President Robert stated that Journal Editor Pytel sent a report stating that all is well.

H. Report of the Directors:

1. **Data Processing (E.A. "Rick" Rokicki, absent):**
President Robert said that Rick will continue updating the membership database on the computer.
2. **Correspondence Services (Maxine Mackey):**
Maxine stated that she keeps very busy with the correspondence work.

I. Report of the 2ADA Representative to the Memorial Trust Board of Governors (Charles Walker):

Representative Walker stated that he feels there are still veterans to fill the officers' positions within the 2ADA. He made two trips to Norwich during the past year: one to attend the November 2009 General Meeting of the Board of Governors, and the other in April 2010 to attend a memorial service in honor of Jordan Uttal (Chuck spoke regarding Jordan) and Thomas Eaton (Matthew Martin spoke regarding Tom). A tea was held in the Memorial Library. The report was accepted.

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

Chairman Matthew Martin introduced the British who traveled to attend the convention. He remembered Evelyn Cohen, Jordan Uttal, Tom Eaton and their efforts to establish the library and noted that they will be missed. Chairman Martin reported an increase in library usage this past year, saying that this is wonderful because many libraries have seen a decrease in use with the continued development of the Internet. A change of investment advisors was made during the year to the firm of Brewin Dolphin in London, England. With the exchange rate of \$1.50 to the British pound sterling, total funds for the library are approximately \$3,300,000. Interest from the American Scholar fund was approximately £13,000. The cost of each scholar is £6,000. Librarian Libby Morgan along with her staff and other professionals have developed a new look for the website. It will go online soon. The Jordan Uttal and Evelyn Cohen Cataloguing Project has been made possible by \$30,000 received in memorial donations. The first project will be one hundred sixteen boxes that a professional archivist will catalog. Eventually all relevant information will be available on the Internet. Last November, the biennial lecture featuring Sir Richard Dannet, previous head of the British Army, was well attended. His topic was "The Challenges fo US and UK Defence in the Next Decade."

Libby Morgan, the Trust Librarian, reported that there was an increase of 1853 visitors during the past year to total 50,107. Many visitors were from overseas. Some of the promotions and activities were: the 15th Norwich Air Scouts spent time researching the B-24 and the history of the 467th Bomb Group at Rackheath; for small children a Teddy Bear Picnic was held based on the life of President Theodore Roosevelt; poems from a workshop entitled "What America Means to Me," attended by eleven-year-olds, were put into a book of the same name; working with the Norfolk Record Office a story was researched and put into a book entitled *Sam Bartram: The Blitz and Beyond*, written by Peter Daniel and illustrated by Michael Foreman; a creative writing workshop entitled "Out of This World" was conducted; and a D-Day coffee was held. Records of the bomb groups are being catalogued. Two are finished and a third will be soon. The Roll of Honor has been digitized and eventually people will be able to browse for veterans by surnames. Thanks to the staff, the library will have a blog and a You Tube site. For a complete list of the activities and promotions, people may request *A Year in the Life of the 2nd Air Division Memorial Library*.

Trust Governor Andrew Hawker spoke regarding the American Scholar program and the University of East Anglia post-graduate students who provide an American presence in the library. Lucien Giordano (Baltimore, MD) left in July to teach in China; Stephanie Leal (Glasstown, NJ) continues to work part time for the summer. The new scholars, who will be welcomed at the end of September, are PhD candidates Elizabeth Rawitsch (New Hampshire) who is studying film and whose grandfather was in the 8th Air Force stationed in Suffolk from 1943-1945, and Beth Southard (North Carolina) whose family has connections with the military and has studied the Marshall Plan. The scholars each spend ten hours per week in the library using their skills to enhance offerings for the visitors and the outreach programs in the community.

Governor Andrew Hawker reported that the new chairman of the Friends of the Second Air Division Memorial Library, Colin Mann, is enthusiastic and encouraging participation by younger people. In addition to escorting visitors to the bases, bus trips and film screenings are held and the Thanksgiving Day dinner is always sold out. *Second Thoughts* is the publication of The Friends. They now have a Facebook page, and their own email address, tfot2ndadml@hotmail.co.uk.

K. General Committee Reports:

1. Awards Committee (Earl Zimmerman, Chairman):

Sixteen awards will be presented at the dinner Friday evening. Those given to the British will be shipped to England.

2. Convention Committee (Betty Lee):

163 people registered, of those 52 are veterans.

3. Group Relations (John Lee, Chairman):

No Report

4. Liaison to the Heritage League (James Lorenz, absent):

Brian Mahoney, President of the Heritage League, expressed delight to see so many veterans in attendance. Jim Guddal's merger proposal of the 2ADA and the Heritage League was received and will be discussed with members and advisors during the coming year. The Heritage League is dedicated to keeping the memories and sacrifices of the Second Air Division alive and will work with its members, veterans, the Trust Governors, and others to support the library.

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

Chairman Lee presented the following slate of officers for the 2010-2011 year:

- i. President: Charles L. Walker (445th BG)
- ii. Executive Vice President: Edward "King" Schultz (448th BG)
- iii. Vice President Membership: Oak Mackey (392nd BG)
- iv. Treasurer: Earl Zimmerman (389th BG)
- v. Secretary: James P. Dyke (453rd BG)
- vi. Journal Editor: Ray Pytel (445th BG)

It was moved and seconded to accept each officer as presented. There were no nominations from the floor. Motions carried.

L. Old Business: None.

M. New Business:

Motions passed by the 2ADA Executive Committee September 9, 2010 to report to membership:

1. Proposed Revision to the Legacy Continuation Plan adopted September 1, 2007:

The current plan states that when less than fifty voting members register for the annual meeting of the Association, the Legacy Plan dissolution may begin to be activated. During the Executive Committee meeting, Oak Mackey moved to amend the Legacy Plan to lower the number from fifty to twenty veterans who register for the annual convention before the dissolution will begin. Motion carried. Oak repeated the motion for the business meeting. Seconded by King Schultz. A show of hands was requested. 39 voting members were present. 33 approved, 6 opposed. Motion carried.

2. Proposal by James Guddal to merge the 2ADA and the Heritage League:

During the Executive Committee meeting, Oak Mackey moved to postpone discussion of the proposed merger of the 2ADA and the Heritage League until the 2011 convention. Motion seconded. Motion carried.

N. Announcements:

President Robert stated that Pam Ramm would like any veterans who plan to attend Remembrance Services in or near Norwich to let him know.

President-elect Charles Walker states that the 2011 convention may be in Dallas, Texas in September. Preliminary investigation has begun. He has asked Maxine Mackey to serve as Convention Chairman.

O. Adjournment:

President Richard Robert declared the meeting adjourned at 11:02 a.m.



IRENE M. HURNER
Backup Secretary for James P. Dyke
Second Air Division Association, 8th USAAF

Folded Wings

HDQ

Walter E. Hilberg

44th BG

Jack Goldstein

93rd BG

LTC Bernard Abel (Ret)

389th BG

Oliver J. Bolduc
John E. Curran

392nd BG

Donald C. Bailey
Col. Lawrence G. Gilbert
Robert E. Lane
George C. Player

445th BG

Manuel Moreno
Jake D. Price
LTC Billy W. Stephens

448th BG

Leroy J. Engdahl
Joseph H. Zonyk

458th BG

Philip B. Cloud
LTC Donald E. Finlayson

466th BG

William C. Baldwin

467th BG

Robert C. Twyford

489th BG

Donald R. Engler
Blaine H. Hansell

492nd BG

Francis A. Beasley
Donald A. Plunkett

Board of Governors

Tom Eaton

U.S. DEPARTMENT OF STATE

How to Make an Application for a Passport

FOR INFORMATION, QUESTIONS, AND INQUIRIES: Please visit the website travel.state.gov. In addition, you can contact the National Passport Information Center (NPIC) toll-free at **1-877-487-2778** (TDD: **1-888-874-7793**) or by e-mail at NPIC@state.gov. Customer Service Representatives are available M-F, 6 AM – 12 Midnight Eastern Time (excluding federal holidays). Automated information is available 24/7.

U.S. PASSPORTS, EITHER IN BOOK OR CARD FORMAT, ARE ISSUED ONLY TO U.S. CITIZENS OR NON-CITIZEN NATIONALS. EACH PERSON MUST OBTAIN HIS OR HER OWN PASSPORT BOOK OR PASSPORT CARD. THE PASSPORT CARD IS A U.S. PASSPORT ISSUED IN CARD FORMAT. LIKE THE TRADITIONAL PASSPORT BOOK, IT REFLECTS THE BEARER'S ORIGIN, IDENTITY, AND NATIONALITY AND IS SUBJECT TO EXISTING PASSPORT LAWS AND REGULATIONS. UNLIKE THE PASSPORT BOOK, THE PASSPORT CARD IS VALID ONLY FOR INTERNATIONAL TRAVEL BY LAND OR SEA BETWEEN THE UNITED STATES, MEXICO, THE CARIBBEAN AND BERMUDA. IT IS NOT GLOBALLY INTEROPERABLE AND IS NOT VALID FOR TRAVEL BY AIR TO OR FROM ANY FOREIGN DESTINATION.

APPLICANTS WHO HAVE HAD A PREVIOUS U.S. PASSPORT BOOK AND/OR U.S. PASSPORT CARD

If your most recent passport book and/or passport card was issued less than 15 years ago and you were over 16 years old at the time of issuance, you may be eligible to use Form DS-82 (mail-in or electronic application). Please inquire about eligibility when you apply, visit our website, or contact NPIC. Address any requests for the addition of visa pages to a Passport Agency or a U.S. consulate or embassy abroad. In advance of your departure, check for any visa requirements with consular officials of the countries you will be visiting.

SPECIAL REQUIREMENTS FOR CHILDREN

• **AS DIRECTED BY PUBLIC LAW 106-113 AND 22 CFR 51.28:**

To submit an application for a child under age 16 **both parents or the child's legal guardian(s) must appear** and present the following:

- Evidence of the child's U.S. citizenship,
- Evidence of the child's relationship to parents/guardian(s), AND
- Parental/guardian identification.

IF ONLY ONE PARENT APPEARS YOU MUST ALSO SUBMIT ONE OF THE FOLLOWING:

- Second parent's notarized written statement consenting to passport issuance for the child,
- Primary evidence of sole authority to apply, OR
- A written statement (made under penalty of perjury) explaining the second parent's unavailability.

• **AS DIRECTED BY REGULATION 22 CFR 51.21 AND 51.28:**

Each minor child applying for a passport book and/or passport card must appear in person.

WHAT TO SUBMIT WITH THE APPLICATION FORM:

1. PROOF OF U.S. CITIZENSHIP (Evidence of U.S. citizenship that is not damaged, altered, or forged will be returned to you.)
2. PROOF OF IDENTITY
3. TWO RECENT COLOR PHOTOGRAPHS, AND
4. FEES (Please visit the website at travel.state.gov for current fees.)

WHERE TO SUBMIT THE FORM:

Please complete and submit the application in person to one of the following acceptance agents: a clerk of a Federal or State court of record or a judge or clerk of a probate court accepting applications; a designated municipal or county official; a designated postal employee at an authorized post office; or an agent at a Passport Agency (by appointment only) in Boston, Chicago, Aurora CO, Honolulu, Houston, Los Angeles, Miami, New Orleans, New York, Norwalk CT, Philadelphia, San Francisco, Seattle, or Washington DC; or a U.S. consular official at a U.S. embassy or consulate, if abroad. To find your nearest acceptance facility, visit the website travel.state.gov or contact the National Passport Information Center.

WARNING: False statements made knowingly and willfully in passport applications, including affidavits or other documents submitted to support this application, are punishable by fine and/or imprisonment under the provisions of 18 USC 1001, 18 USC 1542, and/or 18 USC 1621. Alteration or mutilation of a passport issued pursuant to this application is punishable by fine and/or imprisonment under the provisions of 18 USC 1543. The use of a passport in violation of the restrictions contained therein or of the passport regulations is punishable by fine and/or imprisonment under 18 USC 1544. All statements and documents are subject to verification.

1. PROOF OF U.S. CITIZENSHIP

a. APPLICANTS BORN IN THE UNITED STATES: Submit a previous U.S. passport or certified birth certificate. A birth certificate must include your full name, the full name of your parent(s), date and place of birth, sex, date the birth record was filed, and the seal or other certification of the official custodian of such records.

1) If the birth certificate was filed more than 1 year after the birth: It must be supported by evidence described in the next paragraph.

2) If no birth record exists: Submit a registrar's notice to that effect. Also submit a combina-

tion of the following: an early baptismal or circumcision certificate, hospital birth record, early census, school, or family Bible records, or newspapers or insurance files. Notarized affidavits of persons having knowledge of your birth may be submitted in addition to at least one record listed above. Evidence should include your given name and surname, date and place of birth, and the seal or other certification of the office (if customary) and the signature of the issuing official. Visit travel.state.gov for details.

b. APPLICANTS BORN OUTSIDE THE UNITED STATES: Submit a previous U.S. passport, Certificate of Naturalization, Certificate of Citizenship, Report of Birth Abroad, or evidence described below.

1) If You Claim Citizenship Through Naturalization of Parent(s): Submit the Certificate(s) or Naturalization of your parent(s), your foreign birth certificate, and proof of your admission to the United States for permanent residence.

2) If You Claim Citizenship Through Birth Abroad To One U.S. Citizen Parent: Submit a Consular Report of Birth (Form FS-240), Certification of Birth (Form DS-1350 or FS-545), or your foreign birth certificate, proof of citizenship of your parent, your parents' marriage certificate, and an affidavit showing all of your U.S. citizen parents' periods and places of residence/physical presence in the United States and abroad before your birth.

3) If You Claim Citizenship Through Birth Abroad To Two U.S. Citizen Parents: Submit a Consular Report of Birth (Form FS-240), Certification of Birth (Form DS-1350 or FS-545), or your foreign birth certificate, parents' marriage certificate, proof of your parents' citizenship, and an affidavit showing all of your U.S. citizen parents' periods and places of residence/physical presence in the United States and abroad before your birth.

4) If You Claim Citizenship Through Adoption by a U.S. Citizen Parent(s): Submit evidence of your permanent residence status, full and final adoption, and your U.S. citizen parent(s) evidence of legal and physical custody. (Please note: Acquisition of U.S. citizenship for persons born abroad and adopted only applies if the applicant was born on or after 02/27/1983.)

c. ADDITIONAL EVIDENCE: When necessary, we may ask you to provide additional evidence to establish your claim to U.S. citizenship.

2. PROOF OF IDENTITY:

You must establish your identity to the satisfaction of the acceptance agent.

You may submit items such as the following containing your signature AND physical description or photograph that is a good likeness of you: previous or current U.S. passport book; previous or current U.S. passport card; driver's license (not temporary or learner's license); Certificate of Naturalization, Certificate of Citizenship; military identification; or federal, state, or municipal government employee identification card or pass. Temporary or altered documents are not acceptable. When necessary, we may ask you to provide additional evidence to establish your identity.

IF YOU CANNOT PROVIDE DOCUMENTARY EVIDENCE OF IDENTITY as stated above, you must appear with an IDENTIFYING WITNESS who is a U.S. citizen, non-citizen U.S. national, or permanent resident alien who has known you for at least 2 years. Your witness must prove his or her identity and complete and sign an Affidavit of Identifying Witness (Form DS-71) before the acceptance agent. You must also submit some identification of your own.

3. TWO RECENT COLOR PHOTOGRAPHS

Submit two identical color photographs of you alone, sufficiently recent to be a good likeness of you (taken within the last six months), and 2x2 inches in size. The image size measured from the bottom of your chin to the top of your head (including hair) should not be less than 1 inch and not more than 1-3/8 inches. The photographs must be color, clear, with a full front view of your face, and printed on thin paper with plain light (white or off-white) background. The photographs must be taken in normal street attire, without a hat, head covering, or dark glasses unless a signed statement is submitted by the applicant verifying the item is worn daily for religious purposes or a signed doctor's statement is submitted verifying the item is used daily for medical purposes. Photographs retouched so that your appearance is changed are unacceptable. Snapshots, most vending machine prints, and magazine or full-length photographs are unacceptable. Digitized photos must meet the previously stated qualifications and will be accepted for use at the discretion of Passport Services. (Visit our website for details.)

4. FEES

a. **If you are 16 years of age or older:** Your passport will be valid for 10 years from the date of issue except where limited by the Secretary of State to a shorter period. (See information below about the additional cost for expedited service.)

b. **If you are under 16 years of age:** Your passport will be valid for 5 years from the date of issue except where limited by the Secretary of State to a shorter period. (See information below about the additional cost for expedited service.)

BY LAW, THE PASSPORT FEES ARE NON-REFUNDABLE. PLEASE VISIT OUR WEBSITE AT TRAVEL.STATE.GOV FOR CURRENT FEES.

• **The passport processing, execution, and security fees may be paid in any of the following forms:** Checks (personal, certified, traveler's); major credit card (Visa, MasterCard, American Express, and Discover); bank draft or cashier's check; money order (U.S. Postal, international, currency exchange), or if abroad, the foreign currency equivalent, or a check drawn on a U.S. bank. All fees should be payable to the "U.S. Department of State" or if abroad, the appropriate U.S. embassy or U.S. consulate. When applying at a designated acceptance facility, the execution fee will be paid separately and should be made payable to the acceptance facility. **NOTE: Some designated acceptance facilities do not accept credit cards as a form of payment.**

• **For faster processing,** you may request expedited service. Please include the expedite fee in your payment. Our website contains updated information regarding fees and processing times for expedited service. Expedited service is available only in the United States.

• **If you desire OVERNIGHT DELIVERY SERVICE** for the return of your passport, please include the appropriate fee with your payment.

• An additional fee will be charged when, upon your request, the U.S. Department of State verifies issuance of a previous U.S. passport or Consular Report of Birth Abroad because you are unable to submit evidence of U.S. citizenship.

• **For applicants with U.S. Government or military authorization for no-fee passports,** no fees are charged except the execution fee when applying at a designated acceptance facility.

• If you choose to provide your e-mail address in Item #8 on the application, Passport Services will only use that information to contact you in the event there is a problem with your application or if you need to provide additional information to us.

****PASSPORT FEES (Effective 07-13-2010):**

	<u>Under 16 years of age</u>	<u>16 years or older</u>	
Routine	*\$80.00	*\$110.00	"US Department of State"
(6 - 8 weeks)	\$25.00	\$25.00	"Postmaster"
Expedited			
with <u>Express Mail</u>	*154.96	*\$184.96	"US Department of State"
(within 2 - 3 weeks)	\$43.30	\$43.30	"Postmaster"

**This fee must be paid by check or postal money order only!*

If you need a passport within fourteen (14) days, you need to contact a Passport Agency and make an appointment.

****FEES ARE SUBJECT TO CHANGE.**



To the Editor,

Enclosed are a few pictures of my dad's crew (47) and their names. They completed 31 missions with two different B-24s both named the "Admirable Little Character." Their first ship was shot down on April 25, 1944 when Crew 44 flew the "Admirable Little Character" while my dad's crew was on R&R.



Capt. Gilbert E. Schulze
458th Bomb Group

After my dad's crew flew their missions he was sent to France on a special assignment. He and a Sergeant Kelly flew a 61-C Fairchild single engine monoplane to France and this is the plane they flew through the Eiffel Tower with (*see photo*).

I sure would like to know if Sergeant Kelly is around. Do you have any way of locating him if he is still alive?

Please let me know if you need any more information.

Helene Schulze Dondero
Fax number: 423-344-1698



HE FLEW BENEATH THE EIFFEL TOWER!



Winging his way through the Eiffel Tower went Capt. Gilbert E. Schulze while on liaison duty in Paris, France in September 1944. He was in a C-61 Fairchild single engine plane. His duties were to inspect airfields and make sure they were safe for hauling gas from England in the bombers to France and Belgium. A Sgt. Kelly was his crew chief.



Crew 47 – Completed Tour: 1st Lt. Gilbert E. Schulze, pilot; 2nd Lt. Bernard J. Newmark, copilot; 2nd Lt. Matthew J. Davan, navigator; 2nd Lt. Donald W. Harrington, bombardier; T/Sgt. Roger M. Brown, TT/E; S/Sgt. Richard M. Christensen, radio operator; S/Sgt. Charles W. Metcalf, BTG; S/Sgt. Herbert S. Shaffer, WG; S/Sgt. Richard O. Black, NTG; S/Sgt. William E. Burk, tail gunner.

To the Editor:

The Summer 2010 issue of the *Journal* contained a reprint of a March 2010 article in *The Wall Street Journal* by Amy Goodpaster, entitled "World War II's Unsung Heroes."

Of course I agree that these ladies, called WASPs, deserve to be honored and buried as heroes at Arlington.

What bothered me about the article is the writer's comment, by innuendo, indicating that there are classes of heroes. Commissioned officers heroes are first class. Enlisted personnel heroes are of a lower class. There should never, never be a distinction like Arlington is apparently set up and like this writer, Amy Goodpaster, claims.

Herb Berkowitz
7430 Lake Breeze Dr. #508
Fort Myers, FL 33907

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To the Editor:

Along with many others, I would like to comment on the article rerun of "Don't Say 'Raid' — Say 'Mission.'"

I wasn't the engineer, but do recall that a B-24 started engine #3 first — which supplied the electrical system generators. Then and only then were #1-2-4 started.

Didn't the B-17 start engine #2 first?

As to 'Raid' vs. 'Mission' — My crew began operations with the 376th BG from Benghazi, Libya, to targets in Greece and the Aegean Sea islands (Rhodes). A *raid* consisted of three squadrons (18 planes) with a maximum effort of four squadrons (24 bombers) and no escort. At the I.P., the group formation separated into six or eight V-formations of three bombers to hit the target — to the delight of the leading bombardiers. After "bombs away," the formations would dive and peel away from the AA altitude to reform into the group formation for fighter protection against attacks coming when we were outside the flak area and as we ran for the open water. These were *raids*.

Later in '43 when we bombed as a group and had some P-38 escort, they were *missions*. During my 22 raids/missions, we never saw a single P-47. Joining the 93rd BG of the 8th AAF in 1944, my eighteen *missions* consisted of 30+ bombers from each group for a 100-bomber formation and escort of P-47s, P-38s, and P-51s. These were *missions*.

Joseph Taddonio (93rd BG)
9 Broadway
Saugus, MA 01906

✈ ✈ ✈ ✈

To the Editor:

As you know, I gave a talk at the Mid East University at Ankara, Turkey last November regarding the interment of Americans from the Ploesti raid of 1 August 1943. Professor Bulent Yilmazer advised that the Turkish Air Force will celebrate their 100th anniversary in 2011 and would like to invite all internees or their families to attend. I do not have the dates yet, but would appreciate names and addresses of anyone who is interested in attending. If you can't attend, I would appreciate copies of any photographs or memorabilia for display at the celebration. I am planning on attending. Details will follow.

Earl Zimmerman (389th)
PO Box 40897
Indianapolis, IN 46240
E-mail: spyнке@aol.com

✈ ✈ ✈ ✈

To the Editor:

When the 491st was formed in December '43, three crews of the 855th Squadron hung out together: Al Peer, Jerry Rock, and Brad Dolliver (my pilot). About a month after D-Day our crew was transferred to the 93rd for training as a lead crew but remained in contact with Rock and Peer.

We learned that Rock's plane, *Holiday Inn*, was shot down over LeHavre on their 28th mission on August 13, 1944. We also learned that four became POWs and the

other six were taken by the Free French.

Walter Boychuk was Rock's navigator who was injured, taken to Berlin for treatment, and then to Stalag Luft I on the Baltic where he remained until the Germans surrendered. He kept a journal while a guest of the Third Reich which his widow, Catherine, allowed me to present to the National WWII Museum here in New Orleans last year.

There is no narrative in his journal probably, as Walt notes: *Intelligence at SHAEF in Paris tore out pages 1-23 for their half-assed reasons. I appeared at two courts martial of two fellow prisoners who turned traitors during our time in Stalag I and part of my log was evidence . . . I never got the pages back. Incidentally, both bastards were convicted and got long sentences in prison at Leavenworth, Kansas. AMEN.*

The remaining pages were sketches, names, and lots of poems. I'm attaching one of the poems; please note the origin. (*Ed. Note: The poem appears below*).

In September, several of our crew were drinking coffee in one of the 18 Red Cross Clubs in London, and in walk several of Rock's crew who had been with the French. Small world.

George McLean (491st, 93rd)
6605 Gillen Street
Metairie, Louisiana

✈ ✈ ✈ ✈

This anonymous poem was copied from one of the solitary confinement cells at Dulag Luft in Frankfurt, Germany.

It's easy to be nice, boys, when everything's OK,

It's easy to be cheerful when you're having things your way.

But can you hold your head up and take it on the chin

When your heart is nearly breaking and you feel like giving in?

It was easy back in England amongst the friends and folks,

But now, you'll miss the friendly hands, the joys and songs and jokes.

The road ahead is stony and unless you're strong in mind,

You'll find it isn't long before you're lagging far behind.

You've got to climb the hill, boys,

It's no use turning back.

There's only one way home

And that's off the beaten track.

Remember, you're American

And that's when you reach the crest,

You'll see a valley cool and green,

America — at her best!

You know, there is a saying that sunshine follows rain,

And soon enough, you'll realize that joy will follow pain.

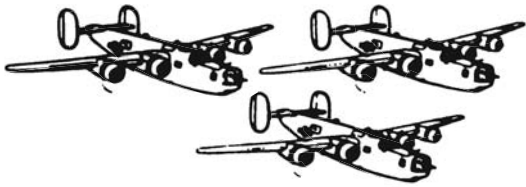
Let courage be your password, make fortitude your guide,

And then instead of grousing, just remember those who died!

**SECOND AIR DIVISION ASSOCIATION
EIGHTH AIR FORCE**

RAY PYTEL, JOURNAL EDITOR
P.O. BOX 484, ELKHORN, WI 53121-0484

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**FOLDED WINGS?
CHANGE OF ADDRESS?**

All information should be sent to:

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6406 E. Presidio Street
Mesa, AZ 85215

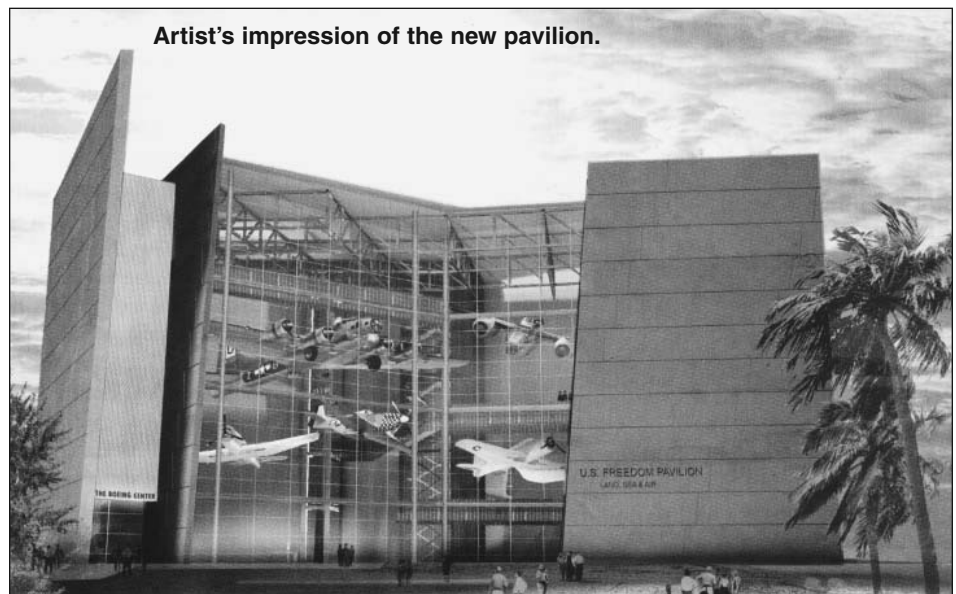
Massive expansion for World War Two museum

REPRINTED FROM "FLYPAST," NOVEMBER 2010

Representatives from the National World War Two Museum in New Orleans, Louisiana, have announced major new donations that will finance the proposed "U.S. Freedom Pavilion: Land, Sea and Air" section.

The museum, which is going through a massive expansion program, is to benefit from a \$20 million Congressional grant through the Department of Defense and a \$15 million donation from Boeing. Once open in early 2012, the new exhibition area will contain the Boeing Center which will showcase large artifacts integral to the Allied victory, including a restored Boeing B-17G Flying Fortress. Other iconic machines to be mounted aloft in the pavilion will be a North American B-25J Mitchell, the forward fuselage of a Consolidated B-24D Liberator, a Grumman TBM Avenger, a NA P-51 Mustang, and a Douglas SBD Dauntless. Elevated visitor "catwalks" will allow for closer viewing of the aircraft, and dramatic LED screens will be programmed with historical films and other presentations.

The B-17 44-83387 was manufactured in Boeing's Long Beach plant in California and was delivered to the USAAF on February 20, 1945. It was put in storage before being disassembled and shipped to Los Angeles in April 1949. There it was used as a stage prop in the production of the *12 O'Clock High* film, then later a television series of the same name and several other movies. Sold in the late 1970s, it ended up in a bar in Colorado, hanging



from the ceiling. Its acquisition and restoration has been made possible by the generosity of Boeing. The Flying Fortress will be restored as serial number 239867 *Boeing Belle*, which flew 135 missions with the 100th Bomb Group from Thorpe Abbots, Norfolk, in World War Two.

The B-24D forward fuselage display has been made possible thanks to a gift from Jim Sowell, whose father, Billy Z. Sowell, flew a B-24 with a photo reconnaissance squadron. The Liberator, which is believed to have served the USAAF as 41-23908, will be painted with the markings and nose art of Mr. Sowell's machine, which was called *Over Exposed*.

For more information, go to www.nationalww2museum.org. ■



The forward fuselage of the New Orleans-bound B-24.