

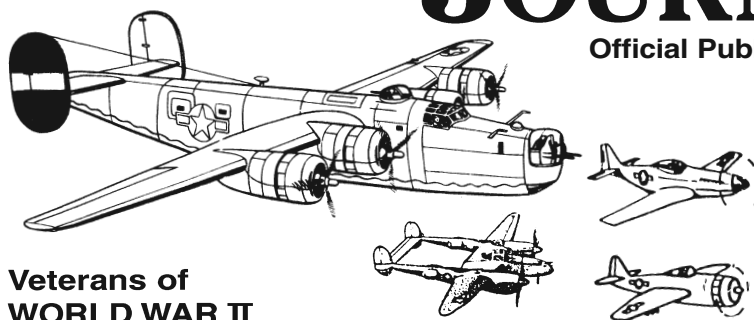
**63rd Annual  
2ADA Convention**

**September 10-13  
in New Orleans**

**SEE PAGES 17-20  
& REGISTER NOW!**

# THE JOURNAL

Official Publication of the:



Volume 49 Number 2

Summer 2010

## VIEW OF THE NORMANDY D-DAY INVASION FROM 14,000 FEET

By **RICHARD C. ROBERT**, B-24 Liberator Bomber Tail Turret Gunner  
734th Bomb Squadron, 453rd Bomb Group, 2nd Air Division, 8th Air Force, USAAF  
Station 144, Old Buckenham, England

The historic D-Day Invasion of Normandy, France by Allied Forces in World War Two, took place 66 years ago on June 6, 1944. But in my mind, it seems as if it happened yesterday. I can never forget my bird's eye view of the tremendous Allied invasion from a B-24 Liberator bomber, some 14,000 feet above the English Channel between England and Normandy, France. This D-Day invasion was my sixth mission over enemy-occupied Europe as a 23-year-old B-24 tail turret gunner with the 453rd Bomb Group, 2nd Air Division, 8th Air Force at Old Buckenham Airbase in East Anglia, England. Our airbase was located near the Town of Attleborough, some 20 miles south of the City of Norwich, and about 100 miles north of the City of London.

Early on the morning of June 6, 1944, our crew was awakened by the squadron orderly and told to get ready for a 4:00 a.m. bombing mission briefing (we were not yet aware that the long awaited Allied invasion of France was underway). We hurriedly shaved, dressed and rode our bikes to the combat crew mess hall for a typical bombing mission breakfast of fried eggs, bacon and other greasy food. Immediately after breakfast we reported to the combat crew briefing room, along with the other flight crews who were going on the mission, for a detailed briefing on our "target for today."

As soon as everyone was inside the briefing room, roll was taken, doors locked and the secret briefing began. The briefing officer was none other than our Group Operations Officer, Lieutenant Colonel James M. Stewart, the Hollywood movie star, who was now a highly respected B-24 Liberator Bomber Command Pilot. The large mission map was uncovered, and Colonel Stewart gave a very dramatic briefing on the Normandy D-Day invasion mission we were to fly later that morning. Everyone on the base had been anxiously awaiting the Allied invasion of France, but did not know when it would occur. We NOW knew, and it was TODAY, and WE would be participating in a "history making invasion" of enemy-occupied France. This was cause for considerable excitement among the combat flight crews in the briefing room.

For D-Day, there was a change in 8th Air Force bombing mission operations. Normally, all planes from a bomb group would take off one behind the other, assemble as a group and bomb the same target. Not so today. Our 453rd BG was divided into four Flights, with each Flight having a different target and takeoff time. Our crew was assigned to "C" Flight, which would fly the third mission from Old Buckenham that day and bomb enemy communications at Caen, France. The 453rd BG put up a total of seventy B-24 heavy bombers, each with a crew of ten men, and flew four complete missions on D-Day: St. Laurent, St. Lo, Caen and Coutances, France. The Eighth Air Force, in a maximum effort to support the invasion, put up a grand total of 2,587 heavy bombers, of which 1,212 were B-24 Liberator bombers. On the morning of D-Day, there were 11,000 aircraft in the air over southern England.

From our B-24 formation altitude of approximately 14,000 feet en route to our target at Caen, it appeared that the entire English Channel between southern England and Normandy, France was completely full of ships and boats, all headed for the D-Day invasion area. It was truly an amazing sight, and one that I will never forget. As our bomber approached landfall over the invasion beaches, we were very apprehensive as to how much enemy opposition awaited us. Fortunately, we encountered no flak (anti-aircraft artillery) and no German fighter planes on our six-hour long, extremely exciting bombing mission in support of the Allied invasion of Normandy, France on D-Day, June 6, 1944.

I am proud to have been a part of that momentous historical event of World War Two. ■



# DIRECTORY

Honorary President..... THIS POSITION IS VACANT

## OFFICERS

President ..... RICHARD C. ROBERT  
333 Lee Drive #206, Baton Rouge, LA 70808  
Telephone: 225-769-2128 • E-mail: robert453@msn.com

Executive Vice President..... CHARLES WALKER  
9826 Crest Meadow, Dallas, TX 75230-5331  
Telephone: 214-987-0467 • E-mail: b24man@aol.com

Vice President Membership ..... OAK MACKEY  
6406 E. Presidio Street, Mesa, AZ 85215  
Telephone: 480-641-3033 • Fax: 480-641-0506  
E-mail: oakmackey@msn.com

Treasurer ..... E.W. (BILL) NOTHSTEIN  
1359 Harwood Lane, Macedon, NY 14502  
Telephone: 315-986-7374

Secretary and Director of  
Administrative Services..... JAMES P. DYKE  
P.O. Box 700, Mesilla Park, NM 88047  
Telephone: 505-523-0301

2ADA Representative  
Board of Governors..... CHARLES WALKER  
9826 Crest Meadow, Dallas, TX 75230-5331  
Telephone: 214-987-0467 • E-mail: b24man@aol.com

## GROUP VICE PRESIDENTS

Headquarters ..... THIS POSITION IS VACANT

44th Bomb Group ..... PERRY A. MORSE  
2041 Village Cir E, York, PA 17404  
Telephone: 717-846-8948 • E-mail: rdayismorse@aol.com

93rd Bomb Group ..... JOHN L. LEE  
930 Preston Trail, Melbourne, FL 32940-7822  
Telephone: 321-259-6861  
E-mail: jlee1922@aol.com

389th Bomb Group ..... FIELDER NEWTON  
3301 Shellers Bend #914, State College, PA 16801-3068  
Telephone: 814-235-0889

392nd Bomb Group ..... OAK MACKEY  
6406 East Presidio, Mesa, AZ 85215-0972  
Telephone: 480-641-3033 • Fax: 480-641-0506  
E-mail: oakmackey@msn.com

445th Bomb Group..... THIS POSITION IS VACANT

446th Bomb Group ..... CARL ALBRIGHT  
3300 Utah NE, Albuquerque, NM 87110  
Telephone: 805-298-5988  
E-mail: calbri@comcast.net

448th Bomb Group ..... KING SCHULTZ  
2011 Lemonberry Lane, La Costa Glen, Carlsbad, CA 92009  
Telephone: 760-704-6430

453rd Bomb Group ..... LLOYD PRANG  
2451 Willow St., Greenwood, IN 46142  
Telephone: 317-567-3251

458th Bomb Group ..... E.A. "RICK" ROKICKI  
2605 Chapel Lake Dr. #207, Gambrills, MD 21054  
Telephone: 410-721-0298 • Fax: 410-721-0283

466th Bomb Group..... JAMES H. LORENZ  
5331 East Poinsettia Drive, Scottsdale, AZ 85254-4716  
Telephone: 480-951-0343  
E-mail: jameshlorenz@aol.com

467th Bomb Group..... JOHN E. STEVENS  
3526 Largo Circle, San Diego, CA 92110  
Telephone: 619-222-4639

489th Bomb Group ..... CHARLES H. FREUDENTHAL  
8421 Berea Drive, Vienna, VA 22180  
Telephone: 703-560-6422  
E-mail: CHARLES489BG@aol.com

491st Bomb Group..... THIS POSITION IS VACANT

492nd Bomb Group..... THIS POSITION IS VACANT

## JOURNAL

Editor..... RAY R. PYTEL  
P.O. Box 484, Elkhorn, WI 53121-0484  
Telephone: 262-723-6381 • Fax: 262-723-7981

## HERITAGE LEAGUE

President..... BRIAN MAHONEY  
90-27 170th Street, Jamaica, NY 11432  
Telephone: 202-232-1423  
E-mail: BriCamera@mindspring.com

## SECOND AIR DIVISION MEMORIAL LIBRARY

Trust Librarian ..... LIBBY MORGAN  
The Forum, Millennium Plain, Norwich, Norfolk, NR2 1AW, UK  
E-mail: 2admemorial.lib@norfolk.gov.uk  
Website: www.2ndair.org.uk



## SECOND AIR DIVISION ASSOCIATION

# JOURNAL



## TABLE OF CONTENTS

President's Message  
RICHARD C. ROBERT ..... 3

Report of the 2ADA Representative on the  
Board of Governors of the Memorial Trust  
CHUCK WALKER ..... 4

Report of the Chairman of the Memorial  
Trust of the 2nd Air Division USAAF  
MATTHEW MARTIN ..... 5

The Editor's Contribution  
RAY PYTEL ..... 7

2ADA Membership News  
OAK MACKEY ..... 10

News from Across the Pond  
LIBBY MORGAN ..... 12

Folded Wings ..... 4

63rd Annual Convention Information ... 17-20

Letters to the Editor ..... 34

## GROUP REPORTS

44th News  
PERRY MORSE ..... 28

Open Letter to the 93rd  
JOHN LEE ..... 30

392nd Bomb Group  
OAK MACKEY ..... 6

News of the 453rd from Flame Leap  
LLOYD PRANG ..... 6

458th Bomb Group  
RICK ROKICKI ..... 11

489th Notes  
CHARLES FREUDENTHAL ..... 10

## FEATURES

View of the Normandy D-Day Invasion  
from 14,000 Feet  
RICHARD C. ROBERT..... FRONT COVER

The Evelyn Cohen and Jordan Uttal  
Memorial Cataloguing Project  
DR. JOHN ALBAN ..... 5

"Operation Greatest Gift"  
MASONIC LODGE GRAND MASTER NAGEL ..... 8

Golden Girl Award-Winning Salute  
to the B-24  
C.N. (BUD) CHAMBERLAIN..... 9

Two Americans in Norwich  
STEPHANIE LEAL ..... 13

One Friday Evening . . .  
LUCIEN GIORDANO ..... 13

The Tell-Tale Haircut  
EARL ZIMMERMAN ..... 14

Tom Eaton – Service of Thanksgiving  
THE VERY REVEREND GRAHAM SMITH..... 15

Thoughts on the Passing of Tom Eaton  
BARBARA MILLER ..... 16

Educating Lt. Walker  
"PLANE TALK" ..... 21

Battle of Britain – 70th Anniversary  
GEOFF SIMPSON ..... 22

The Forgotten "Few"  
GEOFF SIMPSON ..... 24

Don't Say "Raid" – Say "Mission"  
FRED B. BARTON ..... 25

Of Honored Memory  
TAMAR A. MEHURON..... 26

8th AF Battle Casualty Report  
8TH AF NEWS ..... 26

Sortie Loss Rate  
ROGER FREEMAN ..... 27

Time Traveller  
IAN SCAIFE..... 29

The Irish Visit of "Travelin' Trollop"  
JOHN THRELFALL ..... 31

The Fantastic Comeback of Aprons  
RAY PYTEL & BADGER NEWS..... 32

World War II's Unsung Heroes  
AMY GOODPASTER ..... BACK COVER

## MEMORIAL TRUST BOARD OF GOVERNORS

**MATTHEW MARTIN, Chairman**  
Dairy Farmhouse, Low Common, Swardston,  
Norwich NR14 8LG, Norfolk, England

**PROF. CHRISTOPHER BIGSBY**  
School of American Studies, University of East Anglia  
Norwich, Norfolk, NR4 7TJ, England

**LIZA DAVIS**  
Cultural Attaché, Cultural Office, Public Affairs, U.S. Embassy,  
24 Grosvenor Square, London, W1A 1AE, England

**DAVID DOUGLAS**  
Langton Cottage, Langton by Spilsby, Lincolnshire PE23 4PU

**BEN DU BROW**  
Framingham Cottage, Framingham Pigot,  
Norwich, NR14 7PZ, Norfolk, England

**JOSEPH M. DZENOWAGIS, JR.**  
23890 Middlebelt Road, Farmington Hills, MI 48336-2954 USA

**PETER FOSTER**  
8 Albermarle Road, Norwich, NR2 2DF, Norfolk, England

**DAVID Q. GURNEY**  
The Priory, Church Street, Litcham, Kings Lynn,  
PE32 2NS, Norfolk, England

**ANTHONY HARMER**  
Meadow Farm, Barford Road, Colton, Norwich, NR9 5DA

**ANDREW HAWKER**  
10 Rectory Lane, Mulbarton,  
Norwich, NR14 8AG, Norfolk, England

**DAVID HILL**  
Shotesham Lodge, The Street, Shotesham All Saints,  
Norwich, NR15 1YL, Norfolk, England

**MICHAEL LONGE**  
4 Edenhurst Close, Unthank Road, Norwich, NR4 7Q7

**DAVID SISSON**  
The White House, 5 Earlham Road, Norwich, NR2 3RA

**CHARLES WALKER**  
9824 Crest Meadow, Dallas, TX 75230-5331 USA

# President's Message

BY RICHARD C. ROBERT (453RD)

The 63rd Annual Convention of the Second Air Division Association will be held September 10-13, 2010 at the Omni Royal Orleans Hotel in the New Orleans French Quarter. There will be delicious food, great entertainment and important matters to consider. You all come and LET THE GOOD TIMES ROLL!

On 12 February 2010 at 12:00 noon, it was my great honor and privilege to represent the 2ADA at a "Service of Thanksgiving" for Thomas Christopher Eaton at the Norwich Cathedral. Tom was a former Lord Mayor of Norwich, and long-time Governor and Chairman of the 2nd Air Division Memorial Trust. It was a very proper and fitting memorial service with the Bishop of Norwich in attendance. Tom's three grown children each gave a short talk about their father. The cathedral was literally packed with the many friends and relatives of the Eaton family. Past President Earl Zimmerman and I were the only Americans in attendance, and were seated near the front of the cathedral with the Memorial Trust Governors. We were profusely thanked during and after the memorial service for coming over from America to attend Tom Eaton's memorial service.

While in Norwich, Earl and I visited the Memorial Library and were welcomed and brought up to date on library activities by the Trust Librarian, Libby Morgan. We also visited the Norfolk Record Office at the Archive Center with Memorial Trust Chairman Matthew Martin. The County Archivist, Dr. John Alban, gave us a grand tour of the facility, and showed us a sampling of the 116 boxes of Memorial Library records stored in the Norfolk Archive Center. These historic records pertain to the Memorial Trust, the Memorial Library, the 2nd Air Division and its fighter and bomb group personnel, and the Second Air Division Association.

The Memorial Trust Board of Governors has authorized using the funds donated in memory of Evelyn Cohen and Jordan Uttal for a most unique memorial in their honor, and one which I fully support. The memorial is entitled "**The Evelyn Cohen and Jordan Uttal Memorial Cataloguing Project for the 2nd Air Division Archive.**" The Cohen and Uttal families, as well as major donors, have approved this memorial.

The Memorial Library's archived records at the Norfolk Record Office in Norwich will be catalogued by a professional archivist in accordance with International Standards. This will be a joint venture project supported by the Norfolk Library Service, the Norfolk Record Office, and the Memorial Trust. The Norfolk Library & Information Service will contribute 5,000 GBP; the Norfolk Record Office will provide "in kind services" consisting of staff time and equipment in the amount of 6,000 GBP; and the Memorial Trust will fund the remaining cost of some 17,000 GBP.

This Cataloguing Project at the Norfolk Archive Center is expected to start in June 2010, and take approximately 9 to 10 months to complete. After the records are catalogued, they will be digitized and added to the Norfolk Record Office catalogue, which will make the records instantly accessible to people worldwide. Elsewhere in this *Journal* there is a detailed report on the Memorial Cataloguing Project by the Norfolk County Archivist, Dr. John Alban (*see page 5*).

This will be my final "President's Message" in the *Journal*, as my term of office as 2ADA President will end at the close of our September convention in New Orleans. Much has happened on my watch: We have lost two very outstanding members — Honorary President Jordan Uttal and Past President Richard D. Butler; the Memorial Trust Governors established "The Evelyn Cohen and Jordan Uttal Memorial Cataloguing Project for the 2nd Air Division Archive" at the Norfolk Record Office; and our long-serving Treasurer, Elwood W. "Bill" Nothstein, who previously announced his retirement effective June 30th for health reasons, has agreed to stay on as Treasurer until his successor can be elected at the September 10-13, 2010 convention in New Orleans.

This summer, I will be making my third and final trip to England as 2ADA President to attend the Memorial Trust Board of Governors meeting in Norwich on July 22nd. My other two trips were to attend the Annual General Meeting of the Memorial Trust Board of Governors in November 2009, and Tom Eaton's Memorial Service in February 2010.

I have enjoyed my term as your President, and look forward to seeing all of you at the upcoming 63rd Annual Convention of the Second Air Division Association in New Orleans, Louisiana. ■

SECOND AIR DIVISION ASSOCIATION



JOURNAL



**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.

## Memo from the Convention Chairman

BY BETTY LEE

Time is flying ... soon it will be time to pack your suitcases for the trip to New Orleans. We'll be waiting to greet you at the hotel. There will be time for doing the work of the 2ADA as well as sightseeing, eating, sitting and talking with your old and new friends. You can be certain that you will have some of the best entertainment you have had in a while, coupled with the best Southern Hospitality we can offer. All in all we'll do our very best to make sure this is a convention to remember.

Just a note, you might want to remember to pack a bathing suit. The pool area atop the hotel has a beautiful view of the city architecture and the river. There are shaded lounging areas as well as sunny spots for relaxing. There is also a fitness center and a bar for cool drinks. Snacks can be ordered from a special menu.

You will be impressed with the hotel staff. They stand ready to make your visit special.

We pray for good weather, for travel mercies and for a good gathering for us all as we "Let the Good Times Roll!" ■

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

BY CHUCK WALKER (445TH)

Most of you are aware that I usually attend the July and November Governors' meetings. I chose to attend the April meeting this year because the Governors planned a Memorial Tea in our library in memory of Jordan Uttal and Tom Eaton. I was asked to speak on behalf of Jordan whereas Matthew Martin spoke on behalf of Tom Eaton.

In order to take advantage of our frequent flyer miles, we booked American Airlines to Toronto, Canada, then British Air to London.

The plane loaded in Dallas and was ready to depart when the captain announced there would be a delay. It seems one of the flight attendants had forgotten her passport. It turned into nearly an hour delay. Fortunately, our schedule called for a three-hour stopover in Toronto, so all turned out well.

This trip was one of the most satisfying of any I have taken. Chairman Matthew Martin did his usual fine job in conducting the Board's business. The Library is doing exceptionally well under the guid-

ance of Libby Morgan. Attendance keeps increasing. Did you know the Norwich Millennium Library of which our Memorial Library a part, is the most used library in England?

The Finance Committee presented the 2010 budget. It appears to be well thought out. Of course, England is suffering the same financial depression we are, but the committee felt confident with their numbers.

The Second Air Division owes unending thanks to the Governors of the Memorial Trust, both those who have served in the past and those now serving. They all work as volunteers.

I spoke of the Memorial Tea earlier. It made the trip over worthwhile. The Chairman had invited some sixty guests to the Library for wine and nibbles (they were great) to join in a celebration of Jordan's and Tom's contributions to the Library. Some of the guests who attended were Sir Timothy Colman; past Chairman Paul King and Hester; David Hastings, the father of the Millennium Library; Hilary

Hammond and Jill; Derek Hills; and a very special guest of honor, Robin Eaton. It pleases me greatly that I knew all the people there. They are all dear friends. It truly was a delightful hour for all those who attended. Matthew Martin told me everyone invited attended.

In connection with the Board meeting the Governors sponsored a reception for the visiting dignitaries of the American Studies Program at East Anglia University. Those attending were privileged to hear two lectures by nationally known professors on the subject.

Our added pleasure on this trip was having Dede's daughter, Dr. Connie Casad, and her husband Mark join us. Although they had been to England several times, they were especially impressed with Norwich and the attention and the company of many of the Governors. They expressed a desire to come back with us some day.

It was a great trip. We are looking forward to the November meeting.

Stay well and happy!! ■

## FOLDED WINGS

### 44th BG

William Glazer

### 93rd BG

Thomas A. Halker

Paul M. Stroich

LTC Edward E. Weir (Ret)

### 389th BG

Hugo O. Hasslach

Fred J. Miller

Alexander Novickoff

Col. Charles H. Peterson (Ret)

A.J. Pribush

### 392nd BG

Gilbert R. Bambauer

Stanley C. Zybort

### 445th BG

Antonio E. Bertapelle

John W. Van Bogelen

Rodney M. Peterson

### 446th BG

Rodney E. Jackson

Col. Herbert T. Levack (Ret)

### 448th BG

Jack L. Cooper

Earl Furnace (489th)

John W. Hottinger

Jack C. Miller

Victor F. Roys

James Shapcott

Francis X. Sheehan

Stanley L. Winter

Arthur E. Zander

Joseph H. Zonyk

### 453rd BG

Sidney H. Blake

Herman Lefco

LTC Earle P. Nase (Ret)

Thomas A. Nelson (492nd, 467th)

Bert H. Wiseman

### 458th BG

Jerome Brill

Frederick J. Honold

Thomas F. Walsh

### 466th BG

John J. Doskocz

Arnold W. Hansen

### 467th BG

John D. Collins

Maurice B. Dunn

John E. Schmidbauer

Edward A. Tripold

### 489th BG

Roy W. Lybrook

Neal E. Sorensen

### 491st BG

Gerard D. Werdell

### 492nd BG

Ernest M. Gavitt

Frank J. Goldcamp

Bernard N. Harding

Irving E. Koltun (445th)

Odis F. Waggoner



# Report of the Chairman of the Memorial Trust of the 2nd Air Division USAAF

BY MATTHEW MARTIN, CHAIRMAN OF THE BOARD OF GOVERNORS

## GREETINGS FROM NORWICH!

As I think you will read elsewhere in this edition of the *Journal*, we have embarked upon a most important project here in the UK. Over the years, large amounts of paper and other material about the 2nd Air Division have been deposited at the Norfolk Record Office. This material has been sitting in boxes and no one alive has details of what they all contain. In the Governors' view it is vital that all the contents of these boxes are gone through comprehensively and correctly catalogued by a professional archivist. This will enable historians, academics and others to locate the information they require for their researches. In due course, details can be loaded onto the Internet so that these researches can be carried out from anywhere in the world without the need for the person concerned to come to Norwich. Increasingly, this is the way historical research is carried out nowadays, so we need to do this to maintain our relevance and accessibility for succeeding generations.

It is estimated that it will take the archivist just under one year to sift and catalogue all the material. This was never going to be an easy or cheap exercise. After the most careful consideration, the Governors decided to use the money you have so generously given in memory of Evelyn Cohen and Jordan Uttal. I personally checked with Jordan Uttal's nephew and Evelyn Cohen's sister Lillian, together with other principal benefactors, to see if they agreed with our plans, and I am pleased to report that they have given it their wholehearted support. As the project proceeds I will give you, the readers of the *Journal*, updates as to how the work is progressing.

Speaking personally, I can think of no more fitting tribute to both Evelyn and Jordan than the story of the Memorial Library, along with information about the 2nd Air Division's presence here during the Second World War, being made available for future generations to read about and research. After all, there is no other story like it anywhere else in the world.

Turning to other matters, we were delighted to welcome Chuck Walker, his wife Dede Casad, Dede's daughter Connie and her husband Mark to our Governors' meeting in April. Since I became

Chairman I have always taken the view that any American with links to the 2nd Air Division who is in Norwich at the time is most welcome to come to our meetings. The April meeting coincided with the 55th Annual Convention of the British Association of American Studies being held here in Norwich. There were over 200 academics and students from around the world, many of whom visited your Library. I spoke personally to some of them and they expressed real interest in learning how your Library came into being and what is on offer there.

Libby Morgan, our Trust Librarian, has nearly finished a major project, namely a complete revamp of our website. I hope it will go live sometime during the sum-

mer, and for those of you who use the Internet I hope you will approve of all that you see there. There is an ever-increasing need for this website to remain accurate and up-to-date. It is very much part of the "living" memorial for which we are responsible.

My wife Patsy and I are looking forward to your convention in New Orleans in September. Neither of us has been there before and we know there is much to see. We are then off for a tour of some special places in the States and Canada. It promises to be a most interesting and worthwhile trip for us. I do hope as many as can will make the journey to New Orleans. I much look forward to seeing you there. In the meantime, keep taking the pills! ■

## The Evelyn Cohen and Jordan Uttal Memorial Cataloguing Project

- Status Report, 18 May 2010 -

BY DR. JOHN ALBAN,  
COUNTY ARCHIVIST, NORFOLK RECORD OFFICE

This is a new and exciting project to update the catalogue of the internationally significant archives of the 2nd Air Division, United States Army Air Force (USAAF), Memorial Trust and Memorial Library.

Funded through a donation made by the 2nd Air Division Association for ten months, with contributions from the Norfolk Record Office and the Norfolk Library and Information Service, the Evelyn Cohen and Jordan Uttal Memorial Cataloguing Project is a collaboration between the 2nd Air Division Memorial Trust, 2nd Air Division Memorial Library and the Norfolk Record Office.

The archive includes the personal papers (including diaries, memoirs and photographs) of 2nd Air Division servicemen who were based in Norfolk during the Second World War, together with documents relating to the foundation and business of the 2nd Air Division Memorial Trust and Memorial Library.

The Norfolk Record Office, where the project will be based, is housed in the modern, state-of-the-art Archive Centre in Norwich, a "TNA-approved repository" under the British National Archives' inspection régime. The Record Office has also been ranked by The National Archives as a four-star archive service and is the largest local authority archive service in the United Kingdom, outside London. The entire holdings of the Record Office, including the 2nd Air Division Archive, have been "Designated" by the Museums, Libraries and Archives Council as being of outstanding national and international importance.

Work has begun to recruit an archivist to undertake the cataloguing project, with the post being advertised in May, and it is hoped to have the project cataloguing archivist in post by June, when the work will start. The Record Office has appointed archivist Hannah Verge as Project Manager and is in the process of bringing together a Project Board. Record Office staff are currently busy preparing for the project, which will also involve the wider community through the use of volunteers, who will be helping with tasks such as repacking records to archival standards. ■



# NEWS OF THE 453RD FROM FLAME LEAP

BY LLOYD W. PRANG

**F**inally some good news. The good news concerns the 2ADA convention that is going to be held in New Orleans, September 10-13 of this year. At the 63rd convention of the 2ADA in Grapevine, Texas, the 453rd managed to get a wonderful hospitality suite and it was extremely well attended. We had another wonderful complimentary "gathering" room the following year at the Westin hotel for our exclusive use at the convention in Rosemont (Chicago), Illinois. It was also well attended. I didn't have any ideas for what to do in New Orleans until I got the following e-mail letter from **Dick Robert** a couple of days ago:

*The 453rd BGA will most likely be entitled to one of the four hospitality suites on the second floor of the Omni Royal Orleans Hotel, due to their usual large attendance.*

*However, as 2ADA President, I can offer the 453rd a better option — the **Presidential Suite Living Room** in the Penthouse where I am staying on top of the hotel. This living room is almost the same size as the one we had at the Doubletree on Canal Street some years ago. It has a very large built-in bar and lots of comfortable seating with a nice view of the city.*

*The biggest perk of all, though, is exemption from the hotel ban on outside liquor & bar supplies in hospitality suites. We can bring in anything we wish from outside sources to the Presidential Suite without penalty!!! All needed bar and party supplies can be bought from local supermarkets. My wife's son-in-law, Jude Brand, has offered to manage the bar at no cost to the 453rd BGA.*

*It is my recollection, that the 453rd treasury has ample funds to cover the cost of stocking this hospitality room bar for our members and guests. Let me know what you think of this proposal.*

Of course I replied immediately and said thank you and yes! Oh, this is going to be a great party.

The good news couldn't last, however. On Wednesday, May 19, Irene fell in the garage, while trying to tell me I had missed a spot in the lawn, which I had been mowing. She banged her head — the MRI showed no damage, just a black eye. But she broke her right arm. The doctor said

it might take about three months to completely heal.

**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 and now Jordan's memorial contributions. 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. He replied: "So sorry to hear that 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 accompanying MRI. I now play wearing a bicycle helmet. Give Irene my and Shirley's best regards and tell her we pray to see her in New Orleans in September. Best of Luck. Murray and Shirley Schwartz."

The good news is that I now know **Murray and Shirley Schwartz**, and **Jack Raiser**, are going to be in New Orleans. And **Gwen**, Dick's wife, is planning the entertainment for all three nights.

Oh yes! Also, please let me know if you're going to be coming to New Orleans. This is really going to be the last one for the 2ADA. I can't see the 2ADA continuing to hold conventions. And unless someone else chooses to do it, I can't see the 453rd having this type of gathering. Anyway, in the past I got information regarding who is coming to the convention from **Evelyn Cohen**. Now, unless you tell me I won't know that you're going to be there. This is not good, so please tell me! Also, if your kids are coming with you, please give their names to me. This information is important, so please do as I have requested.

If there is any possibility of your coming to New Orleans, please do it. I realize the airlines have made it almost impossible, but this is worth the effort. The airlines DO provide wheelchair service to help you get around the various terminals and through the security checkpoints. This is a very good service — make sure you take advantage of it if you have difficulty walking. Please be there — New Orleans, that is. ■



# 392nd

BY OAK MACKEY

**T**his report will be brief, as there has been a paucity of activity within the 392nd BG Memorial Association since my last report in the Spring issue of the *Journal*. I am writing this on 24 May 2010. You will receive this copy of the Summer *Journal* in early August, about the same time the 392nd BGMA is having their annual meeting at the Crowne Plaza Hotel near the Detroit Metro Airport. The big event here is the "Thunder Over Michigan" air show sponsored by the Yankee Air Force and the 8th Air Force Historical Society, which will be at the Willow Run Airport. Do I need remind you this is the same airport where the Willow Run Ford Factory was located during WWII? Where about half of all the 19,000 B-24s of WWII were made? Even so, and it is kind of sad, there will be only one flying B-24 at the air show, and it is the only flying B-24 in the world today. It is owned by the Collings Foundation who fly it on a tour of the entire U.S. each summer, so although it is the only flying B-24, it is seen and enjoyed by many. Other aircraft on display and flying at the air show are: a Messerschmitt 262 jet fighter, a Messerschmitt 109E, five North American P-51 fighters, two North American B-25 bombers, five AT-6 North American advanced trainers, one Douglas C-47, one Douglas AD-5, three Boeing PT-17 primary trainers. and eleven Boeing B-17 bombers.

By a stroke of good luck I received a letter from Jim Goar today saying there are 27 Crusaders registered at the hotel. Fantastic, this is going to be a great party! ■

## FROM "AVIATION WISDOM":

**Both optimists and pessimists  
contribute to society.  
The optimist invents the  
aeroplane, the pessimist the  
parachute.**

# The Editor's Contribution

BY RAY PYTEL (445TH)

An interesting story appeared in a recent issue of *World War II* magazine which neatly follows up the Spring *Journal* article, "Germans Confront the Nazi Past." It confronts the Dresden bombing controversy as follows:

## GERMAN HISTORIANS SAY NAZIS EXAGGERATED DRESDEN DEATH TOLL

by Justin Ewers

*Reprinted from World War II Magazine*

It is a name that continues to evoke images of fire and death. Along with Hiroshima and Nagasaki, Dresden has become one of the preeminent symbols of the worst horrors of World War II. The ferocious Allied firebombing raid beginning the night of February 13, 1945, by an aerial armada of more than 1,000 bombers, obliterated 13 square miles of a city packed with refugees from elsewhere in devastated Germany. In the days after the raid, Nazi propagandists put the death toll at over 200,000. In the decades that followed, some estimates pushed that number as high as 500,000.

Among historians, though, there has long been a high degree of uncertainty about the scope of the devastation. Some experts who spent the postwar years citing Dresden's death toll as in the hundreds of thousands, including the British historian David Irving, were later discredited as Holocaust deniers or Nazi sympathizers. (Irving, for one, served 13 months in an Austrian jail in 2005-2006 for denying the Holocaust.) While few doubted that the original Nazi estimates were exaggerated, discussion about what really happened in the city in February 1945 tended to devolve into angry exchanges over whether the bombing constituted a war crime.

This spring, an official report requested by the Dresden City Council may finally help quell some of the fury. Based on five years of research in the city's archives, the report, by a group of widely respected historians known as the Dresden Historians' Commission, confirms what many scholars have been arguing for years: The bombing of Dresden, though horrible,

was not much different in scale than dozens of other WWII bombing raids carried out by both sides. And the death toll was far less than commonly thought: likely no higher than 25,000 people.

Since 2005, some of Germany's most distinguished scholars, including Horst Boog, the country's leading authority on the air war in Europe, have been digging through a range of archival sources, from cemetery records to the files of registrar offices and local courts, in a painstaking effort to reconstruct the recovery effort after the bombing.

Balancing these archival records with hundreds of eyewitness accounts, the commission created a list of 25,000 potential victims, both identified and unidentified. It dismissed outright any figure higher than that, rejecting as "untrue" the claims that hundreds of thousands of bodies were obliterated in the attack and never recovered. Indeed, after conducting an exhaustive street-by-street archaeological investigation of the city center, as well as a spatial analysis of the post-raid recovery effort, the commission says there is "no

evidence" that the chaos following the attack made an accurate estimate of the death toll impossible.

"It is true that the responsible authorities were required to improvise in many cases, given the extent of the catastrophe and the pressures of time," the report's authors write. "But the commission is nevertheless convinced that at least the number of persons killed were recorded in an essentially orderly manner."

Interestingly, the commission notes that a death toll of 25,000 is roughly the same as the official number released by authorities in 1945 and 1946, after the Nazis were gone. Some historians, including Frederick Taylor, in his book *Dresden: Tuesday, February 13, 1945*, have recently argued that the Nazis simply added a zero to their own casualty lists for propaganda purposes.

As definitive as the commission's conclusions may seem, there are some in Dresden who refuse to accept that the report signals the end of the city's special status as a unique victim of the war.

*(continued on page 8)*



A group of German historians says the Allied bombing raid that demolished the city of Dresden was comparable in scale to many other such raids, with about 25,000 killed.

## THE EDITOR'S CONTRIBUTION

(continued from page 7)

Shortly after the report's release in March, 150 demonstrators descended on Dresden's town hall in protest. "This [report] has not ended the debate at all," the city's cultural commissioner, Ralf Lunau, told the *London Times*. Even if Dresden wasn't the "Holocaust of bombs" some have made it out to be, he insists, the report's finding that "only" 25,000 people were killed does little to remove the moral stain still lingering over the raid.

So the political fires in Dresden will likely continue to burn, but perhaps not quite as hotly as they used to.



A demonstrator's "Dresden Without Nazis" poster takes aim at Neo-Nazis' efforts to use the bombing for political gain.

## LEND-LEASE TO USSR

Another bit of history repressed by Stalin was the U.S. Lend-Lease contribution of aircraft. An article in the July 2010 issue of the British publication *Flypast* had the following opening statement in a long article on the 881 B-25s lend-leased to the USSR:

*"Overwhelming superiority, both in numbers of personnel and equipment, was a major factor in the Soviet victory on the Eastern Front during World War Two. In particular, the USSR was able to manufacture huge numbers of tanks and aircraft."*

*"Those figures were swelled further by additional equipment from Britain and the U.S. under the Lend-Lease Act. The U.S. alone provided Russia with 18,700 aircraft, including 881 North American B-25 Mitchell medium bombers."*

This is the first statement that I have seen as to the number of U.S. aircraft that the Soviets obtained from us during WWII.

## ANSWER TO THE SPRING QUIZ

See the article entitled "Golden Girl Award-Winning Salute to the B-24" on page 9.

## SUMMER QUIZ

State the number of combat deaths by the three major Allied powers, the U.S., England, and the USSR, and the three Axis powers, Germany, Italy, and Japan, during WWII. ■

## Masonic Lodge Grand Master Nagel's Project "Operation Greatest Gift" *Greatest Gift for the Greatest Generation*

World War II ended in 1945, but it wasn't until 2004 that a memorial was dedicated in Washington, D.C. to the 16 million who served in the armed forces during that war.

Health and financial obstacles have prevented most surviving veterans, now well into their 80s, from taking the long trip to honor their fallen friends and their years of service.

*Operation Greatest Gift*, the Grand Master's Project for 2009-2010, will make this dream come true for hundreds of California's World War II veterans.

We will organize several three-day trips to Washington, D.C. designed to provide what many veterans cannot provide for themselves: an assisted visit to the memorial, at no cost to them. Because of our support, they will have an opportunity to say goodbye to fallen friends, be recognized for their service to our country, and come to terms with an important part of their lives.

The Grand Master's Project will also raise funds to support the work of the Masonic Hospital Visitors Program Committee. This committee of dedicated Masons ensures that there is always a presence at California's veterans' hospitals by providing friendship, social programs, and regular visitation.

Together, we can show our veterans that their service has not been forgotten.

## SUPPORTING "OPERATION GREATEST GIFT"

We expect to raise \$400,000 to make this dream a reality. The Grand Master will be traveling throughout the state, and will be honored to accept gifts from both lodges and individuals.

Please contact the Grand Lodge Office of Philanthropy at 415-292-9117. ■

## On the Lighter Side . . .



# Golden Girl Award-Winning Salute to the B-24

BY C.N. (BUD) CHAMBERLAIN (489TH BG) • REPRINTED FROM THE 2ADA JOURNAL, SPRING 1996, VOL. 35, NO. 1

In the Fall 1995 *Journal* on page 3, Chuck Walker advised us of the national publicity our B-24 would be receiving. Thanks to the efforts of Stroh Brewing Company, on behalf of its Schlitz Beer, the Liberator was to be pictured on every case of Schlitz distributed starting in April 1995, as a salute to the Liberator and commemorating the 50th anniversary of the victorious end of World War II.

Chuck also pointed out that the Collings B-24 "All American" would be embarking on a 100 city tour, and as a tie-in with this event, the Schlitz Golden Girl logo had been painted on the nose of the aircraft.

In that same issue, on page 5, Geoff Gregory added further comments, pointing out that "this promotion exposes our B-24 to millions of people in one stroke."

You were further reminded of these activities in the Winter 1995 *Journal* (page 27) in an article titled "What's in a Name." We were told therein that Victor Dzenowagis, son of Joe Dzenowagis (467th) was deeply involved in this promotion, and that he would ensure that the materials would be produced in such a manner as to result in a program that not only sells the product, but, as importantly, would be true to the B-24, and the 50th anniversary. He also added, "Some of my friends in the sales force have told me that this is one of the best received programs they have ever seen."

Now, here's the very gratifying "rest of the story." Too late for inclusion in the Winter *Journal*, we received a copy of a press release dated 20 October 1995 which reported that:

(1) Stroh Brewing Co., brewers of Schlitz beer, was awarded the 1995 World Pro Award for "the best promotion in the world" for its Schlitz WWII commemorative promotion.

(2) The award competition, organized by PROMO magazine, recognized Stroh for its comprehensive promotion developed to mark the 50th anniversary of the end of WWII.

(3) This winning promotion also won the Gold Award (the top national award) in the 1995 World Pro Awards consumer promotion category.

(4) The specially designed B-24 packs and the 12 packs featured a color image of the World War II B-24 Liberator aircraft.

(5) One of the judges in the contest is quoted as being "totally overcome by the



promotion." He added, "I could almost hear the Glenn Miller band playing in the background. Nothing else was even close."

(6) The competition organized by PROMO magazine included 211 entries from 11 countries in North America, South America, and Europe. At our Lexington convention there was a large display of the B-24 Schlitz packs similar to that pic-

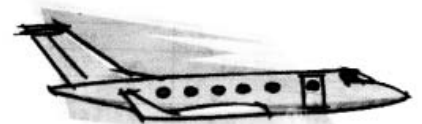
tured here. At the end of the convention the cases were given to any of us who had the energy to carry them home.

All of us with connections to the 2nd Air Division appreciate this favorable attention to our Liberator. We repeat our thanks to Victor Dzenowagis for his part in this salute to the veterans of World War II. ■

## "Flying the Friendly Skies"

My friend's flight from Boston to New York City was delayed, so she missed her connection home to Seattle. She joined a group of other passengers in line at the ticket counter, each hoping to book seats on the next flight to that destination.

All the travelers waited patiently, except for one man, who treated the agent very rudely. "I had an aisle seat reserved, and I better get an aisle seat when we get on another plane," he demanded. A few minutes later, everyone was relieved when they learned that there would be room for all.



"And, sir," the ticket agent said, turning to the obnoxious man, "I am happy to tell you that you will have an aisle seat." Still muttering, the man picked up his carry-on and left for the gate. "And I'm also happy to announce," the agent continued, "that the rest of you will be seated in first class." ■

# HALESWORTH 489TH NOTES

BY CHARLES FREUDENTHAL

"WELL, IT JUST CAME TO ME," as Andy Griffith used to say, "Yessir, it just came to me." What just came to me is the fact that I have 36 years of active service and 36 years of 2ADA membership. The active service started first — in 1934, on my 18th birthday, in 'B' Company, 16th Infantry. I got to go to the 2nd Corps Area West Point Prep School for two terms but never got to West Point. Worked my way up to Corporal before discharge in 1937. Promotion wasn't easy then — one stripe per hitch.

The Second Air Division Association didn't start until 1975. I read about it in

*Stars & Stripes*, and joined up. Bill Robertie, then 2ADA President, appointed me as VP for the 489th, since the 19-member contingent didn't have one. I was the Group VP for 11 years, and we kept adding members until we had more than 400.

After my years we twisted George Nokes' arm until he agreed to take over. After eleven years of military service I had worked my way back to M/Sgt (it's a long story) and was an Air Force radio correspondent, mostly in Korea. Jumping back to the 2ADA: Jim Davis followed George Nokes as VP, then Neal Sorensen, Ralph Belward, Jim Davis again, Neal Sorensen again, John deCani, Mel Pontillo, and me again.

Memories? Remember Chaplain Charlie Wakefield? He stocked up on Listerine before we left Wendover; emptied the bottles and filled them with Scotch. And I remember my good friend John McGrath, the Group Navigator. John rode a bicycle very well. But he didn't make turns very well. One day he disappeared into a big hedge. It was straight ahead of him, and as I said, John didn't turn too well.

And there was Thanksgiving, when Dave Davies, the RAF Liaison Officer, kindly offered to find a turkey for those of us quartered in the former 95th Wing Nissen Huts. He did, too; a 25-pound LIVE turkey in a sack, and not friendly. No problem, at first. Everyone knew how to kill the turkey and prepare it for roasting. Strange — when we offered these people an opportunity to demonstrate their skills, they all had to go elsewhere. So we drew for the short straw, and Charlie Wakefield lost — or won, depending on how you look at it. So off Charlie and I went to what used to be the Wing Commander's kitchen and dispatched the bird. Luckily, a sympathetic mess sergeant roasted it for us, so we really had a feast of turkey and other good things (I forget what else there was). Then we had a parade through the building to honor Tom Turkey. Charlie wrapped it in a white sheet, four of us carrying a small table, upside down and carrying the leftover bones. Everyone else followed, chanting our home made thanks for a fine day.

Next day, back to Spam. ■

## 2ADA MEMBERSHIP NEWS

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

Today is May 24, 2010 and it has been nearly a year since I became the Vice President of Membership. As one might expect, it has been a learning process and an exciting challenge. Evelyn Cohen had this job for over fifty years and was an expert who rarely, if ever, made a mistake. To follow in her footsteps has been a daunting task, and I have made a few missteps. For example, a few of you made your dues payment right on time after the first dues notice, and yet you received a second notice because I failed to post your payment in the files. You are all a wonderful bunch of members and in the past year I have not received a single complaint. You make my job a pleasant task and I thank you sincerely.

Last June 2009 there were 2229 members in the 2ADA roster. In December 2009 dues notices were sent to all members. Your response was very good and by April 2010, 1400 members had paid their dues. On April 1st, 600 second dues notices were mailed out to members who had not yet paid. As of today 355 members have not paid their dues, among them there may be some who have died

and their family has not reported their death to me, there may be some who are in a nursing home and have lost interest in the 2ADA, and some may have simply lost interest. There are 26 who have moved without sending a change of address and the Post Office can't find them. There have been 105 deaths reported in the past year. Subtracting 105 and 355 from 2229 results in a membership today of 1769, however I believe some of those 355 members will yet pay their dues.

This *Journal* has arrived in your home around the first of August. To the vast majority who have paid their 2010 dues, "Thank You Very Much." If you are among the 355 who have not paid your 2010 dues, please do so now to retain your membership in the Second Air Division Association, the world's most prestigious veterans organization. Do you really want to terminate your membership? Give this matter some serious thought, then write that check payable to the Second Air Division Association and mail it to 6406 E. Presidio St., Mesa, AZ 85215. Hey, the dues are only \$20.00 and that's for a whole year, or \$0.05 per day, just one nickel. Who

sez a nickel won't buy anything?

Not long ago a friend proposed a merger of the Second Air Division Association and the Heritage League! My first reaction was that of a typical negative-thinking old man, and I rejected the idea. But after further conversation, the idea became more appealing. The merged organization would provide an immediate influx of young, willing and capable workers to take over the administrative jobs. Us old guys could set back and enjoy our remaining years; tell me, what's wrong with that? My e-mail address is oakmackey@msn.com. ■

FROM THE  
U.S. AIR FORCE MANUAL:

**"It is generally  
inadvisable to bail out  
directly over an area you  
have just bombed."**

# 458th BOMB GROUP

HORSHAM ST. FAITH



BY RICK ROKICKI



## LIBERATORS OVER NORWICH

Published by Schiffer, authored by Ron MacKay with Mike Bailey and Darin Scorza (458th). Photos are from the Mike Bailey collection, with inputs of text and photos from Darin Scorza and text by one of England's premier historians. This book has been in progress for several years and will soon be available. Size is 8.5" x 11",

with more than 460 black and white and color images. 304 pages, hard cover and lists for \$69.99. ISBN 978-0-7643-3515-0. This is author Ron MacKay's fifth Schiffer book on USAAF units in WWII. It covers the 240 missions flown by the 458th, Azon radio controlled bombs, ordnance over 13,000 tons dropped. Covers the cost of 65 crews, MIA, KIA or involved in operational accidents. It would appear that finally we're getting a large and comprehensive history of the 458th Bomb Group at last. This may be the final such printing of our group.

Sorry I do not have a source of purchase, shipping charges or availability. However, that information is forthcoming but not in time to be included here — possibly the next issue of the *Journal*.

## PILOT'S CHECKLIST

I received the following information from Bud Hartzell on how the Pilot's Checklist was born. Because of limited space, here's a condensed version of the article with all relevant information.

On October 30, 1935, at Wright Airfield in Dayton, Ohio, the Army Air Corps held a flight competition for aircraft manufacturers competing to build the next generation long range bomber. Boeing Corporation's four-engined model 299 appeared to be the number one choice since it could carry five times the bomb load, fly faster than specified and almost twice the distance the Army contract requested. The aircraft seemed to be a "shoo-in."

In the trail, the aircraft lifted off smoothly, climbed to 300 feet, stalled and fell off on one wing and crashed and burned. Two of the five crew members were killed, including the pilot, Major Ployer P. Hill (thus Hill AFB, Ogden, Utah).

Investigation revealed nothing mechanical had gone wrong.

Crash had been deemed "Pilot Error." However, it was determined that the aircraft was more complex than previous aircraft (four engineers, retractable landing gear, wing flaps, trim tabs, constant speed propellers, etc.). While doing all this, Major Hill forgot to release the new control locking system of rudder, elevator and ailerons. The Boeing model, as one newspaper put it, was "too much airplane for one man to fly." (What was the copilot doing?) Douglas Aircraft Corporation was the winner and Boeing nearly went bankrupt.

A group of test pilots got together and considered what could/should be done. They came up with an ingeniously simple approach. They created a Pilot's Checklist with step-by-step checks for ground control, taxiing, pre-takeoff, takeoff and climb, landing, etc. With that checklist in hand, pilots went on to fly the Model 299 a total of 18 million miles without a single accident. Ultimately, the Army Air Corps ordered more than 12,000 which became known as the B-17 Flying Fortress.

So now you know, thanks to Bud Hartzell.



Boeing 299. Vehicle on far left — could that be a 1935 SUV?

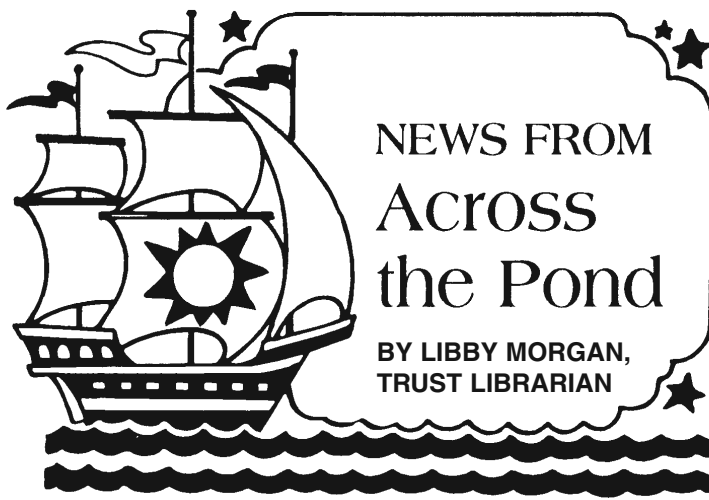
## AN ASIDE

I was a student pilot in early 1946. The aircraft was an Aeronca Champ also known as a "T" (for trainer). Instruments were air-speed indicator, altimeter and compass — with sight gauge and fuel quantity. After five hours of solo, I was scheduled to do touch-and-go landings. Local field instructions were "If you don't touch down before the intersection of a taxi strip, go around." The Susquehanna River was just a few feet from the end of the runway.

Normal procedure was to pull out the carburetor heat on final approach with reduced engine power to avoid carb ice. When I touched down too far, I applied power to go around. Nothing happened! I was sure I'd be swimming soon. Out of the corner of my eye I saw the carb heat control sticking out. Quickly closing the heat, the engine rapidly accelerated and I did my normal "missed approach" procedure, with very sweaty everything, everywhere! Could have used a checklist that day, April 22, 1946.

## SAD NEWS

I just received very sad news from David Hastings concerning Christine Armes, who was tragically killed in an accident just after the July 4th holiday. Christine was such a dear friend of the 458th, and prior to her death she and David were in the planning stages of a service to be held at the 458th memorial at Horsham St. Faith. For those who wish to send a card, the address is: Firman Ct. #10, Thorpe St. Andrew, Norwich, Norfolk NR7 0N1, England. ■



## The Merry Month of May at the Memorial Library

*"Never yet was a springtime, when the buds forgot to bloom."*  
MARGARET ELIZABETH SANGSTER

*"You are as welcome as the flowers in May."*  
CHARLES MACKLIN

After a rather long, bleak and snowy winter (yes, we've had snow here in Norfolk this year), spring has finally sprung in Norwich with, at long last, some warm sunshine to welcome our Memorial Library visitors. And despite disruptions to travel arrangements caused by the ash cloud from the Eyjafjallajökull volcano, we've been delighted to see so many American visitors here at the Memorial Library, especially over the last couple of weeks.

Monday 17th and Tuesday 18th May stand out as special days, with a seemingly never-ending stream of visitors from across the pond. It is always such a pleasure and a privilege to meet with friends and families of 2nd Air Division veterans. We were especially pleased to meet with Annette Tison, historian of the 392nd Bomb Group, and her husband Don.

Perhaps I should let our visitors' comments speak for themselves. These quotes are taken from our visitors book, 17th – 19th May 2010:

- *Wonderful exhibit and collections!*
- *Thank you for preserving the legacy of the 392nd BG*
- *A brilliant archive*
- *Brilliant and fascinating*
- *Fabulous and heart-warming – thank you*
- *Thank you for your care of this memorial*
- *Excellent display!*
- *Great memorial!*
- *Fantastic tribute*

Next month we're looking forward to welcoming veterans, family and friends of the 467th Bomb Group, who are staying in Norwich from 10th – 17th June. They have an action-packed week planned, but have a free afternoon on 12th June to visit us here in the Memorial Library. ■

## The American Invasion Remembered:

### Recorded Memoirs of USAAF Servicemen Based in Norfolk During the Second World War

On 26th May, Jonathan Draper (Archivist, Norfolk Sound Archive) gave a lunchtime presentation at the Norfolk Record Office featuring sound recordings from the 2nd Air Division Memorial Library's oral history archive.

This was a fascinating presentation featuring 12 short sound clips of 2nd Air Division veterans talking about their World War Two experiences here in East Anglia. Clips used in the presentation included:

- Richard Kennedy (448th Bomb Group) talking about training and the flight from America to England [MC 371/882/10]
- Charles Domek (458th Bomb Group) describing conditions inside the B-24 Liberator [MC 376/221]
- Robert Dubowsky (44th Bomb Group) describing landing in Alsace Lorraine following flak damage [MC 371/882/19]
- Joseph Whitaker (392nd Bomb Group) remembering his interaction with the locals and his experiences of England [MC 371/882/17]
- Marvin Kite (44th Bomb Group) recalling the interaction between USAAF servicemen and the local inhabitants and getting married by telephone [MC 371/882/29]

The talk was very well attended and I'm delighted that Jonathan has agreed to give a repeat performance for us here in the Memorial Library on 22nd September, and at other Norfolk Libraries.

You can find descriptions of the USAAF recordings on the Norfolk Record Office's online catalogue. Go to the advanced search screen at <http://nrocat.norfolk.gov.uk/Dserve/public/searches/nroadvanced.htm> and enter MC 371 or MC 376 in the CatalogueRef field and choose Audio Recording from the drop-down menu of the Format field.

The Norfolk Record Office launched the Norfolk Sound Archive in April 2003. Its purpose is to collect, preserve and provide public access to sound recordings relevant to life in Norfolk. The Norfolk Sound Archive is part of the Norfolk Record Office, a joint service of Norfolk County Council and District Councils in Norfolk.

**Website:** [http://www.archives.norfolk.gov.uk/sound\\_archive/nrosound01.htm](http://www.archives.norfolk.gov.uk/sound_archive/nrosound01.htm) **Email:** [norfrec@norfolk.gov.uk](mailto:norfrec@norfolk.gov.uk) ■

# Two Americans in Norwich

BY STEPHANIE LEAL, UEA AMERICAN SCHOLAR, 2ND AIR DIVISION MEMORIAL LIBRARY

We've been busy here at the 2nd Air Division Memorial Library. As the two American Scholars, Lucien Giordano and I have been making connections with as many groups as we have access to, furthering the public awareness of the library. And it has been so much fun! Lucien and I picked up the "Reading Across the Pond" book group when we began working at the Memorial Library. We have a brilliant group of twelve readers, and we've read and discussed everything from Faulkner to Cormac McCarthy to Jonathan Safran Foer! This month we're reading *The Help*. It's a very new book about race relations in Jackson, Mississippi in the 1960s.

Since Lucien and I are both creative writers, we decided to host creative writing workshops for Adult Learner's Week this year. The four workshops we are running (with last year's American Scholar, Meghan Purvis) are completely booked! Norwich is running for "Cultural Capital of England" and is full of writers looking to refine their work. It's so much fun to be part of that!

The start to June is going to be a very busy one for us. We've teamed up with the Children's Library (just next door to us here in the Norfolk and Norwich Millennium Library) and Lucien and I will be reading and colouring with the kids in an event we've called "Teddy Bears Picnic." The kids have been invited to bring in their teddies for show-and-tell, and we're going to talk about how the Teddy Bear got his name from President Teddy Roosevelt. We're also pairing with the Children's Library again in July to do "Space Poems." The kids are going to write poems together after we discuss America and the lunar landings. I'm really looking forward to that one.

But back to June! For the anniversary of D-Day, we have two events running. The first is a Reminiscence Coffee Morning. We've invited our patrons (and anyone else who would like to attend!) for free tea, coffee, and biscuits to reminisce about their memories of WWII. It will be led by Pam Veale of the Norfolk and Suffolk Aviation Museum. I think it's going to be a really special event, and I cannot wait to meet everyone who attends!

Secondly, on June 7, we are showing the film *Bedford: The Town They Left Behind*. With funding from the American Embassy, we've been able to rent out the beautiful Curve Auditorium, also housed in the Forum. We also have a world class discussion panel for afterwards, including an RAF D-Day veteran, Prof. Richard Crockatt from the School of American Studies at the University of East Anglia, and David Bedford, Superintendent of the American Cemetery at Madingley. It should be a really special event.

Phew! With all that's going on you'd wonder how we had time to do anything else, but don't worry. We are always having fun as a staff. A few weeks ago Lucien, Trust Librarian Libby, and I visited the Norfolk and Suffolk Aviation Museum in Flixton. It was absolutely phenomenal. We were there for two hours, and I am pretty sure we should have stayed for the week: there was just so much to see! The museum doesn't turn any artifacts away, so it's full to the brim with trinkets, posters, papers, gadgets, and a large variety of real life aircraft. It's run by a big team of volunteers who are such good tour guides. It's so incredible, the history that we have here in Norfolk and Suffolk, and it's amazing to be part of it through the Memorial Library. ■

---

## One Friday Evening . . .

BY LUCIEN GIORDANO, UEA AMERICAN SCHOLAR, 2ND AIR DIVISION MEMORIAL LIBRARY

On Friday evening, 9 April 2010, the 2nd Air Division Memorial Library helped to host the civic reception for the annual British Association of American Studies (BAAS) conference. This is a prestigious event held in a different British city and hosted by a different university each year. This year, the University of East Anglia was chosen to organize the conference. They, in turn, were pleased to give us the opportunity to receive the nearly 200 international academics who made the trip to Norwich from over twenty countries.

The Governors of the 2nd Air Division Memorial Trust and the library staff saw to it that everybody was well received. Prior to the reception there was a tour through the Memorial Library, with visits from renowned authors, Yale Professor Wai-Chee Dimock and University of Illinois Professor Bruce Michelson. Amongst the many visitors, there were a few with books on our shelves.

Following the tour the Governors provided wine and canapés for the conference delegates at the reception which was held in the Forum building here in the centre of Norwich. The chance to unwind and mingle after a long afternoon of presentations and lectures was well-received after a long day of presentations and lectures at the UEA campus.

The conviviality was, however, only part of a much more important evening for the library. There was a schedule of speakers, three of whom were extremely relevant to the Memorial Library. The first was Matthew Martin, Chairman of the Governors of the Memorial Trust. Matthew welcomed everybody to the

Forum and graciously thanked those who had stopped in and signed our visitors book. Next, Dr. Wendy McMahon of the University of East Anglia took the lectern.

Dr. McMahon had recently organized an outreach project that brought American Studies to "at-risk" Norwich school children. I was fortunate enough to be a part of this project. Along with another PhD student, Catherine Barter, Dr. McMahon and I conducted a day-long seminar in three schools. The seminar, entitled "What America Means to Me," asked eleven-year-olds to articulate and then reconsider what they know and believe about America and its influences in Britain. Our goal was to dispel myths and prove that there is more to the USA than fast-food, malls, big cities and sky-scrapers. We especially wanted to talk about history. I used my background with the library to connect WWII, GIs in Norwich, and contemporary British pop music.

The students and I discussed the meaningful relationships that our airmen and the people of Norfolk formed. That day, many realized why they have American grandparents, great-uncles, aunts, and cousins across the pond. Furthermore, we explained how the music our GIs made popular between 1943 and 1945 has directly influenced the types of music that are popular today. The students responded very well to this history and were moved by the toll the war extracted on so many 2AD servicemen.

The culmination of the seminar was to have the students respond creatively to what they had learned. Many poems, let-

(continued on page 14)

---

# The Tell-Tale Haircut

---

BY EARL ZIMMERMAN (389TH)

Circa 1968, I was assigned to the Technical Operations Division in the Office of Special Investigations, USAF, as a Special Agent and taught agents in OSI and other government agencies the art of opening safes, surreptitiously, and picking locks.

On occasion I was asked to put on a “dog and pony show” for visiting dignitaries, to show the latest techniques of the art. Classified methods were not disclosed.

My boss, B/General Robert Burnham, advised me that I was to give a presentation of the latest devices to Secretary of the Air Force, Eugene Zuckert, and the Air Force Chief of Staff, General William “Butch” Blanchard, at the Pentagon. The day arrived and General Burnham came to my shop to make sure everything was in order. He looked at me and said, “You need a haircut.” Fortunately, Colonel Charles J. Weiss, Jr. was present and volunteered to give me a trim. He advised that he worked his way through college as a barber. (By



the way, Col. Weiss was assigned to the 93rd BG during WWII and we both served in OSI after the war.) Someone suggested later that Charlie was not a true barber, as he worked for an animal hospital and trimmed dogs.

After the trim I went to the Pentagon, set up my equipment in a small conference room, and greeted Zuckert and Gen. Blanchard when they arrived. Zuckert said, “You have twenty minutes.” After my demonstration, which lasted about thirty minutes, Zuckert became very interested in a lock which he said he had on his boat house. He wanted me to teach him the secret of how to open it without a key but couldn’t manipulate it very well and I agreed to make some devices for him so he could practice as he knew the method.

When my demonstration was over, Gen. Blanchard looked at me and said, “I know you.”

“Yes, sir, I was assigned to the 509th Bomb Group at Walker AFB, in 1947 when you were the Commander during the UFO incident.”

He touched me on the shoulder and said, “Where did you get that lousy haircut?”

“A Colonel gave it to me.”

He said, “That figures.” ■

---

## ONE FRIDAY EVENING *(continued from page 13)*

ters, and drawings were produced. It was obvious how deeply they cared for the history of the 2nd Air Division by the numbers of responses they had to WWII history. As a result of the excellent work these students did, a book was published.

This ground-breaking book, which demonstrates the capabilities at-risk students have when they are motivated by something personally important, was presented for the first time at the BAAS Conference. The U.S. Embassy now has plans to sponsor an expansion of the project. With all of the famous writers in attendance, it was the work of these children that stole the spotlight. Maybe that was because of the heart-felt sentiments contained within their work. As one student wrote, in his poem entitled, “The Special Relationship,” *American airmen away from their country, / Many miles away from home. / Different place, different people. . . / We were in it together.*

I believe that even Professor Dimock, who spoke next, played second-fiddle to these wonderful students. And it was Dimock around whom the evening was centered. This, in itself, was a great honor for our library. I had the opportunity to dine with her afterwards and she was effusive with her praise for what we do and the results of the outreach project.

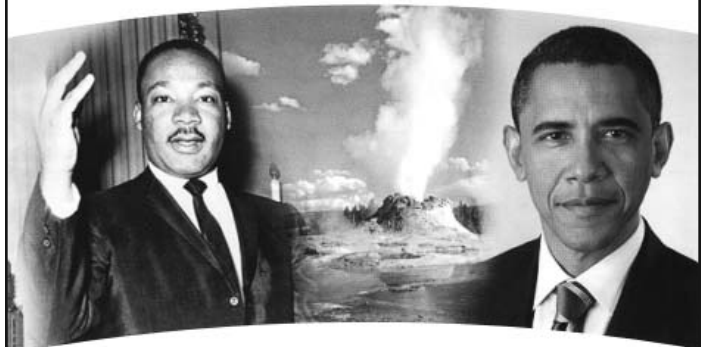
As such, it was a fantastic evening for me and the library. With the exposure we received, the hospitality provided by the Governors, and the influence of the Memorial Library on an ambitious project, it is my hope that what we are, why we are here, and what we are doing is, at least within certain niches, being recognized by people around the world.



*If there is anyone who would like to purchase a copy of the book, which I believe you will find most inspiring and enjoyable, please e-mail Wendy McMahon at [w.mcmahon@uea.ac.uk](mailto:w.mcmahon@uea.ac.uk). ■*

## WHAT AMERICA MEANS TO ME A SCHOOL PROJECT ON AMERICA

By year 6 pupils at Catton Grove Primary School,  
Larkman Primary School and Lionwood Junior School.



Wendy McMahon,  
The School of American Studies,  
University of East Anglia

# Tom Eaton – Service of Thanksgiving

THE DEAN'S ADDRESS AT NORWICH CATHEDRAL, 12 FEBRUARY 2010

BY THE VERY REVEREND GRAHAM SMITH

REPRINTED FROM "MANCROFT," THE PARISH MAGAZINE OF ST. PETER MANCROFT CHURCH

The year after Tom was born, the poet Clifford Bax wrote the words we have just heard. They were subsequently set to music by his great friend Gustav Holst. The poem speaks of the universal sense of shock at the carnage of the Great War; something from which we today have not yet fully recovered. Bax had lost his two sons at Ypres and at the Somme. Holst, also, was profoundly affected and had in 1916 completed his famous suite, *The Planets*, from which he was to adapt the fine tune from Jupiter for another hymn in his service, *I vow to thee my country*.

In his poem Clifford Bax laments missed opportunities for human fulfillment under God. *Earth might be fair*, he writes, and *all men glad and wise*. But nonetheless, *Age after age their tragic empires rise*.

The Great War had to some extent been fought along the lines of Waterloo and Trafalgar, but with modern weapons. In the face of such foolishness, and with most of our worldly ambitions being of such illusory value, the prospect of a world that is fair and infused with wisdom appears to be slipping beyond our reach: The poet pleads, *Turn back, O Man, forswear thy foolish ways*. It's not until the third verse that a glimmer of hope appears. From the possibility that *Earth might be fair*, and despite all that has taken place, we read that *Earth shall be fair and all her people one*. **Courage** is required to seek perfection, even though in human terms we know perfection is unattainable; **Persistence** is required to seek truth, to seek peace, to seek justice and harmony and knowledge, and to remain undaunted in the face of setbacks; **Conviction** is required to see that these ideals, though elusive, are not illusory and therefore attainable.

Courage, persistence and conviction. Those words fairly triangulate Tom's character. On leaving Stowe School he was articled to his father's firm of Overbury, Steward and Eaton, though he only qualified after the Second World War. For almost thirty years he was senior partner, and only retired as consultant in 2005. Tom has been described as "stolid and stoic, dependable and diligent, possessing an old world charm in keeping with his profession as an old-style family solicitor." (*EDP 611, February 2010*) While the in-



terests of his clients always came first, he eagerly looked for ways of contributing to the well-being of the City. In 1957 he served as Lord Mayor of Norwich — one of the youngest on record. And it was at this time that he met Robin. Their marriage, a year later in Oxford, began a marvellous partnership which contributed ever more to his involvement in public life: Deputy Lieutenant of Norfolk, Chairman of the Governors of the USAAF 2nd Air Division Memorial Library, Trustee of the Royal Norfolk Regimental Association, Chairman of the Norwich YMCA, Chairman of Governors of Wymondham College, Trustee of the Theatre Royal, to name just a few.

Tom was a leading figure in the campaign to rebuild the Central Library following the fire in 1994. The result was The Forum which opened in 2001 and which houses the 2nd Air Division's Roll of Honour, archives and other material.

It was a remarkable vision for a post-war city from a man who was traditional in so many ways, and yet understood how people might live and work and study together, mindful of the past; and convinced, as Clifford Bax put it, that *Earth shall be fair and all her people one*.

Where did this courage, persistence and conviction stem from? The Eaton family had moved to Norwich from Suffolk in 1790. They lived in the City Centre and worshiped at St Peter Mancroft, before moving to Eaton in 1877. By 1917 Fred Eaton was a respected lawyer in the city and churchwarden at St. Andrew's (the church next to Waitrose), a post he

held for 45 years. Tom was born in 1918. But a year later tragedy struck the family: His older sister Barbara Mary, aged two, died suddenly in an accident. Fred and his wife Ruth gave two fine windows "in thanksgiving to God for the memory of Barbara." Each window depicts an angel watching over a girl and a boy. We might surmise, though we will never know for sure, that those children are Barbara and Tom. The windows were restored last year and can be seen in the porch of St. Andrew's Church. Tom had two brothers, George and Andrew (both of whom died young), and a sister Margaret (who is with us today). Theirs was a conventional, loving upbringing though clearly not without its sorrows. It prepared Tom for perhaps the greatest test of his life.

As a young TA Officer in the 4th Battalion of the Royal Norfolk Regiment, he was wounded in the defence of Singapore in 1942, and mentioned in despatches. For the next three and a half years, as a prisoner of war, he was kept in Changi barracks and subsequently in the notorious prison. Initially 45,000 men were kept there, mainly British and Australian. Tom and his men witnessed terrible things.

We can imagine the impact on his men of Tom's integrity and humanity during those years. Each day, for example, he made sure that the rations were shared fairly among officers and men. Because they were not permitted to sing the National Anthem, they sang instead every evening the hymn with which this service will conclude — "The day thou gavest, Lord, is ended." Tom was born into a family where Christian Faith informed everything they stood for and did.

The way that he coped with those terrible years in Changi was second nature to him, just as his love of God and sense of Christian service shaped his professional life, his work in local politics, his profile in the City, and his view of family life. Both as a prisoner and in his work with the Far Eastern Prisoners of War Association, he was able to rationalise the treatment they received at the hands of the Japanese. Above all, his instinct shaped by his faith in the crucified and risen Christ was to forgive: to forgive and to move on

(continued on page 16)

# Thoughts on the Passing of Tom Eaton

BY BARBARA MILLER, A FRIEND OF TOM

REPRINTED FROM "MANCROFT," THE PARISH MAGAZINE OF ST. PETER MANCROFT CHURCH

When I first met Tom Eaton personally, we were setting up the arrangements for the great Mancroft Appeal which resulted in the building of the Octagon, the rewiring and redecoration of the church, and the installation of the Collins organ. Like many others, I was in awe of him: tall, handsome, vigorous in movement and measured in speech. Tom was every inch a man of the law and a soldier. I had heard of his distinguished war service and knew of his civic work and his great foresight in establishing the 2nd Air Division Memorial Library as a war memorial to the United States airmen whom I remembered thronging the city on weekends in the war and hearing their planes as they flew overhead night after night on their bombing raids on Germany. It was typical of Tom that he wanted no static war memorial but a living organisation to be enjoyed by successive generations of Norwich people.

Awe turned to admiration when I was privileged to have meetings with Tom and the Far East Prisoners of War Association when planning their last great service in Mancroft, and what an occasion it was. The church was packed with elderly men all proudly wearing the Royal Norfolk tie, something Tom always wore. Conversation was buzzing, old memories were recalled, and although their hair was whiter and their shoulders slightly stooped when Tom arrived, complete with bowler and furled umbrella, the atmosphere was electric, shoulders straightened, and silence was instant. I knew I was witnessing what leadership means, and I have never forgotten that moment. The lovely monument on the south aisle wall has words composed by Tom and the remaining monies in the Association's coffers furnished the south transept chapel. In the chapel is a booklet with a memoir of those terrible years spent as prisoners of war. Many of the men told me of Tom's organisational skills in the distribution of rations and the maintenance of discipline and order in both the barracks and in Changi jail which did much to maintain dignity and give hope. At his memorial service we sang the moving hymn "The day thou gavest Lord is ended." It was sung every night in the camp, the National Anthem being forbidden — British soldiers are resourceful. Also in the chapel is a booklet of letters, copies of

those sent by Tom to his family from the ship on the way out to Singapore and on the poignant journey home four years later. In them you see a young man with all his life before him, enjoying the voyage, enjoying the stop in Cape Town, dancing at the country club, and even thinking about settling there after the war. However in the homecoming letters, all is changed. Norwich beckons and he cannot wait to get back to his beloved family and city; indeed his son stated that had it not been for the war he doubted his father would have ventured further than Thetford! It is always a privilege to have a glimpse of a time when someone whom you only knew as older, was young.

Over the years for a variety of reasons, not least the move from Albemarle Road to Church Avenue, I was able to enjoy Tom's company and to appreciate his mischievous sense of humour, to listen to his wonderful fund of stories dredged from his prodigious memory for people and events, to see his joy in his home and

family, and mark his eagle eye for detail and forward thinking. At the memorial service in the packed cathedral we were conscious that he had planned it all, the hymns, the prayers, and he would have been proud of his children, David, Kate, and Mary, who spoke so lovingly of their love and admiration for their father. In his beautiful address the Dean identified the hymn "Turn back O Man" as the epitome of everything Tom stood for — honour, decency, service and courage. Whether seeing him striding down Newmarket Road, holding court in the Norfolk Club, speaking in the Council Chamber at the City Hall, relaxing with Robin in his garden, laughing at the Pantomime on Boxing Day, enjoying meals with friends, at a service in Mancroft, or dealing with legal matters at his office, Tom was indeed a "Man for all Seasons," and all who knew him mourn his passing and rejoice in a long life lived to the full.

*The day thou gavest Lord is ended —  
thy praise shall sanctify our rest.* ■

## SERVICE OF THANKSGIVING (continued from page 15)

along the paths of wisdom and ultimately of fulfillment in Christ. *Forgive us our trespasses, as we forgive those who trespass against us.*

Those qualities of forgiveness and the appeal to Wisdom as found in the heart of God were qualities shown by another author who features in this service. The British Ambassador to Washington, Sir Cecil Spring-Rice, had a distinguished diplomatic career, having persuaded the U.S. to enter the Great War in Europe. At the end of 1917, to his surprise and shock he was quite suddenly relinquished of his post. The news came by telegram. On his departure in January 1918 he left on his desk the script of the hymn that we are about to sing. The words belong to an era, and employ phrases which might seem dated to us now, but they are still full of content. They speak of duty, duty informed by love of one's country and of one's fellow human beings. There is possibly a tinge of bitterness in the words of the first verse. A third verse, which is not sung these days, rages at the carnage of the Great War.

But it is the final verse, that we will sing, that has caught the imagination so much, 90 years later. It doesn't mention the name of God or of Jesus, but it is all about our understanding and love of God's ways as found in Christ. We can hear Tom singing this hymn — (Pretty badly it seems because we've just learnt that he was tone deaf! Never mind.) It was written by a man who had known greatness and suffering. That's why Tom could sing it, and perhaps all of us can sing it too.

This final verse speaks of another "country." In the gospels, Jesus called it "the Kingdom of God." Unlike earthly kingdoms, what is of ultimate importance lies in the ordinary things — the hopes and the joys that we all experience, and through which God reveals his great love for us; things which cause us to recover our own humanity, and look to the needs of one another, but especially the most vulnerable among us. To live in this country is to live the resurrection life of Christ both within and beyond this life on earth. This is a country with no armies, and whose fortress is a faithful heart, her pride is suffering. It's a country where the character of God's Son, Jesus, models courage, persistence and conviction. And the ways of this country are "ways of gentleness and all her paths are peace." ■

## **WHY COME TO NEW ORLEANS SEPTEMBER 10-13, 2010?**

Why **NOT** come to New Orleans?

We have the best food, nicest people, unique culture, World War II Museum, as well as plans for a great convention. We want to show you a bit of Southern hospitality and a bit of our entertainment. We intend to wine and dine you, and share the flavor of the Cajun French for a week-end of memories. You will surely leave here with a return visit in your future plans. *Like we always say "Let The Good Times Roll". –Gwen Robert, Convention Co-Chair*

---

### **63<sup>rd</sup> ANNUAL CONVENTION OF THE SECOND AIR DIVISION ASSOCIATION SEPTEMBER 10-13, 2010 OMNI ROYAL ORLEANS HOTEL 621 ST. LOUIS STREET, NEW ORLEANS, LOUISIANA 70140**

#### **Wednesday, September 8**

Early Convention Arrivals

*Hospitality Room Open for Duration of Convention. Informal games available throughout the convention.*

#### **Thursday, September 9**

2:00pm - 6:00pm **Convention Registration Open**

*A Group Welcome Desk with local attraction information will be available throughout the convention.*

Evening on own.

#### **Friday, September 10**

8:30am - 9:30am **Convention Registration Open**

10:00am - 3:00pm CITY TOUR (description follows)

3:30pm - 5:30pm **Convention Registration Open.**

Additional hours will be posted at the convention, if necessary.

6:00pm - 7:00pm Cocktail Party- Cash Bar

7:00pm - 9:00pm Dinner

#### **Saturday, September 11**

7:00am - 9:00am Buffet Breakfast

9:30am - 11:00am Business Meeting

11:15am - 12:15pm Heritage League Meeting

2:00pm - 4:15pm Informal Heritage League Round Table Discussion

6:00pm - 7:00pm Cocktail Party- Cash Bar

7:00pm - 9:00pm Cajun Dinner Buffet with Entertainment and Dancing

#### **Sunday, September 12**

7:00am - 9:00am Buffet Breakfast

10:00am - 3:00pm NATIONAL WWII MUSEUM (description follows)

6:00pm - 7:00pm Cocktail Party- Cash Bar

7:00pm - 9:00pm Banquet Dinner with Entertainment and Dancing

#### **Monday, September 13**

7:00am - 9:00am Buffet Breakfast

Farewells and Departures

**REGISTER ONLINE AND PAY BY CREDIT CARD!**

**[www.afr-reg.com/2ndAir](http://www.afr-reg.com/2ndAir)**

**OMNI ROYAL ORLEANS HOTEL – NEW ORLEANS, LA**  
**800-843-6664 504-529-5333**

The Omni Royal Orleans Hotel is located at 621 St. Louis Street, New Orleans, Louisiana 70140. The hotel is just 15 miles away from the Louis Armstrong New Orleans International Airport (MSY). The hotel is located on the most fashionable corner, St. Louis at Royal. Many attractions like Bourbon St, Louisiana Superdome, and Emerils Cooking Empire are only a couple of miles away. Contact the hotel for accurate driving directions.

The hotel has 346 accommodating guestrooms and suites. Handicapped rooms and smoking rooms are subject to availability. Please request this special accommodation when making your hotel reservations. Each room features wireless high speed internet for \$9.95/day, hairdryer, iron/ironing board, coffeemaker, umbrella, in-room safe and complimentary USA Today delivered to your room daily. Guests may also enjoy access to the rooftop outdoor heated pool and observation deck (seasonal), and rooftop fitness center featuring state-of-the-art equipment. Overnight valet parking with unlimited in and out privileges is available for registered Second Air Division attendees at 50% off of current parking rate (Currently, \$32 + tax per vehicle). Check-in is at 4:00pm and check-out is at 12 noon.

Guests that choose to join the hotel's industry-leading loyalty program, Omni Select Guest Membership, will receive complimentary wireless internet, bottled water upon arrival, and a complimentary in-room hot + cold beverage every morning of their stay. Enroll at [www.omniselectguest.com](http://www.omniselectguest.com).

Winner of the prestigious Zagat Award, the **Rib Room** serves prime rib, beef specialties, fowl and seafood prepared on giant French rotisseries and mesquite grills. Serving breakfast, brunch, lunch and dinner, the Rib Room is open 6:30am-10:00pm daily. **Touche Bar**, open from 11:00am-midnight Sunday-Thursday & 11:00am-1:00am Friday-Saturday, is a popular French Quarter bar serving the "locals" of New Orleans. Salads, sandwiches and light entrees are also available. **La Riviera** is a delightful oasis of poolside refreshments. Continental breakfast, light lunches and delectable frozen daiquiris are served from 11:30am – 2:00pm daily; cocktails served until dusk.

The Omni Royal Orleans Hotel does not provide a complimentary shuttle to and from the Louis Armstrong New Orleans International Airport (MSY). The hotel suggests using Airport Shuttle New Orleans. Currently, their rates are \$38.00 Round Trip per person or \$20.00 One-Way per person. For more information, reservations, or questions, please contact them at 504-522-3500. Upon arrival, proceed to the baggage claim area on the ground level. After you have retrieved your luggage, proceed to the Airport Shuttle Ticket Desk, located across from baggage claim areas 3, 6 & 12. These desks are staffed for sales by cash or credit card daily from 8:00am-11:00pm. Following 11:00pm daily you can purchase a one-way cash ticket from any driver on the loading dock outside of baggage claim area 6 & the driver will provide you with a cash receipt, if needed. The hotel has parking for guests staying at the hotel with RV's about 10 blocks away from the hotel. Should electrical hookups be required, please call New Orleans West at 800-562-5110 or 504-467-1792. The park is located at 11129 Jefferson Highway, River Ridge, LA 70123, which is approximately 12 miles away from the hotel. Call the park for information, directions, and reservations.

Should you need to rent a wheelchair for the convention, ScootAround rents both manual and power wheelchairs by the day and week. Please call their toll-free number at (888) 441-7575.

**Vendors, Schedules, and Prices are subject to change.**

-----CUT HERE AND MAIL TO THE HOTEL -----

**63<sup>rd</sup> ANNUAL CONVENTION OF THE SECOND AIR DIVISION ASSOCIATION - HOTEL RESERVATIONS**  
**CONVENTION: SEPTEMBER 7-13, 2010**

NAME \_\_\_\_\_ SHARING ROOM W/ \_\_\_\_\_

ADDRESS \_\_\_\_\_ ZIP \_\_\_\_\_

TEL. NUMBER (\_\_\_\_\_) \_\_\_\_\_ EMAIL \_\_\_\_\_

ARRIVAL DATE \_\_\_\_\_ APPROX. TIME \_\_\_\_\_ DEP. DATE \_\_\_\_\_

\_\_\_\_\_ # OF ROOMS NEEDED \_\_\_\_\_ # OF PEOPLE IN ROOM \_\_\_\_\_ HANDICAP ACCESS

\_\_\_\_\_ SMOKING \_\_\_\_\_ NON-SMOKING \_\_\_\_\_ KING BED \_\_\_\_\_ 2 DOUBLE BEDS

In the event room type requested is not available, nearest room type will be assigned.

**RATE:** \$119 + tax (currently 13% + \$2 occupancy tax) Rate will be offered 3 days before and after convention dates.

**CUT OFF DATE:** 08/05/2010. Late reservations will be processed based on space availability at a higher rate.

**CANCELLATION POLICY:** Deposit is refundable if reservation is cancelled 24 hours prior to your date of arrival. To avoid an early departure fee of 1 night room + tax, please advise hotel when checking in. You will not be charged the fee if departure is due to family or medical emergency.

\_\_\_\_\_ AMEX \_\_\_\_\_ DINERS \_\_\_\_\_ VISA \_\_\_\_\_ MASTER CARD \_\_\_\_\_ DISCOVER

All reservations must be guaranteed by credit card or first night's deposit, enclosed.

NAME ON CREDIT CARD AS IT APPEARS \_\_\_\_\_

CREDIT CARD NUMBER \_\_\_\_\_ EXP. DATE \_\_\_\_\_

SIGNATURE (regardless of payment method) \_\_\_\_\_

**MAIL TO: OMNI ROYAL ORLEANS HOTEL \* 621 ST. LOUIS STREET, NEW ORLEANS, LOUISIANA 70140 \***  
**FAX: 847-698-5483 \* ATTN: RESERVATIONS**

# 63rd ANNUAL CONVENTION OF THE SECOND AIR DIVISION ASSOCIATION ACTIVITY REGISTRATION FORM

Listed below are all registration, tour, and meal costs for the convention. Please enter how many people will be participating in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order or register online at [www.afr-reg.com/2ndAir](http://www.afr-reg.com/2ndAir). Your cancelled check will serve as your confirmation. Checks returned for insufficient funds will be charged a \$20 fee. All registration forms and payments must be received on or before August 5, 2010. After that date, reservations will be accepted on a space available basis. All new registrations accepted at the convention will be charged a \$10 onsite processing fee. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form.

**Armed Forces Reunions, Inc.**  
**322 Madison Mews**  
**Norfolk, VA 23510**  
**ATTN: 2<sup>nd</sup> AIR DIVISION**

OFFICE USE ONLY	
Check # _____	Date Received _____
Inputted _____	Nametag Completed _____

<b>CUT-OFF DATE IS 8/5/2010</b>		<b>Price Per Person</b>	<b># of People</b>	<b>Total</b>
<b>REGISTRATION PACKAGE</b>				
Includes Breakfast Buffet on Saturday, Sunday and Monday; Dinner on Friday, Cajun Dinner Buffet on Saturday and Banquet on Sunday; Hospitality Room, Entertainment, Administrative and additional convention expenses including a \$10 AFR registration fee.		<b>Package Price</b>		
<i>Please indicate the total number of people/packages</i>		\$310		\$
<i>Please select your entrée choice(s) below:</i>				
FRIDAY DINNER: Herb Panko Crusted Redfish				
Lemon Rosemary Chicken Breast				
Vegetarian				
SATURDAY: CAJUN DINNER BUFFET <i>Indicate number of people attending</i>				
SUNDAY BANQUET: Prime Rib				
Roasted Sea Bass				
Vegetarian				
<b>TOURS</b>				
FRIDAY: CITY TOUR		\$ 35		\$
SUNDAY: NATIONAL WWII MUSEUM		\$ 39		\$
Total Amount Payable to <b>Armed Forces Reunions, Inc.</b>				\$

Please write your name as you would like it to appear on your nametag.

FIRST \_\_\_\_\_ LAST \_\_\_\_\_ BOMB GROUP \_\_\_\_\_

SPOUSE AND GUEST NAMES \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_ PH. NUMBER (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_ CITY, ST, ZIP \_\_\_\_\_

DISABILITY/DIETARY RESTRICTIONS \_\_\_\_\_

*(Sleeping room requirements must be conveyed by attendee directly with hotel)*

MUST YOU BE LIFTED HYDRAULICALLY ONTO THE BUS WHILE SEATED IN YOUR WHEELCHAIR IN ORDER TO PARTICIPATE IN BUS TRIPS? ☐ YES ☐ NO **(PLEASE NOTE THAT WE CANNOT GUARANTEE AVAILABILITY).**

EMERGENCY CONTACT \_\_\_\_\_ PH. NUMBER (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

ARRIVAL DATE \_\_\_\_\_ DEPARTURE DATE \_\_\_\_\_

ARE YOU STAYING AT THE HOTEL? YES ☐ NO ☐ ARE YOU FLYING? ☐ DRIVING? ☐ RV? ☐

For refunds and cancellations please refer to our policies outlined at the bottom of the convention program. **CANCELLATIONS WILL ONLY BE TAKEN MONDAY-FRIDAY 9:00am-5:00pm EASTERN TIME (excluding holidays).** Call (757) 625-6401 to cancel convention activities and obtain a cancellation code. Refunds processed 4-6 weeks after convention.

**REGISTER ONLINE AND PAY BY CREDIT CARD!**  
[www.afr-reg.com/2ndAir](http://www.afr-reg.com/2ndAir)

## **63rd ANNUAL CONVENTION OF THE SECOND AIR DIVISION ASSOCIATION**

### **Tour Descriptions**

#### **CITY TOUR**

*Friday, September 10*

Your tour of the Crescent City will include a drive through the Central Business District, the Garden District, and the Warehouse/Arts District. A trip down historical St. Charles Avenue is complete with universities, parks, old oaks, stately charm, and an operational streetcar line. View the lovely antebellum homes and Lake Pontchartrain, where some of New Orleans' finest newer homes are located, and stop at one of the city's unique above-ground cemeteries. Learn the history of the city's famous French Quarter (the "Vieux Carre"), where a blend of French and Spanish cultures intermingles with a modern lifestyle. Also witness the bustling seaport activities, which are such an important aspect of the city's economy. Enjoy free time at Jackson Square, the focal point of activity in the French Quarter. Explore the area with its gracious iron balconies and lovely courtyards. Lunch is on your own in Jax Brewery, an old landmark transformed into a modern complex of shops and eateries, or at one of the many fine restaurants in the Quarter. The bus will provide a shuttle back to the hotel. Shuttle schedule TBD.

**10:00am board bus, 3:00pm back at hotel**

**\$35/Person includes bus and guide. Lunch on your own.**

#### **NATIONAL WORLD WAR II MUSEUM**

*Sunday, September 12*

Dedicated in 2000 as the National D-Day Museum and now designated by Congress as the country's official WWII Museum, this remarkable attraction illuminates the American experience during the WWII era. From the Normandy invasion to the sands of the Pacific Islands and the Home Front, you will see the courage, teamwork and sacrifice of the men and women who won *the war that changed the world*. Explore moving personal stories and powerful interactive displays. Dining options include P.J.'s Coffee Shop as well as The American Sector, a full-service restaurant. The museum suggests making a lunch reservation with the hostess upon arrival for a time that best suits your needs. For an additional cost view the powerfully authentic 4-D cinematic experience, *Beyond All Boundaries*, narrated and executively produced by Tom Hanks, in the Solomon Victory Theater. The Bus will do shuttles back to the hotel. Shuttle schedule TBD.

**10:00am board bus, 3:00pm back at hotel**

**\$39/Person includes bus, escort, and admission. Movies and Lunch are not included.**

Driver and Guide gratuities are not included in the tour prices.

Please plan to be at the bus boarding area at least five minutes prior to the scheduled time.

All trips require a minimum of thirty people, unless otherwise stated.

#### **CANCELLATION AND REFUND POLICY FOR ARMED FORCES REUNIONS, INC.**

For attendees canceling convention activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall process a full refund less the non-refundable AFR registration fee (\$10 per person). Attendees canceling convention activities after the cut-off date will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less the non-refundable AFR registration fee. **Cancellations will only be taken Monday through Friday from 9:00am until 5:00pm Eastern Standard Time, excluding holidays.** Please call (757) 625-6401 to cancel convention activities and obtain a cancellation code. Refunds processed 4-6 weeks after convention. Canceling your hotel reservation does not cancel your convention activities.

# Educating Lt. Walker

*An embryo Liberator pilot works terrifically*

REPRINTED FROM WARTIME "PLANE TALK," CIRCA 1943-1945

After nine weeks at the Fort Worth Army Air Field, student officer graduates get a small scroll. There are no speeches or formalities. The scroll states simply that the officer has satisfactorily completed his course in Consolidated B-24 Liberator "first pilot" training. That little certificate stands for a lot of work, and an education that has cost the nation thousands of dollars.



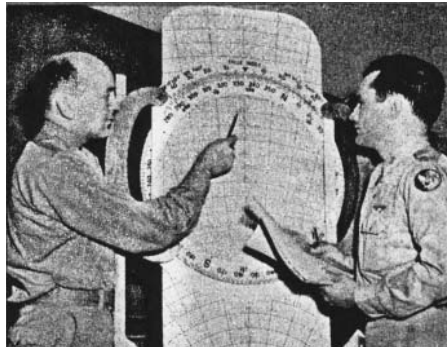
Emergency bomb release is learned.

Instructors say anybody who can fly an airplane can fly the Liberator. But learning to fly the B-24 is actually only a part of the Training Command's B-24 "pilot transition" course. This explains why freshly commissioned flight officers and seasoned lieutenant colonels alike need nine weeks of highly concentrated post-graduate study.

New student officers pouring into Fort Worth every four and a half weeks are given three hours merely to look a Liberator over, after being given a list of its parts covering six typewritten pages.

Detailed knowledge of the ship's many systems and mechanisms are considered by the Training Command to be of greatest importance for "first pilots" who will command combat crews on bombing missions.

As first pilots, these flyers must know their craft from the simplest pre-takeoff



Studying the E-6B Computer in navigation.

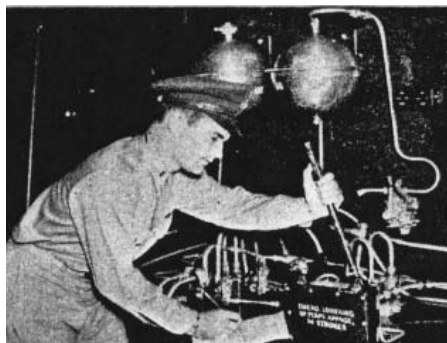
procedure to the most complicated details of navigation and mechanical repair. In addition, they must understand the essentials of the job done by every man under their command — the copilot, navigator, bombardier, aerial engineer, radio operator, and four gunners.

This is an undertaking of big proportions. Students put in an eighteen hour work day throughout the course.

How does a student spend that time? Suppose we follow a typical student officer from the time he reports for duty until he receives his first pilot's certificate of proficiency.

Meet, then, Lt. Leighton Walker, of Houston, Texas. He is a young flyer of 24 who won his wings and commission at Lubbock Army Flying School. Shortly after graduating from Lubbock, Lt. Walker received his orders to report to Fort Worth.

Arriving at the big base, Lt. Walker reports to the commandant of the student training detachment, and immediately goes into two days of "processing." He fills out, as one student has described it, "four-and-



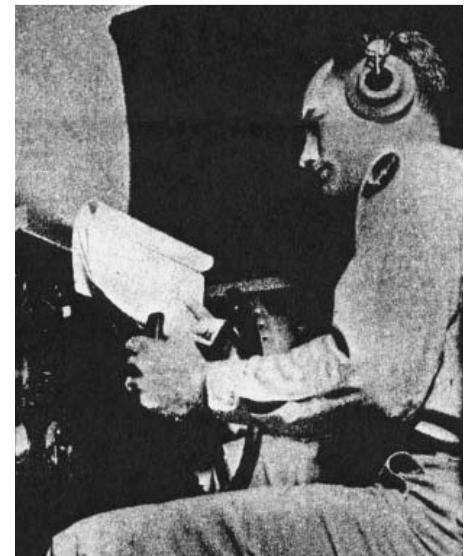
Studying lowering of flaps on a "mock-up."

a-half hours of forms." These cover his life history.

Then he reports to the station hospital flight surgeon for a physical checkup.

Lt. Walker now is assigned to a group and squadron. If he has any ideas about having considerable freedom now that he is an officer instead of a cadet, he is quickly disillusioned. He meets his instructor, and strolls together with several other students to the flying line, for his first formal introduction to the sky-giant he will soon be flying into battle.

His first glimpse of the gadget-packed instrument panel of a Liberator, a plane eight times the weight of the largest ship a student pilot has ever flown before, is bound to seem staggering. But all essential functions of the bomber are carefully explained to him. He then takes his first flight. He goes as observer. Students do not solo a B-24 until they have had 45 or more hours of observation and flying time



Blind flying check-up in Link trainer.

in the copilot seat.

Lt. Walker thereafter gets up at about 5:30 every morning, has breakfast, and is out on the flying line, ready to go, at 6:30. He flies from 6:30 until noon. He shoots repeated landings; becomes familiar with the long checklist which must be accomplished many times before and during every flight; learns crew distribution; becomes familiar with the ship's many instruments; learns the use of the ship's intricate radio system, its warning bell system, prop feathering and unfeathering, operation of de-icers and anti-icers, emergency landing gear operation and a host of other procedures.

*(continued on page 23)*



# BATTLE OF BRITAIN 70th Anniversary

BY GEOFF SIMPSON • REPRINTED FROM *THIS ENGLAND*, SUMMER 2010

*Ed. Note: As a tribute to our magnificent predecessors, we reprint two timely articles from "This England" magazine. See also "The Forgotten Few" on page 24.*

The images are so familiar. The groups of relaxed young men in the open air grinning at the camera, or occasionally looking rather serious. Here are the scenes that sum up, for those who were not there, the mostly hot and sunny summer and autumn of 1940, when many feared that the noise of German tanks might soon be heard in the towns and villages of Kent and Sussex.

Compared with the pictures of the dramatic and often terrible scenes from the Somme or the D-Day beaches, how can these possibly be fighting men in the front line? Yet they certainly are. The aircraft, Hurricane or Spitfire, that figure in the backgrounds give the clue.

Nearby too, usually unseen, would have been a telephone. When it rang, the message might be: "NAAFI wagon coming." It was just as likely to be an order to "Scramble!", causing a rush of pilots and ground crew towards the aircraft.

Perhaps the most published photograph of all showing one of these scenes is that taken on the morning of 29th July 1940 at Hawkinge airfield, near Folkestone in Kent. Awfully exposed to Luftwaffe attack, Hawkinge was generally not the place to base squadrons full time. However, from airfields such as Biggin Hill and Gravesend, closer to London, the fighters would often move forward to spend the daylight hours facing the Germans massing across the Channel.

During July and August 1940, No. 610 (County of Chester) Squadron was at Biggin Hill and frequently flew its Spitfires down to the coast. This group (*top photo*) captured by an official photographer on July 29th consisted of: *Standing, left to right:* Pilot Officer Stan Norris, Sergeant Ray Chandler (back to camera), Squadron Leader John Ellis, the Commanding Officer (almost hidden), Sergeant Norman Ramsay, Flight Lieutenant Bill Warner, Sergeant Ronnie Hamlyn, and Flying Officer Fred Gardiner. *Sitting, left to right:* Flight Lieutenant Edward Smith, Pilot Officer Joe Pegge, Sergeant Claude Parsons, and Sergeant Doug Corfe.

Before the war 610 was part of the Auxiliary Air Force. Despite ten months of



Two familiar photographs from the Battle of Britain . . .

. . . but who are the men in the pictures, and what became of them?



war, casualties and postings, two of the men in the photograph, Warner and Smith, had been 1930s weekend fliers with the squadron. Bill Warner was the son of Sir Lionel Warner, General Manager and Secretary of the Mersey Docks and Harbour Board. In contrast Doug Corfe had been a member of the squadron's ground crew who had been accepted for pilot training and had transferred to the Royal Air Force Volunteer Reserve. His full-time job

had been as a clerk with the Docks and Harbour Board.

Sadly the diminutive Bill Warner was killed in action less than three weeks after this photograph was taken. In the late afternoon of Friday 16th August 1940 he was shot down off the Kent coast in combat with German fighters and reported missing.

Norman Ramsay may be looking rather serious in this photograph, but he was

actually celebrating his 21st birthday that day. For Stan Norris, the realities of war would be brought home later on July 29th. His Spitfire was damaged in combat, but he managed to land safely.

Those two, along with Chandler, Ellis, Hamlyn, Gardiner, Pegge and Smith survived the war, although Joe Pegge, remembered as a joker, would be killed in an air crash in 1950 while still serving in the RAF. Norris became a King's Messenger.

In November 1941, Parsons, by then a Flight Sergeant, was lost during a sweep over the Netherlands. The following year, Warrant Officer Corfe died in the defence of Malta.

The second photograph is equally familiar and stands out in part because rather old-fashioned Sidcot flying suits seem to have been the preferred mode of dress on No. 242 Squadron. Many people will recognize the squadron's Commanding Officer, Squadron Leader Douglas Bader, standing seventh from the left with his hands in his pockets. Those with him, from left to right, are: Pilot Officer Denis Crowley-Milling, Pilot Officer Hugh Tamblyn, Flight Lieutenant Stan Turner, Sergeant Joseph Savill, Pilot Officer Norman Campbell, Pilot Officer Willie McKnight DFC, Flight Lieutenant Eric Ball, Flying Officer Michael Homer DFC, and Pilot Officer Marvin Brown.

A significant number of 242 Squadron pilots in 1940 were Canadian, which was true of Tamblyn, Turner, Campbell, McKnight and Brown. The scene is sometimes captioned as being taken at Coltishall in Norfolk and on other occasions at Coltishall's sector station of Duxford near Cambridge. The squadron was based at Coltishall.

The date also varies in captions, but it is easy to pin it down to a few days and, regrettably, that is because of the presence of Michael Homer, a native of Swanage, an old boy of Wellington College and a graduate of the RAF College, Cranwell. Homer had won his DFC as a Hampden pilot in Bomber Command when he pressed home his attack on two German warships and then brought his damaged aircraft safely home.

When the call went out for bomber pilots to volunteer to fly fighters, he was one of those to step forward. He joined No. 1 Squadron in September 1940, moved to 242 on the 21st of the month and was killed six days later when his burning Hurricane crashed near Sittingbourne, Kent. Michael Homer, who was 21 when he died, is one of 15 Commonwealth burials from the Second World War buried in

Swanage (Godlingston) cemetery at Ulwell. In 1990 a plaque was placed at the scene of his crash.

Norman Campbell also died in action in the Battle of Britain. On 17th October 1940 his aircraft fell into the sea after apparently being hit by return fire from a German aircraft he was attacking. He lies far from his home in Ontario in the cemetery at Scottow, Norfolk, north of Coltishall.

Willie McKnight disappeared on a sortie over France in January 1941 and Marvin Brown was killed in a flying accident in February. Two months later Hugh Tamblyn was lost in action, a couple of days after going to Buckingham Palace to receive the DFC from the King.

Eric Ball and Douglas Bader both became POWs. Ball was killed in a flying accident in 1946, while Group Captain Bader led the first Battle of Britain flypast over London in September 1945. He was knighted in 1976 and died in 1982.

"Crow" Crowley-Milling was shot down over France in August 1941. The French resistance helped him reach Spain, where he was interned for a time before returning to the UK in December. In the post-war RAF he reached the rank of Air Marshal. One of the highlights of his service was leading a Meteor wing in the Coronation flypast in 1953.

Though they could spend their evenings in pubs and clubs, possibly with wives and girlfriends, each day the pilots in these two photographs returned to the struggle to save England from invasion, constantly facing possible death or disfigurement. ■



Statue of Battle of Britain legend, Sir Douglas Bader, at Goodwood Airfield near Chichester in Sussex. MURRAY MARSH

## EDUCATING LT. WALKER

*(continued from page 21)*

After lunch, from 1:30 until 5 p.m., Lt. Walker works in Ground School and in the engineering shop. There he delves into navigation, radio, meteorology and weather study, aircraft and surface ship identification, first aid, code review and signal lamps, and chemical warfare defense.

At the engineering shop he puts on work clothes, and studies the B-24's maintenance and mechanical problems.

At 5 o'clock Lt. Walker's day is still far from done. He reports from Ground School to the Student officer area for 45 minutes of physical exercise. After dinner he is ready for an hour of radio code practice. At 8 o'clock he goes to the Link Trainer School, where he acquires instrument time. An hour of that, and Lt. Walker is ready to return to the barracks — to study for his next day's ground school classes. He gets to bed about 11 o'clock.

By the third week, Lt. Walker is doing some night flying, getting ready for his first cross country and altitude flights. He takes his first night X-C, or cross country, during his fifth week. His 30,000 foot altitude flight with full oxygen equipment comes during his sixth.

By his seventh week he is accumulating solo hours and making long flights to distant parts of the country. On these flights students make all their own preparations, chart their own course, select their landing fields, and put to actual practice all the many subjects they have been studying aloft and on the ground. Lt. Walker and his copilot, who work as a team throughout their course, must know what to do when their instructor suddenly shuts off some vital function of the plane. To make these flights even more difficult, commanders often schedule them under the most trying of weather conditions. During the ninth and final week, Lt. Walker is flying close formations of the type employed on combat bombing missions.

After graduation he goes on to an Operational Training Unit, where he meets the crew he will command in theaters of operation, and completes with them the final phase of his training.

From there it's overseas and into combat in a fully outfitted B-24, with an education that has cost the nation around \$30,000, and a crew that is a fighting team and raring to go. ■



# The Forgotten “Few”

BY GEOFF SIMPSON

REPRINTED FROM *THIS ENGLAND*, SUMMER 2010

A number of names are often mentioned when tales are told of the Battle of Britain in 1940. “Sailor” Malan, “Tin Legs” Bader, Bob Tuck, “Ginger” Lacey and Al Deere are amongst those who have passed into legend for their part in saving Britain from German invasion.

Sometimes forgotten though is the fact that, between 10th July and 31st October 1940, about 2,940 men of RAF Fighter Command earned the “immediate” award of the 1939-45 Star with Battle of Britain clasp and therefore became members of “The Few.”

Many were never credited with shooting down an enemy aircraft and some died in their first few days, or even on their first day in action. A few years ago the late Air Chief Marshal Sir Christopher Foxley-Norris, himself a Hurricane pilot in the Battle, wrote: “The fact that they were there and played their part decisively tipped the balance in our favour.”

The point came home to one army officer's wife on 12th October 1940. Standing on the clifftop between Folkestone and Dover she and other onlookers were horrified to see a number of Messerschmitt Bf 109 fighters swoop to attack two Spitfires. One of the British aircraft crashed in a field at Capel-le-Ferne, near where the National Memorial to The Few now stands.

Still in the wreckage when soldiers, led by the lady's husband, reached the scene was the body of 24-year-old Pilot Officer Herbert Case, a farmer's son from Somerset.

Later, Pilot Officer Case's mother received a letter from the army wife, who wrote, “Everybody was terribly upset when the Spitfire was shot down. I have seldom seen my husband so affected, but he assured me that the boy must have been killed in the air before he crashed. I thought this knowledge might be of some small comfort to you in your tragic sorrow and pride, in the astonishing courage of these sons whose deeds fill the world with admiration.”



**Herbert Case**

His operational career with Nos. 64 and 72 Squadrons lasted a little over a month and he claimed no Luftwaffe aircraft destroyed, although one of his comrades remembered him as “a young man keen to get to grips with the enemy.”

Herbert Case was one of those “unknowns” who tipped the balance. He had been a member of the Royal Air Force Volunteer Reserve in the late 1930s and was called to full-time service on the outbreak of war.

Much shorter even than the front-line career of Herbert Case was that of Pilot Officer Neville Solomon, who flew Blenheims briefly before joining No. 17 Squadron. He had no Hurricane experience and so was sent to an Operational Training Unit, before returning to 17 Squadron on



**Neville Solomon**

10th August 1940. On August 18th, sometimes described as Fighter Command's “Hardest Day” of the Battle of Britain, Neville Solomon was shot down into the sea off Dover. His body came ashore in France.

Flying Officer Arthur Rose-Price was the brother of the actor, Dennis Price, and an RAF instructor. He achieved his wish of a posting to a fighter squadron on September 2nd, joining No. 501 Squadron. His career in action did not last long enough for him to unpack his luggage. That afternoon his Hurricane was shot down over Dungeness and he is remembered on the Runnymede Memorial.

Sergeant Bill Green had a torrid introduction to combat in the Battle with 501, but lived to tell the story. He became operational on 20th August 1940, but just four days later he found himself in a fight with German aircraft attacking Manston airfield on the Kent coast. His Hurricane was hit by anti-aircraft fire and he crashed near Hawkinge, another coastal airfield used by Fighter Command. On August 29th he was shot down again, this time in combat with Bf 109s, and bailed out wounded at 16,000 feet. He did not manage to open his parachute until he was 300 feet above the sea off Folkestone. Aged 92, Bill was a cheery presence at the annual Memorial Day at the National Memorial at Capel-le-Ferne in 2009.

At St. Luke's Church, Whyteleafe, Surrey, close to the Battle of Britain airfields of Kenley and Croydon, part of the churchyard has become known as “Airmen's Corner.” Some of The Few lie together here. One of them is Sergeant Frederick Ernest Richard Shepherd who, on 1st September 1940 as the Battle of Britain neared its climax, achieved his ambition to become a Spitfire pilot with 611 (West Lancashire) Squadron. Ten days later his aircraft was shot down over Croydon. He bailed out with his parachute on fire and fell dead at Farleigh, Surrey. He was 22 and married.

A few feet from Sergeant Shepherd lies David Hughes, who had worked on his  
(continued on page 27)



Sculpted by Paul Day and unveiled in September 2005, this bronze monument to the Battle of Britain stands on Victoria Embankment in London.

# Don't say "Raid" — say "Mission"

BY FRED B. BARTON • REPRINTED FROM WARTIME "PLANE TALK," NOVEMBER 1943



Watching Liberator bombers take off from an airdrome in the ETO — European Theatre of Operations — is restricted to the military personnel. Only they get close. If you wear a war correspondent's uniform, you may climb to the roof of the control tower. But not until the mission returns may you enter the briefing room where the charts of the flight are spread out for minute analysis.

Getting ready, after the crew are in place, covers more minutes than the take-off itself.

A Liberator bomber in flight is half man, half machine. The machine requires of its human partners only very reasonable things. But it is inexorable about enforcing these laws of its being. Upon the men therefore falls the double responsibility of thinking for themselves and for the machine. It can be their chariot of glory, if they operate it properly — or their grave, if they neglect its clear-cut demands.

Is everything clear down below? Are all the ground men away from the propellers? Then, and only then, does the pilot punch the button that spins his No. 1 engine — first on the pilot's left — into motion. Brakes locked, ailerons down, but otherwise ready to soar, the plane becomes alive.

Eyes on dozens of dashboard indicators, pilot and copilot check manifold pres-

sure and oil pressure. Then No. 2 engine spins. This too is checked. Then No. 3 engine turns over lazily, gains power, the propeller spinning in almost invisible blurs. Then No. 4 engine.

Petrol is scarce here — scarce in every section of the European Theatre of Operations. Yet these youngsters will not take off until a sixth sense, evoked by thousands of flying hours, reads in the toned-down hum, the message that the warmed-up engines are ready for steady, dependable work. Then, getting their signal from

the control tower, one by one the Liberators taxi down the wide concrete road called the perimeter. Every plane has its special parking space, called a dispersal point. Here planes are parked in the open air, widely separated, so that no enemy bomb could ever destroy more than a couple. One by one they wheel down the center runway and take the air.

It looks effortless, foolproof. But the flight control officers do their share of worrying from the sidelines. "Sweating them out," is the phrase they use. They note that the first plane or two uses about three-fourths of the runway, builds up a legitimate speed and momentum, and takes the air in safety. The next plane uses a little less; the next still less; until the following planes strike out on their own with most of the runway still unused.

The reason is that the wind-stream from the propellers up ahead build up an air current, which deceives the sensitive instruments on your dashboard. You think you have more ground-speed than is actually true. And so, if you are not careful, you find your plane climbing almost straight into the air. Dangerous, that; because the windstream from up front hits your wings unevenly, so that one wing may rise and the other drop. New pilots don't believe this, and have to learn by experience. It is one of the lessons that comes from flying in formation.

The formation is customarily a V shape,

*(continued on page 28)*



# OF HONORED MEMORY

By TAMAR A. MEHURON, Associate Editor, AIR FORCE Magazine / May 1999

## WORLD WAR II CASUALTIES

	Battle Deaths	Non-Battle Deaths	Total Deaths	Wounds Not Mortal	Number Who Served	Ratio of Battle Deaths to Number Who Served
<b>Army Air Forces</b>	<b>52,173</b>	<b>37,856</b>	<b>90,029</b>	<b>17,359</b>	<b>2,244,000</b>	<b>2.33*</b>
<b>Army</b>	182,701	45,544	231,245	548,502	9,016,000	2.03
<b>Navy</b>	36,950	25,664	62,614	37,778	4,183,466	0.88
<b>Marine Corps</b>	19,733	4,778	24,511	68,207	669,100	2.95
<b>Total World War II Deaths</b>			<b>408,400</b>			
<b>AAF Percentage of Total</b>	17.89	33.25		2.58	13.93	<b>*Over 12% of air crews</b>

### The Heavy Toll of Two Battles

<b>B-24s – Ploesti, Romania, August 1, 1943</b>	<b>Number Involved</b>	<b>Combat Deaths/Aircraft Lost</b>	<b>Attrition Rate</b>
PERSONNEL	1770	582	30.10%
AIRCRAFT	177	54	30.50%
<b>B-17s – Schweinfurt, Germany, October 14, 1943</b>	<b>Number Involved</b>	<b>Combat Deaths/Aircraft Lost</b>	<b>Attrition Rate</b>
PERSONNEL	2290	590	26.20%
AIRCRAFT	229	67	29.30%

SOURCE: AIR FORCE MEMORIAL FOUNDATION

## 8TH AF BATTLE CASUALTY REPORT

REPRINTED FROM THE 8TH AF NEWS, JULY, 1986

Your editor recently read an interesting report on the 8th AF casualties in June, July, and August of 1944.

This 65-page report is Chapter IX (pages 547 through 611) of a report, *Wound Ballistics*, prepared by the Medical Department, U.S. Army, Office of the Surgeon General, Washington, DC. The book may be identified by Library of Congress Catalog Card Number 62-600002.

Due to the need for data on air combat casualties, the Chief Surgeon of the ETOUSA, on 1 June 1944, appointed Major Allan Palmer to be chief of a Medical Operations Research Section. From the report they produced, it appears that the Medical ORS was located on the grounds of the Cambridge American Cemetery. In his report, Palmer states that those three months in 1944 were chosen in the belief that they would "yield a satisfactory sample of casualty data . . ."

For the record, the report noted that the 8th AF was served by the 1st, 7th, 65th, 91st, 97th, and 184th General Hospitals, and by the 49th, 121st, 136th, 231st, 280th, and 303rd Station Hospitals. It is a shame to note that we are only in contact today with members of the 65th, the 231st and

the 303rd. It would be interesting to know the location of each of the hospitals.

The report covered casualty statistics for the 12, 14, and 14 heavy bombardment groups in the 1st, 2nd, and 3rd Bomb Divisions respectively. This force conducted 69,682 combat sorties during the period under study.

A survey of their findings produces the following data by type of aircraft:

	<b>B-17</b>	<b>B-24</b>
Sorties	39,724	29,958
Man-combat msns	357,516*	299,580*
A/C MIA	390	303
Crew MIA	3,510*	3,030*
A/C Ret w/casualties	624	320
Crew WIA	673	334
Crew KIA	69	41

\*The report states that the B-17 carried an average of nine crew members during the period, while the B-24 carried an average of ten crew members. It also stated that the 8AF had estimated that 40% of the MIAs in the first six months of 1944 were KIA. (Ed. Note: In the 13 months of combat by members of the 466th BG,

428 men were MIA on combat missions. Of these, we have found through MACRs that 222 were KIA. That rate is 52%. This may indicate that the 8AF KIA estimate for MIAs was low).

Another look at the figures given in this report shows the following data, by Division:

	<b>1st BD</b>	<b>2nd BD</b>	<b>3rd BD</b>
Sorties	23,488	24,448	21,746
A/C MIA	237	272	184
Av. # WIA, per group	32.17	20.21	24.14
Av. # KIA, per group	3.42	2.36	2.57

A breakdown by crew position shows relative casualty rates as follows:

Bombardier	17.6
Navigator	12.2
Pilot (2)	14.0
Top Turret	8.4
Radio Operator	8.5
Ball Turret	5.9
Waist Gunner (2)	20.9
Tail Gunner	12.5

It was interesting to learn that 94% of the  
(continued on next page)

## SORTIE LOSS RATE

REPRINTED FROM  
THE 8TH AF NEWS, JULY 1989

Another look at the unit data found in the back of Roger Freeman's source book, *The Mighty Eighth*, gives an interesting look at the relative security of the various heavy bomber groups.

Group Nbr	Date Began	Opns	Total Sorties	Number AC	MIAs	Sorties per loss
** 490	31 05 44	44	5060	22		230.00
* 467	10 04 44	44	5538	29		190.97
** 486	07 05 44	44	6173	33		187.06
** 487	07 05 44	44	6021	33		182.45
** 34	23 05 44	44	5713	34		168.03
* 446	16 12 43	43	7259	58		125.16
* 466	22 03 44	44	5762	47		122.60
* 458	24 02 44	44	5759	47		118.80
** 493	06 06 44	44	4871	41		118.80
* 453	05 02 44	44	6655	58		114.74
398	06 05 44	44	6419	58		110.67
† 801	05 04 44	44	2809	26		108.04
* 491	02 06 44	44	5005	47		106.49
* 489	30 05 44	44	2998	29		103.38
457	21 02 44	44	7086	83		85.37
* 93	09 10 42	42	8169	100		81.69
401	26 11 43	43	7430	95		78.21
379	29 05 43	43	10492	141		74.41
351	14 05 43	43	8600	124		69.35
381	22 06 43	43	9035	131		68.97
* 448	22 12 43	43	6774	101		67.07
452	05 02 44	44	7279	110		66.17
* 445	13 12 43	43	7145	108		66.16
* 389	09 07 43	43	7579	116		65.34
303	25 06 42	42	10721	165		64.98
385	17 07 43	43	8264	129		64.06
97	17 08 42	42	247	4		61.75
390	13 08 43	43	8725	144		60.59
305	17 11 42	42	9231	154		59.94
384	22 06 43	43	9348	159		58.79
94	13 05 43	43	8884	153		58.07
95	13 05 43	43	8903	157		56.71
388	17 07 43	43	8051	142		56.70
306	09 10 42	42	9614	171		56.22
92	06 09 42	42	8633	154		56.06
* 392	09 09 43	43	7060	127		55.59
* 44	07 11 42	42	8009	153		52.35
447	24 12 43	43	7605	153		49.71
‡ 482	27 09 43	43	346	7		49.43
100	25 06 43	43	8630	177		48.76
91	07 11 42	42	9591	197		48.69
96	14 05 43	43	8924	189		47.22
* 492	11 05 44	44	1513	51		29.67
Totals			297930	4257		
Average			6929	99		87.18

\*2AD – B-24 Groups: The table speaks for itself. You can see that except for the hard luck outfit (492nd BG) those units that arrived early had a harder time of bringing their planes back than those units that reached combat status in 1944.

\*\*It should also be noted that those bomb groups in the top ten in safety records brought B-24s to the 8AF. Also please note that five of the top ten (490, 486, 487, 34 and 493) of the 3rd Air Division later converted to B-17s in the fall of 1944.

† Carpetbagger B-24s

‡ One squadron Pathfinder B-24s

## 8TH AF BATTLE CASUALTY REPORT (continued from page 26)

casualties brought back to the UK during this period were the result of flak. 4.5 were due to fighter attacks, and 1.5% due to unknown causes.

The most remarkable statistic in this report was the fact that during the study period the battle casualty rate (MIAs and those casualties returned to the UK) was 1.87 per 1000 man-combat missions in B-17s, while it was only 1.25 per 1000 man-combat missions for those fortunate crew members who flew combat in B-24s. This report makes you wonder where all those fables about the perils of B-24 life came from.

Accordingly, it seems to have been safer to have been assigned to the 2nd Bomb Division during this period. In regard to the data on the casualty rate by position, it appears to have been safer, during this period, to have had a crew position nearest the center of the aircraft.

All in all, this report should be of high interest to many 8th AF historians. ■

## THE FORGOTTEN "FEW" (continued from page 24)

father's farms in New Zealand before travelling across the world to sign up and fight for the Mother Country. Sergeant Hughes, a Blenheim air gunner with No. 600 (City of London) Squadron, had been operational for 12 days when he was lost on 3rd October 1940.

Also buried in Airmen's Corner are a number of men of the Croydon and Kenley ground crews who ignored enemy attacks to keep the aircraft flying and died as heroically as the aircrew.

Perhaps one of the most remarkable things about "The Few" is that so many of them were not professional fliers. More than 1,000 of the men who flew into action to prevent a German invasion in the summer and autumn of 1940 were pre-war part-timers, mainly from the Royal Air Force Volunteer Reserve (about 780), the Auxiliary Air Force (nearly 200), and the University Air Squadrons at Oxford, Cambridge, and London (almost 100). The majority of these young men were called up at the outbreak of war and the next year found themselves taking part in the greatest air battle of all.

Sergeant Burley Higgins, for instance, was a Derbyshire school teacher before the war. He was never a household name, but in a very short career he certainly did his bit for the war effort. On 2nd July 1940 he joined No. 32 Squadron and the next day he was credited with a share in the destruction of a Luftwaffe Dornier. By the time of his death in action on September 14th he had shot down four more German aircraft.

Some of The Few who survived perhaps deserve more of the credit than they have ever received. Flight Sergeant George "Grumpy" Unwin had joined the RAF as far back as 1929 as an apprentice clerk. He was accepted for pilot training and, aged 27, he became a double-figure scorer in 1940, flying Spitfires with No. 19 Squadron from Duxford and its satellite airfield of Fowlmere.

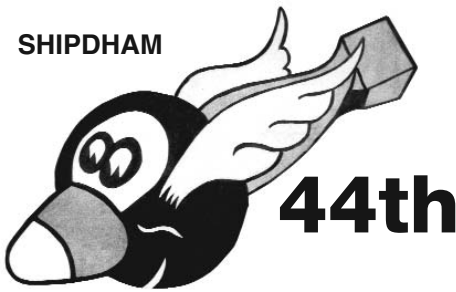
Another in double figures in the Battle of Britain was the balding Pilot Officer Charles Upton who flew Hurricanes with No. 43 Squadron, "The Fighting Cocks" and No. 607 (County of Durham) Squadron.

Who has now heard of Flying Officer Desmond Annesley Peter McMullen? Yet this Spitfire pilot, born in Godstone, Surrey, and an old boy of Cheltenham College, according to one credible source accumulated a score in the fighting over Dunkirk and the Battle of Britain of 12 enemy aircraft destroyed, eight probably destroyed, six shared and five damaged. In the post-war RAF, McMullen, who served with Nos. 54 and 222 Squadrons in 1940, reached the rank of Wing Commander before retiring in 1957. He died in 1985.

The pilots mentioned at the start of this article were charismatic characters, who were taken up by the press. They earned their fame and deserve our gratitude. So do the men who fought and often died in obscurity alongside them.

→ → → →

To coincide with the 70th anniversary, Geoff Simpson, a Trustee of the Battle of Britain Memorial Trust, has written a comprehensive "Dictionary of the Battle of Britain" which provides a complete A to Z (from "Ace" to "Women's Auxiliary Air Corps") of every aspect of the conflict. Launched at the RAF Club in London in October 2009, this important new book is available by post direct from "This England," PO Box 52, Cheltenham, Glos., GL50 1YQ, England. ■



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

The 44th Bomb Group has encountered a series of successes this year. First, a project which former president Roy Owen had worked on for years, came to fruition. He strived to have the 44th Bomb Group attached to an existing combat group, so the history of the 44th would be carried forward.

Three months ago, Col. Kent Furman

informed the 44th that a 44th Fighting Group had been established. Board members and people in the area were invited to attend the Activation Ceremony at Holloman AFB. Nineteen members of the 44th and families accepted the graciousness of their hospitality. An AIC was assigned to each couple, and became escorts to all events. Col. Donald Lindberg presided over the banquet presentations. The 44th presented Steve Adams' book, *The History of the 44th Bomb Group in WWII*. Lee Aston bestowed a picture of Leon Johnson in his Africa activities, and Jackie Strong, daughter of Roy Owen, gave them an 8 Ball Tails sun catcher.

The honors were shared with the famed Tuskegee Airmen, a fighting force that defended the 15th Air Force during WWII.

The second great moment was the approval of the Secretary of the Army to place a monument in the courtyard at the Army Heritage Education Center in Car-

lisle, PA. The monument has been delivered, and its unveiling will be during the Army Heritage weekend.

Third, the 44th was informed that a museum was being created in France, honoring the Resistance Fighters who worked with the Allies to inform Britain of the activities of German troops. They were also responsible for aiding many downed airmen to get safely back to England. Recently they held an event memorializing the Sobatka crew, two of whom made it safely back to England. The 44th supplied stories and pictures of Milton Rosenblatt and Frank Schaeffer during their evasion escapades. The book by the late Archie Barlow, *Escape in the Pyrenees*, became a part of their collection.

Any airman who evaded with the help of the Resistance is invited to share his story. The contact person is Pierre Berenguer. The e-mail address is: museedelaresistance@free.fr. ■

## DON'T SAY "RAID" (continued from page 25)

and the number of planes in a formation varies with the bombing program for the day. Because of this V, a whole broadside can be brought to bear upon any approaching enemy craft, be it Nazi Focke-Wulf or whatever. And of course the formations fly at different altitudes, the better to intercept and fight off the enemy and go forward to the day's bombing objective.

The success our young men in these Liberator bombers are attaining is news you can read back home in your daily newspaper. The papers do not tell you all of the news, which is well. But at least you can see the steady progress on our eastern and western fronts alike. These air crews of ours have learned unbelievably. Two years ago, many of these boys were at work, at school, innocent of any aviation knowledge. Today they are great airmen.

You would feel proud, watching at one of these airdromes in the ETO, when our young men come home from a day's mission.

Here comes a plane in which one of the ten men has been badly wounded. But the crew administered first aid in the air. The man will recover.

Here comes a plane which literally went through a wall of flak — that explosive anti-aircraft stuff which hurls jagged chunks of metal in all directions at whatever height the enemy decides will be most unpleasant for our ships. Some of these bombing planes come back with as many

as a thousand machine-gun and flak holes in them. Some come back practically burning, but still able to fly. Some have part of a wing shot off, but are able to glide back across the Channel and mushroom to earth.

There's a technique to making a crash landing. The pilots stay forward. The eight others — navigator, bombardier and the six gunners — crowd into the radio room and press their bodies flat against the forward wall. Pilot and copilot land the plane on any soft patch (they hope for a Brussels sprout garden, but will settle for any potato patch) with the plane flat on its belly, wheels retracted. With luck they slide a couple of hundred feet and stop. Without luck the plane can nose down into an unsuspected ditch, crush its gasoline tanks.

Some men don't come back. The others give all possible data at the session called the interrogation. Maybe a plane was forced down in enemy country. Maybe a crew parachuted from a burning plane: "hit the silk," is the expression. Maybe the men dived overboard into the open ocean and may now be waiting for a rescue craft. Not all those who fail to return are counted as dead. There still may be hope.

But of all such things the young pilots speak casually, if they speak at all. Of their own prowess in landing two-ton demolition bombs on a vital enemy ammunition dump or aircraft or submarine factory, they say very little. They have learned to be modest. Luck rides with him who takes little credit to himself.

Talk with these young fellows and you

quickly note that their innermost thoughts are not on killing. They speak of "missions," not of raids. And indeed, a "mission" is far more than a raid; it is a battle where our men must often fight against enormous odds. War is their business at the moment. But when the moment of victory comes, then they want to get away from the smell of powder and the smudge of flame. They want to quit these foreign countries where you have to drink wine and warm beer because you never see milk and you can't trust the water. They are homesick for ice cream sodas and double malteds and movies and clean girls to dance with and company other than men.

They think a lot, too, about their jobs after the war. Naturally enough, many of them plan to go on with the training that a bountiful Uncle Sam has given them, at a cost of probably \$25,000 per flying officer.

"For myself I'd like nothing better," says one bomber pilot with a score of successful missions behind him, "than to fly one of these Liberators on a fast freight route, say carrying fresh fruit from California or Texas to eastern U.S. cities."

When you see them landing back at your home fields, you fathers and mothers and uncles and big brothers back in the U.S.A., you can kill the fatted calf (or better yet, a steer). Have steaks, if you can. Have vegetables. Have fruit; any kind but plums.

You won't need anything wild to drink. Anything will be all right if it just has ice cream in it. Lots of ice cream. ■

# Time Traveller

BY IAN SCAIFE • REPRINTED FROM *FLYPAST*, FEBRUARY 2010



Avid aviation buff though I am, until recently my travels had been restricted to air bases and airshows throughout the UK and Western Europe. Last year I expanded my aviation horizons to the USA, and visited Midland Field in Texas for the annual Commemorative Air Force Airshow. I was looking forward to seeing, hearing and photographing the show's wide variety of World War Two piston types. What I was expecting was, I suppose, Duxford with bigger skies, better weather and different accents.

Before I went I had been told that it was possible to fly in some of the CAF's aircraft. Displaying typical British scepticism, I dismissed such comments as an exaggeration, a type of verbal flight of fantasy.



## DREAM COME TRUE

Moving through the support teams setting out shirts and other merchandise, I was drawn to the stand for Consolidated B-24 Liberator *OI' 927*. This marvellous aircraft, which many will recall as *Diamond Lil* when she visited the UK in 1992, has since been repainted and returned to B-24A configuration. Knowing that a faint heart never won fair lady, my surprise at blurting out the question: "Any chance of a flight in your B-24?" was exceeded only by the cheery response of: "We have a space this afternoon or later Saturday or Sunday after the show!"

While I recovered from this shock, the team offered me some leaflets and paperwork, adding that the cost would be \$450 (then around £260). Their willingness to take credit cards reassured me that this was by no means an unusual or back door practice. I perused the forms I had been asked to sign — in effect a series of legal disclaimers in return for a once-in-a-lifetime opportunity.

At the appointed hour, I turned up, camera at the ready, to meet the flight crew and the five other lucky "guests." Adding to the authenticity of our experience, our trip out to the Liberator was

made in the back of a World War Two vintage U.S. personnel carrier.

The senior flight engineer gave a simple ten-minute brief, detailing the flight plan, safety procedures, and the conduct we should observe while airborne — in other words, how to move around safely during flight. There would be no guiding aisle lighting here!

## IN FLIGHT

On board we were shown to a series of very solid bench-type seats and securely strapped in. We were reminded that when moving about we should keep one hand on the "ship" at all times, as well as avoiding such obvious pitfalls as stepping on the floor-mounted dorsal turret, the Plexiglas structure of which was not designed for load bearing.



Safely secured, the four big Pratt & Whitney R-1830 Twin Wasp radials were fired up, bringing in the aroma of high octane fuel and oil.

As soon as the wheels were up, the engineer signalled OK to move around, and we had the best part of an hour to savour the sights and the sounds. Seeking structural parts to take a steadying hold of, the movement of exposed control wires and the obvious minimum gauge of all metal components served as a reminder of the slender protection and safety margins during military operations.

Wandering down to the tail gun posi-  
(continued on next page)



HARDWICK

# Open Letter to the 93rd and Group Relations Committee

BY JOHN LEE

The 93rd's next reunion is to be in Savannah, Georgia, October 21 to 25. There will be a dedication ceremony for the stained glass window at the Eighth Air Force Museum Chapel. The reunion is being held there during this time period since the 93rd has worked to raise the cost of this memorial and is responsible for the raising of the funds over the past several years.

We all have to work toward a very successful 2ADA convention in New Orleans in September. This may well be our last for the 2ADA. For this reason alone we should all work toward making this one of our most well-attended. I believe our President Dick Robert is doing an outstanding job working toward a smooth beginning to the possible dissolution in the not too distant future. Many of the "younger generation" members of the Heritage League (and one member of the 93rd BG) are serving in back-up positions to the current officers and are ready to continue the work of the organization. That important work is of course the funding and continuation of support of our Memorial Library in Norwich. Time, as I always say, is running out, and we vets want to leave this in good hands.

As some of you may know, I am serving as Group Relations Committee Chairman for the 2ADA this year. As a result of that position I have had some correspondence from members. And a few weeks ago I was surprised by a visit from Ted Watson of the 466th BG. He arrived at our door with the *Journal* in hand. He was visiting his brother in Palm Bay and they drove out to visit and talk about the 2ADA. Unfortunately I was not at home, but he left his phone number and we did have a nice long conversation later that afternoon. You never know what is going to happen when you agree to do a job. I value all the notes and calls I have had throughout the years I've served in different capacities. I would still like to hear more from those who are Vice Presidents of the Bomb Groups or acting in that capacity.

Don Champlain is a good friend that I met at church a number of years ago. After he found out that I had served during WWII in the 2ADA, he mentioned that his brother also served in the 2ADA but

in the 446th BG. As time passed I learned more about his brother and was very interested in what happened to him. A short excerpt of the story as Don knows it follows. This is being told by the pilot, who was the only survivor when their ship was hit:

*We left the formation about 15 seconds past the bomb release point. I did not bail out. I assume I was blown out. I last saw my crew members before we were hit. I believe that we received a direct hit by flak fire and that the fuel tanks exploded. I did not hear the explosion but was burned when I regained consciousness. I was falling and did not see any part of the plane or crew thereafter. We had received no previous battle damage and were still in formation when hit. 2/Lt. Vaughn was probably killed by the explosion; he was last seen in the waist before we were hit and I had no contact with him after the hit. If because of Sgt. Hohenstein's position he was not killed by the explosion, he probably went down without his chute because he had a detachable chest pack. S/Sgt. Looney was probably killed by the explosion, also S/Sgt. Lanier. I think S/Sgt. Nye most likely was killed by the explosion of the shell and fuel tanks. T/Sgt. Gallagher reported "Bomb Bay Clear" a few seconds before we were hit, no contact thereafter; he also was probably killed by shell fragments of the explosion and fuel tanks. T/Sgt. Moseman I believe was unconscious from the time we were hit. 2/Lt. Champlain reported "Bombs Away" about 15 seconds before we were hit. He had a detachable chest pack, but probably did not regain consciousness in time to use it. If he was blown clear, he was without a chute. 1/Lt. Kieffer probably was knocked unconscious and went down with the ship or was blown out as I was and had no parachute. He also had a detachable chest pack. 2/Lt. Steele, my copilot, also wore a back chute, but normally kept his safety belt fastened — therefore he probably went down with the ship.*

The B-24 flown by 1/Lt. Colson crashed at 11.35 hours at Neunkirchen, north of Saarbrücken, Germany. Records indicate that the plane was shot down by flak and exploded in the air during the attack. After

the plane hit the ground it was destroyed 98% by fire and impact. Ten crew members were killed by the explosion and were buried in the POW cemetery of Neunkirchen, the former cemetery for Jews. One crew member, the pilot 1/Lt Colson, was captured by the 35 922A S.S. Detachment and transferred to a hospital for treatment of his wounds.

Don Champlain will be attending the convention in New Orleans for the first time. He also served in WWII and was recently given a special French award for his service. He has some interesting stories to tell.

See you in New Orleans in September and Savannah in October! ■

## TIME TRAVELLER (continued from page 29)

tion, obviously without the operational munitions, parachutes and other stores it would once have carried, the spacious fuselage offered good freedom of movement. Vertical rails, complete with sample iron "bombs," served as useful reminders of the aircraft's purpose.

Moving to the slit aperture for the waist gun position, the incoming rush of air was breathtaking. Grabbing hold of the heavy 0.50 Browning M2 machine gun and battling the elements at 4,000 feet (1,220m) on a sunny Texas day, did little justice to the service life of air gunners at 20,000 feet over cold and hostile European skies.

## TIME TRAVEL

Moving forward and up to the cockpit (no tortuous clambering over the mid-wing spar, as you would in the Avro Lancaster) provided a wonderful opportunity to observe the pilot and copilot at work in their high visibility "office." Studying the original instruments and controls added to the feeling that I'd stepped back in time.

Despite delays caused by incoming traffic, it was all too soon time to strap in for long finals. A sudden rush of air and clunking of metal from the lower front fuselage — a little unnerving — heralded the doors opening to release the undercarriage.

There was so much to take in — the sheer size, the raw power, the noise, the smells, and the freedom to wander at will during flight. Above all though, I shall remember the warm and friendly attitude of the crew, their constant smiles reflecting their own enjoyment of the experience. Kindred spirits indeed. ■

# the irish visit of "travelin' trollop"

BY JOHN THRELFALL (RAF)

A few years ago, a family friend who lives in Co. Donegal in the Republic of Ireland, knowing of my interest in aviation, sent me a copy of Donal MacCarron's book, *Wings Over Ireland*. In one section of the book, there was a photograph of a B-24 which had made a wheels-up landing on a beach at Lahinch in Co. Clare on the west coast of Ireland. Its name was "Travelin' Trollop." As my wife and I had visited Lahinch with our friend, my curiosity was aroused as to the circumstances of the incident. I consulted my copy of Roger Freeman's *The Mighty Eighth*, but could find no reference to the "Travelin' Trollop." I then wrote to the AFHRA/RSA at Maxwell AFB in Alabama. They cleared up the mystery for me. The following is the story of the last flight of the "Travelin' Trollop."

On 9th July 1943, B-24D 42-40784, "Travelin' Trollop" and her crew took off from Gander, Newfoundland bound for Prestwick in Scotland. From there they were to fly to join the 567th Squadron of the 389th BG at Hethel in Norfolk, England. Her crew consisted of: 2nd Lt. Max E. Benthuyssen, pilot; 2nd Lt. Albert H. Leighton, copilot; 2nd Lt. Manuel A. Protos, navigator; 2nd Lt. William E. Fowler, bombardier; T/Sgt. Lester D. Walton; engineer; T/Sgt. Henry J. Crawford, rad; S/Sgt. Johnnie P. Lechmann, engineer; S/Sgt. Chester V. Miller, rad; S/Sgt. John L. Busch, gunner; S/Sgt. James C. Bean, gunner. Also Major Adelbert D. Cross who was listed against a bracketed x.

At an earlier briefing, the pilot and navigator had been promised good weather conditions for the entire flight. As was



The crew at Dow Field, Maine, before departing for Gander, Newfoundland.

the case on many occasions, this forecast was to prove notoriously inaccurate. As they approached Ireland, they attempted to get a 'position' fix from Derrynacross (this base I believe was in County Fermanagh). Because of running into weather conditions much worse than forecast, they were unable to do so and had to drop down to 3,000 feet.

After making unsuccessful attempts to contact Prestwick, Belleek, Nutts Corner, Stornoway or Valley Ranges, the pilot decided to drop down to 500 feet in the hope of being able to get a visible fix. Unfortunately they were unable to do so. Their position regarding fuel was becoming critical. The pilot was left with no alternative but to put the 'Lib' down on the

deck. Luck was on their side at last, as they spotted a long sandy beach. 2nd Lt. Benthuyssen made a 'wheels-up' landing and none of the crew was injured.

That is how the "Travelin' Trollop" came to an end. The Irish Air Corps salvaged her engines, guns and some instruments. The crew were transported on to England where they joined their squadron.

The Air Accident Board put some of the cause of the accident down to the inexperience of the crew. It was certainly no slur on their ability to do their job, because while serving with the 389th BG they became a lead crew.

The information I have used in this article came from material sent to me by the AFHRA/RSA in Alabama. The photographs were reproduced with the kind permission of Donal MacCarron, author of *Wings Over Ireland* and also *Landfall Ireland*. Donal was in the 'Local Defence Force Eire' and attended the landing site on the beach in Lahinch.

✈ ✈ ✈ ✈

*Author's Note: The photo reproductions shown here were made for me by Roy Smith. Roy is a fellow aviation enthusiast who never tires of producing such work for me. Having begun his engineering career with the Blackburn Aircraft Company, his favourite aircraft is the Buccaneer. He also has a "soft spot" for the Blackburn Beverley. I am very grateful to Roy for all he has done for me. ■*



Travelin' Trollop on the beach at Lahinch, Co. Clare, Eire, July 10, 1943.

# The Fantastic Comeback of Aprons

BY RAY PYTEL & PARTIALLY FROM BADGER NEWS

Who'd have thought that being tied to apron strings would become a pop trend?

But there you see her. Charlotte York, the glamorous hostess in the film "Sex and the City 2," wearing what? An apron?

Yes, her costume is nothing less than a full-length pinafore printed with frolicking, trendy cupcakes. Now, if the relentlessly chic "SATC 2" cast spotlights an apron, then it must be that "Aprons are sooooo back!"

I don't think the younger generations know what an apron is — but they're catching on fast!

The principal use of a mother's apron was to protect the dress underneath, because she only had a few dresses and it was easier to wash aprons than dresses. Aprons also used less material when Mom would sit down at the sewing machine. Along with that, they were used as pot holders when removing hot pans from the oven.

Mothers would use it to set their hot, baked apple pies on the window sill to cool. Their granddaughters take their pies out of the freezer to thaw.



It was good for drying children's tears and on occasion was even used for cleaning out dirty ears.

When company came, those aprons were ideal hiding places for shy kids. And when the company was unexpected, it was surprising how much furniture that apron could dust in just a few seconds.

On the farm, kindling for the wood-

burning kitchen stove was brought into the house in that apron and it wiped many a perspiring brow that bent over the hot stove. When dinner was ready, Grandma walked out onto the porch and waved her apron so Grandpa and the boys knew it was time to come in from the fields for dinner.

From the garden, it carried all sorts of vegetables. After the peas had been shucked, it carried out the hulls. In the autumn it was used to bring in apples that had fallen from the trees.

From the chicken coop, the apron was used for carrying eggs, fuzzy chicks, and sometimes half-hatched eggs to finish incubating in the warming oven.

It will be a long time before someone invents something that will have as many uses as the old-time apron.

"SATC 2" may be catching up with a trend rather than creating one. Today aprons are hotter than splattered bacon grease. Etsy.com, the online marketplace for hand-made clothing, lists thousands of aprons for sale. "What goes around, comes around!" ■

## The "Smart" Dog

A man had just settled into his seat next to a window on the plane when another man sat down in the aisle seat and put his dog between them.

The first man asked why the dog was allowed on the plane. The second man explained that he was a DEA agent and that the dog was a sniffing dog.

"His name is Sniffer, and he's the best there is," he said. "I'll show you once we get airborne when I put him to work."

The plane took off, and once it had leveled off, the agent said, "Watch this," and he told Sniffer to "search."

Sniffer jumped down, walked along the aisle, and finally sat very purposefully next to a woman for several seconds. Sniffer then returned to his seat and put one paw on the agent's arm. The agent said, "Good boy," turned to the other man and said, "That woman is in possession of marijuana, so I'm making a note of her seat number.

The authorities will apprehend her when we land."

"Say, that's pretty neat," replied the first man. Once again, the agent sent Sniffer to search the aisles. The dog sniffed again, sat down beside a man for a few seconds, returned to his seat and placed two paws on the agent's arm. The agent said, "That man is carrying cocaine, so, again, I'm making a note of his seat number for the police."

The agent then told Sniffer to search again. Sniffer walked up and down the aisles for a little while, sat down for a moment, and then came racing back to the agent. He jumped in the middle seat and proceeded to poop all over the place. The first man was really disgusted by this behavior and couldn't figure out why a well-trained dog would act like that, so he asked the agent, "What's going on?"

The agent nervously replied, "He just found a bomb!"





## ICE CUBES FOR JAPAN !

*Listen, Tojo*—when you hear that *kar-rump* some night and the factory walls start sliding into the sea—look out, it's one of those new "ice cubes" from Nash-Kelvinator!

We are building *plenty* of them just for you—huge Kelvinators that fly and ice cubes that hurt.

Monster metal-bellied flying boats—growing on Nash-Kelvinator assembly lines—to whisk the Navy's men and material to any spot you raise your head! Giant Vought-Sikorsky cargo carriers built *complete*—and not in ones or twos, but in fleet upon fleet!

Want to hear some more?

Then listen—that angry hum coming out of the East—

They are the propellers built by Nash-

Kelvinator, built by the many thousands!

And that mighty roar you'll soon be hearing is the voice of the most powerful engine ever placed in a pursuit ship. It will take the Navy's new *Corsair* higher, faster than any "Zero" in your stable.

They're coming, Tojo—coming from men who, in building last year's refrigerators and automobiles, thought only of a nation's health and happiness.

But now, it's hate and vengeance and the remembrance of a thousand Axis wrongs that are guiding their hands . . . beating every production record in Nash-Kelvinator history by two and three.

Look out, Tojo, *the nights are growing longer.*

NASH-KELVINATOR CORPORATION

**NASH**  **KELVINATOR**



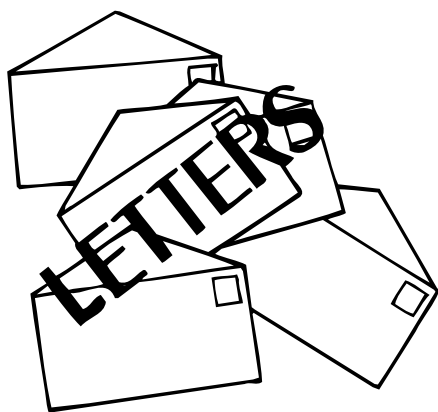
PRATT & WHITNEY  
HIGH-ALTITUDE  
ENGINES



VOUGHT-SIKORSKY  
FLYING BOATS



HAMILTON  
STANDARD  
PROPELLERS

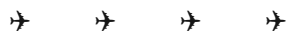


To the Editor:

You've always put out a great *Journal*, and the Spring 2010 edition is superlative. I've always thought myself a reasonable scholar of WWII, but I saw information in this issue of which I was totally unaware. Especially informative was the German review of Germany's WWII history. To me, very telling was the passage in italics near the end, stating that German "collective silence" after the war was because, prior to 1945, everyone had benefited (sic) from the Nazi regime in one way or another.

Peter Masefield's 1943 article about the B-24 was also highly informative.

Jim Goar (392nd)  
1555 N. Main Street  
Frankfort, IN 46041



To the Editor:

I've always liked the American servicemen, and will never forget their kindness to me. I was only about six years old in 1943.

I was walking down the main street of Buxton, called Spring Gardens (Buxton is the highest market town in England, and the coldest town in England), when I saw all these GI flyers, and I was fascinated by their American English accents. Remember I can, when we had ration books to buy food. Chocolate and chewing gum — I had never seen those things in my life.

There used to be a saying here in those years, "Have you any gum, chum?" So excitedly I saw this airman and went up and asked him, "Have you any gum, chum?" He was a big bloke, must have been 6 feet 4 inches in height. He picked me up, and said, "Do you know where I am from?" and he told me he was from Texas. He gave me lots of gum, and then gave me some chocolate bars for me to enjoy. I was so thrilled to have them. I'll never forget that kindness. I fell in love with Texas!

I fell in love with America! I can remember the stars and stripes he had on his uniform. Whenever I see the U.S. flag it reminds me what wonderful and kind people Americans are. That remembrance never left me, and that experience has stayed with me all my life.

I often wonder if that soldier from Texas got home. I hope he did. He was so good to me, that bloke!

I found out later that he was probably based at RAF Burtonwood, in Warrington. The base has been demolished and is no longer there, it's all gone. But in the hearts and minds of people in that area, I am sure they will never forget the Little America, as Burtonwood was then called.

I never knew then that one day I would go for a vacation to the United States. There I ended up meeting my wife, who came from Michigan. She was a lovely, kind person. I'll never forget Renee; she will always be in my mind and heart. And I'll never forget "Have you any gum, chum?" from 1943! Thank you, America! God bless.

Robert Bonsall  
74 Sherwood Road  
Buxton, Derbyshire  
England SK17 9ES



To the Editor:

Maureen and I have recently returned from a short break in Norfolk. We were on a five-day coach tour based at the Holiday Inn in Norwich. The holiday included two excursions, so we only had one "free day." Unfortunately this meant I did not have enough time to visit Tibenham or any of the other WWII bases.

I did however realise one ambition: We had a couple of hours in the 2AD Memorial Library. I met the manager, Jenny Christian, someone whom I had only spoken to on the telephone previously. She and her staff were very kind and attentive to us. She sat us down with a pile of books and a mug of tea and chatted with us for fifteen or twenty minutes. We also met an elderly gentleman who was originally from Florida but now lives in Norwich. He was with the 389th at Hethel. He told us that during his service in WWII he had met a man from Yorkshire, and that in 1964 he had hitch-hiked from Norwich to a place called Barnoldswick. He was most surprised when we told him that was where we lived. It just goes to show what a small world we live in.

On our next planned short break I will

be able to fulfill another of my ambitions. We will be visiting Duxford, the home of Britain's biggest air museum. In their "American Collection" they have a B-24, so I am finally going to see one. Also we will be visiting Bletchley Park, the wartime home of a code-breaking team who cracked the Enigma Code. It should be a very interesting few days.

On the first of June, we are going on a visit to a submarine museum at Birkenhead in Merseyside. We will travel by coach to Liverpool and then take a ferry across to Birkenhead. One exhibit that is of interest to me is the last U-boat to be sunk in WWII. I am not sure of the location of the sinking, but what I do know is that it was sunk by a B-24 of the 547th Squadron. My next task is to discover anything I can about the 547th Squadron.

John Threlfall  
30 Lower West Avenue  
Barnoldswick  
Lancashire BB18 6DW  
England



To the Editor:

Just a note to give you our new address in our retirement at Sagewood. Our telephone number remains the same: 480-951-0343.

We have a living room, a study room for our e-mail, phones and Mary's sewing machine, lots of bookcases, two bathrooms with showers, bedroom, kitchen, and outside porch room.

We can see the mountains all around us, some 15-25 miles away. There are outdoor and indoor swimming rooms, an exercise room, two movie rooms, dining room, bar room, card rooms, and mailbox rooms. They take us to a golf course, to the airport, to ball games, and trips to Arizona attractions. Almost heaven. We can go to a dining room for any meal, or we can eat any meal in our apartment. You can see it is tough living!

James Lorenz (466th)  
Sagewood  
4555 E. Mayo Blvd., Unit 3201  
Phoenix, AZ 85050-5982



To the Editor:

My father, J.W. Tikey, was a lead Pathfinder pilot on a B-24 in the 466th Bomb Group in the 1944 period. He flew 30 combat missions plus three extra gas refueling missions for General Patton in 1944. He was awarded the French Croix de

Guerre avec Etoile d'Argent, three DFCs, nine Air Medals, and other medals for his three and a half years of active duty.

I am very proud of my father's war record. Please publish the attached copy of his specific leads.

His first B-24 was the famous "Slick Chick," now in the Ford Museum in Dearborn, Michigan.

He will soon be 90 years old and is living in a retirement home.

W.B. Tikey  
4604 S. Lamar, Apt. D-302  
Austin, TX 78745



To the Editor:

Thought you might like to see this photo of my license plate. Note the date on the plate, 9-01 on the right side, 9-02 on the left side.



I've had this plate since 1997. I had a disability plate for my wife in prior years.

Dave (Duffy) Borland (389th)



## Mauldin tribute



Willie and Joe would be cranky, no doubt, but proud. The U.S. Postal Service unveiled a postage stamp in March honoring Bill Mauldin, the World War II cartoonist whose two whisker-stubbed infantrymen spent much of the war sharing the dark comedy of life on the front lines with civilians and real-life soldiers alike. Mauldin won the Pulitzer Prize in 1945 for his "distinguished service" as a cartoonist, and he and both of his much-loved characters appear on the stamp.

## 784TH BOMBARDMENT SQUADRON (P) AAF OFFICE OF THE OPERATIONS OFFICER STATION #120 APO 558 5 DECEMBER 1944

This is to certify that **Capt. Joseph W. Tikey** and **1st Lt. Henry Tevelin<sup>4</sup>** have flown the following missions, with the following leads:

DATE	TARGET	TYPE OF LEAD
22 March 1944	Osnabruch, Germany	Deputy Squadron
8 April 1944	Brunswick, Germany	Deputy Squadron
10 April 1944	Bourges, France	Deputy Squadron
13 April 1944	Lachfeld, Germany	Element
24 April 1944	Leipheim, Germany <sup>3</sup>	Squadron
25 April 1944	Mannheim, Germany	Squadron
1 May 1944	Maiscoelle, France	Deputy Squadron
7 May 1944	Osnabruch, Germany <sup>1</sup>	Division
8 May 1944	Brunswick, Germany	Squadron
12 May 1944	Bolhen, Germany	Element
13 May 1944	Tutow, Germany	Group
24 May 1944	Melvin, France	Wing
25 May 1944	Mulhouze, France	Element
26 May 1944	Zeitz, Germany <sup>1</sup>	Division & 8th AF
5 June 1944	Boulogne, France	Wing
8 June 1944	Pontaboult, France	Group
11 June 1944	Blois, France <sup>2</sup>	Wing
14 June 1944	Pas De Calais, France	Wing
21 June 1944	Gorenflois, France	Wing
22 June 1944	Pas De Calais, France	Deputy Squadron
25 June 1944	Bretigny, France	Group
7 July 1944	Lutzkendorf, Germany	Wing
5 August 1944	Brunswick, Germany	Wing
24 August 1944	Misburg, Germany	Group
6 October 1944	Weinzendorf, Germany	Wing
17 October 1944	Cologne, Germany	Group
30 October 1944	Hamburg, Germany	Group
16 November 1944	Eschweiler, Germany	Group
26 November 1944	Bielefield, Germany	Group
29 November 1944	Bielefield, Germany	Wing

<sup>1</sup>General Peck aboard

<sup>2</sup>Won Croix de Guerre Avec Etoile d'Argent

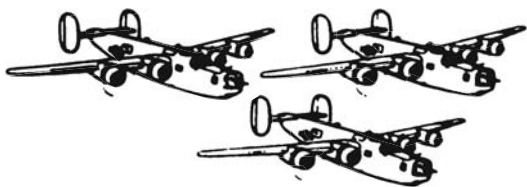
<sup>3</sup>Destroyed 60 M-262 twin engine jets on ground

<sup>4</sup>Navigator

Signed, with the seal of the 466th BG,  
by **Norman R. Crosson, Captain, Air Corps**  
Operations Officer

**SECOND AIR DIVISION ASSOCIATION  
EIGHTH AIR FORCE**

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



**FOLDED WINGS?  
CHANGE OF ADDRESS?**

All information should be sent to:

**Oak Mackey**  
6406 E. Presidio Street  
Mesa, AZ 85215

Non-Profit Org.

U.S. Postage

**PAID**

Ipswich, MA 01938

Permit No. 74

## World War II's Unsung Heroes

BY AMY GOODPASTER • REPRINTED FROM THE WALL STREET JOURNAL, MARCH 10, 2010

**T**he Women Air Force Service Pilots (WASP) of World War II will finally be given the recognition and honor they deserve today when they receive the Congressional Gold Medal in a ceremony held at the United States Capitol.

These pilots were trailblazers, a group of 1,102 female civilians who flew military aircraft under the direction of the United States Army Air Forces. They flew more than 60 million miles in 78 different types of aircraft, from the smallest trainers to the fastest fighters and the largest bombers. They undertook every type of mission except combat. Thirty-eight of them gave their lives in the service of their country.

From 1942 to 1944 the WASP ferried aircraft from factories to air bases throughout the United States. They were stationed at 120 Army air bases across America, and many also towed targets for anti-aircraft gunnery training. The Army Air Forces trained the women to fly the fleet's largest bombers to prove to the men these planes were safe to fly.

Despite their outward appearance as official members of the U.S. Army Air For-



**Liz Strofus confers with Jim Johns at her first luncheon since receiving the Congressional Medal.**

ces, the WASP were actually considered civil servants during the war. In spite of a highly publicized attempt to militarize them in 1944, the women pilots were not granted veteran status until 1977.

When a WASP was killed, the women

pilots received no formal recognition, no honors, no gold star in the window, and no American flag on their coffin. Fellow pilots contributed money to help bring the body and belongings home — the United States Government refused to pay for the remains to be shipped to their families.

When the WASP were unceremoniously deactivated in December 1944, five months before the end of the war, they never received the military status they were promised, even though many of them were sent to officers training school. Even today the WASP can only be buried at Arlington National Cemetery as enlisted members of the military, not with officers' honors. Finally these intrepid women will be honored for their heroic service.

The surviving members of the WASP, who are now grandmothers and great-grandmothers, will unite for the last time in Washington, D.C. They will proudly take their place in history among the unsung heroes of World War II. Fueled by patriotism and a love of flying, their example will continue to inspire future generations of women aviators. ■