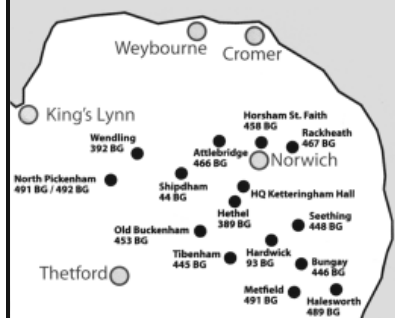
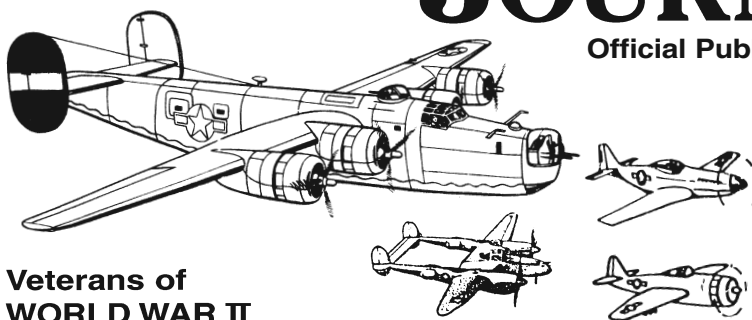


Airfield Bases of the 2nd Air Division



THE JOURNAL

Official Publication of the:



**Veterans of
WORLD WAR II**

Volume 50 Number 3

Winter 2011

The 2011 2ADA Convention Cruise to Bermuda

For reports of the convention and a list of the veterans in attendance, please see pages 5, 7, 20-21, and 36.



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SECOND AIR DIVISION ASSOCIATION

JOURNAL



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President's Message

BY RICHARD C. ROBERT (453RD)

Well, here I am, back again for another term as your President. I greatly enjoyed my year of rest from 2ADA responsibilities, and am now ready, willing, and able to again devote my full time effort to Second Air Division Association matters. I wish to welcome our new Executive Vice President, John Franklin "Frank" Bales (492nd BG), and all of our officers and committee members who make up the Executive Committee. It is imperative that our financial records be audited annually by an Audit Committee. In order to accomplish this important work, I have appointed a cross section of five knowledgeable veterans to the Audit Committee: Ray Lemons (Chair), Jack Dyson, Raymond Eck, Leo Hebert, and Elmo Geppelt.

The recent convention cruise was not well attended by veterans, but was costly to the 2ADA treasury, and will be covered in more detail elsewhere in this *Journal*, so I'll only mention some highlights. It was determined that the 2ADA is still a viable organization and will continue in business for another year, since all continuation requirements have been met. Next year's 65th annual convention will be on dry land, in the vicinity of the Chicago O'Hare Airport. The Convention Committee will be chaired by Maxine Mackey, Director of Correspondence Services. All 2nd Air Division bomber and fighter groups are invited to hold their annual reunions in conjunction with the 2ADA convention in 2012. Appropriate meeting space and facilities will be provided by the Convention Committee. Let's all make a determined effort to have a very large turnout of 2nd Air Division veterans for the 2012 convention in the Windy City, since dissolution of the 2ADA will undoubtedly be a major topic of discussion.

By the time you read this message, I will have travelled to the UK in early November, with several other 2ADA officers, Chuck Walker, Oak Mackey, and Earl Zimmerman, to attend a variety of meetings and activities in and around Norwich, including the Annual General Meeting of the Memorial Trust's Board of Governors, and Remembrance Services at St. Paul's Cathedral in London and at Norwich Cathedral and Hethel Airfield Chapel. The Memorial Library will also celebrate its 10th anniversary in the Forum.

The 2ADA has recently lost three of its long-time leaders: 453rd Group Vice President Lloyd Prang, and 2ADA Past Presidents Alan Senior and Walter Mundy. They will be missed.

It is my intention to keep all members informed of 2ADA happenings, through the President's Message in each *Journal* and periodic newsletters to the Executive Committee for dissemination to the general membership. I strongly urge all members to renew their membership this coming January, in order to ensure that we have sufficient funds to operate the Association and pay the cost of publishing three issues of the *Journal* next year. Otherwise we may have to reduce the number of *Journal* pages per issue. So, please pay your dues. ■

2ADA Convention News

BY MAXINE MACKEY, CONVENTION CHAIR

Never say never. Let's quit talking about the next convention being the last one; there are a lot of good men still standing. The 2012 Second Air Division Association Convention will be in Chicago at a hotel near the Chicago O'Hare Airport in early October, 2012. I will be looking at several hotels to select the one most suitable.

Those of us who attended the convention aboard the "Enchantment of the Seas" had a great time. We were provided exceptional areas for our meetings, candle-lighting ceremony, and dining. There was more entertainment than you could possibly take advantage of. We were pleased and honored to have two Memorial Trust Governors and their wives with us, Patsy & Matthew Martin and Andrea & Andrew Hawker; and Libby Morgan, Trust Librarian at the 2nd Air Division Memorial Library.

By the time you read this, Oak and I will have travelled to Norwich for the Remembrance Day celebrations in November and yet another visit to the 392nd BG base near Wendling. We are looking forward to seeing our British friends once again. It's been ten years since we last visited Norwich, when we were there for the new Memorial Library dedication ceremonies in 2001. How time flies!! ■

SECOND AIR DIVISION ASSOCIATION



THE SECOND AIR DIVISION ASSOCIATION

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

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

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

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458th BG

Austin F. Stirratt

466th BG

LTC Neil M. Gobrecht (Ret.)

Vincent A. Palmer

467th BG

Willis H. Kirkton



Second Air Division Association Financial Report

Fiscal Year Ending 6/30/2011

GENERAL FUND

Beginning Balance 7/01/2010 \$ 99,960

Receipts

Membership Dues	30,260
Interest	7,898
Other	3,006

Total Receipts 41,164

Expenses

JOURNAL & Related Expenses	25,476
Operating & Administrative Expenses	11,886
Memorial Library	10,000
Reunion	39,694

Total Operating Expenses 87,056

Net Expense over Receipts \$ 45,892

Ending Balance 6/30/2011 \$ 54,068

MEMORIAL TRUST FUND

Beginning Balance 7/01/2010 \$ 2,102

Donation Receipts

Library Donations	7,898
Interest	-

Total Receipts 7,898

Donations Disbursed

Memorial Library Endowments	-
Library Memorial	-
Grants	10,000

Total Donations Disbursed 10,000

Net Donations \$ (2,102)

Ending Balance 6/30/2011 \$ -

ALL FUND BALANCES

General Fund June 30, 2011	54,068
Equipment	613
Membership Account	1,916
All Funds 6/30/2011	<u>56,597</u>

ABBREVIATED REPORT PREPARED BY

K. JAMES GUDDAL, CPA, EA, CFP®

ACORN TAX & FINANCIAL SERVICES, INC.

14350 27TH AVE. N, SUITE C, PLYMOUTH, MN 55447

A Message from Your New Executive VP

BY J. FRANK BALES (492ND)

The 2ADA's trip to Bermuda was fantastic, or you might say there is nothing like going First Class. The food was excellent and the company of others terrific, although the rooms were a bit on the marginal side if you did not make an upgrade. The cabin and dining room personnel, and all the employees of Royal Caribbean, outdid themselves in providing top quality service to the guests. There was one negative factor to consider, however, and that was that our cruise was during the hurricane season and the first night out we encountered a storm. We were more than fortunate as we had only Saturday night and Sunday morning to truly experience the power of the sea. Frank's personal experience of being tossed to the floor of the shower on Sunday morning was rather painful. He went to the medical station to have the medics check if he had damaged any disc, and found the entire group of medical personnel were in Sick Bay. He then commenced the experience of being quite uncomfortable at times and enjoyed the discoloration of his lower back side. But overall, the cruise was an excellent and most enjoyable experience. I might add, our registration packets included special 2ADA convention jackets for the veterans and Commemorative Air Force dog tags for their companions.

Business-wise, we accepted and approved the nomination of the following officers for the ensuing year of 2011-12. They are: Richard C. "Dick" Robert, President; John F. "Frank" Bales, Executive VP; Oak Mackey, VP Membership; Earl Zimmerman, Treasurer; Ray Lemons, Secretary; and Ray Pytel, *Journal* Editor. Directors



THE VICIOUS WARRIORS OF THE MIGHTY EIGHTH "AT REST"

appointed: Maxine Mackey to cover Correspondence and Administrative Services, and Rick Rokicki, Data Processing. Various committee assignments were also made to cover the numerous administrative functions. 2ADA Liaison Officers reaffirmed were Chuck Walker to the Friends of the 2AD Memorial Library and Oak & Maxine Mackey to the Heritage League.

Items discussed in Executive Committee and covered in the general business meeting were:

- a. The possibility of dissolution which had not met the required criteria for same.
- b. Recommendations of the Nominating Committee for the 2011-12 term. Voted and approved.

c. The general membership voted to hold the 2012 Annual 2ADA Convention in the vicinity of the Chicago O'Hare Airport. Date and hotel to be determined by the Convention Committee, chaired by Maxine Mackey, Director of Correspondence Services.

Challenges facing the current 2011-12 management team are many and extremely critical to the future of the 2ADA:

a. To continue until the last man standing, then dissolve the organization of the 2ADA. That of course will mean no further allocation of funds being made by the 2ADA.

b. Merge with the Heritage League organization. Details to be worked out.

c. Attempt to break down the static organization of the 2ADA, allowing new blood into the offices with voting ability. Key problem: the setting of the criteria.

d. Increase the dues-paying membership that currently is in decline, meaning less money to fund worthy projects.

At the closing following the traditional Candle Lighting Ceremony, special 2ADA Certificates were given to all veterans. Outgoing President Charles Walker then presented the 2ADA Gavel to incoming President Richard Robert, who in turn presented it to Matthew Martin, Memorial Trust Chairman, for safekeeping in the Memorial Library in Norwich, England. Topping off the program, Past President Charles Walker presented a check for \$10,000 to Matthew Martin for the Memorial Trust. ■



THE WELL-FED AND HAPPY CONVENTIONEERS OF TABLE 66

The Editor's Contribution

BY RAY PYTEL (445TH)

ANSWER TO THE SUMMER/FALL QUIZ

The U.S. Constitution in Article I, Section 8 states in part: "The Congress shall have power . . . to declare war . . ."

Under this power Congress has officially declared war only five times:

- War of 1812 with Great Britain
- War with Mexico
- War with Spain
- World War I with Germany
- World War II with Japan & Germany

The cartoon in question depicts a popular feeling during World War I that the conflict was too severe to suffer another such war in the future, but just a generation later, Pearl Harbor and the Nazi declaration of war on the U.S. left Congress little choice but to retaliate. Since that time it seems that no conflict has been worthy of being called a war. Both the Congress and the Presidents decided to call such conflicts a myriad of euphemisms, some of which are not even listed in Rodale's Synonym Finder.

But not to worry; here is Rodale's listing of synonyms for war. As you can see, we have a long way to go before we run out of terms to use — and if we do run out, we can invent some more, I am sure. ■

war, n. 1. combat, warfare, fighting, hostilities; clash, conflict, struggle, strife, contention; battle, contest, bout, skirmish, action, brush; collision, engagement, encounter, rencounter; fight, donnybrook, duel, joust, tilt; confrontation, showdown; uprising, resistance; dissension, brawl, affray, fray, tussle, scuffle.

2. slaughter, carnage, bloodshed, massacre, butchery; death, destruction, holocaust.

3. hostility, antagonism, animus, ill will, bad blood, ill feeling; enmity, hatred, hate, odium; malevolence, maliciousness, malice.

—v. 4. wage war, do combat, engage in hostilities; struggle, contend, battle, combat, fight, clash, skirmish, conflict; joust, tilt, duel, cross swords with.

5. militate against, go against, side against, contend against; contradict, belie, counter; rebuff, spurn, foil, counteract; countervail, counterpoise, cancel out, annul; antagonize, oppose, counterattack, oppugn, resist.

6. disagree, differ, fail to agree, disaccord, be at variance, be at odds, be on the outs; think differently, stand in opposition, diverge; argue, quarrel, dispute, spar, have words, fall out; bicker, wrangle, debate, take issue with.

ward, v. 1. *Usu.* ward off repel, drive back, push back, thrust back, beat back, force back; throw off, check, scotch, repulse, chase away, run off, put to flight, rout, *Inf.* send packing; scatter, disperse.

2. oppose, withstand, make a stand against; resist, hold off, fend off, stave off, keep at bay, keep at arm's length, parry; avert, avoid, deflect, turn aside; foil, checkmate, frustrate, contravene, *Inf.* cross, confound, nonplus; rebuff, reject, spurn, slight.

WINTER QUIZ

Name the manufacturer and the model number of this plane and the approximate number produced for the military.





The 2011 2ADA Convention aboard the “Enchantment of the Seas”



BY CHUCK WALKER (445TH)

As the outgoing President of the 2ADA, there are a few things I must report on. It was a fine year and I enjoyed the job. Maxine Mackey, Convention Chair, reported we had some 100 attendees, which included 32 veterans, on our first cruise to Bermuda. It was great fun.

In the picture on the front page of this *Journal*, the vets are shown all dressed up. There are also some folks in the picture who were not in our group. They saw a picture being taken and joined in.

With the possibility in mind of this being our last convention, we went all out. Each veteran's way was paid, and each was given a fine Second Air Division logo jacket and their ladies were given a medallion properly inscribed with the 2ADA logo. It turned out to be a very successful convention aboard the cruise liner.

Most of all, I must thank Irene Hurner for the outstanding job she did as Acting Secretary and Parliamentarian. Without her assistance I would not have been able

to properly perform my duties as President. Although I had appointed Group VPs, only a few attended the Executive Committee meeting. We had just enough for a quorum. They recommended that we hold another convention next year.

The business meeting was better attended, and again, all business was properly handled. I was especially pleased that Chicago was chosen for the 2012 convention. That is fitting, as the 2ADA began in

Chicago, plus Chicago is such an easy airport for direct flights.

All committee reports were approved.

On the last night, King Schultz led one of the most moving candle-lighting services ever.

I wish Dick Robert success as our new president. I will be attending the November meeting of the Governors of the Memorial Trust, so will have much to report in the next *Journal*. ■

— 2nd Air Division Veterans in attendance —

Frank Bales • Stephen Bolcar • Harold Burks • Don Dumoulin
Jack Dyson • Raymond Eck • Elmo Geppelt • Ben Grimm
George Hammond • Leo Hebert • John Homan • Leonard Howell
Robert Jones • John Lee • Ray Lemons • Oak Mackey
Lawrence McNary • Perry Morse • John Noden • Darrell Reed
Aldo Ricci • Richard Robert • Roberto Ruiz • John Schroeder
King Schultz • Morris Schwartz • James Sherrard • Taffy Simon
Lee Swofford • Charles Walker • Earl Wassom • Earl Zimmerman

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

BY CHUCK WALKER (445TH)

This will be a short report as I did not attend the July Governors meeting. I will, however, be attending the November 14th meeting and will thus have more to report in the next *Journal*.

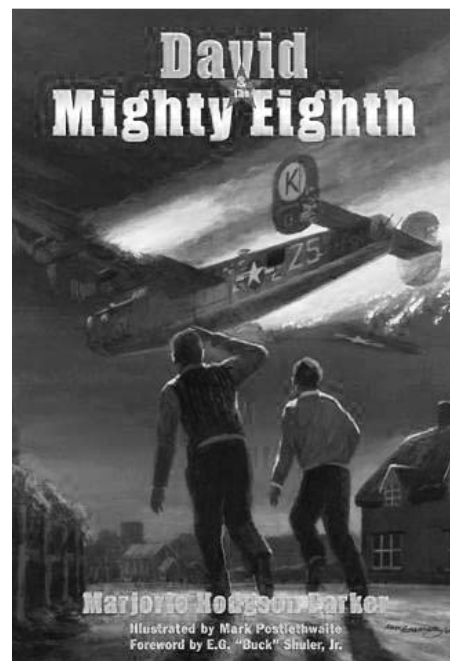
At our 64th 2ADA Convention aboard the trans-Caribbean cruise liner, I learned much from our Memorial Trust Chairman, Matthew Martin, and our Trust Librarian, Libby Morgan.

Chairman Martin reported that investment earnings are down some, but that the Governors are not concerned as they look at the long term and are prepared to cope with the ups and downs of the economy. I take this as good news based on what is happening to our investments here in this country — if we still have any. Chairman Martin reported that generally speaking, things are going well with the Trust and the Library.

Andrew Hawker, Chairman of the Library Subcommittee, reported that he was very pleased with all the work going on by the Library staff.

Libby Morgan likewise reported that things are going well with the Memorial Library. The new fiction collection is being used well. She praised Lesley Fleetwood for her hard work in reviewing the book stock in the Library and the valuable outreach programs undertaken by the staff.

The American Scholars are doing a great job in the Library and participate extensively in outreach programs. ■



The book *David and the Mighty Eighth*, written by the well-known American author Marjorie Hodgson Parker which tells the story of how the wartime links were established by the 2nd Air Division USAAF with the youngsters in East Anglia, has just been awarded the Silver Medal in the Military Writers Society of America contest. ■



WENDLING 392nd BY OAK MACKEY

The 392nd BG Memorial Association met in St. Louis, October 12-16, 2011. There was an excellent attendance, including Martha Bambauer and daughter Debby Bambauer; Bob and Carol Books; Aubrey Burke (his first reunion); Judge S.J. and Odie Elden; Jim Goar and daughter Debby Goar Beigh; Bob Harned with sons Bob and Jim; Ben Jones; Jim Marsteller; Bill McCutcheon; Joe McNiel; Perry Onstot and his son Jim; Tom Perry; Dennis Rogers; Jack Rotzien; Red Sprowls; and Annette Tison.

The 392nd BGMA has changed from a 501(c)(19) to a 501(c)(3) organization. Be-

fore the change, it was strictly a veterans organization and only veterans could vote, but now anyone with a genuine interest may become a voting member, which will guarantee a life of the organization for generations. Thanks go to Treasurer Bill McCutcheon; Secretary/News Editor Annette Tison; Director/Representative in England, John Gilbert; and Anthology Editors Bill and Marge Braddock for making this fundamental and necessary change.

If you want to know the details of bomb group operations of WWII, go online to www.b24.net, the website about the 392nd Bomb Group. Created mostly by Bob Books, with material researched by him and many others, all the information contained therein will astonish you! Bob has reported there are over 800 visitors to this site every day.

Thanks to Ben Jones, and others, the 392nd BGMA is known to have a superior hospitality room second to none at all conventions. Therefore, there are visitors. Some who stopped in in St. Louis were

Joseph & Andrea Keeley; Darrel Lowell; Dave & Lois Nowack; Samantha Reid; Harry & Lorene Tanner; Marybeth Dyer; Brian Mahoney; and Ed & Rosalie Zobac.

The Second Air Division Association and the 8th AFHS have both planned their 2012 convention for the first week of October 2012, the 2ADA in Chicago and the 8th AFHS in San Antonio. So where will the 392nd BGMA meet in 2012? Will it be Chicago? Or will it be San Antonio? Well, that will be decided by a membership vote. It is no secret that mine is an emphatic vote for Chicago.

To fill up space, here are some specs on one of the other successful four-engine bombers which flew from bases in England in WWII:

The Avro Lancaster was fast, cruise at 225 mph, easy to fly, usually by one pilot, max weight 65,000 pounds, same as our B-24, bomb load up to 22,000 pounds, powered by four Rolls Royce Merlin V-12 engines. It was indeed a fine flying machine! ■

2ADA Membership News

BY OAK MACKEY (392ND)

Here are the numbers included in my reports to the Executive Committee and the General Membership meetings aboard the good ship *Enchantment of the Seas* as we cruised out from Baltimore to Bermuda and back, September 17-22, 2011.

Looking back to the 2010 convention in New Orleans, we had a total of 1889 members. As of the 2011 convention I counted a total of 1586 members. Therefore, we lost 303 members in the past year. This includes 97 deaths reported and 206 members dropped for non-payment of dues. Stated another way, 303 is a 16 percent decrease in one year. Multiply .16 times 1586, equals 254, and that is the number of members we can expect to lose in the coming year. The time is drawing nigh when dues collected will no longer pay our bills!

This issue of the *Journal* will arrive in your mailbox sometime in December, and a 2012 Dues Notice postcard will arrive there at about the same time. There has been no dues increase. Dues remain just \$20.00 per year, or a nickel per day. There will be a line on the postcard where you can enter an additional complimentary donation if you so desire. A large donation is not necessary, nor expected. \$10.00 would be very welcome, a little more if you want. The extra money will certainly help to extend the life of the Second

Air Division Association!!

Here are some of my observations about the cruise. There are times when life on a cruise ship is boring, but maybe that's the way it's supposed to be. It's a time to relax and let the cares of the world go by. Some folks like to lay nearly naked on a lounge chair in the sun by the swimming pool. Well, that's not my cup of tea. There were at least seven bars open most of the time, so bar hopping was a possibility — but a whisky manhattan cost me \$8.30, so that sort of squelched that idea. There was live music from at least some of the bars all the time, which lent a festive atmosphere throughout the ship. Although all the 2ADA people were located in the same area in the dining room for dinner, it wasn't quite the same as having our own private room as is normal at a convention in a hotel. The food was good, but not excellent, though there was plenty of it, and included soup or salad and dessert. We always had the same waiter at our table in the dining room; he was from Chile and said his name was Maximo. Whether that was his real name, I do not know. He was entertaining and an excellent waiter, attending to our every need. When Maxine and I decided to go on the cruise, we knew it would be our only one, so we pulled the plug on the savings account and selected a cabin way up on

Deck 8 with a balcony, which turned out to be a wise choice. Our cabin was large, with a queen size bed, ample closet and drawer storage space, a couch, a chair and desk, and a good size bathroom. A large sliding door opened out to the balcony where there were two chairs and a small table. It was great to sit out there in the fresh air and just relax. I did see five dolphins trying to swim alongside, but they couldn't keep up with the ship. All in all, it was a new and fun experience, but a hotel is a better venue for a convention.

From a paper prepared by statistician and 2ADA member John DeCanis for Evelyn Cohen in 1997, I have extracted the following numbers: "As of mid-1997 our 6,782 members ranged in age from 71 to 96; i.e. our youngest members were born in 1926 and were 18 years old in 1944; our oldest members were born in 1901 and were 43 years old in 1944." From this we learn that our youngest members were born in 1926 and are now 85. Those born in 1901 would now be 110 years old, and we can be sure we have no members that old. We may have members born in 1911 who are now 100 years old, but I am not aware of any. One thing is for certain, though, we are all very old. Well, so what. As the Jimmy Stewart movie states, "It's a Wonderful Life," and as Yogi Berra said, "It ain't over 'til it's over." ■

YOUR HERITAGE LEAGUE

BY MARYBETH DYER
Heritage League President

It is my pleasure and honor to be elected the new President of the Heritage League. I have some large shoes to fill, and hope that I can maintain the quality of work Brian Mahoney has accomplished all of these years. Let me tell you a little bit about myself and my new Board.

I became involved in the Heritage League when I took my parents to the first stand-alone Heritage League convention in 2006 in Savannah, and have been involved with the Heritage League ever since. I am the proud daughter of Francis Birmingham, 458th BG, flying out of Hortham St. Faith airfield. Dad was a gunner

and took the photos before and after the bombings. He and my Uncle Bob (Dad's brother) were assigned to the same 458th BG crew, but Dad and Uncle Bob decide to split up just in case something would happen, so Uncle Bob moved to a new crew. Dad flew 31 missions and Uncle Bob was shot down in Sweden on his 4th mission. He spent the rest of the war in Sweden. Currently, my dad is active and living in San Jose, CA with my mom, Lucille, and they are married 65 years.

My goals for the Heritage League are simple — *To preserve and honor the legacy, efforts, sacrifices, and memory of all of who served in the 2nd Air Division.*

The Heritage League had its annual membership meeting in St. Louis on Friday, October 14. I am pleased to announce the new Executive Board for 2011-2013:

President: Marybeth Dyer - 458th

Vice President: Bob Books - 392nd

Secretary: Lisa Niehoff, contributor and friend

Treasurer: Sue Risley - 446th

Membership: Gaby Fischer - 458th

Communications: Laurie Bedus - 392nd

Volunteer: Chris Clark - 489th/44th

Past President: Billy Sheely Johnson - 492nd

Past President: Irene Hurner - 453rd
Past President: Brian Mahoney - 492nd/467th

2ADA Reps to HL: Oak and Maxine Mackey - 392nd Veteran

We have some new people on the Board and I am so happy to see different bomb groups represented in our wonderful organization.

One of our goals for this coming year is to ask for more contributions and information for our newsletter, the *Heritage Herald*. We are looking for bomb group contributions and any stories that you are willing to share. Laurie Bedus, our Communications VP, would love to have new contributors and storytellers.

As we head towards the end of the year, everyone in the Heritage League wishes you a safe and wonderful holiday season, but especially to acknowledge you on Veterans' Day. There is not a day that goes by that I don't think of you wonderful veterans and the sacrifice and service you made for your country. I think of the 7,000 young soldiers that did not come home and we are very grateful for the freedom all of you bestowed on us. Thank you . . . you are all heroes.

Until we meet again. ■



HARDWICK

Open Letter to the 93rd

BY JOHN LEE

The 64th convention of the 2ADA was held aboard the Royal Caribbean *Enchantment of the Seas*. The fourteen-year-old ship had been refurbished with a beautiful "Centrum" area. There people could gather to listen to music, from jazz to classical to dance, and take photos. It was here that the veterans gathered for the annual group photo.

There were 105 people at the convention. The total membership of the 2ADA as of September 2011 is 1586. The business meeting was held and it was decided to continue "one more year." The next convention will be in Chicago where the 2ADA had its start. Richard Robert was elected President for 2012. Matthew Martin, 2nd ADA Memorial Trust Governor, reported that the Trust is in good shape even though the market has been having problems. Donations continue to come in to the Memorial Library and the Library is one of the busiest in England. Libby Morgan, Trust Librarian, reported that the

number of visitors to the Library was a bit lower than past year but our book issue figures continue to rise and the total number of hits on the website has increased by 10,675. (I am happy to report that since returning home I have also received a letter from Libby listing two books which have been purchased in memory of all who served in the 93rd Bomb Group during World War II.)

The 93rd was well represented at the reunion. My old and dear friends Leo and Lorraine Hebert brought extended members of their family and we were able to spend time together to talk over old times. Our table-mates were also from the 93rd, June and Raymond Eke whom we had met last year in New Orleans, and Harold Burke and Lillian Chin; a most compatible and enjoyable table seating for Betty and me.

During my term of office I have encouraged more active participation of the 2nd Generation. The need for this was appar-

ent during each meeting as our "acting" Secretary Irene Hurner took notes and actively helped to ensure Roberts Rules were followed as various discussions were held. Our own Jim Guddal of the 93rd is now "acting" treasurer and will be a big assist to Earl Zimmerman in the coming year, I'm sure.

We sincerely missed being at the group reunion of the 93rd as it is the first one Betty and I have missed. We will look forward to the next one in 2012.

Meanwhile I urge any of you who are able, to think about a visit to Norwich to see the Library and go back to Hardwick. Both of these locations offer a great deal of history about the role the 93rd played during WWII.

NEW BOOKS FOR THE MEMORIAL LIBRARY IN MEMORY OF ALL WHO SERVED IN THE 93RD

- **Flying Tiger to Air Commando**
(An enlisted man's story of over twenty years of service to his country)
by Chuck Baisden
- **The Manly Art: Bare-Knuckle Fighting in America**
by Elliott J. Gorn ■



SEETHING

The 448th Speaks

BY KING SCHULTZ

FOLDED WINGS OF THE 448TH

Cater Lee, 8-13-11 – Foley, Alabama

Bailey McNair – Talladega, Alabama

448TH BG BOOK ENDOWMENT PROGRAM

The following books have been given to the 2nd Air Division Memorial Library in Norwich through the 448th Endowment:

- *The Life of Artie Shaw*, by Tom Nolan
- *The Mighty Eighth at War: U.S. 8th Air Force Bombers Versus the Luftwaffe 1943-1945*, by Martin Bowman

THE HAMM MISSION

The following report of the 22 April 1944 mission to Hamm, Germany has been declassified:

Headquarters, 448th Bombardment Group (H) APO 558

23 April 1944

SUBJECT: Operation Officer's Report –
Mission of 22 April 1944 – Hamm, Germany

TO: CG, 2d Bombardment Division, AAF Station 147,
APO 558

1. **General Narrative:** The 448th Group formation took off at 1645-1700. Instrument procedure was used and assembly was over Buncher 7 at 11,000 feet. The 448th, with a low left section, was leading the 20th CBW. The 93rd, with a high right section, was flying high right, and the 445th was flying low left with a low left section. Climb to 15,000 feet was started around Buncher 7 and enroute to Buncher 5. At Buncher 5 the 20th CBW followed in trail of the 14th CBW. The 2d CBW was leading the Division. The course flown was from Buncher 5 to Splasher 6 to Orfordness. A climb was started to 22,000 feet at Splasher 6.

The 448th Group crossed the enemy coast at 22,000 feet on course. The briefed route was followed except for a few minor deviations. At Wing IP the visual code word was given and the Groups went into trail, and at the Group IP the sections went into trail. Bombing was done visually and many hits were seen around the MPI.

After bombing, the Group and Wing reformed, starting a let-down to 18,000 feet. The route flown to the enemy coast was as briefed, crossing the coast on course. At this point the 448th Group let down to 5,000 feet, crossing the English coast at Orfordness. Landing was from 2210 to 2300 hours in the midst of enemy opposition.

Meagre flak was encountered by the second section over the target area. Approximately 20 ME 109s were seen flying 3,000 feet over the 448th Group going in the opposite direction. They attacked another Wing which was following. Fighter support was excellent.

2. **Aircraft Not Attacking:** Of the 26 A/C taking off, 3 returned early because of mechanical difficulties, 23 were over tar-

get and attacked.

3. **Lost Aircraft:** Two A/C are missing in action. One A/C was shot down by enemy aircraft over England upon return from mission. Crew bailed out safely. Two A/C lost indirectly to action by F/A when attempting to land upon returning to base. These A/C were attacked and hit while landing and crashed. Crews were uninjured.

HEBER H. THOMPSON
Major, Air Corps

448TH AIRCRAFT PARTICIPATING IN THE MISSION

<u>Model</u>	<u>A/C No.</u>	<u>Pilot</u>	<u>Position</u>
B-24J	42-100000	R.F. MacKENZIE	Lead 16
B-24H	41-29232	S.A. STEPHENS	Lead 8
B-24J	42-100322	I.E. TOLER	Lead 11
B-24H	42-52606	J. PARKER	Lead 10
B-24H	42-7655	M.M. STONE	Lead 9
B-24H	42-94744	W.B. BROWN	Low 8
B-24D	41-63981	E.C. O'HARE	Lead 12
B-24J	42-110026	R.T. LAMBERTSON	Lead 3
B-24H	42-52121	R.E. LEHMAN	<i>Did not complete mission.</i>
B-24H	41-29240	J.L. BARAK	Low 16
B-24H	41-28595	T.R. APPLE	Lead 4
B-24H	41-28602	J.J. BELL	Lead 5
B-24J	42-99971	R.E. KRIEGER	Lead 6
B-24H	41-29230	S.R. GIBSON	Low 7
B-24H	41-29575	J.M. WILLIAMS	Low 10
B-24H	42-52638	J.C. LIEBICH	Low 9
B-24H	42-7683	W.W. ROGERS	Low 12
B-24H	42-94744	M.L. ALSPAUGH	Low 8 <i>Crashed – Piggot Hill, England.</i>
B-24H	42-7755	R.S. TOWLES	<i>Did not complete mission.</i>
B-24J	42-109793	S. JOHNSON	Low 2
B-24H	42-52116	O.T. HOWARD	Low 5 <i>Did not complete mission.</i>
B-24H	42-52435	M.L. PEEK	Low 6
B-24J	42-73497	A.D. SCAGGS	Low 1 <i>Burned on runway.</i>
B-24H	42-52608	C.C. PITTS	Low 4 <i>Missing in action.</i>
B-24H	41-28648	J. SWAYZE	Low 3
B-24H	41-28843	E.V. PULCIPHER	Low 11 <i>Missing in action.</i>

Memories of R. Cater Lee

SUBMITTED BY PATRICIA EVERSON, 448TH BOMB GROUP COLLECTION, SEETHING, ENGLAND

Mr. R. Cater Lee sadly died August 13, 2011, a few weeks after he celebrated his 90th birthday with his beloved family.

Cater was a proud World War II veteran and he worked with his family for several years as the President of the 448th Bomb Group Memorial Association. The family, along with 448th veterans Leroy Engdahl, George DuPont, and Charles McBride, also helped Cater organise reunions both in America and over here in Norfolk, England, and these meant so much to the 448th veterans and their families and their British friends. Cater will be missed by so many on both sides of the Atlantic.

He arrived in England on December 1, 1943, and at Seething base two days later, he flew over with pilot Thomas Apple's crew as the bombardier and also rated as a navigator. They were assigned to the 713th Squadron, 448th Bombardment Group (H). The members of the crew were: Thomas R. Apple, pilot; Richard L. Henderson, co-pilot; Bruce B. Winter, navigator; R. Cater Lee, bombardier; James A. Pegher, radio operator; John F. Decker, engineer; Furman A. Powell, gunner; George H. Jepson, gunner; Richard L. Maze, gunner; and Roy E. Lewis, gunner.

Here are extracts of some of Cater's memories of WWII, in his own words:

"In the beginning life was a little tough as the base was in the final stages of construction with some paving not done — this meant in the winter season a sea of mud, rain and cold with limited quantities of coal for stoves and no hot water for showers!

Being young though, we could and did endure it. Much of our early food was supplied by the English, thus we had mutton and boiled potatoes! As a result most of us lost weight as I did, about 40 pounds by the time I finished my tour.

On occasions we had one jar of peanut butter or jam per table and it never made it round the table. There were no eggs, chicken or beef, but all began to appear slowly and by April/May 1944 much improvement had been made.

Our quarters were cold and austere, the walls were decorated by pinups, and the biscuits we slept on were very uncomfortable; but even so we were able to sleep.

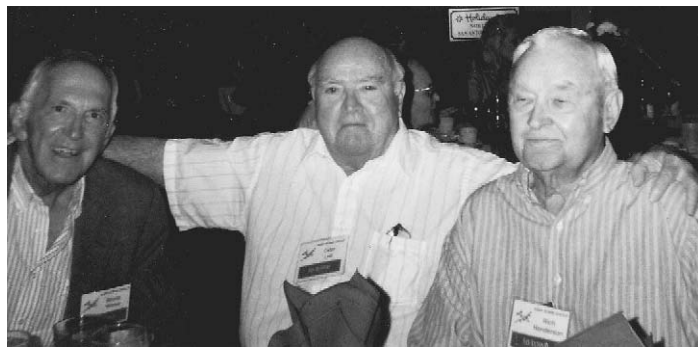
In the beginning our missions were rather rough, as fighter protection was very spotty and most of the time you never saw them.

Our toughest time was December through Big Week in February after which the chances of survival improved considerably. In the Big Week for instance we flew 6 missions in 5 days; this was quite a problem for us because you would get off the airplane, have a bite to eat and go to bed, then next day get up and go again — by the end of the fifth day I can promise you we were very, very, very worn out.

In the combat portion of my time in England we were very fortunate to have an outstanding crew of people. Tom Apple was our pilot; coming over we had Rich Henderson as our co-pilot and then Rich checked out with his own crew so we just used whatever co-pilot came along.

But Bruce [Winter] and I flew just about all our missions with our regular crew. I flew some 3 or 4 with other crews, in that I was rated as navigator and bombardier, so I flew some missions as a navigator particularly at the time we started more dropping bombs on the lead ship than we did dropping by elements.

The whole crew was very fortunate in that the only enemy plane we were involved in shooting down was when our tail gunner got a probable — it seemed like every mission we flew,



At the 448th BG reunion in San Antonio, TX, April 1997 (L-R): Bruce Winter, navigator; Cater Lee, bombardier; and Dick Henderson, co-pilot.



Cater Lee and Bruce Winter on returning from their 30th and last mission on May 22, 1944.

they always went after someone else. We saw plenty of enemy aircraft and saw an awful lot of flak, but at the same time it seemed like there was always somebody else getting it and not us, even in our own formation.

We were on the Hamm raid. I don't think anyone will forget that one. I remember we were lined up on the catwalk because they shot down over Great Yarmouth one of the planes that was off our wing and we were absolutely convinced that we were going to be next, so the pilot lined everybody on the catwalk and said "if I ring this bell you get out of here!" Well there was all kinds of chaos around the field. That was perhaps the most traumatic mission that we had because of the circumstances of what happened. We were flying the plane called "ICE COLD KATIE" and this was one of the planes that was wrecked on the end of the runway.

The "Fascinating Lady," which was our airplane that we came over with, had been shot down two days before with the Martin crew. Bill Martin and his crew were after a No Ball Target in the Abbeyville area and they got two or three direct flak hits that killed two of their men; the rest of them were able to bail out.

I think our experiences as far as combat missions were concerned would simply be typical of everyone else's. We had the usual fears and concerns, and yet in spite of the fact that on some occasions we might really want to get out of there, so to speak — we didn't, we stayed with our job because we owed it to everyone on the ship with us and to our comrades, but flying over Germany with someone shooting at you was not just an exciting thing to do. It was a real case of peril. There were times

(continued on next page)



BY ELIZABETH RAWITSCH, UEA AMERICAN SCHOLAR,
2nd AIR DIVISION MEMORIAL LIBRARY

It's been a busy couple of months here in the 2nd Air Division Memorial Library!

The "Reading Across the Pond" book group continues to flourish. After more than three years and thirty books, all fourteen original members remain incredibly active. As part of the American Library Association's Banned Books Week promotion, they were joined for their October discussion of Mark Twain's *The Adventures of Huckleberry Finn* by Dr. BJ Epstein from the University of East Anglia, who discussed multiple challenges made against the book over time and the difficulties of translating the characters' various dialects into other languages. In November, "Reading Across the Pond" will continue to look at challenged and banned literature with J.D. Salinger's *Catcher in the Rye*.

Our public lecture series on American life and culture is off and running. On 27th September, Dr. Lee Marsden from the University of East Anglia's School of Political, Social and International Studies gave a talk with the brilliant title "You Say Obama, I Say Osama, Let's Call the Whole Thing Off: Race and U.S. Foreign Policy Today," and it generated a lively question-and-answer session. We have thirty people signed up for the 18th October talk by Dr. Rebecca Fraser from the University of East Anglia's School of American Studies, called "Inventing a Southern Self: Reading Letters, Telling Stories and Writing History." That's a full house!

Curious about what Kate Anderson (the new UEA American Scholar) and I are up to? We frequently update the Memorial Li-



2nd Air Division Memorial Library
Autumn 2011 Lecture Series on
American Life and Culture

Politics, Race, and Gender

Tuesday 27th September, 6:30-7:30 pm

You Say Obama, I Say Osama, Let's Call the Whole Thing Off: Race and U.S. Foreign Policy Today

Dr. Lee Marsden, School of Political, Social and International Studies, UEA



Tuesday 18th October, 6:30-7:30 pm

Inventing a Southern Self: Reading Letters, Telling Stories and Writing History

Dr. Rebecca Fraser, School of American Studies, UEA



Tuesday 22nd November, 6:30-7:30 pm

Recruitment and Containment: Hollywood Celebrates Military Women in WWII

Professor Yvonne Tasker, School of Film and Television Studies, UEA



Tuesday 6th December, 6:30-7:30 pm

'All the News That's Fit to Sing': Politics and Protest in American Folk Music, 1940-1965

Dr. Olly Gruner, Independent Scholar

In the 2nd Air Division Memorial Library @ Norfolk & Norwich Millennium Library
Free admission, all welcome, but space is limited so call us to reserve a seat.

Email: 2admemorial.lib@norfolk.gov.uk
Phone: 01603 774747
Website: www.2ndair.org.uk

Norfolk County Council
at your service

brary blog (<http://2ndair.wordpress.com/>) and Facebook page (<http://www.facebook.com/2ndair>) with information about new acquisitions, monthly book displays, upcoming events, interesting web links, and more. Our blog is linked to the Norfolk Libraries' Twitter account (@NorfolkLibs), so we're even (sort-of) tweeting! We hope that you'll visit us online and give us a "Like." ■

MEMORIES OF R. CATER LEE (*continued from page 11*)
when you came back and there were not enough spirits in the Officers' Club to take care of your problems, but those were the things that happened in wartime.

The result was that for all of us on the crew, there was not a single Purple Heart — everyone finished their missions with 30, and we didn't just fly milk runs, we flew them all, to Berlin several times and any number of rough missions.

In my case I flew 30 missions, and the facts were we might have taken off for as many as 45 just to get 30 in. So the time was taken up to a great extent with your own crew; you came back from a mission and you were dead tired so you went to bed.

One of perhaps the saddest parts of my service in England was that I failed to really get to know any of the people of England, to any extent. The problem was that being in a combat crew and squadron you tended to associate only with those you flew with and palled around on a daily basis, and there wasn't really a lot of time to associate with the people of England. ■



Cater with his painting of "Fascinating Lady" in his office. The painting is by artist Bob Harper, also a 448th veteran.

Farewell to Sarah

That great Cessna C-337 and the final flight with my great B-24 co-pilot David Patterson

BY DAVID HASTINGS

Editor's Note: The Summer/Fall 2011 issue of the Journal featured David Hastings' article "Wings Across America," which told the story of the first 7,000 miles of his Cessna C-337 flying adventures with 445th BG co-pilot David Patterson. Now here is the story of their final flight together:

After six wonderful years of flying with David Patterson, we both realised that sadly our days of active flying were drawing to an end, and he was going to give his lovely Cessna C-337 to the California Forest Fire Service as a forward air control aircraft. To my surprise, David suggested that as a "grand finale" we ought to have one more flight that would test our flying ability to its limits, and what could I say but "Yes please." Joan Patterson wanted to visit Lake Louise in Canada, so we decided to fly our wives to Calgary. As David explained, we had the choice of two routes, the easy one going over our regular route over the Rockies to Denver and north up the flat plains to Calgary, or we could fly up the West Coast of the USA to Spokane and try "The Forbidden Route" over the high, snow-covered, 14,000 foot Canadian Rockies, where for over two hours we would have no diversion airfield. He explained that to do this, we and our aircraft would have to be checked at Spokane and we would also need a perfect Met Forecast before they would approve our flight plan. When our wives saw the route, they immediately booked themselves on a scheduled flight to Calgary!

So "Sarah," as our faithful C-337 was known, was fully overhauled, and after my regular check ride David signs me off once more as "fit to fly" and the adventure began. We leave Concorde at 0920 hours on a perfect morning, being cleared up to Flight Level 8.5 on Airway Victor 25, with as always the circuit breaker on the auto-pilot being pulled so I had to fly the aircraft. Soon we pass beautiful Mt. Shasta to port and then the airport of Klamath Falls where we will be landing on our return. The beauty of the lakes in Oregon took my breath away. At 1150 hours, with Mt. Jefferson in sight, I start the descent for our fuel stop at Redmond. As in the previous year, the into wind runway is closed, so I enjoy a crosswind of 30 degrees which makes the landing interesting. As always, the Flight Line service is superb, and we are soon away climbing back up to 10.5 on a great day for flying as we pass over Pendleton and Walla Walla. As we cross over the Snake River we are handed over to Spokane Centre where a kind girl in Air Traffic guides us around the busy zone and then clears us down to land at Felts Field in downtown Spokane. At 1520 hours we come to a stop at the tower to be greeted by Jim Kearan who runs the Fixed Base Operation. Jim also flew in the USAAF during the war, so we have an immediate friend, and the Centre comes out to check us and the aircraft. We also meet a great girl in the Met Office who is forecasting good weather for tomorrow. However, to get our flight plan for the "Forbidden Route" approved we will need an actual early the next day. Despite it being her day off, she is so intrigued at what "two old pilots" are intending to do that she offers to come in personally at 0600 hours the next day to brief us. Where else would you ever find that kind of service! Jim Kearan also books us into a motel and then even drives us there, where over supper we run through our flight plan and emergency procedures.



David and Joan Patterson with their Cessna C-337, "Sarah."

After an early breakfast, we are out at the airport by 0600 hours to meet up with our charming Met Officer once more, and the forecast is perfect so we get our clearance. We carefully carry out our pre-flight checks, ready for the most dangerous part of the Rockies, and top off our fuel tanks, requesting the long runway of 03L as we are at max weight. Climbing out, the air is as smooth as silk. Seattle Centre clears us up to Flight Level 7.5 and we can begin to see the wonderful scenery of the foothills ahead with the Columbia River and Pendorelle Lake showing up clearly. At 0915 hours we are cleared up to 9.5 on Airway Victor 112 as we approach the border marked by a large valley. Seattle Centre wishes us "Good luck, you guys," as they hand us over to the Canadian controller who immediately asks us to confirm our route as we head for the Cranbrook VOR and our last diversion airfield before we enter the 14,000 foot snow-covered Canadian Rockies. Why does he have doubts, we wonder.

Suddenly, to our surprise and horror, clouds begin to build without warning, and we wonder if we should divert to Cranbrook, but David thinks we ought to continue for a few more miles as this was not forecast, and then we are out in the clear skies again. Now we can see the challenge that lies ahead. We go on to oxygen and realise that for the next two hours, if something goes seriously wrong, we have no way out. Sarah drifts slowly up to 13,000 feet on Airway Victor 305, and we have the sky to ourselves as we are surrounded by the awesome and sharp snow-covered mountains. The scenery is absolutely breathtaking. Among our regular checks every few minutes is the oxygen flow, but Sarah just purrs along as my widescreen camera goes into overdrive — I have never seen scenery like this before. If we did have to force-land and survived, it might take several days to get us out, which is why I suppose they do not like you to take this route. We have lost our radar coverage now, so we ask the 747s high above to pass on our position reports while we just sit back and enjoy this stunning scenery. David has certainly given me an experience I will never forget. The mountains stretch all the way to Alaska. At last we can see the end in sight as we enter the Turner Valley in the province of Alberta. We get a friendly greeting from Calgary, who clears us down to 8.5 and

(continued on next page)

458th BOMB GROUP

HORSHAM ST. FAITH



BY RICK ROKICKI

Several years ago the 2ADA had a statistical survey done regarding our inevitable member loss. True to form, it's happening. Just about the only way it leaves a distinct impression is when a "big number" jumps out at you. At our peak, the 458th

had nearly 750 active members; we have now dwindled down to 187, which includes 22 associate members.

When I receive a "drop list" from the vice president of membership, it is only because of non-payment of dues — for whatever reason. My purpose is to find out why. Obviously, one is led to believe that the member has passed on. If that's so, I would like to list his name in the Folded Wings column. However, it may be because of another reason, such as a move to a nursing home, lack of eyesight, etc. If you know any of the following 458th members who have been dropped, please let me know so that I can keep my card file up to date. Friends can write or call with any information on Bob Armbruster, Wes Belleson, Birt Brumby, Bill Case, George Dwyer, Jim Farley, Dick Grant, Jim Keel, Ed Kennedy, Ed Murphy, Julius Needelman, Roy Picht, Sam Roberts, Bob Renn, Dale Steiner, Jack Strandquist, and the following associate members: Mary Chapman, Virginia Honold, Clare Vanderbeek, and subscribing member Thomas L. Walsh. ■

FAREWELL TO SARAH *(continued from page 13)*

we come off oxygen. Looking back, neither of us can believe that we have just flown over that range of mountains. At 1130 hours we are given radar vectors to the ILS for runway 07 at Calgary International Airport, mixed in with all the airline traffic as well as a 90 degree crosswind just to keep the adrenalin flowing. The airport is massive and we have to ask for taxi instructions to the terminal and customs area, where we are greeted by a friendly Canadian Customs girl who remarks on my English accent. We explain that we have to go to the Executive Flight Centre, which she tells us is a three-mile taxi, so we feel quite proud as we pass all the airliners at their gates. As always, the service at the Executive Centre is superb. Sarah is refuelled and then moved into the hangar. We enjoy a collect our hire car and they confirm the arrival time for Joan and Jean at the main terminal. We then enjoyed a great stay at beautiful Bow Lake and Numtjar Lodge with its log fires before moving on to the famous Chateau Lake Louise where we just hiked all day in the mountains.

Sadly the holiday was over all too quickly, and we drove back to Calgary via Banff and also called at the main Met Centre at Springfield. The forecast was not good, so the girls decided to stay with their scheduled flight back to San Francisco. It was an early start for David and me the next day at 0600 hours as we aim to get all the way home in one day, which will mean about 11 hours flying and 1,800 miles. David has decided that for my benefit we will take the "half-easy" route home through to Diamond Pass to Cranbrook and then Spokane. We go out to the ramp on a bitterly cold and wet morning with Sarah looking very clean, and we carry out our usual careful pre-flight check before we start up and join the big jets all heading for runway 34. Airborne at 0730 hours and the Centre holds us at 3,000 feet as we turn south, so we have a great view of the city. Then into our first heavy rain of the day, but luckily no icing, before we finally break out into the blue sky with the Canadian Rockies showing up well in the distance. We are now cleared up to Flight Level 9.5, which is the height we need to enter the pass, and at the Cowley VOR we leave the airway and head for the exciting "Diamond Route," searching for the entrance to the pass. This is going to be real map-reading navigation, and we re-check our emergency procedures and diversion airfields in case the clouds close in. Soon we are in this amazing pass and the scenery on both sides is stunning. I am just so lucky. We finally sight Cranbrook and turn southwest on Airway Victor 112, and in one valley we see why mountain flying can be dangerous, as it is full of



Approaching the Canadian Rockies on the "Forbidden Route."

thick fog. Calgary Centre hands us over to Spokane, who checks on our ETA so that Customs can be ready for us, and we start a gradual descent over Bonners Ferry under radar control to Felts Field. Once more, Jim Kearan is waiting for us, a kind U.S. Customs man clears us and the aircraft and then recommends the cinnamon rolls in the restaurant, so we enjoy a second breakfast. We refuel to full tanks and are airborne again at 1110 hours with tremendous visibility and Mt. Hood and Mt. Rainier showing up clearly. David then asks permission to leave the airway, as he has one more surprise for his British pilot, and we head for the beautiful Crater Lake. I have often seen this from airliners at 33,000 feet, but never thought I would ever fly around this 11,000 foot lake with the white clouds reflecting in its blue water — what a sight. Then back to the airway and we land at Klamath Falls for fuel and a lunch in their crew room before we depart at 1440 hours, passing Mt. Shasta to starboard on a perfect afternoon for flying. Then we are handed over to Travis Air Force Base, and the hectic R/T chatter means we are back in the Bay Area and almost home. Concord Tower welcomes us back, and I ease Sarah down for our last landing on runway 32. It is a sad moment for both of us. At Pacific States Aviation I shut down the engines and realise just how lucky I have been as a pilot, thanks to the kindness of my B-24 pilot, David Patterson. 29,000 miles of superb flying under his guidance, with both large and small airports including the challenging mountain airfields, but at every one the service has been superb. Memories in the Log Book that will last forever, thanks to David Patterson and the 2nd Air Division USAAF Association. ■

The “Whirlwind” of Bomber Harris

REPRINTED FROM “AIR FORCE” MAGAZINE, SEPTEMBER 2011

Arthur Travers Harris, better known as “Bomber” Harris, became commander of RAF Bomber Command in early 1942. Until then, Bomber Command hadn’t done much, but the energetic and controversial Harris soon changed all that. He became the architect and chief proponent of nighttime “area bombing” of major German cities. He developed tactics, techniques, and training for the task.

In March, he struck Lubeck. In April, he bombed Rostock. Then, on the night of May 30-31, 1942, he launched a devastating, 1,000-bomber attack on Cologne. A few days later, Harris went before RAF film cameras and delivered a chilling, two-minute message, shown on newsreels nationwide. He was unleashing a whirlwind on Germany, he said. “They sowed the wind,” he warned, “and now they are going to reap the whirlwind.” They did. The film has been preserved in the Imperial War Museum. Below is the text of his remarks:

The Nazis entered this war under the rather childish delusion that they were going to bomb everybody else and nobody was going to bomb them.

At Rotterdam, London, Warsaw, and half a hundred other places, they put that rather naïve theory into operation.

They sowed the wind and now they are going to have to reap the whirlwind.

Cologne, Lubeck, Rostock – those are only just the beginning.

We cannot send a thousand bombers at a time over Germany every time, as yet.

But the time will come when we can do so.

Let the Nazis take good note of the western horizon.

There they will see a cloud as yet no bigger than a man’s hand.

“Strategic Offensive Against Germany”

Remarks for Royal Air Force Films, London

by Air Marshal Arthur T. Harris

Commander in Chief, RAF Bomber Command

June 3, 1942

But behind that cloud lies the whole massive power of the United States of America.

When the storm bursts over Germany, they will look back to the days of Lubeck and Rostock and Cologne as a man caught in the blasts of a hurricane will look back to the gentle zephyrs of last summer.

It may take a year. It may take two.

But for the Nazis, the writing is on the wall.

Let them look out for themselves. The cure is in their own hands.

There are a lot of people who say that bombing can never win a war.

Well, my answer to that is that it has never been tried yet, and we shall see.

Germany, clinging more and more desperately to her widespread conquests and even seeking foolishly for more, will make a most interesting initial experiment.

Japan will provide the confirmation.

But the time is not yet. There is a great deal of work to be done first, and let us all get down to it. ■



Dresden in 1945, viewed from City Hall.

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

September 2010



"The American Invasion Remembered"
A presentation by Jonathan Draper from the Norfolk Sound Archive featuring recorded memories of 2nd Air Division servicemen.

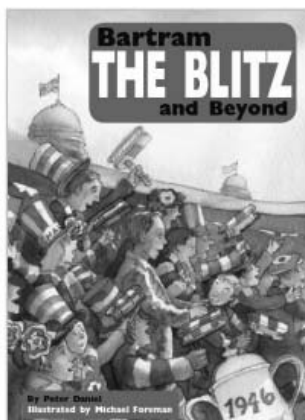
October 2010

Our two new American Scholars, Elizabeth Rawitsch and Beth Southard join the team. We host a WW2 Reminiscence Coffee Morning, with Pat Everson from Seething as our guest speaker.



November 2010

Libby runs a series of WW2 workshops in 4 Norfolk Schools with Victoria Horth from the Norfolk Record Office, as part of the "Bartram The Blitz and Beyond" project funded by the Heritage Lottery Fund.



December 2010

The Wensum and Yare 41 Club visit the Memorial Library. Libby gives them a presentation about the history of the 2nd Air Division in WW2, and shows film from our archive collection.



January 2011

"30 Missions" art exhibition at The Forum. Film from our archive collection is screened in Fusion, and we host an event in the Library



"Flying a mission with the Mighty 8th Air Force: a day in the life of a Norfolk air base during WW2", featuring original wartime footage from our film collection.

February 2011

We launch our new collection of American fiction in the Memorial Library, and join the 21st century with our new You Tube site, facebook page and Wordpress blog.

www.facebook.com/2ndair

www.2ndair.wordpress.com

www.youtube.com/2admemorial

facebook

WORDPRESS

You Tube

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

March 2011

Hoveton School visit the Memorial Library, and Libby and Beth join staff at the Norfolk Record Office for an "American Memories Morning" featuring photographs from the 2nd Air Division Archive.



April 2011

Beth and Elizabeth run a successful "American Airplane Adventure" children's activity in the Easter Holidays. Libby, Jenny and Lesley visit our "Wing Collection" libraries at Sprowston, Dereham, Long Stratton and Attleborough,



and our reading room chairs have a facelift.

May 2011

Staff at the Norfolk Record Office join forces with the Second Air Division Memorial Library to deliver a children's activity focusing on the U.S. Army Air Force.



June 2011

Lesley and Libby attend the Hethel 389th BG Museum Gala Day with an exhibition about the Memorial Library.

Beth and Elizabeth present "Beyond Cowboys and Indians: the American West in film, television and history" to two very appreciative audiences.



July 2011

After nearly 10 year wear and tear, the Memorial Library is re-carpeted.



August 2011

"American Tall Tales" Beth and Elizabeth run a successful children's Summer Holidays activity in the Children's Library, sharing stories about Johnny Appleseed and other famous American legends.



HALESWORTH 489TH NOTES

BY CHARLIE FREUDENTHAL

The 489th Flies Again

It took a farewell reunion in Dayton to do it, but the 489th really did take to the air again. But this time it was in the Wright Flyer B that a bunch of us roared down the runway (55 mph?) at Huffman Field for a few open-air flying minutes that got us certified as Honorary Aviators. I should note that Nell Gehrke, wife of 846th Squadron veteran Marlin Gehrke, led the way because she won the raffle. The rest of us paid — and it was well worth it.

While I'm tossing numbers around, I remind myself that I've just completed 36 years of doing the every-other-month Group newsletter. No great shakes, to be sure, but interesting; fun at times, and always making me feel proud about what the 489th accomplished in its comparatively short time overseas. Still thinking about numbers, it comes to mind that I spent 36 years on active service (three and a half in the infantry), so 36 is a good number, except that right now it marks an end.

But does it?

There are, you know, two active websites available for the 489th. Marjorie Shiers' "Friends of the 489th" forwards to me a lot of messages from people who are searching for information about fathers, brothers, uncles, etc. For instance, daughter Cyndi would like to know about her father, Curtis H. Tatton. We found him listed with the 369th Air Service Group, but nothing more, so far. And Bart Brown of Clinton, CT is trying to get details about his uncle, Maurice D. Brown. I found his name listed as a T/Sgt (Tech Inspector) in the 845th, but nothing else. Also looking for information is the family of 2nd Lt. Anthony Bagatelos (navigator), who was assigned to the Group in September 1944 and the 844th Squadron. No other details, except that he's in a photo of Morgan Hingham's crew (p. 252 of the History), but he didn't return to the ZI with us, and the other Groups I've contacted to date don't



have any record of him being assigned.

Can anyone give any more help? I refer immediate family members to the National Personnel Records Center at 9700 Page Blvd., St. Louis, MO 63132. Remember, the Center responds only to letters — no phone calls, no emails.

Remember too the Group memorial

under construction at the Mighty Eighth AAF Memorial Gardens. We'll keep you posted as best we can. Mickey Baskin has this project in hand, and may be contacted at 7596 Island Breeze Terrace, #201, Boynton Beach, FL 33437, or by phone at 561-736-5490 or 954-662-9000.

Cheers! ■

OLD BUCKENHAM



NEWS OF THE 453RD FROM FLAME LEAP

BY JAMES DYKE

It has become my solemn duty to tell you of the death of our long-standing Chairman of the 453rd BG, Lloyd Prang. Lloyd passed away in the early morning hours of Saturday, September 17, 2011. He had fallen during the spring and had not been functioning well for a good many weeks. He will be missed.

The 453rd has never adopted a constitution or a set of bylaws. It has operated as an "ad hoc" committee of the whole with an elected executive committee consisting of a Chairman, Vice Chairman, Secretary, Treasurer, and Editor of the Newsletter. The group has held its own reunions as well as meeting during the annual conventions of the 2ADA. In recent years its meetings have been only with the 2ADA. Each Group Chairman is an automatic member of the Executive Committee of the 2nd Air Division Association. Currently the 453rd Committee is down to three members: Dick Robert, Secretary; Mo Morris, Treasurer; and Jim Dyke, Chairman.

In this issue of the *Journal* you will find reports from Dick Robert and others about the Bermuda cruise and the 2ADA activities and actions taken there. It should be noted that our 453rd daughter, Irene Hurner, served as Recording Secretary for both the Executive Committee and General Business Meetings of the 2ADA, making the ninth 453rder on the trip.

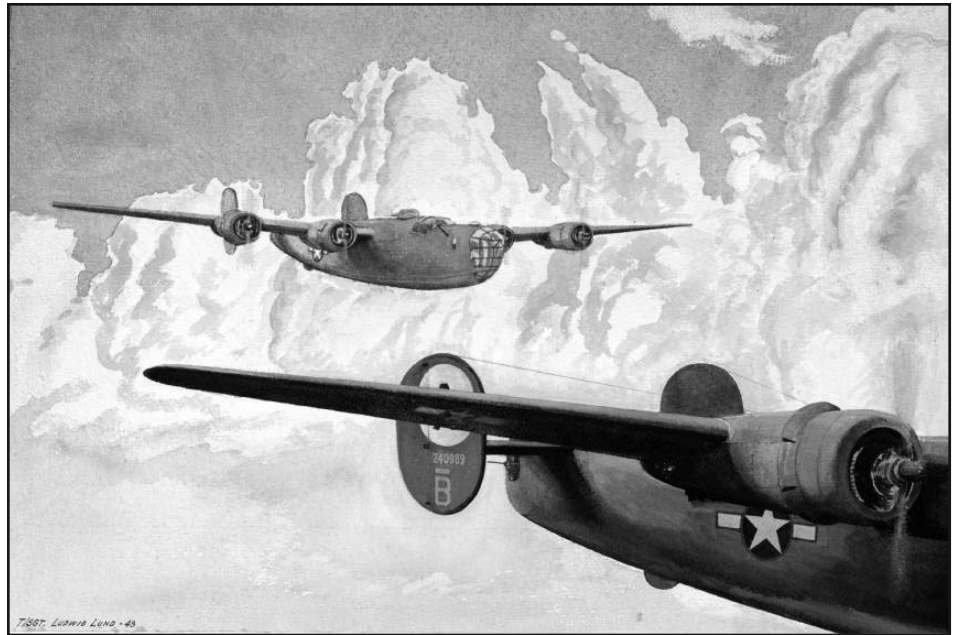
The Fall 2012 2ADA convention in Chicago may be the last one. Do know that I plan on being there and will have a 453rd hospitality room and business session. ■

LUDWIG LUND

Official Army Illustrator of the Second Air Division

BY MARJORIE LUND-FONTAINE

Ludwig Lund was born September 20th, 1908 in Odense, Denmark, the youngest of eight children. From childhood Ludwig was fascinated by the beauty of the world around him. He was inspired by the illustrations in weekly and monthly periodicals which he delivered in his hometown, and he found plenty of optical stimuli in the shop windows of the local booksellers and art dealers' shops. These activities inspired him at an early age to become an artist. From the age of eight he made annual summer excursions to visit his grandmother in Hjerting in northern Jutland on the shore of the North Sea. Besides owning a small resort hotel on the beach, she was an artist who taught Ludwig the rudiments of color and encouraged him in his artistic endeavors. He also enjoyed perusing her art library, which began his art education and stimulated his child's mind to wander down paths of imaginary artistic flights of fancy. There was always a sketch pad under his arm, and he spent countless hours as a child and young boy perfecting his technique under the tutelage of Professor Larsen in Odense. He won several prizes for art while in school in that city; the cumulative effect of the above experiences embarking him on his life-long career as a free-lance illustrator and knowledgeable art historian. To quote, "I developed the cultivated eye at an early age, and be-



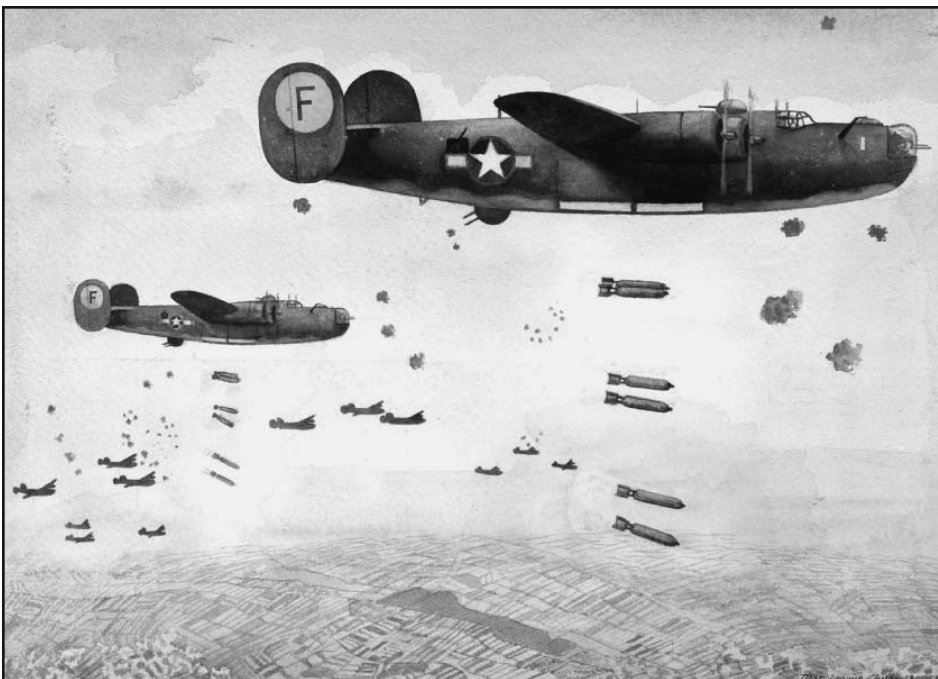
came something of a connoisseur of conventional beauty. As far back as I can remember I have been fascinated by pictures, whether in books, magazines, or paintings on display in the windows of the art dealers in my hometown. The love of pictorial and sculptural arts has never left me, continuing to be a source of delight . . . a legacy from the nineteenth century perhaps." (*Lund's journal*, 1986)

In 1920 at the age of twelve, he and his Danish family emigrated to the United States. His father, Louis Lund, was a hor-

ticulturist and landscape designer who designed a park in Jutland, Denmark, and worked in a supervisory capacity on large estates in the U.S. such as the R.H. Macy estate in Redbank, New Jersey. In the early 1930's Ludwig took some courses at the Art Students League in New York City, and later also studied with Francis Chriss of the Cartoonist and Illustrator's School. He was admitted to Cooper Union, but due to the lingering effects of the Great Depression, he had to leave school and go to work, which, however, never slowed down his artistic endeavors. Due to this fact, by and large he was mostly self taught, studying the great masters in the major museums in New York City, and sketching life in scenes around him wherever he happened to find himself. He also graduated with a diploma in 1942 from the New York Institute of Photography and had a press pass while overseas in WWII. In 1941 he married Phyllis Randle, a graduate of the Massachusetts College of Art in Boston and an art teacher, whose family had also emigrated from England to the United States.

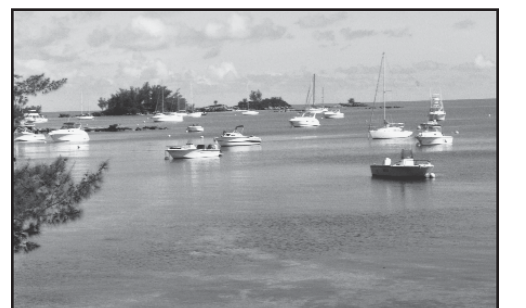
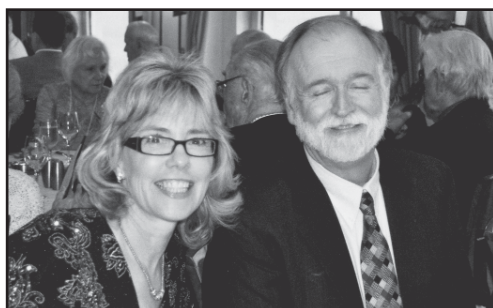
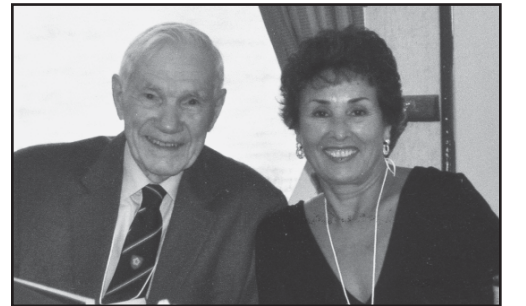
During World War II while overseas in England, Ludwig was named the Official Army Illustrator of the Second Air Division of the 8th Air Force. He was made a Technical Sergeant in the Intelligence Division, and illustrated the maps for the outfit. Under the direction and commis-

(continued on page 23)



The 2011 2ADA Convention Cruise to Bermuda

PHOTOS SUBMITTED BY EARL WASSOM (466TH)





492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

NORTH PICKENHAM

BY FRANK BALES

"The 492nd Went to Washington" September 21-25, 2011

I was unable to join the very successful and well planned Group Reunion of the 492nd. I heard it was a First Class Act, set up and executed by Fran Gramberg, the Assistant Treasurer of the 492nd, with the guiding hand and skills of Norma Beasley, Treasurer. They are both to be congratulated for their outstanding performance.

The schedule of events was packed with the thought that if you go to Washington, DC, you are going to get the works — that is, see everything and in general totally live it up. The planning and scheduling was set to maximize one's time.

You name it and the site to see was on the list: Arlington National Cemetery, and the Air Force, Pentagon, and Iwo Jima Memorials. A highlight of the visit to Arlington Cemetery was that Judith Larrivee Bozek and Kathy Nursall Jensen included us in a Remembrance Service at the grave sites of the 492nd BG's Herbert and McMurray crews to honor their fathers and crewmen who were recently discovered and brought here for internment. At the Air Force Memorial, Col. Pete Lindquist, USAF (Ret.), Managing Director of the Memorial and Air Force Chaplain, participated in their visit and provided an Air Force Honor Guard/Band bugler. A visit was made to the National WWII Memorial to honor the 16 million who served during the war in which 400,000 died and not counting the millions who supported the effort from home. Included in the sites was of course the White House; unfortunately our good friend President Obama was not available for an interview. Attendees viewed the Capitol in all its splendor, plus numerous other memorials, the Lincoln, Korean, Vietnam, Blair House, and the Eisenhower Executive Office Building. One tour included passing by Ford's Theater where Abe Lincoln met his demise. I've possibly missed naming a few, but all I can say is that Fran planned and executed what I am told was a super reunion for the 492nd BG. As I personally was relying on what

others told me, I took the liberty to ask Joanne and Woody Woodfill (Roger Leister's daughter and son-in-law). Leister was the pilot of the "Broad and High" (its crash was covered in the last *Journal*) to give a review of their experience attending the 492nd BG reunion. I quote from their text:

"Jo and I went to the 492nd Bomb Group reunion that was held in Washington, DC, 21-25 September. One of the first people we saw was Brian Mahoney, the son of LTC Mahoney. We were able to go to DC on Thursday and Saturday and had a wonderful time visiting with the veterans and the families of vets. There were quite a few stories told which we had never heard but were very interested in. On Thursday we met up with the group at Steven F. Udvar-Hazy Air and Space Museum near Dulles Airport, where we had a guided tour of about 2.5 hours. Then back to the hotel where everyone was staying for more conversation and dinner. We had to leave early since we both had to work on Friday. On Saturday we got to the hotel at about 7:45 AM and met with folks before we went to Arlington to hold two graveside services for crews that had gone down in Germany and their crash sites were found in the past four years. The two daughters of the crew members, Judith and Kathy, laid the wreaths. It was an honor to be part of the ceremony. We also saw the changing of the guard at the Tomb of the Unknown Soldier; after which we went to the Air Force Memorial and there had a short ceremony. After a box lunch we went downtown to the FDR monument. Of course there was still a lot of socializing going on while on the bus and at all the places we went. A special thank you to Fran for taking us in with such short notice."

The comments made above bring out the interest level of the younger generation in what this war was all about and where and what were our relative parts in the events that occurred. All the more reason for the Heritage League to take over and put us old Warriors of the Past out to pasture. ■

FROM THE DESK OF THE EDITOR OF
THE 492ND BG "HAPPY WARRIOR,"
NORMA M. BEASLEY:

"O'Hare and Easy Eddie"

As the 2ADA's 2012 convention is currently planned to be in Chicago, we thought you should know about the territory . . .

During the course of WWII, many people gained fame in one way or another. One man was known as Butch O'Hare.

He was a fighter pilot assigned to the aircraft carrier in the Pacific. One time his entire squadron was assigned to fly a particular mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank. Because of this, he would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to leave formation and return.

As he was returning to his mother ship, he could see a squadron of Japanese Zeros heading toward the fleet to attack. And with all the fighter planes gone, the fleet was almost defenseless. His was the only opportunity to distract and divert them.

Single-handedly, he dove into the formation of Japanese planes and attacked them. The American fighter planes were rigged with cameras, so that as they flew and fought, pictures were taken so pilots could learn more about the terrain, enemy maneuvers, etc. Butch dove at them and shot until all his ammunition was gone, then he would dive and try to clip off a wing or tail or anything that would make the enemy planes unfit to fly. He did anything he could to keep them from reaching the American ships.

Finally, the Japanese squadron took off in another direction and Butch O'Hare and his fighter, both badly shot up, limped back to the carrier. He told his story, but not until the film from the camera on his plane was developed did they realize the extent he really went to, to protect his fleet. He was recognized as a hero and given one of the nation's highest military honors.

And as you know, the O'Hare Airport in Chicago was also named in his honor.

Prior to this time in Chicago, there was a man named Easy Eddie. He was working for a man you've all heard about, Al Capone. Al Capone wasn't famous for anything heroic, but he was notorious for the murders he'd committed and the illegal things he'd done. Easy Eddie was Al

(continued on next page)

LUND (continued from page 19)

sion of Colonel Sine and other officers he was asked to paint a series of watercolors of wing activities. Official papers were signed, and the Lt. Colonel presented him money to purchase supplies, and a letter of authorization was written allowing him to enter any station in the command and photograph and paint all the activities on the airfield. He was allowed special access to the field to paint, sketch, and photograph bombers being repaired, taking off, and landing. He was allowed to view them at all angles, and to climb inside, painting and sketching Liberators (B-24s), and A-20s or Bostons. His sketches and watercolors were exhibited at Headquarters. He also painted portraits of the General and official staff, as well as some large watercolors for the Officers' lounge, and a Wild West frieze for the new bar. Under the direction of the Special Services Department of the U.S. Air Force sponsored by the Norwich branch of the American Red Cross, he exhibited some

"O'HARE AND EASY EDDIE"

(continued from page 22)

Capone's lawyer and he was very good. To show his appreciation, Al Capone paid him very well. He not only earned big money, he would get extra things, like a residence that filled an entire Chicago city block. The house was fenced, and he had live-in help and all the conveniences of the day.

Easy Eddie had a son. He loved his son and gave him all the best things while he was growing up: clothes, cars, and a good education. And because he loved his son, he tried to teach him right from wrong. But one thing he couldn't give his son was a good name and a good example. Easy Eddie decided that this was much more important than all the riches he'd given him. So, he went to the authorities in order to rectify the wrong he had done.

In order to tell the truth, it meant he must testify against Al Capone, and he knew that Al Capone would do his best to have him killed. But he wanted most of all to try to be an example and to do the best he could to give back his son a good name. So he testified. Within the year, he was shot and killed on a lonely street in Chicago.

These sound like two unrelated stories. But, you see, Butch O'Hare was Easy Eddie's son. ■

of his paintings at the Castle Museum, Norfolk, where he received the first prize.

While on leave he took advantage of the beautiful English countryside to paint some charming scenes in Norwich, Norfolk, Canterbury, Oxford, Cambridge, Wymondham, Hoving, London, and some scenes of boats on the Norfolk Broads.

Ludwig Lund's war scene series of 23 paintings are on permanent exhibit in the 2nd Air Division Memorial Library in Norwich.

He painted a number of watercolors of Dartford, Kent, where some of his wife's family resided, and made many pencil and watercolor sketches of the family and friends. He became friendly with Alec Cotman, a descendant of John Sell Cotman, and visited him frequently at his house where he was given a watercolor of Lindisfarne Abbey painted in 1891 by F.G. Cotman. Ludwig also painted some sketches of Paris, France while on leave there.

After the war, Ludwig freelanced from his studio on 47th Street in New York City for a while, but later decided to do the remainder of his work from his art studio at home in White Plains. He was very prolific, producing numerous landscapes, flower pieces, portraits, and seascapes from his various travels. He also did commercial illustrations of various types for a number of New York City studios which included book illustrations, fine china plate designs, advertisements of various types, and greeting cards. He worked for General Drafting, where he designed pictorial full color illustrations for the covers of road maps for ESSO and TEXACO and some work for airlines. Some of his accounts included Roberts & Reimers; Transogram Toy Co.; Brooklyn Art Publishing Co.; Polygraphic; Allied Art Co. and the Bridgman Printing Firm owned by the son of George Bridgman, the anatomy teacher at the Art Students League; the American Greeting Corp.; Wallace Brown Co.; Doehla Greeting Card Co.; and Cheerful Card Co. He also exhibited his own paintings locally at the Hudson Valley Art Association and elsewhere.

His war scene series of 23 paintings, commissioned by Colonel Sine and other officers during the Second World War, are on permanent exhibit in the meeting room

of the 2nd Air Division Memorial Library in the Forum building in the center of Norwich, Norfolk, England. Those currently on display are facsimiles of the originals. James P. Hodges III, grandson of General James P. Hodges, donated the paintings to the 2nd Air Division Association, which in turn presented them to the Memorial Trust upon the occasion of the opening and dedication of the new Memorial Library on November 7, 2001. The original paintings were presented to General James P. Hodges by his staff in a bound volume in December 1943. The paintings depict events during the war and scenes at the base at Ketteringham Hall, where the soldiers were stationed during the war, and several local Norwich scenes. The Library is a unique "living memorial" to over 7,000 young Americans in the 2nd Air Division who lost their lives during WWII.

Never ceasing to paint during his lifetime, next to his family his work being his perpetual love, Ludwig left an estate of paintings and drawings which number well into the many hundreds. Besides his commission from the officers in the Army, he also painted many other scenes from the English countryside while he was overseas during WWII which he shipped back to his wife in the United States. To quote, "While I was stationed in England during WWII, I found the inspiration I was sympathetic to. Everywhere I turned I found pictures to be painted. It was the European in me. It was as if I had found something I had lost long ago. The park-like countryside, the picturesque cathedrals, medieval gates, doorways, manor houses, cottages and half timbered houses, beeches and oaks and lots of clouds — the stuff out of which I could make pictures." (Lund's journal, April 16, 1975). As well as these paintings, he painted many scenes from Massachusetts, Vermont, Maine, Connecticut, Westchester County, and New York State. Together with his wife Phyllis, they made many excursions photographing and painting scenes of interest.

A bibliophile and history buff, Ludwig worked for several years on a Byzantine historical novel, and enjoyed himself in his recreational hours by playing the violin and listening to classical music. He died at the age of 94½ years on March 25, 2003 in White Plains, New York. He is survived by his daughter, Marjorie Lund-Fontaine, who was a professional violinist and who now works for a law firm, his granddaughter who is a piano teacher, and two great granddaughters. ■

JOURNEY ON THE QUEEN ELIZABETH & ARRIVAL AT BASE

An Enlisted Artist's Perspective

FROM THE JOURNAL OF LUDWIG LUND, OFFICIAL ARTIST OF THE 2nd BOMB WING

SUBMITTED BY HIS DAUGHTER, MARJORIE LUND-FONTAINE

August 31, 1942

Aboard the Queen Elizabeth, heading for Scotland; that is according to an Englishman to whom I spoke.

Left Camp Dix early Sunday morning, arriving in Jersey City about 3:30 p.m. We were then put aboard a ferry which took us to the 59th Street pier, where both the Queen Elizabeth and Queen Mary were docked. It was an impressive sight to see those two gigantic steamers covered with battle gray paint lying in the harbor. Imagine the multitudinous expressions in the faces of the troops as they approached the dock. Many of the boys, in fact the majority, were from different parts of the country and had never seen a city of such magnitude as New York. It is easy enough to imagine how impressed they were, for among them were many a country boy from the wilds of Virginia, Georgia, the Carolinas, Texas, in fact every state in the union.

About 4:00 p.m. we were off the ferry and marching up a long stairway to the second floor in the Cunard Line building by the pier. There we waited awhile and then marched in alphabetical order, answering a roll call, into the huge interior of the somber colored Queen Elizabeth. The interior was alive with activity; guards, officers and troops. Loaded down with our heavy "A" bags plus our other equipment, we were sent up one stairway after another, until we finally arrived on the main deck, section "C" and were ushered into a large room covered with bunks reaching to the ceiling. I was assigned to one three stories up, in which there was barely room enough to turn around. All our equipment went with us, including the heavy "A" bag. A few hooks sufficed on which to hang my rifle, gas mask, musette bag, and helmet. An odor of stale air enveloped our sleeping quarters, which gradually was heavily perfumed by the none too sweet odor emanating from the four hundred and thirty-six men squeezed into the closely packed quarters. The very pleasant odor of sweaty feet and impregnated clothes added to the general pleasure of my sleep.

The feeding schedule was somewhat out of gear, much to the discontent of our men. Before leaving Camp Dix we had been fed a turkey dinner for breakfast; the first time I have ever had turkey so

It was an impressive sight to see the Queen Elizabeth and the Queen Mary, those two gigantic steamers, covered with battle gray paint lying in the harbor. Imagine the expressions in the faces of the troops as they approached the dock. Many of the boys, in fact the majority, were from different parts of the country and had never seen a city of such magnitude as New York.

early in the morning. On the train a few sandwiches were handed out, which later turned out to be our last meal for the day. Everybody had expected to be fed once we were aboard and settled. We waited and waited. The clock was half-past seven, then half-past eight when we finally were told that there would be nothing until the morning.

The morning came and troops were still being loaded. From unofficial sources there are supposed to be eighteen thousand men aboard, which is quite a load. The breakfast consisted of marmalade, bread, bacon and sausage, plus coffee, and tasted quite good to me. Some of the boys complained that they were not being fed well, but I thought to myself "they should not complain, just think of the rations in store for them once they reach their destination." I must admit it took an awful long time before we were served. This was the procedure at the breakfast table: About a dozen tables, each seating twenty men, were squeezed into a rather narrow mess hall. The K.P.'s, two of which served each table, were given a slip of paper by the British mess sergeant in charge, upon which they took a large coffee container standing in a number of large trays at one end of the table and disappeared in the direction of the kitchen, coming back about fifteen minutes later with it filled. It then took almost as long to get each part of the meal. The same thing repeated itself at dinner which was at 3:20 p.m. Only two meals are served.

I soon discovered what a torture it could be to buy a drink at the wet canteen. About two thousand other soldiers discovered the same thing. It's a wonder none of my ribs were broken in the process. Thousands of bottles of Pepsi-Cola must have been sold, for everywhere one turned empty bottles were lined up. It is really a disgrace how filthy all the decks have become from bottles and chocolate papers as well as cigarettes.

While waiting in line (what a line; one could say it stretched into the sea) to buy a little chocolate at one of the canteens, I engaged an Englishman in conversation. He was clad in the typical tropical uniform used by the British in the Middle East and India. He was a clean looking chap with grey eyes and brown hair and was soft spoken. I forget whether he had been in the service two or three years, but he told me he was in Crete during the Blitz and later in Singapore. He had just come from Egypt on the Queen Elizabeth and was returning to England with us. He is married and has a daughter. It takes a while to get an Englishman to talk freely, and this one was no exception.

Have seen several Scotch officers in full regalia since I've been aboard. I like the colorful costume or rather uniforms they wear, but of course the war is not going to be won by gay uniforms.

Stayed on deck most of the day and night. I really enjoy this trip; the vast expanse of ocean and the blue infinity of space. How beautiful the sky was at night with the glitter of endless stars.

There are plenty of guns mounted on this boat — 6 inch, 3 inch guns, anti-aircraft 50 caliber and smaller placed at strategic points. In the meantime the huge ship like a gray mammoth monster plows through the turbulent sea at great speed; somewhere between 30 or 35 knots an hour, I have been told.

September 1, 1942

What a beautiful morning. I had a wonderful night's sleep and feel quite refreshed. The rocking of the boat put me to sleep quickly. It is quite interesting to walk about the ship looking at the many interesting things going on. Many a dollar is being lost and won either by cards or dice.

The weather is fine, in fact it is quite warm; we must be in the Gulf Stream, for it is getting warmer and warmer.

The one annoying thing about the trip is the lack of adequate toilet facilities; hardly any fresh water to use and absolutely nothing for washing oneself, except salt water. It is next to impossible to get a lather with ordinary soap when using salt water, so for the remainder of the trip the use of soap seems out of the question. It is going to be difficult for me to put up with, but I will have to regardless.

September 2, 1942

Water, water, nothing but heaving sea, clear blue sky and interesting cloud formations. There is little one can do except walk about the ship, and wait in line at the canteens; it generally takes two and a half to three hours, or even longer to obtain what we came for. In fact it is getting quite monotonous.

September 6, 1942

At last we have sighted land! Thank goodness! It was beginning to be extremely boring, considering the uncomfortable situation on board and the overcrowded quarters.

It was about noon when someone came running into our sleeping quarters shouting "Land!" It did not take me long to jump out of my (ill smelling) bunk and out onto the crowded deck. There together with thousands of others, just as eager souls, I craned my neck, stood on my toes and sometimes on those of my neighbors and strained my eyes in an effort to penetrate the mist and be greeted by the sight of land. And I was. Faintly, almost imperceptibly, rising out of the misty sea, was the suggestive outline of a mountainous country. Scotland, of that I had no doubt.

It was late in the afternoon when we sailed into the River Clyde. What a beautiful sight to see the sunny hills rising majestically on both sides, bordered by small villages. Very picturesque; a sight to gladden the heart of any artist.

September 7, 1942

The next morning we were on deck early to enjoy the sights. The lovely mountainside, the battleships at anchor, the quaint old towns lying on both sides of the river, and the screaming seagulls which flew about the ship by the hundreds.

By four o'clock in the afternoon we were taken off the ship for shore, where we were put on a train for an unknown destination. I was among some of the boys assigned to help load the baggage car. That done, I slipped on the train into a compartment with two other of our boys. Quite lucky in obtaining a compart-

ment with only three in. Some of the others were filled with as many as six. No wonder some of the boys had no sleep.

As long as it was daylight we were hanging out of the window taking in all the scenery. From every window in Glasgow and nearby towns, women and children were waving at our train. Quite a welcome. The Yanks were passing through. Glasgow and its great industries were passed and left behind us, the sun set, and into the dim twilight the train roared on and night gradually cast its dark mantle over everything. The blinds were drawn and we went into a huddle concerning our future and destination. We were in the British Isles, on foreign soil.



January 25, 1943

It is now over five months since my arrival in England, a rather uneventful five months so far, with the exception of a few air-raid alarms and the dropping of bombs in the immediate neighborhood of camp. The longer I stay here, the more remote the war seems to be, the only indication being the continual drone of planes overhead during the day and evenings when there are missions on. Otherwise life is as usual; we in the headquarters squadron report to our section duties at 8:15 in the morning and quit at 5:00 in the afternoon. Office work is all most of us do.

There is plenty to keep us occupied, for there is a vast amount of paperwork involved in the conduct of this war, mostly routine and, to my untutored mind, much of it unnecessary. There are times when we have an opportunity to write letters while waiting for work to show up.

More and more as this war goes on, the remoteness of the actual fighting creates a tendency in us to relax and conveniently forget about the hardships endured by the boys who do the actual fighting. A dangerous state of mind to relapse into, to say the least. Regardless of how far away the fighting is, there is always the possibility of the war — all the horrors of it — as demonstrated the other day when between 20 and 30 German bombers attacked London and bombed a school, killing about 56 children and injuring many more. Someone who should have been on the alert was evidently caught napping at the wrong time. However, we who sit in well heated offices and have the best, as far as it is obtainable, are far too prone to place the blame on those who brave cold weather and God knows how many inconveniences to be on duty against actual invasion. I mean the men in the ranks, the men without

whom this war will not be won.

God knows what we would do under actual combat conditions and in the field. We are office workers; we live soft and have comforts out of proportion to those who actually perform the heroic duties that will determine the outcome of this war.

To be sure, we stand as much a chance of being blown to bits as the front line soldiers. But we have a nearby large town, and plenty of amusement of some variety, depending upon the individual's preference. We have enough to eat and drink, most of the boys have plenty of women, some of them too much of the wrong kind, and we are being paid well compared to the British boys. But there is an appalling indifference to the war. The only thing of concern is the pleasure of the moment — prostitution, drinking and gambling. I often wonder what would be the fate of us should the Germans decide to drop paratroopers some dark night. To be sure, as free men we would fight to the last, of that I have no doubts. Only God and the High Command knows how grateful we can be to the Russians for what they have accomplished. The Germans now will never be in a position to invade these misty isles. The somber shadows of defeat will sooner or later envelop the Reich and all hopes of world conquest will be nullified.

January 30, 1943

Have just finished perusing a copy of "The Battle of Egypt," a vividly dramatized pictorial account. Page after page shows the various phases of the battle up to the present time and pictorially emphasizes the Nazi defeat. Long columns of monster tanks, lorries and mobile guns, etc., pass in review; a thoroughly stirring drama of blood and sweat. Flames, bombs, and shells bursting and the sky alive with the RAF. It must have been hell to the men out in front and the sappers clearing the minefields sowed by the enemy, not to mention the Nazis shot or burnt to hell in the flaming inferno of immobilized tanks. The "herrenvolke" didn't do so well in their battle with the "degenerate and weak Britons," as they so condescendingly call them. If they do as well in the remaining battles yet to be fought, Herr Rommel will be floating in the Mediterranean soon, and not of his own volition. They will live to deeply regret the day they were led astray by their political leaders, and they have a lot of misdeeds to answer and atone for.

We have had some remarkable weather lately — spring-like, most unusual to say the least, while people are probably shivering at home. ■

ABORTED BOMBING MISSION ENDS IN RISKY LANDING

BY RICHARD H. SMART (44TH)

It was June 21, 1944, at Shipdham, England, where our 8th Air Force 44th Bomb Group was stationed. The ten-man B-24 crew on our high altitude heavy bomber had already flown 16 combat missions and long before dawn we were headed to briefing for mission number 17.

Quiet permeated the large briefing room while all of the crews anxiously waited to see what our target would be for the day. We were quite surprised and filled with mixed emotions when the briefing officer pulled back the curtain to show Berlin as the designated target. A few gasps were heard, but for the most part a calmness of acceptance reigned. Berlin was an extremely long journey and was considered one of the Nazis' most protected cities. This meant many flak batteries, as well as heavy fighter protection enroute.

We were somewhat relieved in that P-51 Mustang fighters would fly escort. This much-heralded American plane had the required fuel capacity to complete the long mission. No other combat plane could go as far, climb as high, and fight as hard as the Mustang.

The flight to Berlin would take about five hours. We took off in the still dark and early hours of June 21st. Most of the flight would be over Germany, where we would be in constant danger from enemy action from both the ground and air.

Having never bombed Berlin, this was a milestone for our crew, although a dubious one at that, with its inherent risks. However, our situation was to be dramatically changed. After a couple of hours into the mission, our B-24 lost one of its four engines. We would not be able to safely make Berlin and were forced to return to England, with only three engines working properly. Forced to abort the mission, our pilot, Lt. Menzal, turned the ship back between Berlin and Hamburg, Germany.

At this point, we still carried a ten 500-lb. bomb load, and searched for a "target of opportunity." We decided to unload our bombs on Wilhelmshaven, Germany, since we were in the proximity of this large city. Wilhelmshaven bordered the North Sea and had been bombed by the Allies frequently during the war.

Our single bomber flying over this target city had to be a first. Normal bombing formations included hundreds of bombers. Regardless, the German anti-aircraft radar located our position and we were soon inundated by flak. Since we were not formation flying but going solo over the target, the pilot was able to drop the bombs

and take immediate evasive action, and we escaped unscathed.

As we flew over the North Sea and approached England, our number three inoperative engine, which housed the main hydraulic system and operated the tricycle landing gear, presented a problem. The main landing gear came down and locked. However, the nose wheel could not be lowered. My responsibility as the flight engineer was to climb under the flight deck to the nose wheel enclosure and remove the latch linkage bolt or pin. I laid on my back and tightly held onto the underside of the flight deck, to prevent from falling into the frigid North Sea. I was able to kick out the nose wheel with no problem, but in holding the pin, it was jarred from my hand and fell into the North Sea.

Unsure if the nose wheel would stay

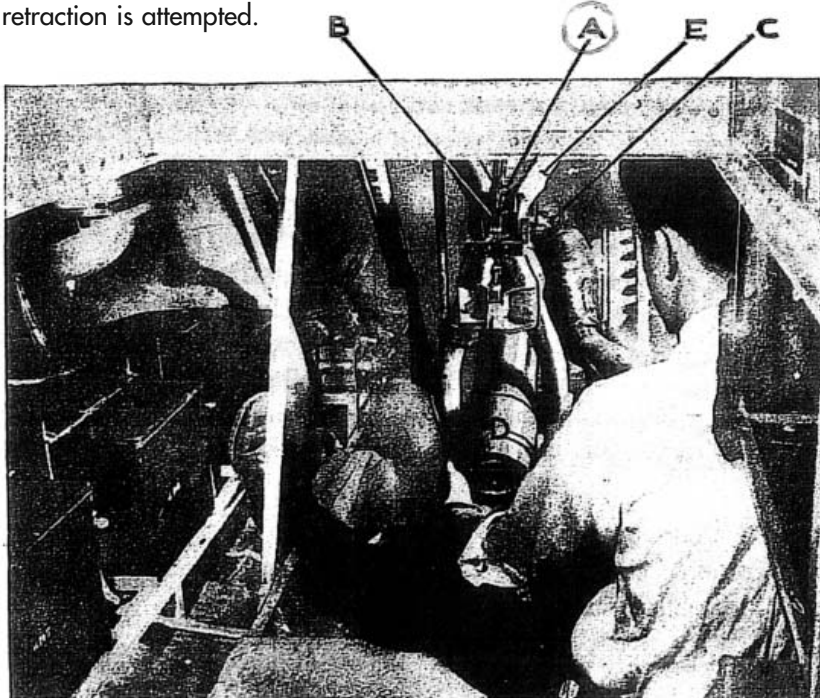
down and locked, minus the pin, I notified the pilot, who was also uncertain. The pilot decided to land on the main landing gear, minus the nose wheel. Eight crew members would stay as far back as possible in the tail of the plane. Our tail gunner, Errol Libby, was sitting in the extreme end of the tail when the intense heat from the skid caused him to jump up and give out with a howl of pain. This gave us pause to appreciate some humor in an extremely serious situation.

After the landing was made, as the aircraft came to a halt after tearing up the bottom of the fuselage, the pilot let the nose down. Absent the locking pin, the nose wheel surprisingly stayed in position and locked. No thanks to my blunder, our crew survived mission number 17, with only 15 more to go. ■

Emergency Nose Gear Lowering Instructions

1. Place landing gear lever in down position.
2. Remove curtains around aft end of nose wheel enclosure.
3. Remove latch linkage bolt (pin on later airplanes) at "A."
4. Pry open latch at "B" with fingers (latch shown disengaged).
5. Sit under flight deck as shown and place right foot on shimmy dampener collar at "C."
6. Place both hands under the top of the oleo strut at "D."
7. Push with right foot at "C" and lift with both hands at "D" to extend nose gear.
8. After nose gear is in down position, push up on drag strut at "E" and press latch "B" into the gear locked position.

NOTE: Replace the latch linkage bolt at "A" before normal nose landing gear retraction is attempted.



The Terrible Bombing Damage of Germany

A 1945 LETTER TO HIS WIFE, PHYLLIS, BY LUDWIG LUND, OFFICIAL ARTIST OF THE 2nd AIR DIVISION
SUBMITTED BY HIS DAUGHTER, MARJORIE LUND-FONTAINE

Dear Phyllis,

Have just returned from a long trip over Holland and Germany, a trip which brought home to me the full visual story of our gigantic bomber offensive.

The total destruction of Germany's war potential has to be seen to be believed. The whole Ruhr area is one vast mass of destruction and devastation and as we passed over one city after another, masses of burnt-out houses, twisted steel of factories etc., I was conscious of the lack of life — the deadness of it all. Even the countryside seems deserted, even though a lot of it is still as lovely as ever. Practically the only sign of life discernable was Allied military traffic here and there.

We left a nearby airfield this morning at about ten o'clock and headed for Yarmouth. It didn't take long to pass that point and head out over the sea towards the Hague which we passed over about fifty minutes later. It was beautiful weather — clear and warm, in fact it was quite hot in the Liberator.

I didn't notice much damage in the town — in fact the Dutch flag was very much in evidence; no doubt they were celebrating. Noticed several interesting bits of architecture and a few of the type of spires I like. The countryside complete with canals, windmills and flower fields were lovely in the sunlight, and people added the right touch to the landscape. Here and there amid the seclusion of a wooded grove we caught sight of an old Dutch chateau complete with moat. As we approached Amsterdam (it too has had its share of bombing), we could see the southern shores of the Zuider Zee. Flags were flying all over the city and in the streets lots of people and Allied military traffic. Perhaps Leslie was there? Who knows? (*Note to the reader — this was a long-time family friend also in the war, who fortunately came home alive*).

I noticed that certain landmarks known to me from photographs (such as the Ryksmuseum) were still intact, although I wonder how many Rembrandts, Franz Hals, Vermeers etc. the Germans have looted and substituted copies for. From the air it looked like a very interesting place to visit. By the way, didn't you stop there once?

The next point of interest was the old town of Utrecht. Yes, the old tower and

interesting old spire of the church is still there. We saw too, the flooded areas. What an awful thing to do!

Soesterberg and other small towns were traversed before we crossed the frontier into Germany. The first impression is one of pleasant green fields and red roofed cottages marred here and there by bomb craters and signs of battle. However, as we approached Munster, we began to see the evidence of our thorough saturation. It was once a picturesque town. Now it is nothing but devastation and empty shells of houses. The factories are obliterated and the churches are in ruins. Nothing but desolation and emptiness.

I couldn't help thinking that such might have been our lot had they been allowed to exploit to the fullest their war potential. All the cities of Great Britain would have been laid waste by rockets and flying bombs. (Between you and me I've said more than one prayer under certain such unpleasant circumstances. Believe me, it is a great relief to know that no more bombs, rockets or doodlebugs are headed our way.) The flying bombs have done a lot of damage in London. It was especially noticeable to me the first time after their launching when I went to see the folks. More of that later. (*Note to the reader — these are Phyllis's relatives who resided in Dartford*).

To return to my journey: Osnabruck was next on our itinerary and that was a similar stone desert only on a larger scale. Next was Bremen with acres and acres of destruction. It is the same story all over. Germany is so thoroughly beaten that she will perhaps never recover. The shadow of Death has fallen across the bosom of the Deutsche Reich; what her future will be is problematical.

The great port of Hamburg with destruction of unparalleled magnitude (with the exception of Berlin) came into sight. We circled some of the most prominent areas and I noticed certain landmarks still standing — for instance, the spire and church of St. Nicolas. From there we swung south towards Hannover, Brunswick, Hildesheim, and Billefeld. En route we passed several POW camps and I wondered how much suffering had gone on behind those dark walls. Nor could I help thinking about some German fellows I knew in the States and their association

with some of these towns. Hannover for instance was the home of Carl Carstens who was a lieutenant in the Werhmacht in the last war. It would have been characteristic of him to have returned and joined up with the Hitler gang. Then there was Schneider, a bohemian drunkard, second-rate musician and painter who returned to Bielefeld a month before the outbreak of war. His hometown is as badly scarred as the rest.

The trip between Hamburg and Hannover was somewhat brightened by pleasant looking little villages, still intact, and green fields but very little evidence of human life. There are some lovely hills between Bielefeld and Dortmund. Also before passing over Munster.

We had a good glimpse of the giant Herman Göring Steel Works at Braunschweig. Most of it is useless, but parts still seem to function. But the marshaling yards and all bridges have really taken a terrible beating. Passed over a number of airfields with dozens and dozens of burnt-out Jerry aircraft.

The northern part of the Ruhr, Dortmund, Reylinghausen, Homburg, Essen etc., etc., was traversed, also the Rhine, but at this point not very romantic looking. The story is the same, destruction on an unparalleled scale. For miles and miles southward, as far as the eye could see, the dead chimneys of the Ruhr industries stood guard over the ruins of Germany's industrial might. A funereal picture, depressing, horrifying. What I can't understand is why the German people allowed all this to happen? Why they stood for all this senseless destruction? I think we have overestimated the average German's intelligence, or else they must have been so completely cowed by the damn gangsters running the country. Good God, what a bunch of maniacs Hitler and his gang must have been! And yet they pretty nearly succeeded. Thank God they didn't! They asked for it and it was paid with interest — what more can one say except to feel sad that man has such diabolic tendencies.

This was a trip I'll never forget. Before starting I had a very good idea of what had been done, for I've had access to a lot of information in the past 33 months. Yet to see it all before my eyes was a revelation of the terrible destructiveness of

(continued on page 29)

KETTERINGHAM HALL DIVISION HQ

BY DOROTHY KROGMANN

Ed. Note: The last paragraph of the Headquarters column on page 4 of the Summer/Fall 2011 issue of the Journal was misinterpreted by editorial staff and contains incorrect information. Since the 2010 2ADA convention in New Orleans, Dorothy Krogmann has been, and continues to be, your Headquarters Group VP. Her contact information can be found in the Directory on page 2 of this issue of the Journal. We regret the error.

Our thanks to Libby Morgan, Trust Librarian, for sending us the 2010/2011 list of books purchased using funds from the separate Headquarters and WAC Endowment Funds. It is interesting to note in the report sent that works of fiction have been purchased for the first time, bringing in new patrons to the Memorial Library.

2nd Air Division Memorial Library Endowment: Headquarters 2010-2011 Report

*In honor of all those who served at
Headquarters, 2nd Air Division
Located at Old Catton, Horsham St. Faith,
and Ketteringham Hall
1942-1945*

- **Trains to Victory: America's Railroads in World War II**
by Donald Heimburger & John Kelly
- **Sweatin' Out the Mission: 8th Air Force Ground Support in World War Two**
by Malcolm Holland
- **Building the P-51 Mustang: The Story of Manufacturing North America's Legendary World War II Fighter in Original Photos**
by Michael O'Leary
- **The Vietnam War Handbook**
by Andrew Rawson
- **The Kennedy Detail**
by Gerald Blaine
- **On the Money: The Economy in Cartoons, 1925-2009**
The New Yorker Magazine

2nd Air Division Memorial Library Endowment: WACS 2010-2011 Report

*Presented by WAC Detachment, Headquarters,
2nd Air Division (Ketteringham Hall)
In honor of and in memory of The Women's
Army Corps who served during World War II*

- **American Quilts: The Democratic Art 1780-2007**
by Robert Shaw
- **Breaking Bread: Recipes and Stories from Immigrant Kitchens**
by Lynne Anderson
- **Women of the Beat Generation: The Writers, Artists and Muses at the Heart of a Revolution**
by Brenda Knight
- **The Penguin Book of American Verse**
Edited by Geoffrey Moore
- **A Few Good Women: America's Military Women from World War I to the Wars in Iraq and Afghanistan**
by Evelyn Monahan and Rosemary Neidel-Greenlee
- **American Modern (Traditional to Modern Interior Style)**
by Thomas O'Brien
- **Scent of the Missing: Love & Partnership with a Search-and-Rescue Dog**
by Susannah Charleson
- **Mammals of North America**
by Roland W. Kays and Don E. Wilson
- **Quilted Devotions: 24 Biblical Blocks**
by Lisa Cogar
- **New Biographical Dictionary of Film (5th edition)**
by David Thomson
- **Greta Garbo: A Cinematic Legacy**
by Mark A. Viera
- **The Civil War Love Letter Quilt: 121 Quilt Blocks Inspired by Love and War, and The Civil War Diary Quilt: 121 Stories and Quilt Blocks They Inspired**
by Rosemary Youngs
- **Chewy Goopy Crispy Crunchy Melt-in-your-Mouth Cookies**
by Alice Medrich



Our treasured holidays are fast approaching, and bringing on a brand new challenging year, 2012. We met the challenges in WWII with "hope" — and we can meet them again. Peace and cheers to all. ■



BY JACK B. DYSON

If you attended the 64th 2ADA Convention Reunion aboard the Royal Caribbean *Enchantment of the Seas* cruise ship, I'm sure you agree it was a great reunion. We hope that you had a good time. I know you join me in thanking all of the people who worked so hard to make it happen.

I always look forward to seeing and visiting with all of my fellow vets, but would like to see more of the 445th Bomb Group members attending.

I am glad we are planning another convention for next year in Chicago. I was not there at the beginning but look forward to hearing all of the stories related to those first gatherings. As in the past, it would be good if we could have a hospitality room for the 445th BG.

The Second Air Division Association continues to be notified that some of our members have passed away. A few days before my wife and I left for the convention we had two calls about 445th Bomb Group members. If you knew these guys, I am sure their families would like to hear from you:

Glen Marsteller passed away on Monday, September 12, 2011. He was a B-24 pilot who flew 35 missions. Phone: (708) 672-6063.

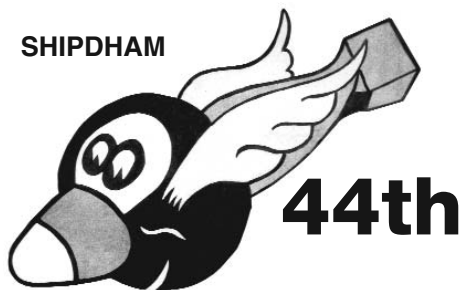
Donald E. Wimbiscus passed away September 8, 2011. He was a radio operator. Phone: (401) 847-5248.

If you have any news of guys who were in the 445th, we would love to have it to share with others. You can send it to me or to Ray Pytel at the *Journal*.

BOOK ENDOWMENT PROGRAM

Libby Morgan, Trust Librarian at the 2AD Memorial Library in Norwich, sends the following message to the 445th BG:

I have great pleasure in sending you details of the books purchased in your name for the Memorial Library
(continued on next page)



BY PERRY MORSE

Two members of the 44th Bomb Group Veterans Association presented a canvas painting of a B-24 to the Army Heritage Education Center at Carlisle, Pennsylvania. Perry Morse, a tail gunner in the 506th Squadron, and Lois Cianci, daughter of Clair Shaffer, engineer in the 68th Squadron, made the presentation to Mike Perry, Executive Director of the AHEC Foundation. Lois's father was KIA on 21 January 1944 on a mission to Escalles Sur Buchy, France. The target was the V-1 bombers that had been viciously attacking London.

The artist, Mike Nelson, painted the *Avenger* in respect to a family member who had gone down in that plane. Because the painting was not done by a veteran, it will not be in the halls of the Center, but is gracing the office of Mike Perry. However, any B-24 buff is welcome to view this beautiful painting.

NEWS FROM FRANCE

Recently the 44th BG was contacted by a French organization that has created a museum near the crash site of the Sobatka



L-R: Perry Morse, Lois Cianci, and Mike Perry with the *Avenger* painting by Mike Nelson in Mike Perry's office at the Army Heritage Center, Carlisle, PA.

plane in which Lois's father was killed. One living member of that crash, Milton Rosenblatt, has supplied pictures and an account of his hair-raising escape from the Germans, aided by the brave Resistance fighters. Several other members of the 44th have submitted their pictures and remembrances.

The crash site of the Sobatka plane has been well cared for by the grateful French people. In 1997, Roy Owen led a

tour to France and England. Among the places that were visited was this crash site. To everybody's astonishment, the son of a French Underground leader handed Lois her father's burnt dog tag.

Pierre Berenguer, one of the founders of the Musee de Resistance, is asking anyone who received aid from the Resistance fighters to please send your stories and photographs to the museum. It is located near the town of Gratennoix. ■

445TH BG (continued from page 28) during 2010/2011.

The 2nd Air Division Memorial Library's book programme enables us to continue to provide the latest and best books about all aspects of American history, life and culture, and it is largely thanks to this programme that we can offer a breadth of reading material on the United States that would otherwise be unavailable to the people living and working in this area.

Such support ensures that the Memorial Library will remain for generations to come a "living memorial" to those brave Americans who served with the 2nd Air Division in East Anglia during the Second World War.

This year we have purchased American fiction for the first time, and our initial collection of "100 Must Read American Novels" has been a popular addition to our stock, bringing new patrons into the Memorial Library.

In addition to all the hard work which goes into managing our book stock, we've had a busy and rewarding year, and I hope you enjoy reading the enclosed news sheet which highlights some of the activities we've been involved with over the last twelve months. Ed. Note: See pages 16-17 in this issue of the Journal.

2nd Air Division Memorial Library Endowment:

Ray Pytel/Twyla Martha Kieffer 2010-2011 Report

Presented by friends and family of Ray Pytel, 445th Bomb Group, Tibenham, World War II, in loving memory of his beloved wife and helpmate, Twyla Martha Kieffer, Deceased 6 November 2000

- **World War II Quilts**
by Sue Reich
- **1,000 Ideas for Decorating
Cupcakes, Cookies and Cakes**
by Sandra Salamony & Gina M. Brown

THE TERRIBLE BOMBING DAMAGE OF GERMANY

(continued from page 27)

modern war. This should be an object lesson to the world! If there is another war, I say God help us! with emphasis. I'm sad when I walk in town and see the destruction done by German bombs, but it is nothing compared to what I've seen today. I could never gloat over anything like this — it is too horrible, too terrifying, too satanic. What a crime to have on one's conscience, I mean of course the crime of the Nazi leaders and the Wehrmacht, and the fools who believed in them and their inevitable defeat.

I can't write any more on this theme. Say a prayer for me and our future. I love you as much as ever. Give my regards to the folks and all our friends. To you, superforsts full of super kisses plus all my love.

— Ludwig

Re-creating a Liberator!

Michael O'Leary reports on the Yankee Air Museum's incredible B-24 project

REPRINTED FROM "FLYPAST," OCTOBER 2011

Located at Willow Run Airport in Michigan, the Yankee Air Force Museum (YAM) is progressing on a most ambitious project: re-creating a Ford-built Consolidated B-24 Liberator. During World War II, the massive Ford factory (purpose-built for B-24 production — breaking ground in spring 1941 and delivering first aircraft in October 1942) at Willow Run churned out 8,685 of the four-engine bombers — a stunning achievement of mass production by a non-aviation company.

"When we originally started the YAM," said flight operations director Norm Ellickson, "we had a goal of obtaining and flying a Ford-built B-24. However, we soon found that the Liberator was nearly extinct and Ford-built B-24s were non-obtainable. The last Ford-built B-24 was donated to a local park, but we found it was scrapped in the early 1960s."

Over the past few years, the YAM has been gathering Liberator "bits and pieces" where and when they could be found. Some of the most significant components came from a wrecked Consolidated PB4Y-2 Privateer fire-bomber. "This aircraft was BuNo 59905 and operated as N6816D 'Tanker 42' until a ground fire wrote the aircraft off. The Privateer structure was based on the Liberator," said YAM histo-



Work under way: Cockpit forward section from RB-24A 40-239. MICHAEL O'LEARY

rian Todd Hackbarth. "With modifications, the PB4Y-2 components can be returned to B-24 specifications."

COMING TOGETHER

Smaller components have also been gathered, including a rare nose section from an RB-24A and the top fuselage portion of a Ford-built B-24J that last served with the Royal Canadian Air Force. "Dedicated YAM volunteers are actively working on the project, with more and more sheet metal work being done in the restoration and rebuilding process," stated project manager Russ Banush. He added:

"Our museum display is intended to reflect both a combat aircraft and one in the process of construction at the Ford factory."

The Privateer aft section will be modified and added to the center section. The massive Erco side turret positions are being replaced with the open position found on the B-24J model. "We will restore the waist gun positions, in which mannequins dressed in period flying gear will be stationed," said Russ. "The front portion of the bomber will have 'Rosie the Riveter' mannequins added to show how women contributed to the production line war effort." ■

Yankee Air Museum

The museum, which also has several airworthy World War II aircraft including a Boeing B-17 Flying Fortress, is located at 47884 D Street, Belleville, Michigan (near Detroit). For more information, go online to www.yankeeairmuseum.org.

The last Ford-built Liberator at the Willow Run Plant.



492nd's Cloak & Dagger

BY DEAN WRIGHT • REPRINTED FROM "FLYPAST," OCTOBER 2011



Very few motorists on the A14 trunk road between Rugby and Cambridge will realize they are crossing hallowed ground just west of Kettering. Not Naseby, the site of the crucial battle in the English Civil War, but one of the most secretive of the USAAF's airfields.

Station 179, Harrington, came into being in mid-1942 and was intended to become a home to Boeing B-17s. But the bomb group destined for 179 was diverted to North Africa in support of Operation TORCH, the invasion of Morocco and Algeria. Instead of the roar of Fortresses heading off to the Continent, the locals became accustomed to the sight of the RAF's 84 Operational Training Unit's Vickers Wellingtons, which began to use the field as a satellite for operations from nearby Desborough in November 1943.

Building works did not end until spring 1944, culminating in the official "handing over" from the RAF to the USAAF on May 1. Two months before this, advance parties of the 36th and 406th Bomb Squadrons began to arrive. The days of training flights were over; a far more dramatic future was destined for this sleepy corner of Northamptonshire.

CARPETBAGGERS

Lt. Colonel Clifford J. Heflin, officer in charge of the 22nd Anti-Submarine Squadron, was summoned to a meeting at Bovington, Hertfordshire, on October 14, 1943. Neither Heflin nor his deputy, Robert W. Fish, were told what to expect. All became clear when it was announced that the 22nd and its Consolidated B-24 Liberators were to cease operations at Dunkeswell, Devon. This may have been greeted with some relief, as several crews had suffered violent encounters with Luftwaffe fighters over the Bay of Biscay.

Instead, the unit was to become central to Operation CARPET-BAGGER, the dropping of agents and supplies into occupied Europe. (The term "Carpetbagger" originates in post-Civil War America: opportunistic settlers from the northern states — often using cheap luggage made from old carpets — moved into the devastated southern states to speculate and exploit.)

Close cooperation with the Special Operations Executive (SOE)

would be required, in particular the RAF Special Duties Squadrons, based at Tempsford, Bedfordshire. The U.S. saw advantages in becoming involved in this clandestine struggle, particularly as it would enable the Office of Strategic Services (OSS) to begin flexing its muscles in Europe.

Within days, Tempsford began to see an influx of personnel of the 22nd to receive instruction in the art of air drops — a major departure from their training in the sunny skies of North Carolina. Each pilot flew with an experienced RAF crew during a night "op." This brought about the first "Carpetbagger" casualty — Captain James Estes — when 138 Squadron Halifax II DT726 went missing on November 3, 1942. A deep mutual respect was formed between the British and American crews.

"SPOOK" B-24s

The B-24 was well suited to this unusual tasking, with a large fuselage and "legs" long enough to allow deep penetration into Europe. Alterations were required, including the deletion of the ball turret which, once lined, became the "Joe Hole" — the exit method for human "cargo." (All agents were referred to as "Joes" by special ops aircrew.)

Nose turrets were also removed, replaced with a glazing to give better visibility for the navigator. The bomb bay was refitted with British-made container release mechanisms instead of bomb shackles, allowing RAF-pattern parachute canisters to be dropped. Aircrew were reassigned, with ball and waist gunners becoming dispatchers.

IDEAL BASE

Temporarily stationed at Alconbury from November 1943 and Watton from early February 1944, the new unit awaited its own base. The first independent "Carpetbagger" mission was flown from Tempsford on January 4, 1944 and the first "Joe" was dropped on March 2, from Watton.

Station 179 was ideal for the type of war that Heflin's men were fighting: far away enough from prying eyes, yet ideally close to

(continued on next page)

492ND'S CLOAK & DAGGER *(continued from page 31)*

Tempsford and the supply depots of Cheddington and Holme. The 36th and 406th Bomb Squadrons became part of a new unit — the 801st Bomb Group (Provisional). Two dozen Liberators touched down at Harrington on March 28 and filled the hard-standings.

A problem became instantly apparent — the runways were not strong enough to support the heavy B-24s. This may have been due to the inexperience of the U.S. Army Engineers constructing the base, or an incorrect specification. Repairs completed, two more units joined the 801st BG — the 788th BS from Rackheath and the 850th BS from Eye, in early May.

FRENCH STYLE

Missions, which began on the night of April 5/6, often saw supplies being dropped from as low as 400 feet and “Joes” from as low as 600 feet. Mission direction came from the OSS in London, with a list of targets being sent to the Group Liaison Officer, who passed them to the CO. In turn, priority requests from resistance groups were selected and aircraft availability decided. Agents arrived at Harrington in blacked-out cars, and often only ever met the OSS staff assigned to dress them in authentic French clothes made by a dedicated Savile Row tailor. The next people the “Joes” would meet were the aircrew waiting to “deliver” them.

As D-Day loomed, operations began to change. Douglas C-47 Skytrains arrived, to be put to use dropping commando units into France. Three-man teams — known as the “Jedburghs” after the area of Scotland where training took place — usually consisted of an American and British serviceman plus a French operative. Self-contained, they were dropped to assist local resistance cells.

A much stronger force was devised, known as Operational Group. Consisting of 20 to 30 men, these did not parachute into enemy territory but were instead flown into secure landing sites. The aircraft returned to Harrington carrying wounded resistance fighters, downed aircrew and others for debriefing in London.

After the first landings in France, the number of people based at Harrington swelled to over 3,000, necessitating canvas accommodation located between the airfield and nearby Kelmarsh. This site became known as “Tent City” — not a desirable residence! During the often frenetic activity following D-Day, involving up to 50 B-24s leaving Harrington each night, many crews and machines were lost to enemy action and accidents.

TANKERS AND BOMBERS

By August 1944 General Patton found the momentum of his advance in France had gone, with fuel supplies becoming woefully short. At Harrington, the 801st (which had been redesignated as the 492nd BG on August 13, 1944) was called upon to help with the problem.

Ground crews worked tirelessly to convert the group's Liberators into tankers. Two 400-gallon tanks were fitted inside the bomb bay while six 100-gallon auxiliaries borrowed from P-51 Mustangs were located within the fuselage and three more installed elsewhere. Between September 21 and 30, over 822,000 gallons had been delivered to ground forces on the Continent, a miraculous achievement.

With ever greater swaths of territory being liberated, fewer covert supply drops were required. Three of the 492nd's squadron converted to night bombing. Their task was intense and highly challenging, with much training being required to fulfill this alien role. Previously removed kit had to be refitted, including the oxygen systems.



The “Carpetbaggers” badge, summing up the primary mission.

“Carpetbagger” navigators were now masters of their craft, and more than able to find their targets. Christmas Eve saw the Group head out for its first objective — the coastal batteries at Coubrie Point. Teething troubles caused many aborts with only eleven machines being able to bomb.

EXTENDED INVENTORY

Resupply sorties continued into 1945, including sending a detachment to Brindisi, Italy, to supply the resistance movements of the Balkans. The Allied advance through Europe extended the distances between the frontlines and the OSS HQ in London, creating communication issues for the groups relying on the “Carpetbaggers” for supplies and support. A solution was found in de Havilland Mosquitoes XVIs fitted with audio tape recorders, flying at altitudes of up to 30,000 feet above agents and broadcasting messages. Codenamed RED STOCKING, these sorties allowed clear and uninterrupted communication, free from jamming.

Another addition to the 492nd's inventory had its debut on March 20 — five Douglas A-26 Invaders, each adapted for dropping OSS operatives into Germany. This opening sortie was not a success, 43-22524 hitting moorlands near Bramsche, killing the crew. On board was the Group Navigator, Major Edward C. Tresemer; his death was a severe blow to the 492nd.

Operations continued to be flown until the German surrender on May 7. The aircraft left for the final time a month later, the unit being deactivated on October 17, at Kirtland Field, Albuquerque.

By war's end, the 492nd had flown over 3,000 sorties, dropping over 4,500 tons of supplies and 556 operatives into occupied territories. The cost was high: over 300 personnel and 59 aircraft.

CATTLE AND MISSILES

Harrington was returned to RAF custody and, from October 1945, became a sub-site of 25 Maintenance Unit, processing vast quantities of aircraft equipment. The feverish activity of demob-

bing and decommissioning continued until March 1949 when the airfield was allowed to begin its return to nature. Taxiways became overgrown.

Bernard Tebbutt, a man who was to play a major role in the airfield's future, purchased the administration block in 1959. This structure had played a central role in the day-to-day lives of the "Carpetbaggers." Double doors and windows were installed and the building became a home to cattle.

Soon after Bernard's purchase, Harrington, the majority of which was still owned by the Air Ministry, took on a role in Britain's nuclear deterrent. With three Douglas Thor intermediate-range ballistic missiles, 218 Squadron was formed at Harrington on December 1, 1959.

Capable of carrying a two-megaton nuclear warhead over 1,500 miles, these missiles spent their days on three L-shaped launch pads situated alongside the remnants of the north-south runway. Personnel worked in 12-hour shifts, with the area designated top secret.



RAF publicity image of a Thor launch pad at night. Three of these ominous missiles were kept in the middle of the former airfield.

August 1963 saw these terrifying leviathans leave — the advent of the RAF's V-bomber force made the missiles redundant. For the final time, the RAF withdrew from Harrington, which was sold by the Air Ministry two years later.

The runways and taxiways which had seen so much activity were recycled by the St. Ives Sand and Gravel Company, their mortal remains being used as the basis for many roads under construction at the time. The station was finally severed by the new A14 trunk road in 1994, separating the runways from what had been the main gate. Farming returned and, from certain angles today, one could be forgiven for thinking that this piece of countryside had never seen any other use.

"CARPETBAGGERS" RETURN

Veterans of the 492nd and its predecessors returned to their wartime station in June 1987 to dedicate a monument in honour of friends and colleagues who never returned. The memorial sits upon one of the surviving dispersals.

During a return to Harrington in 1992, Robert Fish related his wish to Bernard Tebbutt that the unit should have a museum to keep its history alive. During the summer of 1993 that desire became a reality.

Located within the administration block, latterly a cowshed, the unique and highly atmospheric Carpetbaggers Aviation Mu-



The memorial, which uses the iconic image of B-24 "Miss Fitts," can be found on the site of the eastern dispersals on the Harrington to Lamport road. This route follows the perimeter track.

seum is run by a small band of dedicated volunteers. Also based on the site is the Northants Aviation Society, with an impressive selection of local aviation archaeology items and other artifacts.

The scope of "Carpetbagger" heritage on show is impressive, much of it coming from veterans. Included is a film presentation made during the 492nd's tenure at Harrington and used to train CIA operatives (the renamed OSS) in the running and conduct of covert operations. The very corridors walked by visitors can be seen in action and one can almost feel the presence of the personnel who worked in this building.

This is not an easy museum to find. Road signs are few, and a satellite navigation system is recommended. Do not let this put you off; the unique story of the "Carpetbaggers" and the warm welcome makes Harrington a hidden gem. ■

Carpetbaggers Aviation Museum

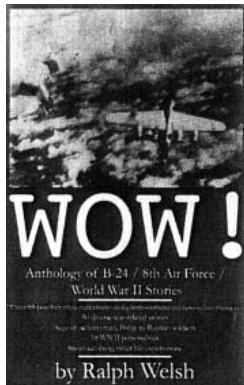


The Carpetbaggers Aviation Museum is located at Sunnyvale Farm, off Lamport Road, Harrington, Northants, NN6 9PF. Open weekends and Bank Holidays Easter to October. Special openings can be organised for groups of 12 or more. For more information, go to www.harringtonmuseum.org.uk.

WOW!

Anthology of B-24 / 8th Air Force / World War II Stories

By Ralph Welsh. 440 pages, softback.
Welsh Products Inc.



It seems like reading time becomes more limited each day, and that is why books like *WOW! Anthology of B-24 / 8th Air Force / World War II Stories* by author Ralph Welsh are always appealing. This excellent collection spans many segments of the air war during WWII. Packed with well over 160 short stories, this anthology collection is also well illustrated and is an excellent value.

Ralph Welsh was a WWII 8th Air Force veteran who flew in B-24s with the 448th Bomb Group at Seething, Eng-

land. Mr. Welsh has compiled a fantastic collection of veteran accounts, making the reader both laugh and cry.

This book is a very entertaining read. It is one of the finest collections of first person veteran accounts this reviewer has ever seen. This book serves as an archival testament to the men who flew in the 8th Air Force during WWII. It is an outstanding work.

This reviewer congratulates Mr. Welsh for this fine effort, but even more so, thanks him for keeping the stories of the "Mighty Eighth" alive for future generations. Very highly recommended.

Copies can be purchased by contacting the author directly: Ralph Welsh, 1525A Golden Gate Ave., San Francisco, CA 94115, or order online at www.wow-book.com.

DEFENDING FORTRESS EUROPE The War Diary of the German 7th Army in Normandy, 6 June to 26 July 1944

Edited by Mark J. Reardon, author of *Victory at Mortain*.
Approximately 375 pp., 39 photos, 19 maps.
The Aberjona Press, 2011. \$24.95.

Why another book on Normandy? One reason is because Normandy continues to be regarded as the *decisive* post-1940 cam-



paign in Western Europe. Despite the interest it still generates, English language books dealing with Normandy from a German perspective are few.

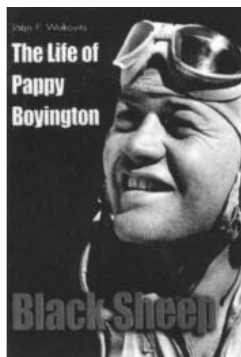
Defending Fortress Europe departs from familiar convention by relying on a hybrid mixture of modern scholarship and primary source material written over 65 years ago. The primary source material consists of the record of daily activities, covering the period from 6 June to 26 July 1944, compiled by a staff officer from the 7th Army's operations and planning section. This record, known as the *Kriegstagebuch* (Daily War Diary), served not only as a historical reference, but also as an *aide-memoire* for the commanding general and his staff.

Defending Fortress Europe provides readers with the first English-language account of what the Germans were saying in their own words during the Normandy campaign . . . By making the complete text of the 7th Army War Diary available, readers are able to gain a fuller understanding of German actions during the Normandy campaign.

BLACK SHEEP

The Life of Pappy Boyington

By John F. Wukovits. 228 pp.
Naval Institute Press, 2011. \$34.95.



Mavericks win wars. And the legendary alcoholic Marine Corps ace Gregory "Pappy" Boyington was surely one of the most colorful mavericks of all. He left the Marine Corps before he could be thrown out, only to join the Flying Tigers in China and Burma, where he further underlined his reputation as a wild man on the ground and in the air. Such flaws were overlooked, however, when America needed to muster every experienced fighter pilot, no matter how renegade.

Boyington wrangled a major's commission before taking command of Marine Fighter Squadron 214, otherwise known as the "Black Sheep Squadron." Boyington led by example and quickly turned this ragtag unit into a superb and deadly force. He was arguably the most dangerous American to ever sit at the controls of a Vought F4U Corsair. In one month alone he downed 14 enemy fighters, most of them Japanese Navy Zeroes.

Although he spent a great deal of time "pickled" when not in a cockpit, Boyington was far from delinquent in his planning of missions and training. But there was only so much one could do to prepare for a dogfight: "There is no such thing as strategy up there," he told one pilot. "Gambler's guts would be better to describe what a fighter pilot needs. It's just like street fighting. If you hit the other guy first, and hit him hard, you'll probably strike the last blow."

Pappy racked up an astounding 28 kills and earned the Medal of Honor before being shot down and captured in January 1944. Thanks to his guile and resilience, he survived brutal POW camps, including the notorious "Torture Farm." He was liberated on August 29, 1945, having endured the longest stretch of sobriety of his adult life.

Boyington enjoyed nationwide celebrity after the war and
(continued on next page)

The 20th Anniversary of the B-24 "Diamond Lil" Flight

BY DAVID HASTINGS

In 1992 the Memorial Trust of the 2nd Air Division USAAF in Norwich was approached by the East Anglia Tourist Board to see if they would help with the celebration of the 50th Anniversary of "The Friendly Invasion," the arrival in the United Kingdom of the United States 8th Army Air Force. The Trust readily agreed, but at the first meeting in London it became very obvious that unless a B-24 could be brought to the UK, then another aircraft, the B-17 Flying Fortress, would get all the praise. This led to the Chairman of the Memorial Trust, Mr. Tom Eaton, issuing his memorable command to me: "David, find a Liberator and bring it to Britain," and so the fun began.

We first approached the Collings Foundation and I flew out to see them. They were interested, but wanted \$100,000 to fly their B-24 to England. We thought we could raise this amount, and the deal was signed. The response to the appeal in East Anglia was amazing, and by December 1991 just under \$100,000 had been raised, when suddenly the Collings Foundation decided to cancel. Luckily in 1981 as a Trust Governor I had been invited to meet the Confederate Air Force in Harlingen, and I knew they had a B-24. After several phone calls they agreed that a tribute had to be paid to the 2nd Air Division, and they kindly agreed to bring their B-24 Liberator "Diamond Lil" to England for a six-week tour, with me as one of the crew, and the rest is history. The flight from Fort Worth was memorable, including losing an engine over the Arctic, doing an engine change in Keflavik, and the tremendous support we received from the United States Navy, the USAF, and the Royal Air Force. We had a RAF Nimrod escort over the Atlantic, and then three RAF Jaguars brought "Diamond Lil" into Norwich Airport to relive that famous painting "Welcome Home Yank" with over 12,000 people waiting to welcome her home. During her stay she twice flew at low level over all the old 2nd Air Division airfields, the Headquarters, and the Base Hospital at Wymondham, and her visit inspired thousands of people on both sides of the Atlantic. In late 1992 when the Memorial Trust produced the film on the "Diamond Lil," it took three showings, each one introduced by Tom Eaton, before the 1,500 people who booked tickets were satisfied.

Now, twenty years on, we in East Anglia hope to celebrate that unique flight and the memory of the bravery, sacrifice, and friendship of the 2nd Air Division USAAF. We would hope that a main "Diamond Lil" film evening will be held, and already some of the villages have booked their own showings. We have also



Above: The famous B-24 Liberator "Diamond Lil" at Prestwick in Scotland. Below: The crew of "Diamond Lil" prior to leaving Fort Worth at the start of the transAtlantic flight.



produced a book for the Memorial Library with a foreword by Air Marshal Sir John Kemball, to cover the entire history of the unique flight.

SHE WILL NOT BE FORGOTTEN. ■

BOOK REVIEWS (continued from page 34)

milking it royally, further capitalizing on his legend in his 1958 best seller *Baa Baa Black Sheep*, the basis for the wildly popular 1970s TV series. Sadly, by the time the 75-year-old lost his last fight — with cancer — in 1988, he had few admirers, though he left a long trail of failed relationships and empty bottles.

This new biography by John Wukovits is less entertaining than his subject's own ripping yarn, and not as detailed as Bruce Gamble's excellent 2000 account, but it will appeal to serious Marine aviation fans. Wukovits expertly sifts fact from myth and shows why Boyington inspired and infuriated in equal measure. Above all, he reminds us that, when leading men in combat, "Black Sheep One" not only had the right stuff — he was one of the very best. — *Alex Kershaw* ■



We've heard from Cindy Stevens that her father, former Group VP Jack Stevens, came home from the hospital in August, and another of his daughters, Pam, who lives in San Diego, has arranged for in-home care. Therefore someone is always at the house with him, and Pam herself stops in each evening after work. Progress is still slow, but he's a lot better than he was some months ago. ■

64th Annual Business Meeting of the Second Air Division Association, 8th USAAF September 19, 2011 • Aboard the “Enchantment of the Seas”

A. Call to Order:

1. The 64th Annual Business Meeting of the Second Air Division Association was called to order by President Charles Walker (445th BG) on September 19, 2011 at 09:55 a.m. in the Conference Room aboard the Royal Caribbean ship *Enchantment of the Seas* off the coast of Maryland.
2. President Walker led the Pledge of Allegiance.
3. President Walker appointed Irene Hurner, Backup Secretary, to serve as Parliamentarian.
4. President Walker stated that a quorum was present.
5. President Walker introduced guests.

B. Report of the President (Charles Walker):

President Walker, in his opening remarks, stated that, upon election as president, he immediately appointed VPs to fill vacancies in several bomb groups. The 491st still has a vacancy. He worked with Convention Chairman Maxine Mackey and the convention committee to decide on a five-day cruise from Baltimore, MD to Bermuda as the site for the 2011 convention. Secretary James Dyke (453rd) resigned during the year and Ray Lemons accepted the appointment. The basic inside cabin charge for each attending veteran would be covered by the 2ADA. Jackets for the veterans and dog tag medallions for the women were given as souvenirs of the convention.

C. Report of the Secretary (Ray Lemons):

Secretary Lemons stated that the minutes of the 2010 New Orleans, LA business meeting were published in the *Journal* and would not be read. There being no corrections to the minutes, Elmo Geppelt moved to approve the minutes as published. George Hammond seconded the motion. Motion carried.

D1. Report of the Treasurer (Earl Zimmerman):

A complete report will be published in the *Journal*.

BEGINNING BALANCE, General Fund, July 1, 2010 .. \$99,960.00

ALL FUND BALANCES as of June 30, 2011

General Fund \$54,068.00

Membership Account \$1,916.00

All Funds \$56,597.00

General Fund as of August 15, 2011 \$43,093.00

D2. Report of the Audit Committee (Earl Zimmerman):

Treasurer Earl Zimmerman stated that there were no members near his home to perform the annual audit. Therefore, he brought all records to the convention for review by those interested.

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

Chairman Mackey (392nd) reported that as of September 15, 2010 the membership was 1,889. Currently membership is 1,586. Of this number, approximately 300 are associate members. Allowing for loss of membership by deaths and non-payment of dues, the Association can expect to have a membership of about 1,332 at the convention in 2012. Richard Robert made a motion to accept the report. Seconded by George Hammond. Motion carried.

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

President Walker stated that Journal Editor Ray Pytel sent a report stating all is well, but he needs more 2ADA articles.

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

Representative Walker mentioned this is the tenth anniversary of the rededication of the Memorial Library. He plans to be in Norwich to attend the Veterans Day events, the Annual Governors Meeting, the Biennial Lecture, and the Remembrance Ceremony at St. Paul's Cathedral in London. All are welcome. President Walker asked Matthew Martin to continue with the report.

H. Report of the Board of Governors (Matthew Martin, Chairman) and Memorial Trust Librarian (Libby Morgan):

Chairman Matthew Martin stated that for reporting purposes he would use \$1.58 as the exchange value for £1. The library is doing well, though there was an overall deficit of \$5,822. Part of the loss is due to an increase in salaries (Libby Morgan was given 10 additional hours to 28.5 hours per week) and the cost of the newly revamped website, \$5,528. Hits on the site are monitored now and the information will inform as to how to modify the site in the future. New carpet will be installed in the library. This update may cause a deficit for the second year in a row, but it has been planned for. The Norfolk County Council continues to give major monetary support to the library. In the past, funds totaled between \$110,000 and \$126,000 per year. The only reduction in contributions was reduced book fund monies of \$788.00. Chairman Martin said that this shows how highly the library is valued. A remodeling fund was established a few years ago and additions are made each year in preparation for future needs. To date, \$107,000.00 has been set aside. Last year \$10,735 was spent on books. The Norfolk County Council added \$4,733 for books. The American Scholar Program in conjunction with the University of East Anglia costs about \$10,000 per scholar per year. Each scholar spends 400 hours per year (10 hours per week) with the staff and in the library. Total funds for the library under the Governors' control, as of 04/05/11, were \$2,593,261 in the Capital Fund, \$266,757 in the Book Fund, and \$830,926 in American Scholar Funds.

Chairman Martin introduced Libby Morgan, the Trust Librarian. She said that we are fortunate to have the Memorial Library housed in the same building within the Norfolk & Norwich Millennium Library, the busiest library in England both in the number of visitors and in books loaned. As is true in most parts of the world, there was a slight decrease in visitors during the past year, but book issues are up and there was an increase in the total number of hits on the website of 10,675. In addition to helping to choose book stock, and develop programs for adults and children, American Scholars Elizabeth Rawitsch (New Hampshire) and Beth Southard (North Carolina) worked with the staff to create a Facebook page, <http://facebook.com/2ndair>; a blog, www.2ndairwordpress.com; and an embryonic YouTube channel, www.youtube.com/2admemorial. Some of the promotions and activities included a presentation using sound clips from the sound archive entitled “American Invasion Remembered,” WWII Reminiscence Coffee Morning with Pat Everson from Seething, school workshops, film presentations, “Beyond Cowboys and Indians: The American West in Film, TV & History,” “American Tall Tales” in the children's library in the Millennium Library, and the UK Chapter of the National Society of the Daughters of the American Revolution presented a donation of £250 towards the purchase of new American history books for high school students during its visit. Launched in February, one new

feature is an American fiction collection. Until now, the library stocked only non-fiction books. This may account for part of the increase in book issues. The Evelyn Cohen/Jordan Uttal Archive Cataloguing Project is almost complete. The new archive catalogue will be launched at the Annual General Meeting of the Memorial Trust in November. The staff has worked with the Norfolk Record Office on several projects and is collaborating with it, museums and citizens to create a visitor trail in anticipation of celebrating the 70th anniversary of the "Friendly Invasion" in 2012. An autumn lecture series is planned. The Olympic Torch will pass through Norwich on July 4, 2012. For further details of 2010/11 activities and promotions, people may request "A Year in the Life of the 2nd Air Division Memorial Library" from the Memorial Library.

I. Report of the Delegate Committee:

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

J. General Committee Reports:

1. Group Relations Committee (John Lee, Chairman):

Chairman Lee stated that he must resign as chairman due to health issues.

2. Report of the Nominating Committee (Richard Robert, Chairman):

Chairman Robert presented the following slate of officers for the 2011-2012 year:

President: Richard Robert (453rd BG)

Executive Vice President: John "Frank" Bales (467th/492nd BG)

Vice President Membership: Oak Mackey (392nd BG)

Treasurer: Earl Zimmerman (389th BG)

Secretary: Ray Lemons (445th BG)

Journal Editor: Ray Pytel (445th BG)

Ray Lemons nominated Earl Zimmerman for President. Oak Mackey moved that nominations be closed. Motion seconded. Motion carried. Richard Robert was elected President. Oak Mackey moved to accept the remainder of the slate as nominated. Jack Dyson seconded the motion. Motion carried.

K. Old Business: None

L. New Business:

1. Determination of Convention Site:

President Walker stated that the Executive Committee voted to have the 2012 convention in the Chicago area.

2. Announcement:

President Walker announced the passing of Lloyd Prang, 453rd Group Vice President, on September 16th, and the loss of 2ADA Past Presidents Walt Mundy and Alan Senior during the past year.

3. Heritage League (Irene Hurner, Past President):

Irene Hurner said that interested individuals can request information about the Heritage League from any of its officers or go to the website www.heritageleague.org. During the past year President Brian Mahoney

assisted the 467th Bomb Group with making perpetual arrangements for its memorial near Norwich. If desired, the Heritage League will assist other veterans or bomb groups with their needs. That is one of the purposes of the organization. Heritage League officers and members look forward to helping Maxine Mackey with the 2012 convention and to visiting with everyone there.

M. Adjournment:

President Charles Walker declared the meeting adjourned at 10:55 a.m.



IRENE M. HURNER

Backup Secretary for Ray Lemons

Second Air Division Association, 8th USAAF

Attendees at the 64th Annual 2ADA Business Meeting

Name	Vet/Guest	Bomb Group
J. Frank Bales	Vet	467th/492nd
Stephen Bolcar	Vet	445th
Stephen Bolcar (grandson)	Guest	445th
Harold Burks	Vet	93rd
Lillian E. Chin	Guest	93rd
Don Dumoulin	Vet	453rd
Jack B. Dyson	Vet	445th
Doris D. Dyson	Guest	445th
Elmo Geppelt	Vet	458th
Ben Grimm	Vet	445th
George Hammond	Vet	389th
Marie Hammond	Guest	389th
Leo Hebert	Vet	93rd
Irene Hurner	Guest	453rd
Ellen Kelly	Guest	44th
J. Ray Lemons	Vet	445th
Jean Lemons	Guest	445th
Oak Mackey	Vet	392nd
Maxine Mackey	Guest	392nd
Matthew Martin	Guest	Board of Governors
Libby Morgan	Guest	Trust Librarian
Perry Morse	Vet	44th
Ruth Davis-Morse	Guest	44th
J. Wilson Noden	Vet	467th
Darrell Reed	Vet	445th
Shannon Reed (son)	Guest	445th
Dick Robert	Vet	453rd
Gwen Robert	Guest	453rd
Roberto Ruiz	Vet	389th
James L. Sherrard	Vet	467th
Taffy S. Simon	Vet	445th
Lee Swofford	Vet	445th
Chuck Walker	Vet	445th
Earl L. Zimmerman	Vet	389th

Note: Not all attendees of the business meeting signed in.



To the Editor:

Libby Morgan of the Memorial Library and I have been corresponding back and forth for over a month now, and she gave me your address. My father, Ludwig Lund, was the official artist of the 2nd Air Division during WWII, whose 23 commissioned paintings hang as a permanent exhibit in the meeting room of the 2nd Air Division Memorial Library. Libby thought I might like to write an article for the *Journal*, which she sent me a copy of, as well as discs of my father's paintings and other 2nd Air Division brochures.

I first discovered my father's paintings on the 2nd Air Division Memorial Library website by googling Ketteringham Hall. I knew my father was stationed at Ketteringham Hall during the war, since he talked about his wartime experiences every so often, and I have a picture he painted of Ketteringham Hall on my living room wall, amongst many other paintings of the Norfolk area. I was curious to find out what happened to Ketteringham Hall, whether it had been sold or not, or whether it was still a private estate, and lo and behold, I found underneath the Ketteringham Hall website a website of the 2nd Air Division. I thought, "This is the division of the Air Force my father was in," so I clicked on it and after surfing around I found several paintings that looked like my father's style. When I enlarged them I saw his signature. I was blown away by this discovery! I then emailed the person who set up the website (unfortunately I can't remember his name), asking him about information on the paintings and he told me to email the Memorial Library which I did. I then started to correspond with Libby Morgan. I knew my father had been commissioned to paint some pictures of wartime activities during WWII, but I didn't know how many, nor had I ever seen them. I was delightfully surprised to view them on the Library website. I told Libby that

I wished my father could have known of the dedication in November 2001; he would have been so pleased and proud, as he was still alive. (He passed away in 2003.) However, Libby informed me that the Library had tried to get in touch with him before the dedication, but not having his service number, they couldn't locate him or even knew he was alive. Well, one thing led to another, and I have gathered some information from my father's journals at Libby's and Frank Meere's request. Frank informed me that he would like to use several paintings of my father's in his forthcoming books, and I have given my permission. I am just waiting to hear back from the U.S. copyright office.

I am sending you some documents consisting of a short biography of my father; notes taken from his WWII journal about his painting commission; a complete description of his journey from the U.S. to England on the Queen Elizabeth; and a letter to my mother of the terrible bombing damage while flying over Germany. I don't know whether you want to include any of these things in the *Journal* for publication, but I thought they were interesting reading from an eyewitness account — an artist's perspective.

Sincerely yours,
Marjorie Lund-Fontaine

Ed. Note: Please see pages 19, 24, and 27 for more on our artist Ludwig Lund.



To the Editor:

In the last *Journal* I received, you stated that now that you were on the "wrong side" of ninety, you had decided that in the "Wine, Women and Song" stakes, you had finally had to give up singing. I thought, where does that leave me? Being only a "spring chicken" at 74 years old, I never could sing; and whenever I have been in hospital I have been told that owing to my small intake of alcohol I officially don't drink; and fortunately I have been happily married for 44 years. (*Ed. Note: The secret is — When you get up in the morning, always have something to do. When you run out of that — you're dead!*)

The reason I am writing to you is to try to help a 467th BG veteran to find out some information. In 1944 he sailed from Boston to Liverpool on the *Mauretania*. He is trying to get some details concerning the voyage. Unfortunately it seems that most of the "official records" of troop

ship movements were destroyed after the war. However on some listing there is a mention of this voyage, provided by a Barbara Neuerman whose father was a passenger on it. Could you, through the *Journal*, make an appeal to this lady? If you can, and she can provide any information, Walter J. Laughlin of 16 Weston Road, Westport, CT 06880-2137 would be very pleased to receive it.

John Threlfall
30 Lower West Avenue
Barnoldswick
Lancs BB18 6DW
ENGLAND



To the Editor:

The *Journal* has just arrived, and what a shock when I opened the envelope — I never thought that we two "old pilots" would ever make the front page, but thank you again for printing my article. Also thanks for using the story on John Gantus, which was an amazing experience for Jean and I as well as for John and Jo Ann. Finally my thanks for mentioning the Rackheath Youth Council. Your kindness has inspired these youngsters and they were deeply touched by the coverage you gave them. As always, another great issue, and our congratulations on reaching the grand old age of 91! How do you do it? (*Ed. Note: See Ed. Note in previous letter!*)

I have already received several nice emails from 2ADA members who enjoyed "Wings Across America," so I have enclosed a story on our "Final Flight" just in case it might be of interest. Also I wonder if you could include the enclosed article on "Diamond Lil," as next year is the 20th anniversary of that epic flight and all of us who took part do want to try and have a proper celebration. However at the moment there is a lack of interest by the Trust, which is sad as it was the Trust in 1992 who made the whole project possible. Still we may have a leading Norwich hotel willing to take over with a major film night, and several of the villages have already booked the film to keep the memory of the 2nd Air Division USAAF alive.

You were all in our thoughts and prayers on 9/11, and yesterday we started the Battle of Britain week with a ceremony at County Hall and the week ending on Sunday with the service in the Cathedral followed by the parade and fly-past in

which we RAF veterans march, although I fear this may be my last year for marching.

Finally, I just heard that Marjorie Parker's book, *David and the Mighty Eighth*, has been awarded the Silver Medal in the Military Writers Society of America contest. Sadly Marjorie is suffering from cancer but is being very brave.

Stay well and keep in touch. All our love,

David and Jean Hastings
"Westering"
32 Thieves Lane
Salhouse
Norwich, NR13 6RQ
ENGLAND



To the Editor:

Would there be any chance of purchasing the 2nd Air Division bronze medallion from someone who is willing to sell? I spent almost one year at Rackheath (30 missions).

Jack E. Berner, Sr. (467th)
1793 Lakeside Drive
Ceresco, MI 49033-9736

Ed. Note: Any 2ADA member who has the 2001 medallion and is willing to part with it, please contact Jack.



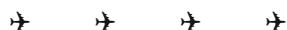
To the Editor:

I need your help. This brass wall hanging (*below*) was handed down to me from my mother. My granddad brought it here from Great Britain, and I was told it's a copy of a window in a London cathedral. It is very heavy. When it's properly hung, the fish are at the bottom.



Any information on this piece would be great to hand down to later generations.

Peggy Raymond
1116 W. Rowan Avenue
Spokane, WA 99205



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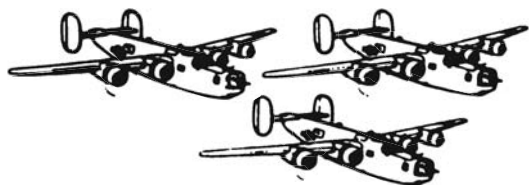


We Want to Hear from You!!

The 2ADA Journal is always at its best when we have material to print that is written by our members and their families. This means YOU, so please contact us soon with your letters, stories and photos.

Write to Editor Ray Pytel, P.O. Box 484, Elkhorn, WI 53121-0484, or fax to 262-723-7981. Alternatively, you may send email to Emily@PartnerWithChoice.com

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