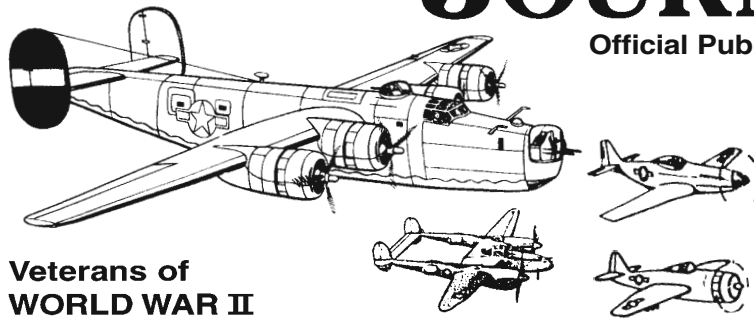


**2ADA DISSOLUTION
SURVEY:
See page 5**

**2ADA CONVENTION
September 6, 7, 8
See pages 34-37**

THE JOURNAL

Official Publication of the:



Volume 51 Number 1

Spring 2012

A Fond Farewell to the 2nd Air Division Association, from a British Wartime Friend

BY DAVID J. HASTINGS, MBE, HONORARY LIFE GOVERNOR

To learn that the 2nd Air Division USAAF Association may be about to close is very sad, but on the other hand, as I found out in the Norfolk Vintage Pilots, it is always best to end on a "high note" rather than just slowly fade away. To write this "Farewell" as perhaps the last remaining retired Memorial Trust Governor who knew you during the War is not easy. We have had the privilege of knowing you since 1943, and friendships formed in war are very different from those made in peacetime. You have indeed enriched our lives and we can never thank you enough. Having endured the Fall of France, Dunkirk, the Battle of Britain and the Blitz, your arrival in Great Britain to join us in the fight for freedom in 1942 was like a bright star at the end of a very dark tunnel, and we will never forget the sound of up to one thousand B-24 Liberators forming up in the Norfolk skies each morning, nor the terrible price you paid in those early days.

As youngsters we deeply appreciated your friendship and the fact that even after a long and tiring mission, you and your ground crews still had time for us. Hershey Bars, Coke, candy, chicken and ice cream were things we had not seen for years. Then to be allowed inside your B-24s and at times even start the engines was amazing. To also have you back in our homes and be able to give you just a few hours away from the horrors of war was a joy to us all, and for me personally to be adopted by Lt. Al Dexter and his crew of "Pugnacious Princess Pat" at the 389th at Hethel with John (Pop) Gantus as his Crew Chief will always be a high spot in my life.

We were sad when you returned home in 1945 for you had been such tremendous friends, but you had helped to preserve our freedom and we knew it was time that you returned to your families. However each time we cycled out to the old airfield the memories came flooding, something perhaps the next generation will never understand, as expressed so well by the late Roger Freeman in his poem "The Sky Was Never Still."

Your vision to leave a truly living Memorial to those who died and those who survived was tremendous, and provided the glue that kept us all together. At each of your early Norwich conventions I used to go to your hotel to see if Al Dexter was there, but he never was. Then in 1980 what a joyous day it was when the late Tom Eaton, a leading Norwich solicitor and Chairman of your Memorial Trust, invited me into his office to ask if I would be willing to serve as a Trust Governor and so have the chance to try and repay just a little of the debt we owed to you all. To

We have had the privilege of knowing you since 1943, and friendships formed in war are very different from those made in peacetime. Having endured the Fall of France, Dunkirk, the Battle of Britain and the Blitz, your arrival in Great Britain to join us in the fight for freedom in 1942 was like a bright star for us at the end of a very dark tunnel, and we will never forget the sound of up to one thousand B-24 Liberators forming up in the Norfolk skies each morning, nor the terrible price you paid in those early days.

be trained by people such as Tom Eaton, Anne Barne, Alfred Jenner, Lady Mayhew, Bill Wuest, Tom Cheyne, Jordan Uttal and Roger Freeman was just such a great experience as they knew the deep feeling that lay behind your Memorial.

We will never forget our first 2ADA convention, in San Antonio in 1981, when Jean and I found out what a truly unique and great family the 2nd Air Division Association was. This was also our first Group Dinner with the 389th BG and Earl Zimmerman. We also began our friendship with David and Joan Patterson which was to lead us to over 29,000 miles of flying in your great country. Then to meet up with Geoff and Terry Gregory and become the first Honorary Member of the 467th BG and help to build their Marker Stone at Rackheath. All of the twenty-six 2ADA conventions we have attended have been such wonderful and happy occasions thanks to all your kindness and friendship. We can also never thank you enough for taking us to so many wonderful places — Chicago, Palm Springs, Washington, Las Vegas, Baltimore, New York, Philadelphia, Lexington, Milwaukee — the list seems endless.

Your Norwich conventions again brought joy to thousands of Norfolk people, and to work with Evelyn Cohen was such a privilege. The Cathedral Services, your 2nd Air Division Fanfare, the day at RAF Coltishall, Jimmy Stewart and the Ray Shields Orchestra at the Norwood Rooms, the VE Day Parade with the Theatre Royal show in the evening, the private trains from London with dancing to the Anglian Big Band and Glenn Miller music on the platforms at Norwich — these will never be seen again.

(continued on page 18)

DIRECTORY

OFFICERS

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

Executive Vice President..... THIS POSITION IS VACANT

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

Treasurer EARL ZIMMERMAN
P.O. Box 40897, Indianapolis, IN 46240
Telephone: 317-846-1462 • E-mail: spynke@aol.com

Secretary J.R. LEMONS
10515 Estate Lane, Dallas, TX 75238
Telephone: 214-348-2762 • E-mail: mobilgolf@aol.com

2ADA Representative
Board of Governors CHARLES L. WALKER
6255 W. NW Hwy 110, Dallas, TX 75225
Telephone: 214-929-7959 • E-mail: b24man@aol.com

GROUP VICE PRESIDENTS

Headquarters DOROTHY KROGMANN
2321 Glen Heath Drive, Hendersonville, NC 28791
Telephone: 828-891-7659

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

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

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

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

445th Bomb Group..... JACK DYSON
7575 Katy Freeway #32, Houston, TX 77024
Telephone: 713-682-4164

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

448th Bomb Group KING SCHULTZ
7806 Rush Rose Drive, Carlsbad, CA 92009
Telephone: 760-704-6461

453rd Bomb Group..... JAMES P. DYKE
Apt. 4217, La Vida Llena, 10501 Lagrima de Oro NE
Albuquerque, NM 87111 • Telephone: 575-312-3175

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

466th Bomb Group JAMES H. LORENZ
4555 E. Mayo Blvd. #3201, Phoenix, AZ 85050
Telephone: 480-951-0343 • E-mail: jameshlorenz@aol.com

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

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

491st Bomb Group THIS POSITION IS VACANT

492nd Bomb Group THIS POSITION IS VACANT

JOURNAL

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

HERITAGE LEAGUE

President MARYBETH DYER
1020 Glacier Avenue, Pacifica, CA 94044
Telephone: 650-355-8383
E-mail: smbdyer@sbcglobal.net

SECOND AIR DIVISION MEMORIAL LIBRARY

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



SECOND AIR DIVISION ASSOCIATION

JOURNAL



TABLE OF CONTENTS

IN THIS ISSUE

President's Message	RICHARD ROBERT	3
The Editor's Contribution	RAY PYTEL	4
2ADA Membership News	OAK MACKEY	4
65th Annual 2ADA Convention News	MAXINE MACKEY	4
The Memorial Trust of the 2nd Air Division	MATTHEW MARTIN	8
Report of the 2ADA Representative on the Board of Governors of the Memorial Trust	CHUCK WALKER	8
Your Heritage League	MARYBETH DYER	22
News from Across the Pond	LIBBY MORGAN & HANNAH VERGE	23
2ADA Dissolution Survey Form		5
Folded Wings		9
The Closure of "The Friends"		24
2ADA Convention Programs		34
Convention Registration Form		35
Hotel Reservations Form		37
Letters to the Editor		39

GROUP REPORTS

Open Letter to the 93rd	JIM LUX	12
389th Green Dragon Flares	FIELDER NEWTON	15
392nd Bomb Group	OAK MACKEY	9
The 448th Speaks	KING SCHULTZ	11
News of the 453rd from Flame Leap	JAMES DYKE	12
458th Bomb Group	RICK ROKICKI	13
Poop from Group 467	JENNY CHRISTIAN	10
489th Notes	CHARLIE FREUDENTHAL	9

FEATURES

A Fond Farewell to the 2nd Air Division Association, from a British Wartime Friend	DAVID HASTINGS	FRONT COVER
Elegy Honoring the Heroes of the 8th AAF	RICHARD H. SMART	7
Hellesdon War Tragedy Remembered	DEREK JAMES	11
The 445th's Landican Tragedy	STEPHEN BOLCAR	11
Arco dei Fileni	EARL ZIMMERMAN	12
Evolution of a Pictorial Commission	LUDWIG LUND	14
Flying the Wartime B-24 Ferry Routes	DAVID HASTINGS	16
Book Review: <i>The End</i> by Ian Kershaw	ALEX KERSHAW	18
Morality and Bombing	STAN GOLDSTEIN	19
In January 1942 . . .	"FLYPAST"	19
The Second Air Division Memorial Library Celebrates 10 Years at The Forum	KATE ANDERSON	21
Wartime Gunners: "Brothers in Arms"	DICK SMART	22
Three Years, Thirty Books: The "Reading Across the Pond" Book Group	ELIZABETH RAWITSCH	24
"The Eighth in the East" – The Friendly Invasion 70 Years On		25
A Happy Ending for a 2nd Air Division Enquiry!	ELIZABETH RAWITSCH	25
"Jake" the Bombardier, "Hot Stuff" the B-24, and "Andy" the Great USAAF General	RICHARD M. BAUGHN	26
The Battle of Midway	BARRETT TILLMAN	29
Unsung Heroes of WWII Ditching	RICHARD H. SMART	32
World War I and II Aerial Warfare		
Links Father and Son	RICHARD H. SMART	33
David Hastings Lays 2ADA Wreath at Wymondham		BACK COVER

MEMORIAL TRUST BOARD OF GOVERNORS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

President's Message

BY RICHARD C. ROBERT (453RD)

For an entire week this past November, it was my great honor and privilege to represent the Second Air Division Association at various functions in and around Norwich and London, England. The Memorial Trust Governors did an outstanding job of driving and escorting me to several old airbases and the many meetings and other events I attended as President of the 2ADA. All of the British folks I met on this trip were most appreciative of my visit to Norwich, and thanked me profusely for my wartime service with the Second Air Division of the Eighth Air Force.

Shortly after arriving in Norwich by train from a vacation in Scotland, I checked into the Norwich Nelson Hotel and then visited the 2AD Memorial Library. I found our library in excellent condition, and well run by the dedicated Library staff. Among the many events I attended during the week were the following:

Remembrance Service and wreath laying ceremony at Hethel Airfield (home of the 389th BG); The Lord Mayor's Reception and wreath laying ceremony at Norwich City Hall; Remembrance Sunday Services in Norwich Cathedral; Annual General Meeting of the Memorial Trust Board of Governors at Norfolk County Hall; Launch of the 2nd Air Division Archives Project at Norfolk County Archives; Biennial Lecture by a former British Ambassador who spoke on Afghanistan; the Memorial Library's 10th Anniversary Celebration in the Forum; Memorial Services and reception at St. Paul's Cathedral in London; Grand Tour of Old Buckenham Airfield, my 453rd BG base; and at Bungay Airfield Museum (466th BG base) I talked to a large group of elementary school students who were on a field trip to learn about WWII for a school project. These children were very excited to meet someone who had actually flown bombing missions in a B-24 tail turret like the one on display in the museum. However, it really makes you feel old to realize you are part of ancient history and a voice from the past.

At the September 2011 convention, it was determined that the Second Air Division Association was not yet ready to dissolve, but would continue operating for one more year, and hold a land-based convention in 2012. A full slate of officers were nominated and elected to serve a one-year term that expires at the close of the 2012 convention. We are now halfway into that term of office and still functioning as an Association. However, we are currently seeking a replacement for Frank Bales, who recently resigned as 2ADA Executive Vice President and 492nd Bomb Group Vice President.

The 2ADA has had a long and useful life, but time has taken a toll on us old veterans.

We are now in our late 80s and early 90s and spending more and more time in doctors' offices and hospitals. Fortunately, my health is holding up well for my 91 years. I still drive, and am able to get out and about without difficulty, probably due to all the pills I take every day.

The Second Air Division Association officially began at a meeting in Chicago, Illinois in 1946, and the first convention was held there in 1948. However, the upcoming 2012 Chicago Convention will be the MOST IMPORTANT convention in the history of the Second Air Division Association. This will be the 65th, and undoubtedly, the ABSOLUTE LAST CONVENTION of the Association. I say this because our membership numbers, treasury funds and veteran attendance at conventions are steadily declining, and qualified officers are harder to find. And, as the 2ADA Legacy Continuation Plan states, the Association MUST DISSOLVE when one or more of the following events occur:

- (a) When it is no longer possible to provide qualified candidates for the Offices of the Association.
- (b) When funds on hand and receivable are determined to be insufficient for financial operational viability.
- (c) When dues-paying membership declines to a level that will not support the Association's Leadership, Financial Business, Publication of the Journal or other newsletters and communications.
- (d) When fewer than 20 voting members sign up for the annual convention.

On page 5 of this Journal is a DISSOLUTION SURVEY FORM for all 2AD veterans to express their opinion about dissolving the Second Air Division Association on a particular date; and to nominate 2AD veteran members for the positions of Executor of the Dissolution Plan and Committee Members for the Dissolution Committee and Oversight Committee. These positions are specified in the Second Air Division Association's Legacy Continuation Plan, which was adopted at the 2007 Grand Rapids Convention and amended at the 2010 New Orleans Convention. Please let us know how you feel by filling out the form and returning it to me by May 30, 2012.

It has been a great ride these past 65 years, but it's now time for us 2nd Air Division flyboys to make one last mission. Our target will be the Hilton Rosemont Hotel near the Chicago O'Hare Airport in September, to say goodbye to our friends and comrades-in-arms in the Second Air Division of the Eighth Air Force, and to our wonderful British friends and the younger generation Heritage League members, and then fly off into the sunset. So, all who are able to travel should make a monumental effort to attend the 2012 Chicago Convention, details of which are elsewhere in this Journal. ■

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.

The Editor's Contribution

BY RAY PYTEL (445TH)

Please read and reply to the 2ADA President's Message on page 3. I will not add to his report — except please remember that my doctor has warned me about air travel due to a possible bout with phlebitis, so I am not available for any position listed in the Dissolution Survey.

ANSWERS TO THE WINTER QUIZ

Ken Ellis of *FlyPast* reports that the plane in question is a Japanese-made Showa L2D-3, a military cargo version of the DC-3; built in the early 1940s. Japan produced 487 examples prior to and during the war, initially under license from Douglas. For more information and *Journal* readers' responses to the Winter Quiz, please see the "Letters" section on page 39.



THE JOURNAL'S HISTORICAL LEGACY

You know what they say — those who fail to learn from history can still manage a 3.0 if they ace their other subjects. ■

2ADA MEMBERSHIP NEWS

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

You all received your 2012 Dues Notices in December 2011, and the response has been terrific. Our *Journal* Editor wants this article by February 10th, and as of now over 1100 members have sent their checks — thank you so much!! That leaves only about 500 members who have not yet paid their 2012 dues. Wouldn't it be fantastic if every member paid their dues this year? Remember, dues are only \$20.00, just a nickel a day. On page 3 of every *Journal* is a brief history of the Second Air Division Association, and there you learn how we support the Second Air Division Memorial Library located in Norwich, England, a memorial in remembrance of the 7,000 young men who died while serving in the 8th Air Force Second Air Division. Your continued membership in the Second Air Division Association confirms your support of this unique, one-of-a-kind, living Memorial. Do you really want your membership to end because you didn't pay your dues?

My wife, Maxine, is Chairman of the Convention Committee. The 2ADA Executive Committee has selected Chicago for the location of the 2012 Second Air Division Association Convention. Maxine has selected the Hilton Rosemont Hotel located at 5550 North River Road, Rosemont, Illinois, two miles from the Chicago O'Hare Airport, a wise choice. Why Chicago? Its central location provides easy access for the majority of our members. There are non-stop flights from many cities across our great country into O'Hare Airport. The hotel offers complimentary transportation between the hotel and the airport, so getting there is not a problem. Dates for the convention are September 6, 7, & 8, 2012, a time when the summer heat has moderated and a touch of fall is in the air. It is a time you will enjoy, and a time of more reasonable airline ticket prices. Elsewhere in this *Journal* are two forms which need your attention. One is the Hotel Reservation Form — fill it out and mail it to the hotel, or make your reservation by phone. The other is the Convention Registration Form, which includes payment for meals, entertainment, administrative, and miscellaneous expenses. Complete information is provided on the form.

A reminder to the families of deceased veterans: Obviously this is a difficult time for you, but please take a moment to send me a message about his passing so I can enter his name in the "Folded Wings" section of the Second Air Division Association *Journal*. My address, phone, fax, and e-mail are all listed on page 2 of this *Journal*.



"There is still one thing you can get for a dollar — a picture of George Washington."

The 65th Second Air Division Association Convention

BY MAXINE MACKEY, CONVENTION CHAIRMAN

Once again we are back in the Windy City. Last September at our annual business meeting it was decided that Chicago would be the place for our 2012 Convention, September 6-8. There are lots of non-stop flights from many cities, and it is centrally located within driving distance for many members. Because the 8th Air Force Historical Society Convention is in October, the early September date was considered best for us.

We are very pleased that the Heritage League will join the 2ADA for their annual convention. The best part is they have volunteered their services at the registration desk and wherever else they can help. As always, all Bomb Group organizations are urged to hold their meetings with the 2ADA. Let me know in advance so I can make arrangements with the hotel for your meeting room, etc. So far, the 392nd BG Memorial Association is planning to have their annual meeting with the 2ADA convention.

I think you are going to enjoy the Hilton; it is a small hotel with just 350 rooms, and was renovated in 2010. There is an up-to-date fitness room, indoor heated swimming pool, and seasonal sun deck. On the lobby floor is the Liberty Tavern, a full service restaurant serving breakfast, lunch, and dinner; and the Lobby Café is a Starbucks coffee shop for a quick snack.

There is free shuttle van service to and from the hotel and O'Hare Airport, and parking at the hotel is free for 2ADA members during the convention. The hotel website is www.rosemont.hilton.com.

It's going to be a fun convention — if you haven't been to one before, maybe this is the time. Elsewhere in this *Journal* are forms for making your hotel reservation and to register for the convention (see pages 34-37). We expect a big turnout this year, so don't delay — make your reservation before the rooms are all gone. It's going to be a fun time — see ya in Chicago!! ■

2ADA Dissolution Survey Form

For Second Air Division Veterans Only

Your Reply Is Needed by May 30, 2012

MAIL THIS FORM TO: RICHARD C. ROBERT, 333 LEE DRIVE, APT. 206, BATON ROUGE, LA 70808

I am ☐ **FOR** dissolving the 2ADA at the 2012 Convention.

I am ☐ **AGAINST** dissolving the 2ADA at the 2012 Convention.

Suggested Alternate Date to Dissolve the 2ADA: _____

NOMINATIONS FOR EXECUTOR & COMMITTEE MEMBERS:

A. Executor: _____

B. Dissolution Committee Members:

C. Oversight Committee Members:

D. Comments:

VOTER'S NAME & BOMB GROUP: _____

Elegy Honoring the Heroes of the 8th Army Air Force

BY RICHARD H. SMART (44TH)

*The 8th Army Air Force in England was the greatest Armada of any country in any war,
never turning back from any mission caused their fatalities to soar.*

In three years and in due course, 350,000 Americans served in the 8th Air Force.

*47,000 of these very young airmen suffered combat induced casualties,
this is a figure that almost defies reality.*

*Of these 350,000, over 28,000 were captured and became "prisoners of war,"
surely a number not to be ignored.*

*Most important of all, 26,000 crew members were "killed in action" in three short years,
certainly a reason for both compassion and tears.*

*Twenty-five or thirty missions or more were required of the high altitude ten-man bomber crews,
some of us were lucky and survived, but 26,000 were unlucky and died.*

*Bombing missions out of England over France and Germany were dangerous as HELL,
your chances of coming back were slim you could tell.
"Bombs Away" was the word of the day on each bombing run,
this was to cause death and destruction in the war to be won.*

*With up to 8,000 pounds of bombs, each high altitude bomber could drop a load
that could decimate their target 25,000 feet below.*

*Evasive action was taken by the bombers once the bombs were away,
as enemy ME-109s attempted to save the day.*

*Nazi fighters and flak would lead the attack,
our gunners' 50 caliber machine guns would answer them back.
Oxygen masks were worn by the crew, for the battle that would soon ensue.
As the temperature dropped to minus 40 degrees,
no matter to the airmen in heated suits it felt like a deep freeze.
Almost five miles high will begin the fight,
an uncommon and exceptional sight.*

*Nazis fire their 20 millimeter cannons in the attack,
supported by German guns on the ground firing deadly ack-ack.
A number of bombers would be shot down, it was a fact,
these are the ones that never got back.*

*Returning to England over the turbulent North Sea, some bombers were out of fuel,
battle damaged with dead and wounded impaired,
forced to ditch not knowing how they would fare.*

*450 bombers of the 8th Army Air Force ditched during World War II,
for the 4,500 crewmen involved this presented more danger anew.*

*Surviving a ditching was a miraculous event,
to escape with your life was what a miracle meant.*

*Less than 1,500 airmen got out alive,
placed in a different light, over 3,000 did not survive.*

*This elegy expresses my legacy never knowing why I survived,
perhaps God wanted me to keep the 8th Army Air Force history alive.*

*I was only 19 during this time,
these are my memories and all I could find.*

*To let historians know the requisite lore,
that honors the 8th Army Air Force.*

*Pray and remember for so many airmen blown up in the sky,
the 26,000 heroes too young to die.*

The Memorial Trust of the 2nd Air Division USAAF

BY MATTHEW MARTIN, CHAIRMAN OF THE BOARD OF GOVERNORS

GREETINGS FROM NORWICH!

We in the UK are looking forward to an exciting year. First and foremost it is our Queen's Diamond Jubilee. It is 60 years since she became our Queen. We are enormously proud of her and all that she has done for us in her long reign. Her sense of duty, dignity and steadfastness is incomparable. The trials and tribulations which we have faced as a Nation have been made more bearable because of the standards she has set for us to try to follow. Long may she continue to reign over us. God save our Queen.

And then there are the Olympics. We in the UK will all be a lot poorer after these Games, but I hope that the world will see that there is something uniquely different and special about Great Britain. Obviously it would be wonderful if we won lots of medals, but it is my hope that the world will see that what a marvellous and proud country we are.

Your Memorial Library will be playing its part in these celebrations. You will see just a little of what we intend in Libby Morgan's article in this *Journal*. Make no mistake, your Library is alive and well.

We in the UK are looking forward to an exciting year. First and foremost it is our Queen's Diamond Jubilee. We are enormously proud of her and all that she has done for us in her long reign. And then there are the Olympics. I hope that during the course of these Games the world will see that there is something uniquely different and special about Great Britain.

It is popular with all its many users, both in person and online. The intention is that it should be a living memorial, and you may rest assured it most certainly is.

Some of the readers of this *Journal* will know that every other year we hold a major lecture in Norwich about some aspect of post-war Anglo-American affairs. This lecture is turning out to be hugely popular. We held the last one in November 2011 and it was delivered to a full house by Sir Sherard Cowper-Coles. He is not well known outside the UK or indeed inside. He was a British diplomat and served as our Ambassador in several countries including Israel, Saudi Arabia and Afghanistan. I have lost count of the number of people who have contacted me after the lecture to

say how enthralled they were by it. These lectures are a means by which we can keep your Library in the public eye locally, and we believe we achieve that aim.

There will be a 2ADA Convention in Chicago in September. I hope as many of you as can, attend this. There is talk, again, that it may be your last convention. It may be, so gather up all the energy at your disposal and take a trip to the Windy City!

We have a new Trust Governor. He is a former Royal Air Force Group Captain. His name is Richard Middleton. There has been a real need for an aviator in our midst. We are looking forward to his contributions to our affairs.

And so, until the next time, keep well and keep taking the pills! ■

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

BY CHUCK WALKER (445TH)

Congratulations to the Norfolk and Norwich Millennium Library, of which our 2AD Memorial Library is a part. It was, for the fifth year running, the busiest library in all of England.

The January 2012 meeting of the Memorial Trust went well. It was well attended and much business was accomplished.

At special meeting held before the general meeting, the Governors agreed on the co-option of Richard Middleton as a Governor for a five year term. Richard is a retired RAF group captain. Group Captain Middleton held many prestigious assignments during his career, for example, posts in Saudi Arabia, Germany, and NATO. We Governors are pleased to have another aviator aboard. Re-co-option of David Hill as Governor for a five-year term was also approved. Matthew Martin was re-elected Chairman and Andrew Hawker, Vice Chairman, for another term.

Andrew Hawker, Vice Chairman, sadly reported that the Friends of the 2nd Air Division Memorial has dissolved, as a result of the lack of new members. A check for 3,591 pounds will be given to the 2AD Memorial Library. Pearl Neale was thanked by the Chairman for her many years of service to the Friends of the 2AD Memorial. Although the organization has dissolved, members of the organization will still be available at the various bases to greet and escort visitors.

After reporting on the well-received Biennial Lecture in November, the Chairman asked the Governors to consider who could be approached for the next Biennial Lecture.

The Chairman congratulated Jennifer

Holland and her team on the news that the Norfolk and Norwich Millennium Library was, for the fifth year running, the busiest library in England.

Libby Morgan, Trust Librarian, reported that 2011 was a busy and successful year, working in partnership with colleagues of the Norfolk Record Office, Norfolk libraries, and the Museums Service to deliver a variety of events for children, young people and adults. Out and about . . . the Memorial Library was promoted with displays at Hethel's Gala Day, Armed Forces Day and the Seething Air Show. Our University of East Anglia American scholars delivered two events for children: an aviation crafts event and "American Tall Tales" event. We also had events titled "Come Fly with the American Army Air Force" and "Far from Home — Evacuees and American Airmen in Norfolk during WWII."

It has indeed been a good year, and I plan to attend the next Governors meeting in April 2012. ■



WENDLING 392nd BY OAK MACKEY

The 392nd BG Memorial Association will be having its 2012 Annual Meeting in conjunction with the Second Air Division Association Convention in Chicago, September 6, 7, & 8. The 392nd BGMA recently converted from a 501c19 which was strictly a veterans organization to a 501c3 organization which allows sons, daughters, nieces, nephews, wives, and others to become voting members and/or officers. As of now, veteran Jim Goar is President and veteran Carroll Cheek is Chairman of the 392nd Memorial Committee. All other officers are second generation. Bob Books is Vice President, Bill McCutcheon is Treasurer, and Annette Tison is Secretary and Editor of the NEWS. In coming years when all the veteran members are gone, the younger generations will keep the 392nd BGMA alive and well for a very long time. Go to www.b24.net to learn a lot more about the 392nd BG.

The Second Air Division Association

took a different approach. At the 1987 convention (which was in Norwich) the Heritage League was established as an auxiliary organization. Members are all descendants of 2AD veterans. The Heritage League is having their 2012 Annual Meeting with the Second Air Division Association in Chicago, so there will be an influx of young people mingling with 2ADA members, and they are all so very welcome for they will carry on for us after we are gone. They will continue to support the Memorial Trust Board of Governors and the Second Air Division Memorial Library. They will remember the 7,000 whose names are written in the Roll of Honor located in the Library. Veterans of the Second Air Division are eligible for a free Heritage League Honorary Lifetime Membership and will receive copies of the *Heritage Herald* newsletter. To get an Application for Membership Form, go to www.heritageleague.org. Plus you will find full information there about the Heritage League. Although your Honorary Life Membership is free, donations are accepted.

For all you 2ADA veterans who will be attending the convention in Chicago, why not take time to attend the Heritage League Meeting and get acquainted with these Heritage League members. You'll be glad you did. ■

HALESWORTH 489TH NOTES

BY CHARLIE FREUDENTHAL

When the 489th was deactivated in October 1945, the faces, for the most part, were smiling. It was back to the home town, the old job or school, the family, or the fiancée. No more military!

Now it's a different ball game, though. Life is no longer in front of us, and the friends we're losing are often friends of long standing. I, for instance, have been with the Second Air Division Association since 1975, and have seen our Group Association grow from nineteen to several hundred. Our group reunions have gone from two (right! – in 1975) to 118 at Dayton in 1998. The trouble with having a high point,

of course, is that the next move is in the down direction.

We've really done well, though... made a lot of good friends, been to some great places for reunions, built up a pile of photos to look at in the years ahead, and for most of us, I'm sure, added to our memories. For instance, four of us — myself, Neal Sorensen, Bud Chamberlain, and John deCani — have served as president of the Second Air Division Association. Neal was also Chairman of the Oversight Committee.

THE SLIPPERY SLOPE

Slippage became a concern in about 2000, as our roster of widows began to climb towards near equality with the regular members list. On the other hand, we were getting more Associate members from the second and third generations, giving us hope of continuing the 489th presence in years to come. There will be some more information coming along about the memorial and websites. Please don't be shy about joining in the conversation. My e-mail address is still **Charles 489bg@aol.com**.

Cheers always. ■

Folded Wings

HDQ

William Lauer
H. Wallace Snyder

44th BG

William Heyburn II
Thomas W. Landrum

93rd BG

Major Peter J.D. Allatt (Ret.)
Paul S. Blateric
Carl D.W. Chinberg
Robert D. Humphrey
Burton H. Lenhart
Frederick A. Strombom

392nd BG

Clyde B. Eaton
William S. Long

445th BG

Lyle P. Platner
Albert E. Querbach
James T. Withey

446th BG

Thomas S. Belovich

448th BG

William F. Kirner
Charles A. Yant

453rd BG

Jack R. Alley
Robert F. Kingsbury
Eugene F. MacDowell

458th BG

William J. Brewster
Arthur H. Vanderbeek

466th BG

Robert E. Gordon
Stanley J. Mohr
Robert W. Smith
Clifton B. Stauff

467th BG

Robert W. Hughes
Malcolm B. MacIntire
James C. Pippenger

489th BG

Harold S. Cutler
Theron D. Hampton

491st BG

Halbert Frank
Harold W. Fritzler



467th Bomb Group Commemorated; 2nd Air Division Memorial Library receives a unique gift

Jenny Christian, Trust Library Manager, writes:

In October of last year the Norfolk and Norwich Philatelic Society celebrated its Centenary with an exhibition at The Forum, Norwich, where the 2AD Memorial Library is based. Stamps from many different collections were on display, as well as a Victorian post box and the Norwich to London Mail Coach.

Of particular interest to the staff of the Memorial Library was an unusual collection of illustrated envelopes compiled by Mr. Mac Middleton, charting the history of the 467th Bomb Group from their arrival in England through to their departure in July 1945. Each envelope was printed with a photograph pertaining to the 467th BG and accompanying explanatory text. The first



Mac Middleton with Libby Morgan (Trust Librarian) and Jenny Christian (Trust Library Manager)

class stamps on each envelope had been stamped at Rackheath Post Office with the official Royal Mail date stamp.

At the close of the exhibition, Mr. Mac Middleton formally presented his collection to the 2nd Air Division Memorial Library. We are so fortunate to have been presented with something so unique, and are grateful to Mac for his generosity. ■



KEEPING FIT.
"Col. Albert J. Shower's"
shaping up programme,
July 26th 1944.
Keep fit exercises of a
different kind were the
order of the day at
RACKHEATH 145.
The display of callisthenics
on base, close to dispersal
points. In the background
B-24s and fuel tankers.
60th Anniversary
July 26th 2004.



SEETHING

The 448th Speaks

BY KING SCHULTZ

HELLESDON WAR TRAGEDY REMEMBERED

By Derek James

Reprinted from Norwich Evening News 24

It's Christmas in war-torn Norwich of 1944, but the faces tell a story of sadness and heartache at the tragedy of war.

This picture was sent in by Derek Palmer, the little boy standing on the right. His mother, May, has her hands resting on his shoulders.

They were lucky to be alive.



It is believed the photo was taken at a party organised by the Americans for people living around Hastings Avenue in Helleston following a Liberator crash in September of 1944.

My story about a new book, *Liberators Over Norwich*, and a photograph of the awful scene brought back painful memories for Derek, whose home was destroyed in the disaster which killed their neighbour Ethel Smith.

On that fateful day – September 20, 1944 – a veteran Liberator, named Gator, attempted to take off from Horsham St Faith – now Norwich Airport – but was carrying too much fuel.

The plane blew up and formed a fiery coffin for its six crew. They were all killed along with Ethel Smith who lived at 12 Hastings Avenue.

Norwich author and historian Mike Bailey wrote in his book: "This is the fiery aftermath of Gator's take-off crash with nothing to indicate the recent existence of a multi-ton bomber. Directly above the charred lengths is what looks like a 'devil's face' with-in the black pall of smoke."

The story prompted Derek, who lives at The Ridgeway in Norwich, to tell me: "I was born in January 1940 and lived with my mum, dad and sister at 10 Hastings Avenue. Our neighbour Ethel Smith was killed that day."

He recalled that on the day of the crash he was at his grandmother's house on Reephams Road, playing with his cousin Tony, while his mum and dad and sister went shopping.

"I was used to the loud noises of aircraft on the airfield nearby, but still remember the extra loud noise that day, which was followed by a tremendous crashing sound. Gran took us to see

what had happened and all we could see was flames and I remember the intense heat," said Derek.

"We later learned our home had been destroyed and our neighbour killed. I remember going back with my dad and searching the rubble for anything that may have survived, but there was nothing.

"We also looked for Tiddles, our cat, who was seen after the crash but never returned back to the family," he added.

"I remember the Salvation Army was very kind to us and gave us clothes and we moved in with my gran until the council found us a new house. I also lost my toy panda and a wooden train my father had made for me," said Derek.

This photograph was taken after the crash as Christmas approached.

"I am the boy standing on the right with my mother, May Palmer, next to my father Harry with my sister Valerie in his arms.

"I am told this picture was taken at a party the Americans held for those involved, but I do not know any of the other people pictured. Perhaps someone else may know more," said Derek.

However, there is one thing he remembers about the party – having ice cream for the very first time. ■

The 445th's Landican Tragedy

BY STEPHEN BOLCAR (445TH)

This is the story of Crew #238, who trained at Westover Field in the state of Massachusetts. I'm sorry to relate that this crew did not fly one operational mission together. We were not in Tibenham thirty days when tragedy took the lives of five members of this crew.

On October 18, 1944, three aircraft went to Greencastle, Ireland. On the way back, at about 3:30 to 4:00 in the afternoon, the plane disintegrated over the town of Landican, England. Twenty-four of the 445th lost their lives. Had I gone that day I would have been the 25th.

Here is a photograph of the subsequent plane crash that I and four others survived on the morning on February 24, 1945. God was our protector all the way. There are only two of us still alive of Crew #238, the tail gunner and yours truly. ■



We crashed on takeoff between 6:30 and 7:00 on the morning of February 24, 1945. Five were killed and five survived.



HARDWICK

Open Letter to the 93rd

BY JIM LUX

Friends, I have some great news! The Museum of the USAF will unveil a new display when the B-17 *Memphis Belle* restoration project is complete.

The theme of the display is: "Bombers That Completed 25 Missions in World War II." The *Memphis Belle* will be the centerpiece, but two other bombers will also be represented. One will be the B-17 *Hells Angel*, and the other will be the 93rd Bomb Group's HOT STUFF. Yes, I said HOT STUFF! I received an e-mail from Museum Director Lt. Gen. Jack Hudson (USAF Ret.) confirming that HOT STUFF will be included in the display. **HOT STUFF AND HER CREW WERE THE FIRST HEAVY BOMBER TO COMPLETE 25 MISSIONS IN WWII.**

I want to thank all of you who helped me with photos and documents in what turned out to be a two-year effort to get recognition for HOT STUFF, her crew (including my friend Bob Jacobson), and the 93rd Bomb Group.

I will keep you posted on any updates as planning for the display progresses. Thanks again for your help.

Ed. Note: On page 26 you can read the story of HOT STUFF written by Brig. Gen. (USAF Ret.) Dick Baughn. It was previously published in the USAF magazine, "The Wright Stuff." ■

OLD BUCKENHAM



NEWS OF THE 453RD FROM FLAME LEAP

BY JAMES P. DYKE

This issue of the 2ADA *Journal* contains information concerning the 2ADA convention scheduled for Chicago in September. As I write this in January, the details are tentative, but other parts of this *Journal* will carry you more up to speed. Every attempt will be made to have our usual hospitality lounge but no absolute arrangements yet can be confirmed. We would need someone with a car in Chicago who could buy the beverages and snacks and transport them to the hotel.

The editor of our 453rd Newsletter has strongly indicated that she must give up this activity. Jeane Stites plans one more issue, probably in May or June after this issue of the 2ADA *Journal*.

Scuttlebutt on the grapevine seems to indicate that a major topic of discussion in Chicago probably will revolve around the prospect of suspending 2ADA activity. 453rd action may well need to wait until at or after any such considerations.

Sadly, I must let you know that Irene, the ever-loving and always supportive wife of Lloyd Prang, passed on in late January from a heart attack. We miss her too. ■

A Stupid Question

Two paramedics were sent to check on a 116-year-old man who had become disoriented. They had decided to take him to the hospital for further examination. En route, with the sirens going, they questioned him to determine his level of awareness. Leaning close to him, one of the paramedics asked, "Do you know what we're doing right now?"

The old man slowly looked up, stared out of the ambulance window, and said, "I'd say about 50, maybe 55." ■

Arco dei Fileni

BY EARL ZIMMERMAN (389TH)

While reading the book *The Battle of Alamein*, I ran across the following on page 356:

"At this point it seems that Rommel was deeply demoralized, by some accounts on the edge of a nervous breakdown, after a humiliating visit to Hitler's headquarters in East Prussia. He had gone there on the spur of the moment on 28 November, following a bruising meeting with Kesselring and senior Italian officers at the Arco dei Fileni, Mussolini's hubristic triumphal arch on the border of the Libyan provinces of Cyrenaica and Tripolitania. The British called it 'Marble Arch' and it was probably as good a setting as any for the extraordinary decision Rommel reached."



On a mission to the island of Crete, 9 July 1943, we had to leave the formation and landed 200 miles from our base at Benghazi, Libya. We landed at a deserted airfield near Tamet and the tail gunner, S/Sgt. John P. Morris, and I caught a ride with a convoy of the British Desert Rats, the British 8th Army, to notify our base of our location. The convoy stopped at the Arco dei Fileni to have tea. The area around the arch was littered with burnt out tanks and trucks. I climbed to the top of the arch and engraved my name, rank, serial number and unit in the marble wall. There were thousands of other names engraved on the walls of the arch — German, English, Commonwealth types, Italian and a few Amerikanische.

A few months earlier and we could have nailed Rommel and his staff at the Arco dei Fileni and he wouldn't have had to take the pill. ■

458th BOMB GROUP

HORSHAM ST. FAITH



BY RICK ROKICKI

"LIBERATORS OVER NORWICH"

I originally wrote of this book in the Summer 2010 2ADA *Journal*. The book had not yet been available but I did have the jacket to work from. I knew the authors were Ron Mackay, a Scotsman; Mike Bailey, a "Brit"; and Darin Scorza, an American 2ADA member from Missouri. They combined their talents to do this book, a history of the 458th Bomb Group of Horsham St. Faith, a few miles from the city of Norwich.

Darin Scorza got the ball rolling when he found a book called *Liberator Album* by Mike Bailey. The book featured Scorza's father's B-24 "Rough Riders" on the cover. Contact was made with Mike and a planned history of the 458th was in the making. Mike knew of Ron Mackay who authored several other WWII Bomb Group histories. Combining their efforts to author this book took several years, but the final product is absolutely marvelous, getting the text and photos sorted out in a format that after the "start" of the 458th at Wendover, Utah, Gowenfield, Boise, Idaho, and Tonopah, Nevada, the four squadrons were formed (on paper) and their commanders selected. A 29-year-old West Point graduate, Lt. Col. Jim Isbell, became the group commander and was promoted to full Colonel upon arriving at Horsham St. Faith.

The book continues: Instead of chapters, it now becomes a monthly diary, as such, starting with February 1944 through May 1945 and followed by casualty list, mission and aircraft lists. This book is a massive, week by week, month by month history of the 458th base with memories of the people who were there. More than 330 pages, over 450 black and white and color images, hard cover and packed with stories about the people, places and dramas which unfolded in just a short space of time. It has many previously unpublished photos from private collectors and over 140 people have contributed either photos or stories.

In my opinion this is an excellent "layout" and the text and photos complement the integrity of this very fine history. It's easy reading and a challenge to put the book down. Book size is 8.5" x 11" and amazingly weighs approximately 5 pounds (the reason is the paper.) Seldom will you find such quality so suitable for photo reproduction — make no mistake, the quality is everywhere in this book. Listed in the Library of Congress as Control Number 2010927516 and ISBN 978-0-7643-2-3515-0 and published by Schiffer Publishing Ltd., 4880 Lower Valley Road, Atglen, PA 19310, phone 610-593-1777, fax 610-593-2002. My suggestion is try your local bookstore first, along with the Internet, Amazon, Barnes & Noble, etc. where the book is discounted over the publisher's price of \$69.99, but even at that price, it is well worth it.

FINAL APPROACH

I've received word from Libby Morgan, Memorial Trust Librarian, that two copies of *Liberators Over Norwich* were purchased by the 458th endowment fund. As you know, the interest earned

from our endowment is used to buy books of their choice for the Memorial Library. In this case, as in the past, an excellent choice.

Clare Vanderbeek responded to my last column by sending in her dues and added additional family of Susan and Peter as associate members. Arthur Vanderbeek, her dad, passed away in February of 2009, and I can't remember if he was listed under "Folded Wings" at that time. Unfortunately, I've misplaced the card in which other members replied, however I do remember that Wes Belleson was also reinstated. ■



LIBERATORS OVER NORWICH

The 458th Bomb Group (H), 8th USAAF
At Horsham St. Faith • 1944-1945

By Ron Mackay, Mike Bailey & Darin Scorza

First history of the 458th Bomb Group during WWII

Flew the B-24 Liberator out of England
for missions over Germany

Author's fifth Schiffer book on USAAF units in WWII

The 458th Bomb Group (H) entered combat with the 8th Air Force early in 1944. Based at Horsham St. Faith in England, the combat crews participated in the decisive campaigns — "Big Week," "Big B," D-Day and the assault on Germany's oil industry — waged by the USAAF up to VE Day. The group also tested the operational use of 'Azon' radio-controlled bombs. The 458th flew a total of 240 missions, during which over 13,000 tons of ordnance was dropped, and was achieved at the cost of sixty-five crews MIA or involved in operational accidents. This is their complete history.

Size: 8½" x 11" • Over 460 color/bw images • 304 pp.
ISBN: 978-0-7643-3515-0 • Hard cover • \$69.99

Evolution of a Pictorial Commission

QUOTES FROM THE 1943-44 JOURNAL OF TECHNICAL SERGEANT LUDWIG LUND,
OFFICIAL ARMY ILLUSTRATOR OF THE 2ND AIR DIVISION, WWII

The following are notes from his journal gathered by Ludwig Lund's daughter, Marjorie Lund-Fontaine, concerning the commission of his paintings which now hang on permanent exhibit in the 2nd Air Division Memorial Library.

"No sooner did the boys begin to see the pictures I was producing than they began to beg me to sell them and the result is that I have orders for replicas which I don't know whether I am going to fulfill or not. Frankly speaking I don't have the facilities for doing much painting and the days getting shorter and shorter is no incentive either."

"About a month ago or six weeks one of the boys in finance saw my pictures and was much impressed by them. His name is Leonard Levite and he is a Tech. Sergeant. He suggested I let him take them down to his office and let Capt. Harle look at them, and at the same time suggesting that the Captain would show them to the right people, who in turn would be able to pull a few strings which might lead to me becoming a sort of official artist to the 2nd Bomb Wing. The result of this was an interview with Colonel Sine who approached me with the idea of doing a series of watercolors of Wing activities. I am now waiting for this suggestion to materialize — and if it does, I shall attack the problem with enthusiasm and if luck is with me and God be willing I shall succeed in producing a series of pictures."

— *Journal September 6, 1943*

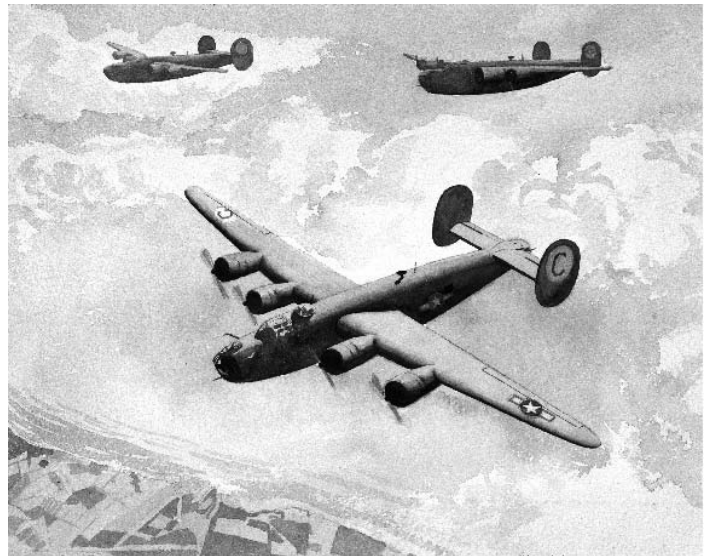
"It looks as if the above suggestion may materialize, a new draftsman reported yesterday. I will probably hang on for a while to see what develops."

— *Journal September 14, 1943*

"Tomorrow I start my new job. Hurrah! Official artist to the 2nd Bomb Division. I've got to make good. It took about a month for this thing to materialize, but on Sept. 22nd I was temporarily released from A-2 and told to report to Colonel Sine. After talking things over it was decided that I should go to London (at my suggestion as it is the only place where it is possible to obtain art supplies in sufficient variety) and purchase the equipment needed. A special order was issued for me and I caught the 2:10 train out of town, arriving in London at about 5:00." (*Here he describes his stay with relatives overnight in Dartford, then on to London again in the morning to purchase art supplies.*) "... Arrived in London at eleven where I began to scurry about to buy colors, brushes and paper. Brushes were non-existent. Paper fairly plentiful; mostly in sheets. I did manage however to secure a block of Arnolds watercolor paper (rough surface) (12 sheets) and a good sketchbook at Lechertier Barbe Ltd., 95 Jermyn Street, S.W.1. Five large sheets of Whatman's paper and a good selection of colors I obtained at Reeves. My purchases amounted to about five pounds. Rowneys and Windsor & Newton were also consulted. That took practically all day and I was quite tired upon my return to the folks ... Left early the next morning, got a train out of London at 1:00."

"... Have a few things to straighten out, but tomorrow I am off on a new adventure. I am humbly praying for success."

— *Journal, September 25, 1943*



"Have started on my new job. Had a talk with the Colonel this morning and received a letter of authorization, the presentation of which will allow me to enter any station in our command and paint or photograph anything I please — which certainly covers a lot of territory. Unfortunately the day — most of the morning and a good deal of the afternoon — was unsuitable meteorologically speaking. However, I packed my equipment together and left soon after lunch. Three quarters of an hour later we were at one of our stations. I immediately presented myself and my letter to the station adjutant. His face lit up as he read, and looking up he said, 'You are the fellow whose sketches and watercolors I have seen at Headquarters.' And he then informed me that Sergeant Levite of Finance had shown him my pictures. He then bid me wait awhile as he wanted to check with S-2 concerning the letter. He returned shortly and asked me to follow him to the S-2 section where he introduced me to Captain Crutcher, Lt. Weaver, and a couple of other officers, all of whom I shook hands with. Capt. Crutcher showed great interest and suggested I call on him for anything which would be of help to me in my work. Lt. Weaver had one of the sergeants in S-2 show me the field. Our tour of inspection included everything of interest — as a matter of fact, everything is mighty interesting at a bomber station. We watched repairs on Liberators and I inspected them from all viewpoints, noting what would make an interesting composition. A young master sergeant took me into one of them and I had a good idea of what the interior of one of these mighty ships of the air looked like."

— *Journal, September 26, 1943*

"The picture I am working on represents a group of airplane mechanics repairing the nose of a Liberator. I have based the composition on what I have observed and photographs taken on the spot."

— *Journal, October 4, 1943*

"Have started on another watercolor representing a Liberator and crew waiting for the fog to lift."

— *Journal, October 4, 1943*

"My day has been spent in painting as usual and a new picture in watercolor is nearing completion. It is a picture of a Liberator taken from the rear and the crew waiting for the clouds and rain to clear so they can take off. I have tried to keep the whole thing misty and rainy looking.

— *Journal, October 6, 1943*

"Painted all afternoon on a composition of three mechanics looking over the intricacies of an airplane engine. Will take quite a bit of time to finish, but it is promising. This makes the fifth composition."

— *Journal, October 9, 1943*

"Have been working all morning on my latest composition. Expect to put the finishing touches on it this afternoon. For the past two weeks I have been working on them in my room where I have no interruption. Am running out of material soon, so one of these fine days I'll jump in the first best recon and be off to one of our stations with sketchbook and camera. There are a thousand and one subjects yet to do; a wealth of material awaiting me. My plans include practically every phase of work going on at an airfield.

"Well, the composition is finished and has been mounted. Looks pretty good. Wonder if they will ever come out in book form. To be sure I am not at all satisfied with them, and realize only too well their defects. But I hope as I go along to remedy the situation and learn from my mistakes.

"So far five watercolors have been completed; not bad out of fifteen days' work. The project was started September 26th, and it is now October 11th."

— *Journal, October 11, 1943*

"Have now completed six watercolors. That is pretty good considering the fact that it is just 21 days since I started the project. Am seeing the Colonel tomorrow. Hope he is pleased."

— *Journal, October 17, 1943*



HETHEL
389th Bomb Group
Green Dragon
Flares

BY FIELDER NEWTON

There is not much to report from the 389th Bomb Group, but I want to talk about the progress of the men working on the Chapel Museum at Hethel and what I believe is our moral responsibility to give them support.

Allan Hallett informed me that we have about \$800.00 in our treasury and it is our hope to give this sum to the boys at Hethel who have done so much to preserve the Chapel and Museum. As you know, the 389th has not requested any donations for some time, and we now hope to step up to the plate and dig deeply so a final check can be given to the men worthy of the work they have done to preserve our history. This may be our final opportunity to show our British friends at Hethel our true appreciation for the amazing work they have done. To review their task —

"I put the finishing touches on a painting of the Officers' Mess. A very interesting bit of modern British architecture.

"Started sketching another subject this afternoon and at the same time took a picture of it. It is the Parade Grounds on the field, which on three sides is flanked by our barracks and on the fourth by the Mess Hall, which in turn houses the Red Cross. It is a very large building in which also all our stage shows, movies and dances are held. In all I believe I can turn out eight pictures a month."

— *Journal, October 21, 1943*

"Since the inception of this assignment I have produced ten pictures, not counting the sketches made for them."

— *Journal, October 29, 1943*

"Only have four weeks more in which to finish up my project. There are ten more watercolors and twenty-four initial letters to do — also a trip of about three days to London. So I am certainly going to be busy. Wonder if I can finish all that in a month's time. Must go down to one of our stations tomorrow and see if I can take some good photos of use to me. Must have a picture of a battle-scarred plane and wounded taken out of the plane on return from the mission. Am going to run into difficulty as it is quite late in the afternoon sometimes that planes return from a mission and light is none too good in the wintertime."

— *Journal, November 10, 1943*

"Finished my artistic project the day before Christmas. Had a final look at it before it was shipped off to General James P. Hodges. I don't think it looked at all bad considering the fact that it was more or less a rush-up job.

"The next day Colonel Sine informed me that the General was exceptionally pleased with the project and wanted to see me. A few days later the General's aide, Capt. Hess, called and told the Colonel that the General wanted to see me. When I presented myself, the General shook hands with me and congratulated me on the work I had done."

— *Journal, February 16, 1944*

they changed our chapel from a sheep pen into a beautiful Chapel and Museum by replacing the roof, strengthening the outer wall, replacing the windows, restoring the painting of Jesus on the Chapel wall, built a wall to close off the gym and painted the interior and exterior walls. There are many other jobs too numerous to report here. In addition, they bought a Quonset hut frame, placed it on a concrete foundation and floor, then purchased corrugated steel sheets to cover the exterior, which is not an easy task. The interior now has electric lights and the interior ceiling must be insulated to stop water dripping under the cold roof. The goal is to have this original Quonset hut used to display the many artifacts that have been collected or found buried in the fields at Hethel. You may not be aware, but some of the Bomb Group museums have been forced to shut down for lack of funds, and it is hoped that our Museum will have room to add their archives to our collection.

What a commendable job our British friends have done, and our gratitude is ongoing. The September 2ADA convention in Chicago, September 6 through 9, may be our last, so let us show our feelings at that time with a large monetary gift to these great British friends who have and will continue to keep our history and heritage for generations to come. Contributions may be sent to Allan Hallett, 249 Highland Avenue, Leominster, MA 01453.

Hope to see you in Chicago. God Bless. ■

When the Memorial Trust of the 2nd Air Division USAAF and the Confederate Air Force (now called the Commemorative Air Force) took on the challenge in 1992 of bringing a B-24 Liberator back to the UK, we promised the 2nd Air Division that we would re-trace one of their wartime ferry routes across the Atlantic. After David Hughes, our aircraft commander and Delta Airlines captain, selected the most northern one, we all knew that we were in for a challenge. The send-off from Meacham Field at Fort Worth, Texas on that foggy June morning by the 2nd Air Division veterans had us all in tears at the beginning of our 4,500 mile flight. Our first night stop was at Minneapolis and the home of one of our main sponsors, Northwest Airlines. History also began here, as waiting for us was my old wartime 389th pilot Lt. Al Dexter with his wife Pat and all their family. The head of Northwest welcomed us and enquired what we were eating the next day, and when he saw our tiny rations he promised to send us a catering truck the next morning prior to our departure. The airline spoilt us with rooms at the Airport Hilton and a private crew dinner with Al and Pat Dexter as our guests, but then David Hughes suddenly announced that

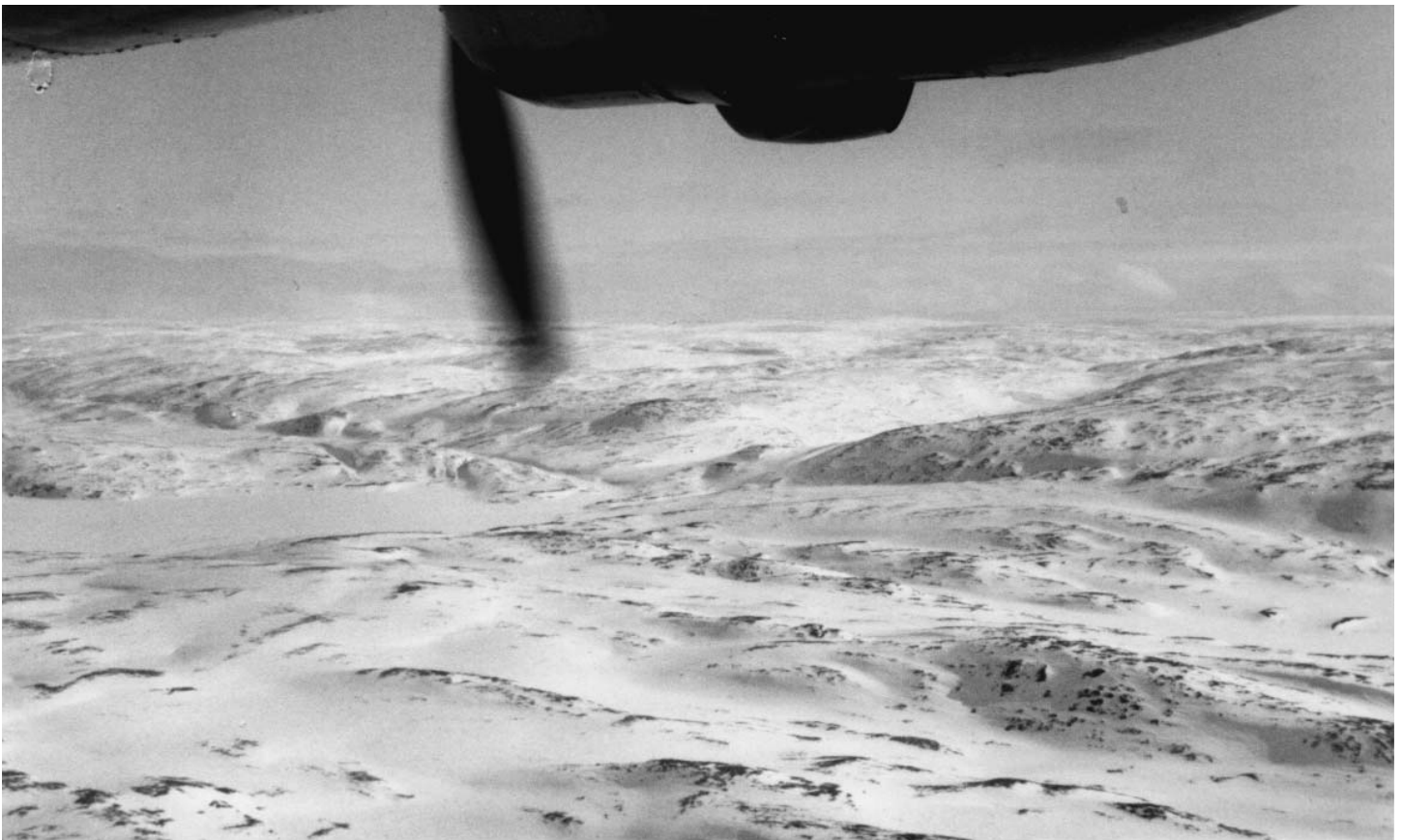
Flying the Wartime B-24 Ferry Routes

BY DAVID HASTINGS

after much thought he had decided that our two girl Colonel scanners would not fly across the Arctic but would fly to Prestwick to meet us there. This meant we had two very unhappy girls, but as later events were to prove he made a wise decision, but we would miss them.

We were up early the next day to file our flight plan and check the Met with still crowds of Northwest employees eager to get a look at "Diamond Lil." As we taxied out for our first max-weight takeoff with 3,000 gallons of fuel on board, many airline passengers were stunned to see a wartime B-24 going past them. Soon airborne, we began our nine-hour flight into the Arctic, heading for the tiny airport at Iqaluit in Frobisher Bay. First we celebrated that

"Diamond Lil" had left the USA as we crossed the Canadian Tundra, and then examined the superb lunch boxes and Thermos flasks of hot and cold drinks that Northwest had delivered — what a feast. For all of us this was the first time over the Arctic at low level (9,000 feet). Normally we had enjoyed this scenery from the warmth and comfort of an airliner at 35,000 feet, but the views of the ice flows were amazing and it was all so beautiful. By late afternoon we were flying up the frozen inlet leading to Iqaluit with its single 9,000 foot runway. It was cold, but we received a warm welcome, refuelled our B-24, cleared customs and received our Arctic Circle certificates before retiring to the comfortable but expensive Discovery Lodge. Early next morning we had to get "Diamond Lil" towed into the specially heated hangar for a costly but vital two hour warm up, and by now we were all in our warm clothing and parkas and ready for perhaps the most challenging and dangerous part of the whole trip, the nine-hour flight across the Arctic and Greenland to Keflavik in Iceland. Another max-weight take-off, and as we headed out the Canadian Controller summed it up so well when he said "You guys are on your own now." The Davis Strait was another



The beauty of the Arctic Circle on a perfect afternoon as we start the descent towards Frobisher Bay.



David Hughes landing “Diamond Lil” on three engines in the rain at Keflavik.

stunning sight and then we saw the majestic snow-covered mountains on the west coast of Greenland and the challenge that lay ahead. Once over the mountains we enjoyed the beauty of the Arctic Icecap — which we will never forget, but what a lonely place. The outside air temperature was now down to -26 degrees but with our heater working flat out we managed to get “Diamond Lil” up to a more comfortable -6 degrees. The compass began the wild swings as we neared the Pole, but luckily one of our sponsors had supplied us with a GPS which was a great comfort in this wilderness of ice and snow. We passed very near to the site where they were digging out a B-17 Flying Fortress and two P-38 Lightnings who had force-landed during the war after running out of fuel, which reminded us of our own challenge. Then we started to have problems with our No. 1 engine which we could not cure, so in the end David Hughes and Ray Krottinger decided to shut it down to save the engine and feather the propeller, which had our television crew worried. Still I knew that I was in safe hands with such a great crew, and after a detailed discussion as we were at the halfway point, it was agreed that the safest bet was not to return to Iqaluit but carry on to Keflavik where we knew we would have full engineering support. We also considered what would be our next step if we lost another engine, which would involve throwing out all our spare engine parts and stores for the UK tour. Finally, what if we lost a third and made a forced landing on the icecap? If we survived, would our clothing be warm enough, would we have enough food and

drink, and how long would it be before they found us? Still we put our trust in “God and Pratt & Whitney” and flew on, slowly climbing up on three engines to 11,000 feet. Once more we enjoyed the superb Northwest meals and the hot coffee back aft in our rest area in the old waist gun positions which we used when not working, and thought of what it must have been like in the war to fly this route. The scenery was breathtaking, and in the late afternoon we crossed the mountains on the east coast of Greenland and entered the Denmark Strait with not a sign of a ship anywhere. Then at last we were talking to the NATO base at Keflavik and were cleared down to 6,000 feet in a beautiful Arctic sunset. What a day. Everyone was very relieved to see the coast of Iceland appear on the nose, and David Hughes made a greaser of a landing at 10:30 pm. The U.S. Navy welcomed us to their Orion Squadron Hangar after our TV interviews, and we were so pleased to see the RAF Nimrod crew of No. 120 Squadron, who were to escort us over the Atlantic, waiting for us. Then the bad news after we had moved into a warm hangar — to find that our No. 1 engine problem was serious and we had to get a replacement engine flown out. We worked through the night to get the old engine off, being well fed by a superb group of U.S. girl sailors who offered to cook in their crew room for us. We lived in the Aircrew Transit Mess and we thought the U.S. Navy charge of a dollar a day was tremendous.

Then the time came for our early morning departure, and the whole station turned out to see us leave with our Nimrod es-

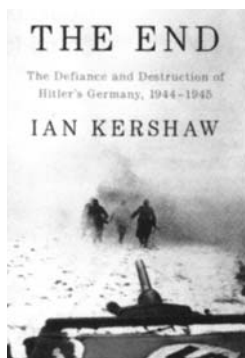
cort. The Boss of 120 Squadron, W/Cmdr Mitch Lees, had suggested that his liaison officer, Flt. Lt Steve Rennison, who had worked so hard on the project, ought to fly on board “Diamond Lil,” and it was super to have him with us. I suppose if we were honest the Atlantic crossing was more worrying than the Arctic, for we all knew that the B-24 did not ditch well. Still the Nimrod crew assured us that if we did ditch they would film us all the way down! I never thought in my wildest dreams that I would ever help to fly a B-24 across the Atlantic, but it all came true that day. Halfway across, another Nimrod joined us, carrying all the world press and TV, and did he get close. We were still enjoying our Northwest meals as finally the coast of Scotland appeared and we did a low formation fly-past over RAF Kinloss to thank the Station and 120 Squadron. On landing we were greeted by a Piper, cleared customs, and then discovered that if our Liberator AM927 had not had a landing accident on her delivery flight in 1941, she would have flown and fought with the Squadron in the Battle of the Atlantic. The Squadron signed a delivery chit saying that “we were only fifty-one years, one week and one day late.” Finally we departed on the last leg of our 4,500 mile flight to Norwich. RAF Lossiemouth asked for low fly-pass, which we were happy to do, and then the last leg down the east of the UK on a perfect evening with me as navigator.

Over Lincolnshire the final gift from the RAF Air Marshal appeared as three Jaguars from No. 41 Squadron at RAF Coltishall climbed up out of the cumulus to greet us and formate on each wing and the tail. The painting of “Welcome Home Yank” given to the RAF by the 2nd Air Division USAAF Association several years before had indeed come alive, and there was not a dry eye on board. Air traffic cleared us down to 1,500 feet as we approached Kings Lynn where a group of the 392nd were watching for us, and once more Norfolk heard the sound of a B-24. Another low pass over RAF Coltishall to thank the Station, and then we turned finals for that truly amazing welcome at Norwich International Airport from thousands of people. A B-24 had returned to Norfolk once more as a tribute to the bravery, sacrifice and friendship of the 2nd Air Division USAAF, and I was just so lucky and privileged to have been part of the crew. ■

THE END

The Defiance and Destruction of Hitler's Germany, 1944-1945

By Ian Kershaw. 592 pages.
The Penguin Press, 2011. \$35.



If Hitler — or a successor — had decided to throw in the towel when it became clear that the war was unwinnable, how many millions of lives might have been saved? This resonant question is at the core of Ian Kershaw's much-anticipated new book. *The End* traces the disintegration of the Third Reich from 1944, when the July plot failed to kill Hitler, to the very last minutes of the führer's life in the ruins of Berlin. (Disclaimer: I am not related

to Professor Kershaw, though that assumption regularly dogs me. I was once asked by a history professor if he was a relative, and shook my head no. He then tossed a very poor essay back at me, saying, "Didn't think so.")

Very few societies, Kershaw stresses, have fought "to the point of total destruction." Why Germany in 1945? The Allied demand for unconditional surrender was a factor, although less important than has been widely argued. Churchill himself rejected that notion out of hand: the Allies' conditions for a negotiated surrender, the prime minister explained, "looked so terrible when set forth on paper, and so far exceeded what was in fact done, that their publication would have only stimulated German resistance." What of Joseph Goebbels's brilliant use of propaganda? Highly effective until the cataclysmic defeat at Stalingrad, by 1945 the Nazi spin-doctor convinced only the very young and willfully gullible. Nor was Hitler's popularity, "his charismatic rule," a decisive factor. By January 1945, when a record number of Americans died in Europe, Hitler was reviled by many Germans. Very few, however, dared to openly express their disdain for him and his party lest they be executed by one of the many roving kangaroo courts doling out instant discipline.

Terror, the central dynamic of Nazism, lies at the heart of Kershaw's narrative. Fear of the truly barbaric Soviets, wreaking revenge for the enormity of German crimes in the East; fear of maniacal Nazis in the SS and Gestapo; fear of the invader and loss of one's homeland — all were factors in the scale of the final Götterdämmerung. But not even terror kept so many Germans fighting with frighteningly real enthusiasm, even into the last bloody weeks, when it was clear that all was lost.

In the end, Kershaw demonstrates, it all came down to Hitler. Der Führer had diabolically trapped Germans in a vortex of escalating nihilism. So long as he breathed, the rush to annihilation gathered pace. There was no effective opposition to him, no alternative power base or potential leader. He was head of the state, the armed forces, the party, the apparatus of terror. Every institution, from the civil service to the judiciary, had been radicalized and brought under his total control. Confronting him, Kershaw writes persuasively, "in any organized body, political or military, was completely impossible . . . Hitler's mass charismatic appeal had long since dissolved but the structures and mentalities of his charismatic rule lasted until his death in the bunker."

Kershaw's work is, as always, based on superb scholarship,

and for long sections *The End* is utterly absorbing as the Reich's fall gathers ghastly momentum. Unfortunately, as with most academic historians, Kershaw tends to steer clear of oral history and the kind of emotional testimony found in populist accounts; he appears to have conducted few if any interviews with living eyewitnesses. So those looking for a thrilling account of the Reich's last year on the battlefield, let alone trenchant social history, will be disappointed. Nevertheless, *The End* is essential reading, brilliantly illuminating why Germany — and much of Europe — lay in ashes by the time the architect of its ruin put a pistol to his head. — Alex Kershaw



Fierce resistance in Nuremberg led to a four-day urban battle in April 1945, destroying many of the buildings that had survived two years of Allied air raids.

A FOND FAREWELL (continued from front page)

Then again to be part of the crew of a B-24 Liberator that crossed the Atlantic in 1992 as a tribute to you will always remain with me. If you had said when we first met you in 1943 that I would become a pilot and fly a B-24 across the Atlantic, I would have laughed at you, but you made it all possible, and to fly with Lt. Al Dexter once again was amazing.

To see you receive the Freedom of the City of Norwich in 2001, the highest honour we can bestow, was wonderful and so well deserved, as was the opening of your magnificent new Memorial Library which will always be there to ensure that future generations down the ages will never forget the debt we owe to you for your bravery, sacrifice and friendship in those dark days of the Forties. Thank goodness we have the wonderful Dzenowagis film collection so that we and our families can always relive those great occasions. Also we are so lucky to have all the Marker Stones and memorabilia on your old bases as well as the wartime chapel and 2nd Air Division Memorial Garden at Wymondham College. Among all the veterans organisations, yours has been truly unique for over 65 years, and you can be deeply proud of all that you have achieved.

Words can never explain properly just what the 2nd Air Division USAAF and your Association means to the generation who met you during the War, but your kindness, bravery and friendship will never be forgotten by us and the generations who follow on in the future after we have folded our wings.

You have indeed been True Friends who have given us memories that will last forever.

Thank you so much. God bless you and God bless America.

Morality and Bombing

BY STAN GOLDSTEIN (466TH BG)

Author's Note: I was very interested in the Bomber Harris story in the Winter 2011 issue of the Journal. As a former Radar Navigator (Mickey Operator) I was very responsible on occasions (PFF missions) for the bombing. Our targets were never civilians. In my personal war memoir I have the following:

RAF BOMBING PHILOSOPHY

As commander of Bomber Command, it was now that Arthur Harris could put into operation his belief that an enemy could be bombed into submission, a ploy he called "area bombing." Harris believed that if the morale of civilians was destroyed as a result of their city being attacked, they would put pressure on their government to capitulate. The first raids were on Lubeck and Rostock. Here the bombers dropped incendiary bombs and these raids did a great deal of material damage to both cities. In May 1942, a massive 1,000 bomber raid on Cologne did vast damage to the city for the loss of just 40 planes.

"The aim is the destruction of German

cities, the killing of German workers and the disruption of community life throughout Germany. It should be emphasized that the destruction of houses, public utilities, transport and lives; the creation of a refugee problem on an unprecedented scale; and the breakdown of morale both at home and at the battle fronts by fear of extended and intensified bombing are accepted and intended aims of our bombing policy; they are not by-products of attempts to hit factories."

— Arthur Harris, October 25, 1943

8TH AIR FORCE PHILOSOPHY

U.S. pilots did not begin bombing runs over Germany until 1943. They and their commanders remained vehemently opposed to the Lindemann-Harris bombing policy used by the RAF. The division of labor worked out in the U.S.-British Combined Chiefs of Staff (CCS), therefore, was that the USAAF could carry out daytime, precision raids on military and industrial targets, and the RAF would conduct nighttime, "area" bombing — a euphemism for

the bombing of civilians in population centers. It was a compromise reflecting the uneasy nature of the overall Roosevelt-Churchill wartime alliance.

The much-vaunted "complementary" nature of U.S. precision bombing and British "area" bombing was simply a cover story for the reality that the two countries' air forces were not coordinated, and in reality were working cross-purposes. A coordinated policy would have been far more effective militarily; the Strategic Bombing Survey later found that repeated strikes against military and industrial targets were necessary but were often not done, and also that the bombing of cities did not decisively affect German morale, as the British claimed it would.

General Ira Eaker, the former commander of the Eighth Air Force in Europe, strongly urged Spaatz not to carry out the attack, on both practical and moral grounds: "We should never allow the history of this war to convict us of throwing the strategic bomber at the man in the street." ■

In January 1942...

REPRINTED FROM "FLYPAST," BRITAIN'S TOP-SELLING AVIATION MONTHLY

In January 1942, the orders to activate the USAAF's Eighth Air Force were given and the process of establishing a massive force of fighter and bomber aircraft began in earnest. Soon after, the "Mighty 8th" moved to the UK from the USA and started its raids on "Fortress Europe" from 68 major bases, plus another 50 or so lesser-used stations and airfields.

Today, the modern-day USAF occupies just two stations in the UK that are home to permanently-based flying units — Mildenhall and Lakenheath. ■



Consolidated B-24s from the Eighth Air Force's 93rd Bomb Group in formation. The aircraft nearest the camera is B-24D 41-24226 "Joisey Bounce" and second is 41-24147 "The Duchess."

2nd Air Division (USAAF) Memorial Library

@ Norfolk & Norwich Millennium
Library



OPENING CEREMONIES, NOVEMBER 7, 2001

Celebrating 10 years in The Forum...
2001–2011

THE SECOND AIR DIVISION MEMORIAL LIBRARY CELEBRATES 10 YEARS AT THE FORUM IN NORWICH

BY KATE ANDERSON, UEA AMERICAN SCHOLAR

THE FIRE (1994)

On 1st August 1994, a devastating fire broke out, levelling the entire Norwich Central Library. With few exceptions, only the records of the Norfolk Record Office (including the 2nd Air Division Archive) located in the basement, escaped the fire. All of the books and display items in the 2nd Air Division Memorial Room, including uniforms, photographs, and anything else on display or on the shelves of the Memorial Room, were lost to the flames.

Within a short period of time, a temporary office for the Memorial Room staff was obtained in a building across the road from the ruins.

THE NEW MEMORIAL LIBRARY (2001)

The new 2nd Air Division Memorial Library in the Norfolk and Norwich Millennium Library at The Forum was dedicated on 7th November 2001 in the presence of the 2nd Air Division Association and the Governors of the Memorial Trust of the 2nd Air Division USAAF. (See photo on facing page.) The opening ceremony was performed by the Lord Lieutenant of Norfolk, Sir Timothy Colman KG; Major General Kenneth A. Hess, Commander of the Headquarters U.S. 3rd Air Force at Mildenhall; and the Bishop of Norwich, the Rt. Revd. Graham James.

OUR 10TH ANNIVERSARY (2011)

Early in November 2011, the Memorial Library was all dressed up for her 10th anniversary in The Forum. Daily visitors admired our customized bunting featuring archival photos, children's artwork, and American flags alternating with the Union Jack.



A celebratory book display

Our 10th birthday party on the 16th November brought together the Governors of the 2nd Air Division Memorial Trust, supporters of the Memorial Library, library staff, and some of our regular library patrons. Fizzy drinks and cake were served as we mingled and caught up with old and new friends in our beloved space.

It was a chance to reflect upon our achievements since the November 7th opening ceremony in 2001, which marked the first official event held in The Forum. Since then we have seen the building flourish into a bustling, dynamic hub for the Norwich public. The Norfolk and Norwich Millennium Library is England's



Former 2ADA President Chuck Walker and Memorial Trust Librarian Libby Morgan look on as current President Dick Robert cuts the cake.

busiest public library, and the Memorial Library continue to welcome a steady traffic of visitors from near and far.

In fact, our visitors book nicely encapsulates our ten-year history in The Forum. The first pages of the book bear the names of our inaugural visitors, including the Lord Mayor and High Sheriff of Norwich, the Chairman of the Norwich County Council, the President of the 2nd Air Division Association, and 2nd Air Division veterans representing twelve different Bomb Groups and a wide range of U.S. states.

Later in the book, there is of course "Philip," a special visitor on the 18th of July 2002, who accompanied Her Majesty The Queen to the official opening of The Forum and the Norfolk and Norwich Millennium Library. The pages go on, with visitors hailing from truly disparate places — from Nebraska to Prague, Tasmania to London — stopping in to browse books, conduct research, or pay their respects.

We are so pleased and gratified that after ten full years in our "new" home, the messages written in the book these days are all still resoundingly positive, complimentary, and thankful...

Fantastic – will return!

An inspiring library.

Wonderful memorial.

Brilliant archive, thank you!



(Half of) the beautiful cake

YOUR HERITAGE LEAGUE

BY MARYBETH DYER
Heritage League President

As I am sitting here with my thoughts on what to write, I am thinking of the wonderful conventions I have attended with the Heritage League and especially when we have had our conventions with the 2nd Air Division Association. I often wished I would have had more of an interest in those conventions when I was younger, and really wished I would have gone to the UK in 1995 when they celebrated the 50th anniversary in Norwich. My mom and dad attended and I have

seen pictures and heard stories of all the American soldiers marching down the street. I remember my Mom telling me how proud Dad was to be a part of that monumental moment. Oh, how I wish I could have been there and seen that.

Part of my dad was left at that airfield at Horsham St Faith. He grew up there like all of those airmen had to, and endured situations we can't even dream of. All of these conventions give these brave men and women the opportunity to share their experiences and if nothing else help bond with each other either by bomb group or having the same thing in common — flying in a B-24.

The Heritage League is working hard to get ready for another wonderful convention, in Chicago in September. Look for details in this *Journal* and in our *Heritage Herald*. We look forward to again meeting alongside the 2nd Air Division Association. We are urging all of our members to come out and support not only the Heritage League but spend some time with our heroes of the 2nd Air Division. We can

listen to the stories and absorb all the details and never regret that we missed being a part of that . . . after all, it's these conventions that allow us to have something in common. We all knew someone or are interested in the 2nd Air Division and what they did in WWII. Don't be like me in 1995 and regret not going.

The Heritage League celebrates our 25th anniversary this year. We invite all 2nd, 3rd, and 4th generations, and all friends and family of the 2nd Air Division, to join the Heritage League and help preserve and honor the legacy of all who served. Veterans — please encourage your family to join us at the convention in Chicago this year and consider joining us in our quest to keep the memory of all who served in the 2nd Air Division. We are looking for volunteers and contributors.

For more information, please visit our website at <http://www.heritageleague.org>. Now is the time to get involved, and we welcome all who are interested.

Stay healthy and well. Until we meet again... ■

Protecting the "Master Race"

Liaisons with French prostitutes posed a health risk to German soldiers. Hitler's solution? Distributing Aryan sex dolls to his troops to protect them from syphilis. So says Graeme Donald, in his new book *The Man Who Shot the Man Who Shot Lincoln* (sold in Britain as *Mussolini's Barber*), which catalogs historical oddities. But the "Borghild Project" did not go smoothly. When a Hungarian actress refused to let the Germans model the dolls after her, the designers instead created a generic blue-eyed blonde. The scheme was scrapped after mortified soldiers refused to carry the dolls around; their officers feared they would be ridiculed if captured.



Wartime Gunners: "Brothers in Arms"

BY DICK SMART (44TH)

In spite of all the hardships encountered during aerial combat, the gunners gave an admirable account of themselves. Eighth Air Force bombers claimed 6,259 enemy aircraft shot down or destroyed, 1,836 probables and 3,210 damaged. Their record exceeded that of the fighter pilots.



WARTIME DRAWING BY LUKE DOHENY



NEWS FROM ACROSS the Pond

TAKE OFF!

Launch of new USAAF Catalogue

BY HANNAH VERGE, NORFOLK RECORD OFFICE

On 14 November 2011, a new online catalogue of records relating to the wartime experiences of 2nd Air Division service personnel in Norfolk and East Anglia, prepared by the Norfolk Record Office, was officially launched by the Chairman of the 2nd Air Division Memorial Trust, Matthew Martin, and Leader of Norfolk County Council, Councillor Derrick Murphy.

In 2010, the Record Office, in partnership with the Norfolk Library & Information Service and the 2nd Air Division Memorial Trust, benefitted from two generous legacies of former veterans: Major Jordan Uttal, one-time head of statistical data and bombing accuracy analysis at 2nd Air Division Headquarters, and Evelyn Cohen, who served in the Women's Auxiliary Corps. The grant has enabled the Record Office to produce a detailed finding aid, to be known as "The Evelyn Cohen and Jordan Uttal Memorial Catalogue," which unlocks the treasures contained in this fascinating archive.

The archive includes personal papers of 2nd Air Division servicemen based in their "home away from home" in Norfolk and East Anglia during the Second World War, plus documents relating to how local people have remembered them, both during the war and since. It contains many poignant diaries, letters, photographs, memoirs and audio recordings and is a memorial to the nearly 7,000 young Americans in the 2nd Air Division,

United States Army Air Force, who lost their lives flying on missions from airbases in East Anglia.

The published catalogue (main reference MC 371) which has more than 2,400 entries, is now publicly available via <http://www.archives.gov.uk>.



Evelyn Cohen (back left) and fellow WACs training in Norfolk during the Second World War.

Norfolk's American Connections

A project celebrating Norfolk's historic links with North America

BY LIBBY MORGAN, TRUST LIBRARIAN

This year the 2nd Air Division Memorial Library is excited to be working in partnership with Norfolk County Council, and in collaboration with community groups and individuals, to deliver the **Norfolk's American Connections Project**. The project will be highlighting Norfolk's many historic links with North America and celebrating the 70th anniversary of the Friendly Invasion, when the United States 8th Army Air Force first arrived in Norfolk during World War Two.

Towns and villages up and down the county with American connections — from the birthplaces of many early settlers to Second World War USAAF bases — will be celebrated, while a long list of notable people linking North America and Norfolk such as Abraham Lincoln, Jimmy Stewart, Captain George Vancouver, Glenn Miller, Pocahontas, Thomas Paine and Walter Matthau will be explored.

Between July 4th and Thanksgiving 2012, a period which will also coincide with the Olympic Games in London, there will be a series of events and exhibitions across Norfolk, plus a film festival and a schools twinning project.

We're excited to be part of this countywide project, and our American Scholars Kate and Elizabeth are busy developing two new activities for Norfolk libraries to offer to children in the school holidays (about the lives of Pocahontas and Abraham Lincoln), and booking speakers for our Autumn Lecture Series this year. We're also planning some World War Two reminiscence sessions and other events to celebrate the 70th anniversary of the Friendly Invasion.

If you have access to the Internet, why not keep up to date with all our activities and find out what's happening in the Memorial Library by following our blog, www.2ndair.wordpress.com, or checking our Facebook page, www.facebook.com/2ndair. ■



Dr. John Alban (County Archivist) and Ellie Jones (Project Archivist) handing over the new catalogue to Matthew Martin (Chairman of the 2nd Air Division Memorial Trust).

THREE YEARS, THIRTY BOOKS

The "Reading Across the Pond" Book Group

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

The 2nd Air Division Memorial Library's tenth birthday in The Forum happily coincided with yet another birthday: The "Reading Across the Pond" book group turned three years old in October! Begun in 2009 by UEA American Scholar Meghan Purvis, the book group still boasts all fourteen of its original members, who remain extremely dedicated to the discussion of American fiction and nonfiction — even if they are often initially hesitant about some of the titles that we select.

In commemoration of their remarkable commitment, we created a strand of bunting as part of our tenth birthday celebrations that highlighted the thirty titles that they have read over the last three years. Each bunting flag contained the book's cover preceded by the words, "We loved," "We hated," or "We debated." The categories were determined by majority rather than by unanimous consensus.

LOVED

John Steinbeck, *Of Mice and Men*
Barack Obama, *Dreams from My Father*
F. Scott Fitzgerald, *The Great Gatsby*
Jonathan Safran Foer, *Extremely Loud and Incredibly Close*
Truman Capote, *Breakfast at Tiffany's*
Ernest Hemingway, *A Farewell to Arms*
Kathryn Stockett, *The Help*
Kurt Vonnegut, *Slaughterhouse Five*
Cormac McCarthy, *No Country for Old Men*
Annie Proulx, *The Shipping News*
Michael Chabon, *The Amazing Adventures of Kavalier and Clay*
Mark Twain, *The Adventures of Huckleberry Finn*

HATED

Louise Eldrich, *The Painted Drum*
William Faulkner, *Absalom, Absalom!*
Audrey Niffenegger, *The Time Traveler's Wife*
Charles Frazier, *Cold Mountain*
John Irving, *Last Night in Twisted River*
Jeffery Eugenides, *The Virgin Suicides*
Rebecca Makkai, *The Borrower*
Juno Diaz, *The Brief Wondrous Life of Oscar Wao*

DEBATED

Toni Morrison, *Beloved*
Joseph Heller, *Catch-22*
Stephen King, *The Shawshank Redemption*
Stephanie Meyer, *Twilight*
Nicole Krauss, *The History of Love*
Richard Yates, *Revolutionary Road*
Nelle Harper Lee, *To Kill a Mockingbird*
Amy Tan, *The Kitchen God's Wife*
Robert Warren Penn, *All the King's Men*
Nathaniel Hawthorne, *The House of the Seven Gables*

Since celebrating their third birthday, the "Reading Across the Pond" book group has also read J.D. Salinger's *The Catcher in the Rye*, Raymond Chandler's *The Big Sleep*, and Rebecca Skloot's *The Immortal Life of Henrietta Lacks*. We look forward to seeing what they love, hate, and debate in the future! ■



The Closure of "The Friends"

With great sadness we have to announce that at the Annual General Meeting of the Friends of the 2nd Air Division USAAF Memorial it was agreed with great regret that the time had come for The Friends to close down, with their remaining funds given to the Book Endowment Fund at the Memorial Library so that a bookplate will record the work of The Friends in perpetuity.

Since they were formed in 1988 by Trust Governor Anne Barne, The Friends have provided a huge support to the Memorial Library. They also played a large part in all the 2nd Air Division Association's Norwich Conventions, acting as coach couriers and arranging the Group visits to their old airfields as well as helping to look after all the old bases, their marker stones and archives. They also cared for individual veterans and their families on their private visits to East Anglia. Sadly the Friends never recovered from the loss of David Neale and the serious illness of his wife Pearl, who were instrumental in arranging the film nights, outside visits, and the annual Thanksgiving Dinner.

Although the members agreed to the closure, it was hoped that a programme of film nights and perhaps the Annual Thanksgiving Dinner can be continued, and obviously the individual Base Groups will carry on without any change. This unique organisation that worked so hard to preserve the memory of the bravery, sacrifice and friendship of the 2nd Air Division USAAF will be sorely missed but never forgotten. ■

“THE EIGHTH IN THE EAST”

The Friendly Invasion 70 Years On

Twenty-six thousand airmen killed, twenty-eight thousand taken prisoner, and over six thousand aircraft destroyed — 70 years on, the story of the 8th U.S. Army Air Force dominates the recent history of Eastern England and is now the theme of a major community project which has just been awarded a development grant of £14,500 from The Heritage Lottery Fund (HLF).

The project has the working title “The Eighth in the East,” and its aim is to ensure that the story of the so-called “Friendly Invasion” during the Second World War is kept alive for people to understand in the future and local communities to benefit from today.

Inspired by a team of archaeologists, archivists and museum curators, the project is aimed at helping local people of all ages who live close to one of the sixty-seven wartime airfields to take ownership of this rich legacy by recording oral histories, mapping each airbase and putting together events which will engage everyone with a three-year period which changed the course of history.

The project is a cross-regional partnership involving museums from across the East of England, the Norfolk Record Office, UEA, the Second Air Division Memorial Library, and a new social enterprise company from Suffolk, New Heritage Solutions, started by the Artistic Director of Eastern Angles Theatre Company, Ivan Cutting, and BBC programme-maker Nick Patrick.

“It’s almost shameful,” said Nick Patrick, “that were it not for a handful of dedicated volunteers and museum professionals, this history has almost been allowed to die. We feel that it’s as important to the East of England as Boudica, Bunyan or Benjamin Britten.”

The project team already has wide support from aviation museums, town and parish councils, and organisations such as the Council for British Archaeology (East). Now the task is to secure further partners and funding with the intention that later this



year it can roll out a three year programme of research, interpretation and events across the East of England.

“The Eighth in the East has huge potential to engage people with their past and deliver key benefits today,” said Nick Patrick. “This history can be central to supporting the leisure and tourist industry; it can help develop research and media skills; get people out into our wonderful country-

side; support the school curriculum; and, maybe most importantly, encourage a stronger sense of place.”

Robyn Llewellyn, Head of Heritage Lottery Fund East of England, said, “We are delighted to be able to support the further development of The Eighth in the East project. The presence of the 8th United States Army Air Force during the Second World War has left a huge legacy on communities and landscapes across the East of England. Part of the strength of this project lies in the partnership of organisations that will be working together to unearth this history, whether it be through exploring the landscape or collecting the stories of those who experienced the ‘friendly invasion,’ ensuring that this fascinating story can be passed on to future generations.”

Dr. John Alban, the County Archivist of Norfolk, said, “The Norfolk Record Office and the Norfolk Sound Archive are delighted to be associated with this project, especially since it has a very strong element of oral history attached to it. Local people’s spoken recollections can provide extremely powerful testament to historical events which took place within living memory, but unless they are properly recorded for posterity, they will be lost forever.”

For further information, please email nick.patrick@btinternet.com, or get in touch with Libby Morgan at the 2nd Air Division Memorial Library, libby.morgan@norfolk.gov.uk. ■

A Happy Ending for a 2nd Air Division Enquiry!

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

One of the many roles we play here at the 2nd Air Division Memorial Library is that of researcher. In May 2011, we were given a particularly challenging but interesting enquiry. Brian Farrow had obtained a copy of the *Official Guide to Army Air Forces* (1944) at a car boot sale in Fakenham, which — according to the inscription inside the front cover — had once belonged to a Lt. M.N. Panosian. There were several other notations in the book which indicated that the man was likely stationed at Tibenham and was part of the 702nd Squadron with the 445th Bomb Group. There were also two other gentlemen listed in the front of the book: Lt. Marvin Gasster and Lt. Frawigs Farmer. Mr. Farrow said that he was interested in returning the guide to Mr. Panosian’s family, and he wanted our assistance in locating them.

Using the National Archives and Records Administration’s online database, we were able to identify all three of the individuals and discovered that they all enlisted within two months of each other in 1942. Turning to unit histories for the 445th we learned that Panosian (the owner of the book) was a navigator on a B-24. Gasster was a pilot and Farmer a co-pilot. It seemed likely that they were sent to Tibenham in late 1944, and one of the dates in

the book indicated that Panosian at least was still in England when the war ended in May 1945. We were also able to locate what appeared to be members of Mr. Panosian’s family, but we were not able to locate Panosian’s current address.

So we were thrilled when, in November 2011, Mr. Farrow got back in touch with us to say that, after many hours of trawling the Internet, he had indeed located Mr. Panosian and had successfully returned the book to him and his family in New York State. Manny’s wife Lucille had sent him a handwritten letter of thanks in return. She explained that Manny is now 89 years old and living in a senior housing complex. He no longer remembers the 23 missions he flew aboard his Liberator or the men who flew with him, but his family never heard much about them even before his memory began to fade. “We never realized how dangerous it was,” Lucille said, “because he never talked about it.”

The moving story was reported in the *North Norfolk News* and the *Star-Gazette*, both of which are available online. We are so thrilled that this story had a happy ending, and we thank Mr. Farrow for sharing it with us! ■

“Jake” the Bombardier, “Hot Stuff” the B-24, and “Andy” the Great USAAF General

BY RICHARD M. BAUGHN, Brigadier General USAF (Ret.)



Every now and then you run across a little known historical happenstance with unusual connections that piques your interest. “Jake,” a battle proven World War II bombardier, and “Andy,” an outstanding Army Air Force general, didn’t know one another, but they shared something—“Hot Stuff,” a mighty B-24D. Starting in October 1942 through 31 March 1943, Jake flew 31 combat missions in “Hot Stuff” over Europe and the Mediterranean (when the experts were saying that most crews would be shot down before they completed 25 missions). Then on 3 May 1943 Andy lost his life in “Hot Stuff” when he and part of her regular crew crashed into a mountain in Iceland trying to land in very bad weather. A last minute crew change had bumped Jake and two other

crew members off the flight to Iceland, and the unassuming bombardier lived to tell the story about the demise of Andy, “Hot Stuff” and her crew. Later, Jake joined an elite group of Army airmen that fought in both Europe and the Pacific, when he flew as the lead bombardier on another 14 combat missions against Japan in B-29s. He was awarded the Distinguished Flying Cross, Air Medal and many other medals for his combat and military service.

“Jake” was Robert T. Jacobson, who graduated from Carrol College in Waukeasha, Wisconsin and entered the Army Air Force before the Japanese bombed Pearl Harbor on 7 December 1941. When the war ended, he got out of the service and completed his master’s degree in hospital administration at Northwestern Uni-

versity in Chicago. He was then recalled to active duty and served in USAF hospitals in Japan, Turkey and the U.S. until he retired in 1968. Jake then became the assistant for administration in one of the largest hospitals in Austin, Texas, until he retired a second time in 1983. Jake recently died, just two months before his 94th birthday.

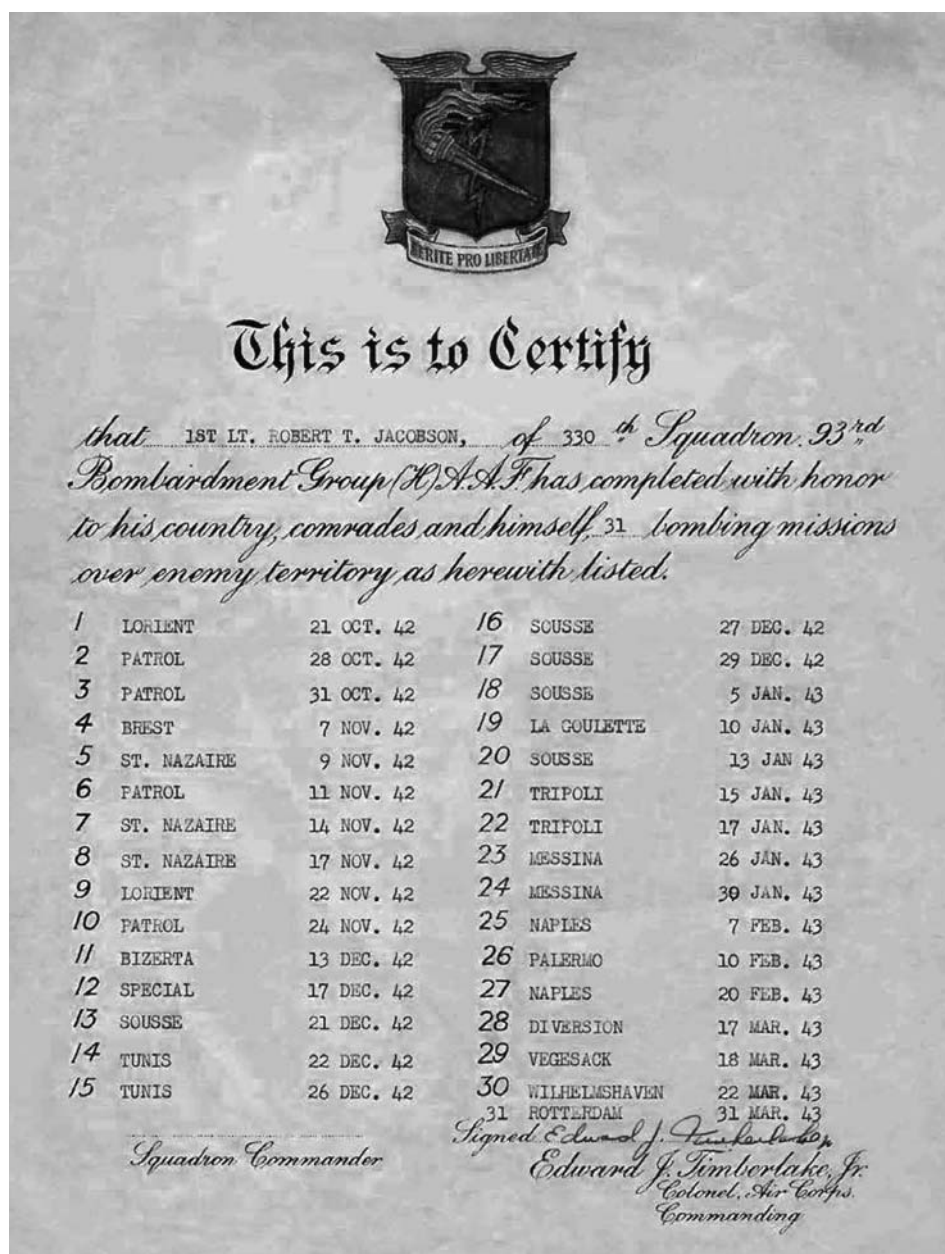
“Andy” was Lieutenant General Frank M. Andrews, a 1906 graduate of West Point who was considered to be one of the fastest of the Army’s “fast burners.” In the 1930s, the brilliant and articulate Andrews became the commander of all the Army Air Corps’ fighting forces and one of the leading voices when Army airmen were battling to get more B-17s. But the Army’s General Staff wanted only small, short-ranged, less expensive and obsolescent

aircraft for close support. When Andrews was due for reassignment, the annoyed General Staff's anti-air hierarchy gave him the "Billy" Mitchell treatment. They reduced him in rank from a major general to colonel and exiled him from the center of power to an obscure job in San Antonio, Texas. But when the evenhanded General George C. Marshall became the Army's Chief of Staff, he not only saw evidence of the Army General Staff's unjust treatment of the Army Air Corps, but also of Andrews. Marshall knew the talented Andrews and quickly brought him back to Washington and immediately promoted Andrews to general. He then gave him the first of a series of four key jobs—normally reserved for the most promising Army ground officers.

Andrews eventually took Dwight Eisenhower's job as the U.S. European Theater Commander when Eisenhower moved to North Africa. In his memoirs, General Henry "Hap" Arnold, who was probably as close to Marshall as anyone during WWII, said that he believed if Andrews hadn't been killed he would have been given command of the Allied invasion of Europe, instead of General Eisenhower. DeWitt S. Copp wrote an excellent article entitled *Frank M. Andrews: Marshall's Airman* that provides a great deal of circumstantial evidence that supports the view that Andrews would probably have been another of our WWII five star generals, if his life hadn't been cut short. But that's another story.

Like many of the unusually interesting stories, the story of "Hot Stuff," her crew and General Andrews faded from view and joined the ranks of the unknowns. Fortunately, the story was resurrected by Jim Lux, a retired IBM executive and USAF veteran. Jim is a fan of the USAF and a history buff with a keen interest in the Army Air Forces. He is also an active Commemorative Air Force member and a former CAF wing commander. When Jim first told me about Jake, he said, "I met Jake while playing golf at Lost Creek Country Club. He knew I was a member of the Commemorative Air Force and told me that he had been a bombardier in a B-24 Liberator in WWII. He also told me he had completed 31 missions in Europe and 14 more in B-29s in the Pacific. That was about all he said."

When Jake turned 92, his health began to fail and he wanted to look back at the most impressionable and traumatic part of his life. He made a simple request to his good friend Jim and asked him to search the Internet for information about his



Certificate of the missions that Jake flew in Europe and the Mediterranean, which was signed by Colonel Edward J. Timberlake, the 93rd Bomb Group commander.

WWII B-24 unit, the 93rd Bomb Group. Jim found a history of the 93rd on the Internet and read that a B-24 named "Hot Stuff" was the first heavy bomber to complete 25 missions during WWII. The name "Hot Stuff" sounded familiar, and Jim searched through some of the documents that Jake had given him. He found a picture of Jake and his crew, standing in front of their B-24—and painted on the nose of the bomber was its name, "Hot Stuff."

The composite picture shown on the previous page was provided by Jim Lux. Through research, Jim identified "Hot Stuff's" crew members and located the in-flight shot of her that displays her tail number, and for this article he added inserts of Jake and General Andrews.

Jim said, "When I told Jake about what I had discovered he was surprised. Jake said they had flown their 25th combat mission on 7 February 1943 and then flew two more missions in the Mediterranean before returning to Britain. It wasn't until after they had flown their 31st combat mission on 31 March 1943 that they were told the crew would fly Hot Stuff back to the States and tour the country to help sell War Bonds."

There are good reasons for this delayed recognition of "Hot Stuff" and her crew. After arriving in Britain in September 1942, the 93rd Bomb Group flew combat through October and much of November. With very little warning, Jake's squadron (the 330th) was separated from
(continued on next page)

“JAKE” (continued from page 27)

the group and sent to the Mediterranean for ten days of temporary duty, to provide the newly formed 12th AF with more striking power—the ten days lasted more than three months.

The 330th arrived in North Africa a few weeks after the Allies had invaded, and after flying two combat missions the squadron was uprooted again and re-assigned to the 9th AF. While with the 9th AF, the squadron was first attached to the 98th Bomb Group, which had just arrived from the States. Then they were attached to a newly formed 376th Bomb Group, which was getting an assortment of B-24s and crews that had been operating in Egypt.

Carroll (Cal) Stewart wrote a very detailed and well researched history of the 93rd Bomb Group. The group was nicknamed “Ted’s Travelling Circus” after the group commander Edward J. (Ted) Timberlake, a 1931 West Point graduate, who went on to become a three star general. Cal Stewart had been a journalist before entering the service and joined the 93rd Bomb Group in Britain as a private. He started a weekly newspaper for the group, eventually won a commission, and became Ted Timberlake’s aide-de-camp. He was in a unique position to observe all levels of the group’s activities with the trained eyes and ears of a journalist. According to Stewart, General Andrews and Ted Timberlake were friends, and in late April 1943 Andrews paid a visit to the group and made arrangements for his flight back to the States in “Hot Stuff” with its crew. Stewart said that General George C. Marshall had requested Andrews to return for consultations. Only seven of “Hot Stuff’s” crew members made the flight, because of the size of Andrews’ traveling party (the copilot and Jake were bumped and the tail gunner was sick).

Jim Lux said Jake told him that after “Hot Stuff” and the seven crew members were lost, Jake got permission to deliver the personal effects of his two closest friends, Robert Shannon the pilot and James Gott the navigator, back to their families. Jake said that even before he left Britain, the story of “Hot Stuff” and her crew had started to fade. The mad pace of aerial combat didn’t allow much time for mourning—that would come later. You see your friends in the morning and that night they’re gone. The loss is so sudden. It can be like a game or a nightmare from which they should return. But there’s no stopping the war. Jake said he was

also saddened when Bob Shannon’s recommendation for promotion to major was cancelled. Although Jake knew better, it seemed like someone was trying to make certain “Hot Stuff’s” slate was wiped clean so that another B-24 and its crew could take its place.

Jim said that Jake’s 93-year-old eyes always filled with tears whenever he spoke about the loss of his fellow crew members—even after more than 65 years. But he never once mentioned not being honored as a member of the first heavy bomber crew to have completed 25 combat missions, nor the unusual circumstances that had taken the honor away.

The story of General Andrews fared only slightly better. General George C. Marshall, the Army’s great WWII Chief of Staff, considered Andrews to be one of his brightest stars and gave him key commands that a ground officer would have fought to have. But Andrews’ most notable memorial is Andrews Air Force Base near Washington, D.C. Chances are that very few of the thousands of daily visitors that pass through its gates have heard of Lieutenant General Frank M. Andrews or know anything about him. The USAF has named a few buildings and streets after him and an award has been named in his honor, but little more has been done. Some of the people who worked for Andrews and survived WWII are much better known—and some have been honored by promotions on the retired list. Promoting Lieutenant General Frank M. Andrews to full general on the retired list might be a good place to start.

Jim Lux is working hard to gain proper recognition for “Hot Stuff” and her crew. There’s a natural tendency to limit the honor that should be bestowed on “Hot Stuff” and her crew, due to a lack of documentation by today’s standards. However, the evaluators should keep in mind that the 330th Bomb Squadron, to which “Hot Stuff” and her crew were assigned, was uprooted and made a series of deployments when the “overnight air force” was desperately trying to fulfill its combat requirements. The war at that time was in a constant state of flux, command lines were blurred at every level, and there was little time for administrative details. Those of us who have made well planned tactical squadron deployments, under very stable conditions, know that Murphy’s Law will normally tag along. One can only imagine the turmoil that Jake’s squadron experienced during this chaotic period. Anyone looking for a neat and detailed

paper trail to prove or disprove something by today’s standards will be disappointed. However in most cases, a unit’s history, personal documents and interviews will normally provide enough information for an informed decision.

✈ ✈ ✈ ✈

Brigadier General Richard M. Baughn entered the Army Air Force aviation cadet training program in January 1943 and received his pilot wings and commission as second lieutenant in April 1944. He retired from the U.S. Air Force in July 1975. Baughn was born in Council Bluffs, Iowa in 1923, graduated from Abraham Lincoln High School and received a BS from the University of Maryland. His military schools include the USAF Air Tactical School, the Armed Forces Staff College, and Great Britain’s senior military school, The Imperial Defence College. He is a command pilot with more than 7,600 flying hours, including more than 5,000 in jet fighter aircraft. He has flown the P-40; P-51; P-47; F-80; RF-80; T-33; F-84B, F, and G; F-86E, F and H; F-100C, D and F; F-104A, C and D; F-105D and F; F-4C, D and E; A-6; F-111A and E; FB-111; KC-135; Meteor; Hawker Hunter; Lightning and 14 other types of military aircraft. He flew combat in P-51s with the 8th AF during WWII and in 1965-66 he flew three temporary F-105 combat tours, one at Takhli and two at Korat, Thailand, before completing a full F-105 combat tour in 1966 as the commander of the 13th TFS. In addition to a full complement of F-105 fighters, the 13th TFS was also assigned all of Korat’s F-100 and F-105 Wild Weasels, and about half of Baughn’s missions were flown with them. In June 1974 General Baughn was appointed deputy defense attaché, Defense Attaché Office, Saigon, Republic of Vietnam, his last assignment prior to his retirement. His decorations include the Silver Star, Legion of Merit, three Distinguished Flying Crosses, Bronze Star Medal, 15 Air Medals and two Air Force Commendation Medals. His book “The Hellish Vortex: Between Breakfast and Dinner,” a carefully researched historical novel about a WWII P-51 pilot in the 8th AF, won a 2008 Eric Hoffer Notable Award for fiction and a 2008 honorable mention award for fiction from The Writer’s Digest. “The Hellish Vortex” is available at Amazon.com in both paperback and electronically for Kindle. ■

The Battle of Midway

BY BARRETT TILLMAN • REPRINTED FROM AIR FORCE MAGAZINE, FEBRUARY 2011

“MIDWAY ISLAND” is a misnomer. Scene of the American naval victory in June 1942, Midway is actually two islands some 3,800 miles west of California and 2,500 east of Tokyo. But its near-center position in the Pacific Ocean was less important than its proximity to Pearl Harbor: Midway is 1,300 miles northwest of Oahu.

The strategic stage for Midway was set long before World War II. For more than 30 years, American and Japanese planners envisioned a decisive fleet engagement in the mid-Pacific, a scenario with battleships as the major players. But aviation worked a stunning change.

The Japanese carrier striking force (Kido Butai) that ravaged Pearl Harbor in 1941 was unlike anything the world had ever seen. Vice Admiral Chuichi Nagumo's six flattops put 350 aircraft over Pearl Harbor, announcing with convincing violence that sea power now included airpower. Successive operations throughout the Pacific only reinforced Tokyo's military prowess.

Meanwhile, the U.S. Navy was forced to rely upon its few carriers. At the start of the war, America possessed just seven fleet carriers — fast ships capable of more than 35 mph, embarking 70 or more aircraft.

Initially, Adm. Chester W. Nimitz's Pacific Fleet owned three flattops, USS *Lexington* (CV-2), *Saratoga* (CV-3), and *Enterprise* (CV-6). The need for another flight deck was undeniable, so *Enterprise's* older sister, *Yorktown* (CV-5), hastened to the Pacific.

The next months were spent in hit-and-run carrier raids from the Gilbert and Marshall Islands, to Wake Island, to New Guinea, and the Solomons. More significantly, in mid-April the newly arrived USS *Hornet* (CV-8) launched Lt. Col. Jimmy Doolittle's B-25s against Tokyo.

The Imperial Navy was at once embarrassed and outraged. America's carriers had to be destroyed.

Then, in early May, something completely unprecedented occurred. The two-day Battle of the Coral Sea pitted *Lexington* and *Yorktown* against three Japanese flattops in a carrier versus carrier engagement. For the first time ever, neither fleet sighted the other, the battle being conducted wholly by aircraft. *Lexington* was lost and *Yorktown* damaged, while a small Japanese carrier was sunk and the larger *Shokaku* damaged. The air group of her sister carrier, *Zuikaku*, was



World War II sea power required airpower. At Midway, airpower sent four Japanese carriers to the bottom of the Pacific.



mauled, and would be unable to deploy anytime soon.

Admiral Isoroku Yamamoto, commander of the Combined Fleet, predicted Japan would run rampant for six months, but subsequently nothing was certain. Therefore, he knew seizing Midway would threaten Oahu, forcing Nimitz into battle.

Fortunately for the U.S., American code breakers identified occasional plums of intelligence and began piecing together enemy intentions. They handed Nimitz the priceless advantage of advance notice of Operation MI, Japan's plan to occupy Midway.

CATALINAS AND B-17s

In all, Japan deployed more than 120 vessels in five task forces. They included Yamamoto's powerful “main body” trailing well astern of Kido Butai with 17 ships, none of which played a role in the battle — nor did the invasion and support forces with scores of vessels, plus submarines.

Nagumo deployed four veteran flattops, *Akagi*, *Kaga*, *Soryu*, and *Hiryu*, with 15 escorting battleships, cruisers, and destroyers. The Battle of the Coral Sea had reduced the forces that Kido Butai could commit to Midway, but the overall Japanese advantage appeared insurmountable.

Tokyo's dispersion lessened the odds faced by the U.S. at any specific point of contact, but the odds were still long. Nimitz's two task forces totaled three carriers with 23 escorts. They departed in late May, *Yorktown* still bearing Coral Sea damage.

(Simultaneously with the Midway attack in early June was Tokyo's operation against the American-owned Aleutian Islands. Some accounts still describe the Aleutians as a strategic diversion, but it was a serious effort intended to succeed on its own. Occupation of Attu and Kiska was expected to secure Japan's northern flank and draw off American assets from elsewhere. The Alaskan offensive included

(continued on next page)

THE BATTLE OF MIDWAY (continued from page 29)

two carriers that would be sorely missed at Midway.)

Despite the huge disparity in ships, the Americans were far better matched in what mattered most: airpower. With 225 carrier aircraft and 125 more on Midway, Nimitz's assets matched Yamamoto's 248 tailhook aircraft and 16 recon floatplanes. Another daunting problem: At the time, Japanese designs invariably outperformed their American counterparts, especially Zero fighters versus Grumman Wildcats and Nakajima B5Ns (later Kates) versus Douglas TBD-1 Devastator torpedo aircraft. The opposing dive-bombers — Douglas SBD Dauntlesses and Aichi D3A Vals — were both proven ship killers.

Nimitz crammed every available aircraft onto Midway, America's first fully joint operation of the war. Thirty-two PBY Catalina patrol aircraft operated mostly from Midway's seaplane base on Sand Island, while Marine, Navy, and Army units used all the ramp space on Midway's Eastern Island. The Marine air group flew a mixed squadron of SBD and Vought SB2U Vindicator scout-bombers, while the fighters mainly were Brewster F2A Buffalos with Wildcats.

The Navy debuted six TBF Avenger torpedo airplanes alongside the Army's B-26 Marauder torpedo bombers.

The Army Air Forces' main contribution was significant, comprising 19 B-17Es from the 5th and 11th Bomb Groups.

The ungainly, long-legged Catalinas made first contact with the enemy. On the morning of June 3, they sighted lead elements of the Japanese force more than 450 miles out. Late that afternoon, Lt. Col. Walter C. Sweeney Jr. was over the enemy with nine B-17s. He sent a contact report, then led a high-altitude bombing attack that predictably failed.

Hitting moving ships from 20,000 feet was a huge challenge that the Army fliers seldom trained to do. Nevertheless, the Flying Fortresses made their first contribution to the battle.

Early on the fourth, three PBYs attacked the enemy transport force and torpedoed an oiler. The ship and the attackers survived, knowing they faced a full day of battle. More Catalinas and the B-17s rose before dawn, flying long-range searches to re-establish contact.

Nagumo's air plan began with a 108-airplane attack. The formation was seen by airborne Americans who sent a warning: "Many planes heading Midway."

Beginning around 6 a.m., Midway began



An aerial photo of the two islands comprising Midway. Eastern Island is in the foreground, Sand Island in the back.

scrambling everything: 25 Marine fighters; 10 Army-Navy torpedo airplanes; and 28 Leatherneck scout-bombers. The pilots of Marine Fighting Squadron 221, led by Maj. Floyd B. Parks, barely managed to engage the raiders. Committed piecemeal, caught at an altitude disadvantage by superior aircraft flown by experienced pilots, the Marines suffered terribly.

In a few minutes, nearly all the Buffalos were shot down, with Parks and most of his pilots killed. For decades thereafter, the Buffalo was considered a "death trap" — but under those conditions, a full squadron of Wildcats would likely have fared little better.

The Japanese lost a dozen airplanes to the defenders — mostly to anti-aircraft fire — but did a thorough wrecking job on Midway. They destroyed hangars, the power plant, fuel stores, and ordnance facilities. As the strike leader departed he signaled, "There is need for a second attack." Back at the strike group, Nagumo ordered another bombing mission readied.

Meanwhile, Midway's hodgepodge strike group neared the Japanese force. One of the Avenger pilots was Ensign Albert K. Earnest, who described a running battle over the last 15 miles. Fast, slashing Zeros knocked down five TBFs, leaving Earnest to press his attack with a dead gunner and wounded radioman.

He recalled, "My elevator wires were shot away. I released my torpedo at the nearest ship, a light cruiser, as I thought I was out of control, but regained control with the elevator tab." He returned his riddled airplane to make a one-wheel landing at Midway.

An AAF contribution came from Capt. James F. Collins Jr.'s flight of four speedy B-26 Marauders. They pressed their attacks to the limit. One B-26 nearly crashed on the flagship *Akagi's* flight deck, and ultimately only Collins' and Lt. James P. Muri's Marauders returned.

Next came the Marine bombers. Only partly trained, VMSB-241 was limited to glide-bombing attacks rather than steep dives. Eight Dauntlesses were lost attacking *Hiryu*, while the Vindicators fared no better. Unable to close on the carriers, they went after battleships, losing four airplanes to no avail.

Shortly, Sweeney was back with 14 B-17s attacking in small formations that fountained the sea around enemy carriers but scratched no paint. As if that weren't frustrating enough, the submarine *Nautilus* drew a bead on the carrier *Kaga* and scored a hit—with a dud torpedo.

By that time, Japanese scouts were aloft. A cruiser floatplane radioed alarming news: An American force was "accompanied by what appears to be a carrier."

A FLIGHT TO NOWHERE

Nagumo now realized that he faced a serious threat at sea and ordered bombs on his Kates to be exchanged for torpedoes, costing precious time.

Of the two American units, Rear Adm. Raymond A. Spruance's Task Force 16 was first off the mark. Replacing the ailing Vice Adm. William F. Halsey, Spruance had *Enterprise* and *Hornet* begin launching their air groups when the range closed to launch distance. Meanwhile, Rear Adm. Frank Jack Fletcher, in overall command from *Yorktown's* Task Force 17, waited to recover his scouts before proceeding southwesterly. In the pivotal carrier battle, neither American admiral was an aviator.

Due to staff problems, "The Big E" and *Hornet* failed to coordinate their efforts, and both launches dragged out. *Enterprise's* air group commander, Lt. Cmdr. C. Wade McClusky, circled with his two SBD squadrons for nearly an hour before being ordered to "proceed on mission assigned." He led 30 Dauntlesses toward the expected interception point, separate from his torpedo squadron.

Meanwhile, *Hornet's* squadrons followed their enormously unpopular air group commander, Cmdr. Stanhope C. Ring, who led them on what has been called a "flight to nowhere" heading almost due west.

Torpedo Eight skipper Lt. Cmdr. John C. Waldron finally broke off to port, knowing that Kido Butai had to be to the southwest. The SBDs continued to the extent of their fuel before returning to *Hornet* or diverting to Midway, while the inept fighter group skipper ran 10 aircraft out of fuel with two pilots lost.

Waldron found the enemy, and at about

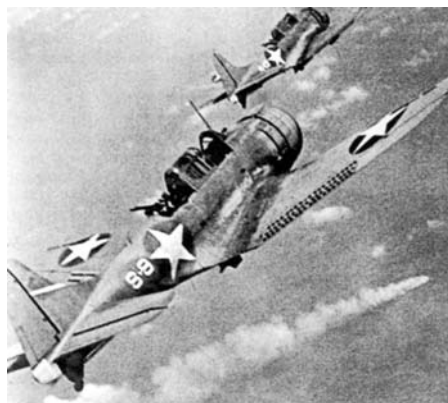
9:30 a.m. led his 15 Devastators into Kido Butai. An unescorted daylight torpedo attack on an alerted fleet could only go one way: Some 40 Zeros awaited the attackers and quickly destroyed the squadron. All the TBDs were shot down with one pilot surviving; no ships were hit.

Next appeared *Enterprise's* Torpedo Six. It suffered nearly as much as Torpedo Eight. Lt. Cmdr. Eugene E. Lindsey was killed at the head of his group of 14 Devastators, only four of which returned.

All the while, McClusky's SBDs searched. Reaching the briefed contact point, he found empty sea and continued several miles beyond. Shrewdly reckoning that Nagumo had to be northerly, McClusky began a box search. In fact, the Japanese had turned off their southeast course to avoid successive attacks. Burning fuel, the Dauntlesses continued the hunt.

The third and last American torpedo squadron was *Yorktown's* Torpedo Three. Launched later than the other units, Lt. Cmdr. Lance E. Massey arrived just as the smoke was clearing from the previous interception. The squadron's dozen Devastators were all lost, but they kept the pressure on Nagumo.

Then the sky rained Dauntlesses.



Dauntless aircraft from the USS *Hornet* approach the burning Japanese cruiser *Mikuma* during the battle.

In an unintentionally coordinated attack, *Enterprise's* SBDs arrived over the target just as *Yorktown's* dive-bombers appeared. McClusky had taken a heading from a Japanese destroyer harrying the submarine *Nautilus*, and struck gold.

In the next few minutes, the Big E's squadrons experienced an aerial traffic jam as the scouts and most of the bombers went for *Kaga*. McClusky's pilots hammered her 36,000 tons into shambles.

The Bombing Squadron Six skipper, Lt. Richard H. Best, was left with only two wingmen, but he destroyed *Akagi* with a perfect center hit. As they pulled out amid the flak, *Enterprise's* fliers saw a third

carrier burning: *Soryu* was victim of Lt. Cmdr. Maxwell F. Leslie's *Yorktown* SBD dive-bombers.

In a matter of minutes, the battle had completely reversed course.

Enterprise lost about half her Dauntlesses on the mission. The Yorktowners initially got off lightly. However, the surviving Japanese carrier, *Hiryu*, quickly launched dive-bombers that crippled *Yorktown* and left her adrift. Lt. Cmdr. John S. Thach's Wildcats exacted a heavy price for the success, but neither side was ready to quit.

Meanwhile, a *Yorktown* scout found *Hiryu* and provided her position. The remaining *Yorktown* and *Enterprise* SBDs integrated and prepared to finish off *Hiryu*, but not before *Hiryu's* Nakajimas attacked and put two torpedoes into *Yorktown*, forcing her abandonment. Shortly thereafter, the Dauntlesses were back, wrecking *Hiryu* and depriving Nagumo of his final flight deck.

SWEET, SWEET REVENGE

Stunned at the reversal, Yamamoto realized that without air cover, he would lose more ships.

Operation MI was called off, yet the battle continued for two days.

Spruance assumed overall command from the displaced Fletcher and authorized search-strikes to pummel the retreating enemy. Still, very little came easily. On the fifth, three squadrons of SBDs found a lone Japanese destroyer that evaded every bomb and shot down a Dauntless to boot.

During the night, two Japanese cruisers collided, leaving them limping westward. They were soon discovered and pounced upon by *Enterprise* and *Hornet* dive-bombers which sank *Mikuma* and clobbered *Mogami*. By the afternoon of June 6, it appeared the battle was over.

However, a Japanese sub captain thought otherwise. The 1,400-ton I-168 penetrated *Yorktown's* protective screen and fired a devastating salvo. Torpedoes ripped the bottom out of the destroyer *Hammann*, secured alongside *Yorktown*, and inflicted mortal damage on "Old Yorky." She lingered until the morning of the seventh, and with her sinking, the Battle of Midway finally ended.

The Midway scoreboard showed a decisive American win. Four Japanese carriers and a cruiser were destroyed, with some 3,000 enemy killed, including irreplaceable aircrew. For the U.S., principal losses included one carrier and destroyer, with 307 aircrew and sailors killed.

For decades after the war, conventional wisdom held that Midway averted a greater Japanese triumph in the Pacific. Two standard references were Walter Lord's *Incredible Victory* (1967) and Gordon W. Prange's *Miracle at Midway* (1982), which typified the battle's public image.

Over time, though, a more measured assessment has arisen. A Japanese victory at Midway never had the potential to end the war on terms favorable to Tokyo. Loss of two or even all three U.S. carriers would have delayed the Central Pacific offensive, but not thwarted it. American resolve was unshakable following Pearl Harbor, and public opinion demanded a reckoning. V-J Day might have been delayed, but perhaps only one year.

In any case, Midway remains a source of intense pride for its participants. None expressed it better than SBD pilot Best, who had dropped the bomb that sank *Akagi*. "Midway was revenge, sweet revenge for Pearl Harbor," said Best. "The Italians say that revenge is a dish best served cold, and after Pearl Harbor, it was six months cold."

The battle may not have marked an indisputable turning point in the war, but it had enormous strategic importance.



A Japanese aircraft carrier burns after dive-bomber attacks. Four Japanese aircraft carriers were destroyed at Midway, and some 3,000 Japanese were killed.

Midway was Japan's last major offensive of the war; afterward it ceded the strategic initiative to the United States. Only two months later, U.S. Marines landed at Guadalcanal, beginning a six-month battle of attrition that ensured Japan could not win and America could not lose.



Barrett Tillman is a professional author and speaker who has flown a variety of historic aircraft and has received six writing awards for history and literature. This was his first article for Air Force Magazine. ■

Unsung Heroes of WWII Ditching

BY RICHARD H. SMART (44TH)

On January 15, 2009, Captain Chelsey Sullenberger ditched his U.S. Airways jetliner in the Hudson River, saving the lives of 155 people. His deed was a valiant one and will be memorialized in aviation history.

No less heroic were the young 8th Air Force pilots flying bombing missions over France and Germany during World War II, many of whom were forced to ditch their bombers in the North Sea. A survivor of one of the ditchings recalls the following:

"Along with my fellow crew members, I never relished the prospect of ditching. As a matter of fact, the fear of ditching was very real, second only to a head-on attack from a ME-109 or FW-190 [German fighter planes]."

450 four-engine bombers of the 8th Air Force ditched during World War II. Of the 4,500 crew members involved, fewer than 1,500 lived to tell about it. The odds of survival in the icy waters of the North Sea or English Channel were not very good at best.

The only possible reasons for planes

to ditch were:

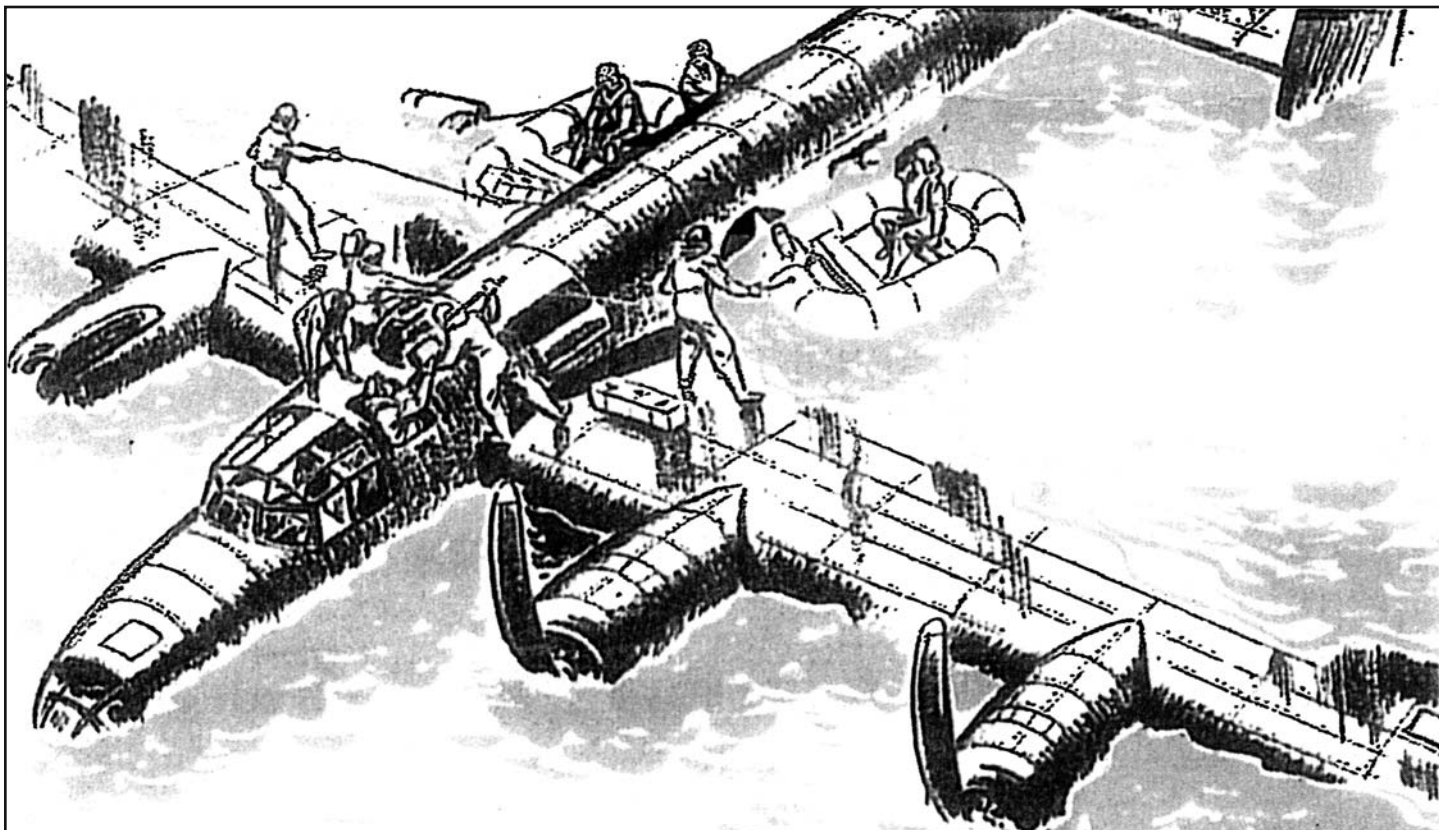
(1) Fuel consumption was exhausted, making a return to England impossible, or

(2) Bombers suffered huge damage from enemy flak and/or enemy aircraft (many with dead and/or wounded aboard).

The crash landing was further impeded by powerful waves of inestimable heights. Also, due to the paralyzing frigid temperature of the sea water, crew members could endure the hypothermia for only a few minutes, if not saved or rescued in one of the plane's inflatable rafts (*see picture*), or by US or RAF Air Sea Rescue.

Robin Neilland's book, *The Bomber War*, includes some startling statistics. There were 210,000 air crew members who flew in the 8th Air Force; 26,000 were killed in action, one out of every 11 killed in the U.S. Armed Forces. 18,000 were wounded and 28,000 became prisoners of war. Placed in context, the events of January 15, 2009 were undeniably life-saving, but lest we forget the WWII ditchings that sacrificed over 3,000 lives. ■

There were 4,361 crewmen that ditched in the North Sea during WWII. Only 1,538 (35%) were rescued. The crews from a B-17 had a better chance of being rescued than the crewmen from a B-24 since the B-24 tended to break into two pieces upon hitting the water. The majority of those who were rescued went down during the summer months when the water was warmest.

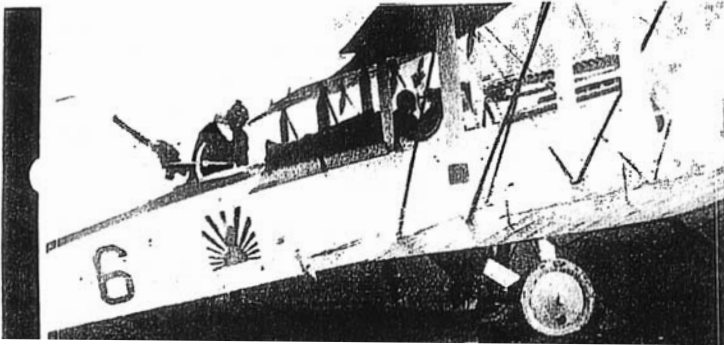


The B-24 pilot's manual presents an idealized rendering of a B-24 after ditching that depicts it floating intact with the propellers barely bent backward. The reality could be much more violent as propellers wrenched from engines and airframes broke under the shock of rapid deceleration. The dark hatch opening on the fuselage near the wing juncture is one of two life-raft compartments.

World War One & Two Aerial Warfare Links Father & Son

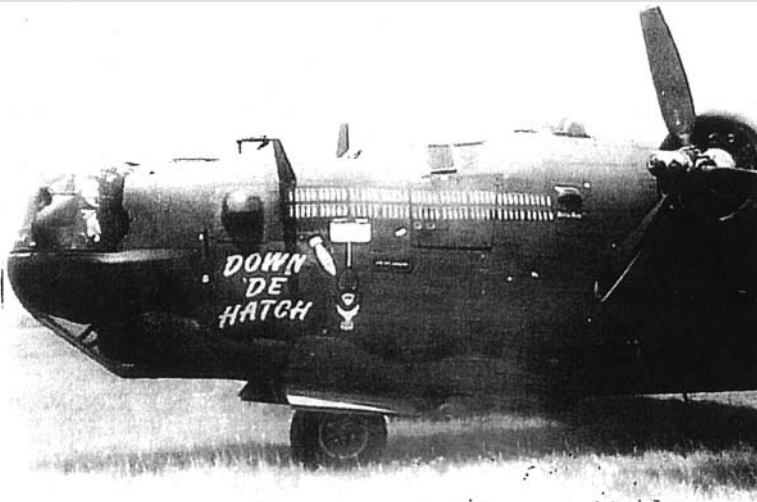
BY RICHARD H. SMART (44TH BG)

1918



Above: Lieutenant L. Landon Smart's DH-4 (Jenny) in the Toul sector. Lt. Smart and his observer are officially credited with bringing down one Hun plane after a fierce battle with four German Fokkers. He was recommended for a D.S.M. for bravery in saving the life of his Colonel when their machine had been shot down by anti-aircraft guns and they had been left stranded at the mercy of the German machine guns.

1944



After completing his 32 missions, T/Sgt. Richard H. Smart was awarded the Air Medal and the Distinguished Flying Cross.

A Final Thought

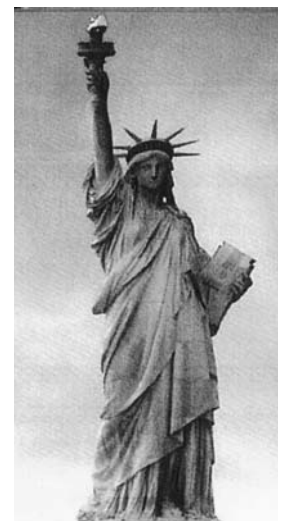
On September 13, 1944, along with seven members of our bomber crew, I boarded a World War I British ship, the "Acquittania" in Glasgow, Scotland, bound for New York and home. We completed, and most importantly survived, the required number of bombing missions.

Also boarding at the same time were German POWs. These included Nazi officers, Wehrmacht soldiers and Himmler's SS storm troopers. The SS represented the most heartless, malevolent, and vicious Nazis from Hitler's regime. These were black-uniformed, black-booted "thugs" with the "Death Head" insignia on their caps and lapels. The SS troops were grouped together, isolated and caged on the top open deck.

We interchanged American vs. Nazi propaganda with a number of SS troops who spoke English. It was their genuine belief that Nazi planes had bombed New York and demolished the Statue of Liberty. As we approached New York Harbor and saw the statue in all of its beauty, we pointed out to these Nazis how they had been utterly brainwashed.

My initial intention in putting together a pictorial essay was to make it my legacy. However, a larger purpose slowly came to mind. It occurred to me that the younger generations of Americans are uninformed regarding the true meaning and facts surrounding the history of both World Wars. My current endeavors are an attempt to keep that purpose alive and to honor the memories and sacrifices of those who took part in these conflicts.

The Statue of Liberty must remain a beacon of freedom for now and forever. ■



Second Air Division Association
65th Annual Convention • Chicago, Illinois
September 6, 7, 8, 2012

CONVENTION REGISTRATION FORM

PLEASE NOTE: This form is to register for the convention activities listed on page 34 ONLY.
For hotel reservations, fill out the additional form on page 37 and mail it directly to the hotel.

Name _____ Bomb Group _____

Spouse _____

Others _____

Address _____

City _____ State _____ Zip _____

Phone _____ Fax _____

E-mail _____

Price for the convention includes breakfast on Friday, Saturday, and Sunday. Dinner on Thursday, Friday, and Saturday. The price per person includes the \$20.00 registration fee to pay for Hospitality Room, Entertainment, and miscellaneous administrative expenses.

PRICE PER PERSON: \$339.00

Number in your party _____

TOTAL \$ _____

REGISTRATION FORM AND PAYMENT MUST BE RECEIVED ON OR BEFORE AUGUST 10, 2012.

Make your check payable to **SECOND AIR DIVISION ASSOCIATION**. Your cancelled check is your receipt. So sorry, but I have no facilities for credit card payments. Complete this form, then mail your form and check to:

Maxine Mackey, Convention Chairman
6406 E. Presidio Street
Mesa, AZ 85215

The Hilton Rosemont Hotel provides complimentary transportation between Chicago O'Hare Airport and the hotel. Complimentary parking is also provided at the hotel.

Note: THE HERITAGE LEAGUE will be having their annual convention in conjunction with this Second Air Division Association convention.

Hilton Rosemont Hotel Reservations for the Second Air Division Association

The hotel restaurant serves breakfast, lunch and dinner. Good food at a reasonable price. Room service for food and drinks is available 24/7. Also there is a bar and lounge.

The hotel provides complimentary shuttle van service between the airport and hotel. After collecting your luggage in the luggage claim area, ask at the Information Desk for the location where you can catch the shuttle van. Or have a porter help with your luggage and he will take you to the van. The van operates every 20 minutes to and from the hotel.

The hotel is providing complimentary parking in the hotel parking lot for all Second Air Division Association members and family who are driving to the convention.

For all you athletes, there is an excellent exercise room and a swimming pool.

----- MAIL THIS FORM TO THE HOTEL -----

HILTON ROSEMONT HOTEL RESERVATIONS FORM SECOND AIR DIVISION ASSOCIATION • SEPTEMBER 6, 7, 8

Name _____

Sharing Room With _____

Address _____

City _____ State _____ Zip _____

Phone _____ E-mail _____

Arrival Date _____ Approx. Time _____ Departure Date _____

of Rooms Needed _____ # of People in Room _____ Handicap _____

King Bed _____ 2 Double Beds _____ No-Smoke _____ Smoke _____

ROOM RATE: \$109 plus tax. Sales Tax 10.5%, Hotel Occupancy Tax 13%. **CUT OFF DATE: August 21, 2012.**

CANCELLATION POLICY: Deposit is refundable if reservation is canceled 24 hours prior to your planned date of arrival. All reservations must be guaranteed by a credit card, or a check for the first night enclosed with this form.

AMEX _____ VISA _____ MASTERCARD _____ DISCOVER _____

Name on Credit Card _____

Credit Card Number _____ Expiration Date _____

Signature (regardless of payment method) _____

Mail to:

**Hilton Rosemont Hotel, 5550 N. River Road, Rosemont, IL 60018
Attention: Reservations**

FOR TELEPHONE RESERVATIONS, CALL 888-452-6943 • FOR OTHER INFORMATION, CALL 847-678-4488

*Second Air Division Association
65th Annual Convention • September 6, 7, 8, 2012
Hilton Rosemont Hotel, Chicago, Illinois*

..... DAILY PROGRAMS

Thursday, September 6

2:00 – 4:00 p.m.

Convention Registration Open

5:00 – 6:00 p.m.

Cocktail Party – Cash Bar

6:00 – 9:00 p.m.

Dinner



Friday, September 7

7:00 – 9:00 a.m.

Buffet Breakfast

10:00 a.m. – 12:00 p.m.

Convention Registration Open

9:00 a.m. – 12:00 p.m.

Business Meeting

5:00 – 6:00 pm.

Cocktail Party – Cash Bar

6:00 – 9:00 p.m.

Dinner

Saturday, September 8

7:00 – 9:00 a.m.

Buffet Breakfast

5:00 – 6:00 pm.

Cocktail Party – Cash Bar

6:00 – 9:00 p.m.

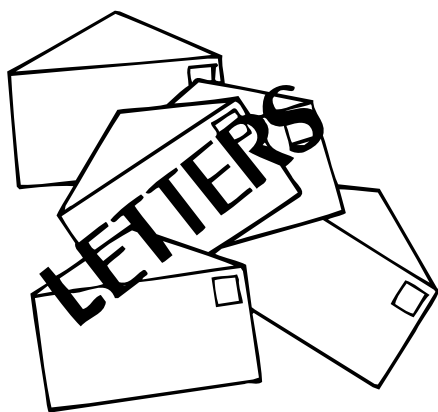
Banquet Dinner

Sunday, September 9

7:00 – 9:00 a.m.

Buffet Breakfast

See page 35 for convention registration form and page 37 for hotel reservation form.
Plans for tours and entertainment were not complete at press time.



To the Editor:

Many thanks for the *Journal* which has just arrived. As always, congratulations on another superb issue, and bless you for using my articles — you really spoil me.

As an ex-RAF Dakota man, can I try and answer the Winter Quiz on page 6. The aircraft is a Douglas C-47 Dakota, the military version of the Douglas DC-3. I think 10,044 were built in this military version.

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

Ed. Note: Dave, you were outwitted by a fellow Englishman, Ken Ellis, contributing editor to "FlyPast." I suggest a jousting match staged at the library's Millennium Plain with the 2ADA members attending, to settle the issue. See page 4 for the "correct" answer as far as "FlyPast" is concerned.



To the Editor:

Just a note regarding your Winter Quiz on page 6 of the *Winter Journal*. The aircraft depicted is a Japanese Showa-built L2D 4-1 cargo transport version of the Douglas DC-3 with dorsal turret and freight loading doors. The Japanese obtained the license rights to the DC-3 for \$90,000 in 1938. A total of 487 L2D's were built, 416 by Showa and 71 by Nakajima. (Source: "Japanese Aircraft of the Pacific War" by Francillon, 1994 edition, p. 503).

Keep up your great work with the *Journal*!

Howard Levine
(Subscribing Member)

Ed. Note: If Ken Ellis of FlyPast refuses, would you take his place in my proposed jousting match with David Hastings?



To the Editor:

Thank you for your interest in my grandad's plaque (*Winter 2011 Journal*, page 39). I have since sent a better picture to Ms. Morgan in the U.K. What fun.

Grandad arrived in 1914 from Rotherfield, Sussex with wife Emma Jane and three children. I have visited Rotherfield.

My husband was in the Navy during the Korean Conflict. Our city of Spokane is a big Air Force town with Fairchild Air Force Base nearby.

Your *Journal* is interesting. Thank you.

Peggy Raymond
1116 W. Rowan Avenue
Spokane, WA 99205



To the Editor:

I was most interested to read in the Winter 2011 edition of the *Journal* about Technical Sergeant Ludwig Lund and the very interesting articles by his daughter, Marjorie Lund-Fontaine.

I remember well one morning in 2000 when a UPS delivery driver called at my home in Norwich bearing a large and heavy package from the States. I had overlooked the fact that at the Austin, Texas convention of the 2ADA, I was told the Association was going to present to the Memorial Library the original leather-bound volume of the paintings given to General James P. Hodges by members of the 2nd Air Division at Christmas 1943. This had been donated to the Association by his grandson, James P. Hodges III. Now this incredible volume was here for me to handle. It was a thrilling moment!

At the time I was Chairman of the Board of Governors of the Memorial Trust and had the privilege of being responsible for the overseeing of the design and equipping of the new Library. It was immediately apparent that the bound volume we had just received was a unique pictorial record of the early days of the Second Air Division's presence in Norfolk

and north Suffolk. The pictures were of the highest quality in the best tradition of celebrated war artists of the First and Second World Wars. It was essential that these should all be displayed for visitors to the Library to see and appreciate. Yet the book itself was so valuable we agreed that this must be retained with the archives at the Norfolk Record Office.

Digital photography had been developing rapidly and it was possible to have all the paintings in the bound volume photographed so that the facsimiles were virtually as realistic as the originals. I then arranged for their framing and appropriate captions to be placed with each picture and for these to be displayed in the Library. There is considerable interest in these remarkable works of art.

I was extremely sorry that at the time it was impossible to find the whereabouts of Technical Sergeant Lund. There was no record of him having been a member of the Association and despite numerous enquiries amongst members of the Association nobody had had any contact with Ludwig Lund since the end of WWII and did not know whether he was still alive. I am therefore very happy to find that his daughter, Marjorie Lund-Fontaine, has visited the Library and been able to write all about him in the *Journal*, in which extracts from his diaries are reproduced. I am so glad that she has been able to see the wonderful works which her father created and which are so valued by all of us with links to the Second Air Division USAAF. These will serve as a constant reminder of all you did to defend our freedom flying from bases in Norfolk and north Suffolk between 1942-1945.

Paul R. King
Honorary Life Governor,
Memorial Trust of the 2nd Air
Division USAAF



Ed. Note: See page 14 of this issue for more on Ludwig Lund.

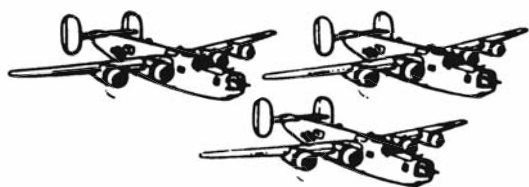
We Want to Hear from You!!

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

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

Non-Profit Org.
 U.S. Postage
PAID
 Newburyport, MA 01950
 Permit No. 96

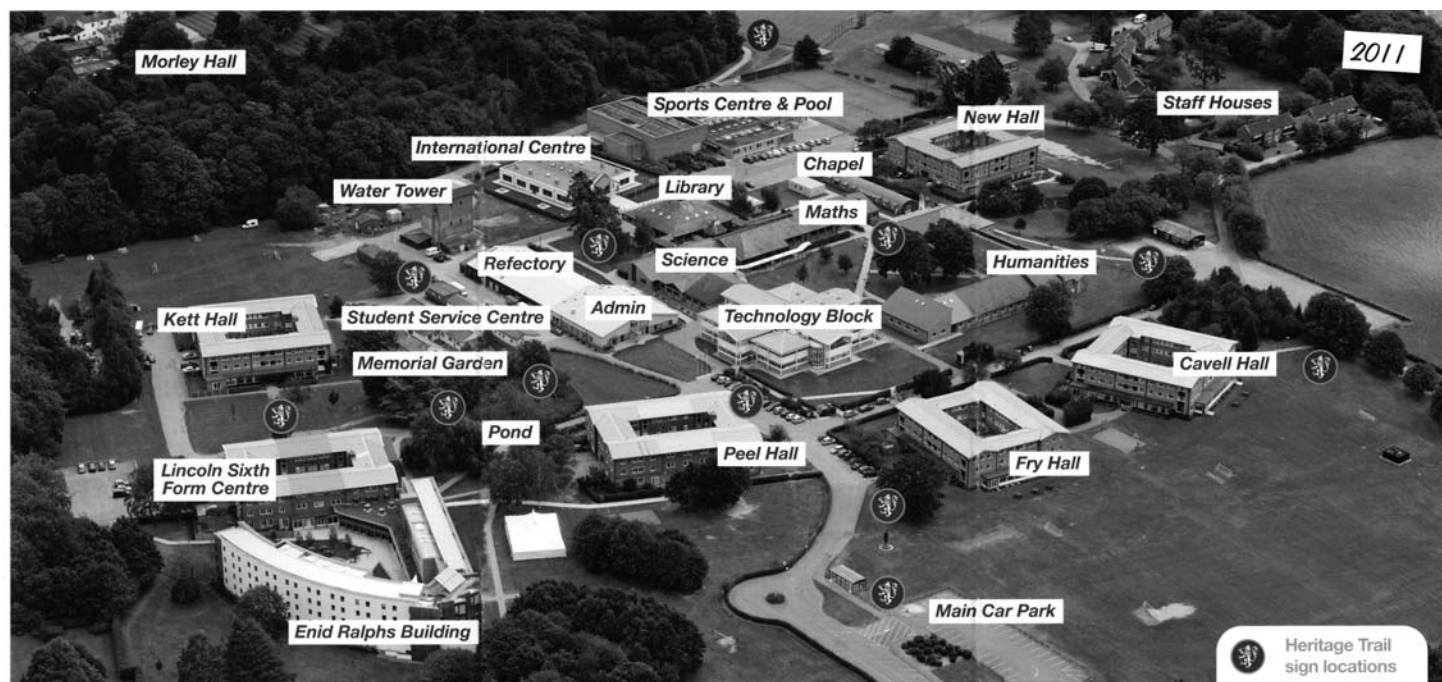


**FOLDED WINGS?
 CHANGE OF ADDRESS?**
 All information should be sent to:
Oak Mackey
 6406 E. Presidio Street
 Mesa, AZ 85215

David Hastings lays 2ADA wreath at Wymondham

David writes, "I had the great privilege of laying the 2nd Air Division USAAF Wreath at the Remembrance Sunday service at Wymondham College in the Wartime Chapel on 13 November 2011, and after the service the wreaths were formally laid in the 2nd Air Division USAAF Memorial Garden on a glorious blue sky morning, complete with trumpeter. We will never forget you.

"Also as part of our 60th Anniversary Celebrations at the College, Lt. Colonel Chris Bennett of the USAF at Mildenhall formally opened our new "Heritage Trail," funded by the National Lottery. The Heritage Trail guides visitors around the site, showing them what it was like when it was the USAAF Base Hospital, as well as showcasing the 2nd Air Division USAAF Memorial Garden and your lovely 2ADA Mural in the wartime Nissen Hut Chapel." ■



A walk through history the story of the Wymondham College site over 2,000 years >

Roman 43 – 410AD	Saxon 450 – 1066AD	Medieval 1066 – 1500AD	Stuart/Georgian 1600 – 1800AD	Victorian 1837 – 1901AD	Early 20th century 1901-1939AD			Mid 20th Century 1939-1951AD				
1906	1921	1920s – 1939	1939 – 45	1943 – 45	1946	1947-50	1951					
Roman pottery kilns found next to Tomlinson Hall June 1958	Saxon coins/pottery showing 10th/11th century settlement found in area of staff quarters	Became part of William of Warenne Morley St Peter Manor. There is evidence of a strip system of farming (1629 Morley map)	First Tumpike Road between Wymondham and Attleborough ran along boundary of Morley Estate 1695AD	Morley Hall built in 1841-2 on land held by Graver Browne family	Morley Hall bought by J.C. Crossley, included 'pleasure gardens' and sporting facilities	Morley Hall estate was put up for auction, but only the estate land actually sold	Mid Norfolk Golf Club was established on the site	Used for wartime food production. Land managed by local farmer, G.L. Peacock	Ministry of Works requisitioned site for establishment of American Army Hospital to support nearby bases of US 8th Army Air Force	Transit camp for the Royal Norfolk Regiment	Teacher Training Colleges for men and women were established on the site including Morley Hall	Wymondham College founded. Morley Hall was used by Norfolk County Council as a Special School until 1960s