

NEWS LETTER

Vol. 12, No. 3

SECOND AIR DIVISION ASSOCIATION

September 1974

"YOU DID NOT DIE IN VAIN"

"As I motored through London last Saturday, on my way to the airport, I saw the crowds in the streets and in Trafalgar Square feeding the pigeons, photographing or just viewing the scene.

There was hardly an Englishman in sight!

Unthinkingly perhaps, those many friendly tourists were enjoying the fruits of the labours of the U.S. 2nd Air Division thirty years ago, and the freedom paid for by the sacrifice of so many.

Then too, in the T.W.A. Jetsave that brought me to New York, if a count had been taken I suspect that half the 180 odd in the plane were British visiting, in freedom, daughters, cousins, uncles, aunts or, perhaps, just paying a friendly visit for the first time to the country and people to whom we all owe so much. And so, to date, in an admittedly imperfect world the battles we fought and won together thirty years ago *have* brought benefits to mankind.

So it is with the unique Memorial Library at Norwich. Shining as a friendly beacon to warn, to guide, to illuminate and to inform.

But beacons, whether they be for sailors or airmen, however soundly they be built *must* be serviced and maintained. Old lamps renewed, reflectors polished, supplies of electricity continued.



Thomas C. Eaton

(Photo by Cobin)

A Library also needs the same loving care if it is to fulfill the vision and to serve the purpose of its founders.

Since I spoke at last year's banquet, thanks to the kindness of Milt & Hathy Veynar, Dal & Joanne Moran, Bill and Helen Denton and many others, I have travelled hundreds of miles in the U.S.A. I have seen much and enjoyed it all. Jordan Uttal stayed with us in Norwich last November. In April, Walter and Jean Edgeworth had a meal with us and in May and June came Bill & Hazel Robertie, Evelyn Cohen and Joe and Josephine Warth. As a result, although I left England in 1941 for Singapore before you came and most of you left England before I returned in the Autumn of 1945, in a very real sense I feel I am one of you.

We all certainly have a common purpose in the Memorial Room.

Much as I have enjoyed these experiences and the friendships which have grown with them I know, with Bill Robertie, that in coming and going on our lawful occasions we seek to serve something nobler than ourselves. To encourage and develop friendships between peoples that can only come through knowledge and understanding and by reading as well as travel.

Longfellow put it well when he wrote:—

*"Not enjoyment, and not sorrow,
is our destined end or way,
But to act, that each tomorrow
finds us farther than today."*

Thus in all we have had to say and do the beacon of that Memorial created 29 years ago this year has been, and must continue to be, our central purpose. In giving to the Memorial Library, in our generation, the loving care and service it will always need friendships will grow and good will be done.

Above all we shall hand on to our successors a light no less bright than when it was first lit. And, when *the great re-union* comes we will be able to say to those who are remembered in the Roll of Honor:—

You did not die in vain."

(ed. note: The above address was given by Thomas C. Eaton, Vice Chairman of the Memorial Trust, at the reunion this year in Wilmington. It moved us all.)

OPEN LETTER

Dear Mr. Moyer:

Tom Eaton has sent me six cheques totalling \$2,407 — \$2,085 for the Capital Fund and \$322 for the purchase of books and, in his letter, he goes on to say that your Association is aiming to raise by way of additional endowment the sum of \$50,000 between now and 1980. I can only say that I am absolutely overwhelmed by this generosity. It will make the whole difference to the Trust and alleviate the fears that many of us had that inflation would so gnaw away the value of our funds that we would not be able to keep up the supply of up-to-date books to the Library.

I also understand from Tom's letter that a great deal of this money has come as a result of your initiative and drive. I shall, of course, report this to the next meeting of the Governors. Meanwhile, I hope you will accept from me my very warmest thanks and, indeed, the thanks of all of us concerned with the Trust in this Country. It really is a most stimulating and generous surprise.

Yours sincerely,
Richard Q. Gurney
Chairman of the
Board of Governors
American Memorial Trust

Second Air Division Association Eighth Air Force

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PRESIDENT'S CORNER

I have just returned from Wilmington, North Carolina where I attended the 27th Reunion of the 2nd A.D. and a mini-reunion of the 466 Bomb Group. We had a wonderful time and I enjoyed renewing friendships that I have made within the 2nd A.D. It was a good feeling of making new friends among all the former (not old) fellows who flew and who KEPT 'EM FLYING. Many thanks to Aaron Schultz for his efforts in making this reunion a great success. Hats off to all who helped in any way towards the final result.

I am certainly honored that you chose me as your president for this year. It goes without saying that following Bill Robertie is a super-task as he has done so much for the 2nd A.D. during his two years in the office of president. With the help of all members and the officers I am sure the 2nd A.D. will continue to expand.

I will be in touch with each of the groups Vice President and through their efforts with their particular group I am sure our membership will increase. Each of us will be doing a great favor in making the members of the various groups cognizant of the 2nd A.D. Association so that they can once again become an active participant in their group. But this time for fun, and not as a destructive force.

WALLY CLAYMAN (491st MASCOT) ALIVE AND WELL

This past May on our trip to Norwich in order to make arrangements for next years reunion there we had the happy experience of meeting Wally Clayman who, during the war years, served nobly as the 491st Mascot.



Then (photo taken on base at North Pickenham).

Then (photo taken on base at North Pickenham). good stead later in life Wally managed to make his way on to the base. Getting on the base however was only part of his plan. He wanted to sit in one of those big bombers. Needless to say he did.

Wally was evacuated from London during the Blitz and took up residence near the 491st base. It wasn't long before Wally began making friends with every G.I. he met. Showing the enterprise that stood him in

On returning to London, Wally first became a cab driver and then a successful businessman. On this visit he insisted on piling five of us into his small car for a tour of London.

Take it from all five of us, you haven't seen London until you've seen it through Wally's eyes. He knows the city and he loves it. Pubs are his specialty and as well as knowing where the good ones are he knows the bad ones to avoid. His driving through those crowded London streets was flawless — if you like adventure! A tribute to his years as a cabbie.



Now (in one of his shops in London)

Wally will be at the reunion next year and you will all get a chance to meet this delightful gentleman who remembers us so well.

I am looking forward to our return to Norwich in 1975. To the ones who are joining us on the Norwich trip, I say "welcome aboard" and to the ones not going to England, I say "on to Valley Forge in 1976."

William L. Brooks

A MESSAGE FROM MAJOR GENERAL WILLIAM E. KEPNER

My dear Robertie and the 2AD:

It is with a MOST sincere regret that I must again decide I cannot attend the 2AD reunion in Wilmington. I had really looked forward to "marshalling" once again with our beloved 2AD. However due to the medical situation of my family I cannot leave at this time. How I wish I could be there in person to express my congratulations to you and the officers and members for such a fine job you all have done. Pardon me if I say that I get a real glow of pleasure every time I read the Newsletter or hear directly from Evelyn Cohen, Hathy Veynar, Jordon Uttal and especially you on the plans and progress for the 2AD. I especially enjoy such stories as "The Witchcraft" crew that I recall so well. Also the many stories told of personal experiences by various members on different occasions. I am glad to see items about our Fighter Groups, the scouting force and the depots. Wasn't it remarkable that each and every one solved the individual problems so well. Indeed, that was what made the 2AD Great! as a team. Again I must bow my head in humble pride that we were all honored to serve with the 6032 members who did not return and whose names are in the Book of Remembrances in our Norwich Memorial Room. Hats off! and a reverent silence. Bless them and bless us all.

Sincerely and affectionately yours,
William E. Kepner
Major General USAF
Commanding General WWII
Second Air Division

NOTICE

Richard A. Wiggs, 4 Tabor Road, Danbury, Ct. 06810 is seeking information on his uncle, Captain Gordon S. Stevens, who served with the 44th Bomb Group and the 56th Fighter Group. Captain Stevens was killed while flying with the 56th. Will anybody who knew Captain Stevens please get in touch with Dick Wiggs.



We are publishing this photo in case you remember faces but forget names.

PRIMER FOR ENGLAND

by Joe Warth

My final sentence in the June Newsletter was that this issue would tell you about "Places to see" when you attend Reunion '75". This was a broad statement on my part because when I thought about all that I had seen on past excursions, and knowing there was no way Bill Robertie was about to give me all the pages in this Newsletter (*ed. note: How right he is!*), I decided it would be best if I let you be your own guide and pick out what would be of interest to you alone.

England has something to appeal to the taste of everyone. Some may wish to track down a spot where a particular moment in history occurred. Another couple will want to visit churches or ancient burial sites. Someone else may want to take a tour of the coastal villages, or see a working "Windmill", or what about a tour of the "Pubs"? Now here is a subject that should be of interest to many of our members.



It will be different this time. It had better be!!

Where else but in England could you go Ghost hunting? Over 700 Ghosts have been written about and are still known to be seen at odd times in East Anglia alone. I was also told that if you are lucky, and in the know, you might be able to find out when the local Witches Coven is going to hold their next service. No joking. They are still very active.



"When they close a pub - they really close!"

(Still true unfortunately.)

We have some good news --

TWO PLANES FILLED FOR NORWICH REUNION IN '75

While we had some doubts that we could fill two planes for the reunion next year these doubts were quickly removed at the reunion in Wilmington this year. We now have a surplus of applicants.

We cannot handle three plane loads as the city of Norwich is incapable of handling an invasion such as they experienced in 1942-1945. The facilities just are not there. Joe Warth will advise those who are on the waiting list and when, as or if seats become available the next one in line on the waiting list will be notified that he, or they, got lucky.

178 family groups have now signed up to attend. The 389th BG is in the lead with 27 families and the 44th BG behind by just one. The 448th and 466th Bomb Groups are tied for third with 24 family groups. The tour will depart on Thursday, May 29th and return Saturday, June 14.

Very soon those who have signed up and are on board will be receiving statements for the balance due which will be spaced into three equal payments. Those who feel they must cancel out for any reason please let us know as soon as possible so somebody on the waiting list can be given your seat.

Ancient monuments or stately homes may be your meat. If so you are in luck. Within 50 miles of Norwich there are enough to take you months to see. So bring a camera and a drivers license, rent a car and just tour. You will find them just around the next turn in the road. Museums and antique shops abound. These are good to visit in order to see what was commonplace in yesteryear. But please bring money if this appeals to you because the prices are rising every day.

350 adventurers have now filled up both planes. If you have waited this long to send in your reservation you may be too late for a 'SURE' seat. You will have to take the chance that someone will cancel out. Stand-by numbers will be sent to you in the order the reservation was received. So take a chance that you too may yet get to go. Send your check to me, Joe Warth, 5709 Walkerton Drive, Cincinnati, Ohio 45238. Make it payable to "Second Air Division Association".

Next issue of the 'primer' will be - What kind of money do we spend in England now? Yes Bill, it has changed since the 'Forties'.

(*ed. note: Sure has. It's much easier now.*)

And some bad news --

DUES ARE INCREASED TO \$5.00

For lo these many years the Association has been able to keep our dues at \$3.00 per year. At the business meeting this year, after presentation of facts and figures, all those present voted in favor of increasing the dues to \$5.00 per year.

Starting with the next issue we will be publishing a 12 page Newsletter on a quarterly basis. The cost of printing and paper have gone out of sight, and you all know what the Post Office has done to us. We could not continue to put out the type of Newsletter we do on a regular basis without this increase.

For those of you who might not know, we do *NOT* have a paid staff. All work is voluntary by your officers and your Group Vice Presidents. And, believe me, we still need this increase.

We also realize that some of our members are living on Social Security, or trying to, and they just cannot afford this increase. For those in this condition, or a similar one, we urge that you write to Membership Secretary Evelyn Cohen and state the facts. This communication will be kept private and Evelyn will see to it that you are not dropped from the rolls. **WE DON'T WANT TO LOSE ANYBODY.** So please, if your experiencing problems at this time write Evelyn Cohen, 404 Antrium Apts., 2555 Welsh Rd., Philadelphia, Pennsylvania 19114.



"You failed to mention, Captin, that the Spitfire has a full dihedral, and characteristic elliptically curved wing outline; that stabilizer and elevator are set high on the fuselage . . . also that the Mark IX version has radiator intake under both wings."

-Sgt. C. D. Bengé

(Roger Freeman, Age 10??)

NAPALM — A UNIQUE USE!

by Edward L. Squires, 44th BG

We had been using a Napalm filled 100 lb. incendiary bomb since the early part of the war, but our first indication that another use for the agent was contemplated came with an unannounced truck convoy carrying 40,000 gallons of the stuff in 55 gallon drums.



Mama Mia! Sacre Bleu and Golly Gee!

Shortly afterward, we received a direction from Second Division Chemical HQ to try to develop a means of transferring the material, a gelled gasoline of about the consistency of Jello, with whatever equipment and facilities that were available to us on station. A demonstration meeting was scheduled a couple of weeks later at one of the installations, I forget where, to evaluate the resultant methods and decide on one for 8th AF SOP.

The Chemical Munitions section of our 806th Cml. Co. A0 came up with a means of using the standard refueling pump, which were available in some quantity in each squadron supply, by modifying it with a very short intake pipe and a high pressure setting. The only problem was the high risk involved, since the gasoline driven engine and pump had to be positioned directly over and in contact with the drum of highly inflammable napalm. The engines were, however, equipped with spark arresters, and to our knowledge never were the source of an accidental fire. This transfer method was adopted, and we conducted instruction seminars in its use at Shipdham for the entire 8th AF.

Since Napalm had not, at that time, been previously dropped from heavy bombers, Group Armament, with the assistance of Group Ordnance and our Chemical Company, were asked to develop an operational system that would work. The Armament section of the 44th, headed by a Sergeant whose name escapes me, first tried using the standard 400 gallon bay tanks, fitted with cable slings

attached to the bomb racks, as droppable containers. Our Cml. section filled two of these tanks in place in the bay of a B-24 for a drop test over the Wash. The drop was not successful, the tanks becoming lodged in the bay opening, and the aircraft returned to the base and circled while all of us involved tried to determine if the plane could land safely. It was a close thing, but the plane did land after some anguished moments without the tanks jarring loose and exploding on contact with the runway — an eventuality which was quite possible. This method was, of course, discarded.

After some experimentation it was determined to use 100 gallon paper mache wing tanks, positioned on the bay bomb racks much the same as a 1000 lb. GP bomb. As I recall, two on each side of the rack. One of the problems attendant with this system was the fact that filling procedure was limited to not more than a few hours prior to mission because these tanks soon became soaked through, flabby and unsafe to use. This necessitated a plan for filling a great number of tanks in a very short time on each station.

Again, our 806th Cml. Munitions Section devised a plan, including the use of additional personnel recruited from Group Armament and Ordnance, for accomplishing the task in the few hours allotted us. Once again this plan was adopted and sent out as SOP for 8th AF.

Another problem connected with this sort of droppable container was the method of ignition on impact. This was accomplished by using a standard whit phosphorus grenade set in the well of the



Easy when you know how!

tank, and fitted with a British All-Ways fuse in place of the usual spring loaded detonator. Since these versatile little fuses were armed immediately upon the withdrawal of the arming wire and exploded upon an impact from any direction, it was necessary to devise an extremely long arming wire to ensure that the tanks were well clear of the bay before withdrawal. This was done by winding standard arming wire from a spool around a spindle attached to a breast drill. This formed a coiled spring of the proper length, which was encased in a fuse can with the ends of the coil protruding from either end of the can through holes punched in top and bottom of the can. This encasing of the extremely long wire was a must to prevent tangling, and worked like a charm.

If my memory serves me well, I believe the load order came through about noon of the day preceding the mission. Things went quite smoothly in filling the wing tanks at the bomb dump and transporting them to the aircraft. It was perhaps midnight or shortly after when loading was completed, and an hour or so later before final checks on each load were made.

As a security measure to ensure ignition on target, a percentage — I seem to recall it being 10% — of the aircraft on the mission were loaded with 500 lb. GP bombs. Only two Divisions carried Napalm — the 2nd and 3rd. I am not sure if the 1st Division took part in the operation at all.

Many missions had been flown against this fortification on the point overlooking and dominating the port of Brest. All types of HE, including armor piercing ordnance, had been used with no apparent success in dislodging the German occupants. Word was, that after this saturation raid using Napalm the Free French were able to walk in and occupy the fortification without firing a shot.

DONATIONS TOTAL \$2,407.00

In a show of generosity seldom seen in this day and age our members this past year contributed \$2,407.00 towards the Library and the Memorial Trust Fund. Almost double what was donated last year.

To supplement the income from the Trust Fund \$322.00 was given directly to the Library for the purchase of books and the remaining \$2,085.00 added to the Trust Fund itself.

This \$2,085.00 represents the first leg of our climb up the \$50,000.00 ladder. \$48,000.00 to go. Our aim, and hope, is to reach this figure over the next six years. By 1980 we hope to be home free. So start now to send your donations to Evelyn or Dean. You really don't have to wait until dues paying time, but that's all right too.

NOTICE

Anyone having information about the whereabouts of members of the 446th Bomb Group Medical Section please contact John R. Bittner, 1150 Westfall Rd., Rochester, New York 14618.

1974 REUNION SENSATIONAL

380 enthusiastic souls turned up for the 27th Annual Reunion of the Association this year in Wilmington, North Carolina. Under the able direction of Aaron Schultz and his committee things went off with such 'clockwork' it made efficiency experts appear as doodlers in a playground.

About half of those present were attending a reunion for the first time, and while they might have gone with some trepidation about not knowing anybody and being strangers their fears were soon put to rest. Complete strangers became fast friends before the reunion was over.

Liquid refreshments with a kick are 'Verboten' in North Carolina so we were left to our own devices in obtaining and dispensing drinks. I am glad to report that our members responded with the expertise they recalled from the war years.

Earl Zimmerman (389th) managed to cross several State lines with his car carrying a load similar in size to what was carried in the bomb-bay of a B-24 — equally as potent also! This is somewhat, if not flagrantly, illegal so Earl didn't mention this fact to his pretty wife June until they had crossed the first one. (Good thinking Earl!) As he did so often during the war Earl hit the target and was assisted in unloading by a throng of thirsty well wishers. There really should be a medal struck for such devotion to duty.

Dispensing was no problem as we had more volunteer bartenders than you could shake a stick at. J. D. Long (392nd) and his wife manned one and at another time yours truly, assisted by Jacki Hanify, and Ed Goldsmith, assisted by Fritzie Snyder, manned two others. Nobody complained about the size of the drinks because the bartenders had only one, standard question — "say when?" You never saw so many tongue-tied people in your life!

Lt. Col. John N. Clark (44th) brought along his little granddaughter, and with all due respect to you 'elders' she had to be the prettiest girl there. Dressed in the same type gown as her Grandmother they made a striking trio. We hope she returns for other reunions.

The 'frosting on the cake', as it always is, was the banquet on Saturday night followed by the Ball. Drinks at the bar prior to and following the banquet were absolutely free and I'm happy to report that this was not abused in any way. See what you missed!!!!

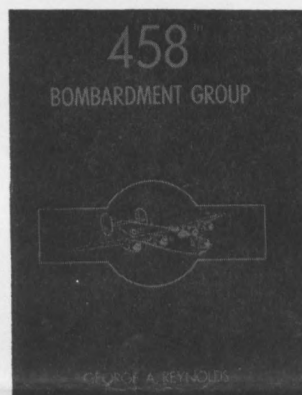
On Sunday morning cars could be seen taking off in every direction with gear and flaps up and the pilots waving goodbye to those just taxiing out with their baggage. As it happens every year many new friends were made by everyone and we all departed urging somebody to

be sure and be at Valley Forge in '76. So if you didn't attend this one, be there in '76. You will never regret it.

Next year it is off to Norwich once again and the lucky ones who signed up early and have a seat on one of the two planes are in for a time *THEY* will never forget. Plans are all firmed up and latest word from England is that they are waiting to welcome an invasion of Americans once again. For those of you on the 'waiting list', don't despair completely that is. There are bound to be some drop-outs for any number of reasons and you could still end up with a seat.

Enough. We all had a ball as we do every year and we missed all of you who couldn't make it.

THE 458th IS IN PRINT



A 458th Bomb Group unit history will be published and available in July, 1974. Hardcover, Squadron insignias, Eighth AF patch and formator in color. B-24s galor! About 200 photos of aircraft names, nose art, Norwich, Horsham, Haunts, The Memorial and some surprises. Mission and Intelligence summaries for the entire 14 months of operations are capsuled but complete. Edition limited. Delivery price \$6.00 (foreign \$7.00) each, insured. Write: George A. Reynolds, 848 South 86th Street, Birmingham, Alabama 35206.

FAMILY MEMBERSHIPS

It is a fact not too well known, that sons and daughters of our members *are* eligible to become members of the Association in their own right — nieces and nephews also.

If you think your son and/or daughter would like to become part of this organization why not sign them up? Vickie Brooks is already under orders from President Bill to 'get her money up'!

I can't think of a better way for young people from every part of the country to meet one another and develop the same lasting friendships that we have. Give it some thought.

BOARD OF GOVERNORS



Mrs. Anne Barne

Anne Barne is on the right of the front row of the inaugural group of Governors on the second page of chapter 2 of the Memorial Book. Next to her is Judge Frederick van Pelt Bryan, who subsequently married Denise Farquharson with whom Anne had worked for three years for the Norfolk War Charities. Colonel Bryan served on General Kepner's staff and, with his legal knowledge, was a natural choice for one of the three American Founder Governors. It was at his suggestion that Anne, then Mrs. Percy Briscoe and living near Norwich, was asked to become one of the English Governors.

Having lost her first husband, Anne married Colonel Michael Barne in 1953 and moved to his family home at Sotterley in Suffolk not far from the Norfolk border. Sotterley near Hollywood, Maryland, now open to the public, was bought by Thomas Plater in 1753 and named after his family's original property in England. Anne and her husband keep in touch with the descendants, now in the U.S.A., of the two families, Sotterlee and Plater, who with the Barnes have successively owned the Sotterley property in Suffolk since Anglo-Saxon times.

Of Quaker origin and brought up in the country Anne has always enjoyed rural pursuits. For a time she had her own farm; she loves her garden and her Springer spaniels who she works out pheasant shooting. A Cambridge graduate, she has been doing voluntary public work most of her life, involving local government, politics, preserving the countryside, schools, the Church and the Women's Institute movement. She enjoys travelling (and visited the U.S.A. in 1959), the theatre, pictures, architecture, gardens and plying her needle. She has a son and daughter, the one a medical consultant and the other connected with the Turf (horse racing), and has three grandchildren.

One of her colleagues notes that Anne seldom misses a Memorial Trust meeting and, kind and friendly to all, her contributions in debate are always as much to the point as they are brief.

Editor:

Lt. Col. John H. Woolnough

7752 Harbour Blvd.
Miramar, Fla. 33023



TRACER OF LOST PERSONS

In building our store of knowledge of the 466th we rely to a great extent on the complete mission records we have and the Narrative Histories that are available. These records, though worth much, do not often reveal the full flavor of the event (excitement, frustration, despair, etc.). We must rely on 466 people for the added dimension to make the 466th record a readable document. This is the main reason we keep after the pursuit of 466ers. A secondary reason for prying out these missing persons is to bring old war buddies together again. Those that are reunited through our tracer action often consider this to be the primary service of the History Project. At the two 466 reunions held to date, the 466ers present have underwritten the project with generous donations to cover the costs of postage, document reproduction fees, printing costs, reunion expenses, etc. It is time to give you some feedback on what these donations are doing.

In the last half of 1971 we began writing to the 466ers we were in contact with (60 good addresses then), asking for addresses of other 466ers. Everyone on this growing list received copies of our little paper "Attlebridge Notes". The new names sent in more names. Also we advertised in service related publications, telling of the up-coming reunion. The list grew by leaps and bounds. By the fall of 1972, after three issues of Attlebridge Notes and our first reunion, our list of addresses stood at 430. It looked as though we had exhausted our potential for growth. In the winter of 1972/73 we began writing to the many colleges 466ers had attended before WWII (some of the records we had, showed college affiliations of our guys). This required about 140 form letters. We didn't hear from them all, but the response did bring in 121 new addresses for us. We wrote to them, sending a tabulation we called a "Historigram". From that group we got more new addresses. By the fall of 1973 (after our second reunion) our address list had risen to a total of 654. The winter of 1973/74 has been spent in the first steps of researching the Group history. We wrote to individuals who took part in some of the highlight events that punctuated the 466th history. Perhaps now we have reached a new and final plateau. The list keeps growing, but more slowly now. Even so, each find is important to the History Project and to the friends who have reestablished contact through the project. With the 3rd reunion for the 466th behind us, our address list totals 743.

It must be remembered that our tracer effort will not have long range benefit unless more of our finders subscribe to Attlebridge Notes (through the Second Air Division Association). At last count, more than half of our list are on the 2nd Air Division Roster. A good share of the new 2AD members came in as a result of a special mailing made last fall to all non-2AD men on our address list. Now it is up to each one of us to urge the other half to avoid becoming lost again by getting on the 2AD Roster. You might help your non-joining friends by subscribing to Attlebridge Notes for them. Chances are, they will want to stay on board once you start them. Three dollars is not too much for a buddy.

The reader should recognize the fact that the tracer effort need not be confined to South Florida. Anyone can do it. Write to the Alumni Association, the home town newspaper, the Clerk of his county, and so on. When you find a lost one, let us know.

TRACER STORIES

The best way to illustrate the worth of tracer action to the History Project is to recite several recent cases.

CASE NO. 1: Del. M. Everton was a pilot of one of the first replacement crews in the 784th BS. In April 1973 we wrote to Hardin-Simmons U. in Abilene, TX asking for Del's address. They wrote back saying they had had Del as a student for only one semester and had no address on him. They did send his mother's address. After several tries, we reached her. In January 1974 she sent us Del's address (Lubbock, TX). On our only contact with Del, he had no info on his own crew, but he did send us the address of Major Jack Schlueter (tail gunner on the Earl Nelson crew, 785th Dec. 44/Apr. 45) also of Lubbock. Del promised to dig into his past and send more dope. We have sent the initial packet of information to Jack along with addresses for his pilot, bombardier, and radio operator. As for the Everton crew, Ma Bell tells me that there is a J. M. Crowell in West Des Moines, and a Ralph J. Chmurski in Milwaukee. We hope that these are the co-pilot and navigator on that crew. The search continues.



Jack Weber (of the 785th Reynolds crew) and his wife look over B-24 model that John Woolnough (787th and 784th) is using to illustrate a point.

CASE NO. 2: In an attempt to publicize our next reunion in a local paper, I arranged to have a photo taken with Jack A. Veber, bombardier on Al Reynolds' 785th crew (Oct. 44/Mar. 45). In the spring of 1973 I had learned that Jack lived near me as the result of a query sent to Creighton University. To make a story the newspaper would print, I had to find something of interest that we held in common. In the mission records I found that though I did not know any member of that new crew, they had flown off of my left wing on the last mission our crew flew - 1 Nov. 1944. The story of that mission, our first meeting - 30 years later, and the forth-coming reunion was printed in the Hollywood, Fla. SUN-TATTLER, 25 March 1974. After the job was done, I thought it was too bad that Jack was the only member of the Reynolds crew we had on the list. I looked up the co-pilot (Sayle), who had lived in Milwaukee before the war, and found that name still listed there. On a hunch, I took a chance and called him up (I don't often do that) and

hit pay-dirt. It was him alright. He gave me the addresses of the engineer and two gunners (then I had 5 good addresses for that crew). Bill Sayle also told me that the radio operator, Frank Spurlock had been on the staff of the Kansas City Star ten years earlier. I wrote to the Star and they sent me Frank's home address. Now we had six good addresses on the Reynolds crew. Only three members were still missing (the pilot had died a few years before). The real bonus from this tracer operation came in the form of Frank Spurlock's diary - 32 pages, typed, single spaced (Sayle sent me a copy for me to photograph and return). Frank is presently the Features Editor of the K-C Star. His writing ability shows in the diary. He not only described missions well, he gave the menu for the Christmas Dinner, told details of the Aero Club, described the gas missions, reported on several London trips... and generally gave a picture of the life of a combat-crewman on the ground. All in all Frank's diary comes as a rare find, a great addition to the History collections, it ranks next to the "Log of the Snark", a 77 page diary penned by Claude Meconis (co-pilot on the Dike crew - 785th Mar/Jul 1944), and the several fat photo albums loaned to me by considerate 466ers.

OPERATIONS HOME RUN

In June of 1945 the 466th began its move back to the states with the fly out of all of its aircraft (78 in all). Each aircraft held ten crew members and ten passengers, except for the PFF a/c (784th) which carried only five passengers each. The crew chief of each aircraft was a fixed part of each passenger load. Special benches were built for the bomb bays, presumably to carry baggage (who could sit in a bomb bay for a long trip? - the thought of a salvo would preclude security). The orders that each person carried (20 each according to the records) were separate paragraphs of Operations Order No. 10, dated 1 June 1944. The History Project now has 31 different paragraphs of the 78 that were issued. We are looking for the rest. Look in your records if you have one that does NOT show in the list below, send us a copy posthaste.

1, 2, 3, 4, 17, 18, 22, 26, 27, 28, 29, 30, 31, 32, 33, 34, 36, 37, 38, 39, 40, 41, 42, 43, 44, 46, 54, 60, 62, 65, 78



Lt. Col. Joe West (on left) is logging out the last aircraft to leave Attlebridge on Operations Home Run. It was 42-95617-1, in revment No. 2 of the 784th Bomb Squadron. The Max-ton crew flew that a/c back to the states. Lt. Col. John Jennison (on right) went out on that a/c as Command Pilot for that last flight.