



# NEWS LETTER

Vol. 14, No. 2

SECOND AIR DIVISION ASSOCIATION

June 1976

## We're 30 and Still Growing



by Jordan R. Uttal

So many times at recent reunions people have said "I've just learned about the 2nd Air Division Association". Each time I've heard that it has made me sad to

think about how much our newcomers have missed over the years — the good times at our 30 reunions — and the opportunities to participate in the most important objectives of our association.

Several of you have suggested that we try to bring you up to date on how it all happened. As one of the original 7 founders of the association, I've been asked to go thru the early newsletters and set up a mini-history of the association.

Seven of us at a party in Chicago in 1946 had such a good time that we decided to try to reach as many of our old friends as we could for a real reunion. All we had, aside from the desire, was a 2AD Headquarters roster — and working with that alone we had our first "wing ding" in October 1948 in Chicago. It was gratifying to note that people came from both coasts — and from border to border.

It was a happy accident that the WAC contingent had a reunion in Chicago — and we invited them to join us in 1949. You all know how we have benefitted from the continuing participation of Evelyn Cohen, Joanne Moran, Jackie Hanify, Hathy, Marilyn Fritz Snyder, Bertha Dahm and many of the other girls.

At our first reunion we adopted a set of by-laws establishing ourselves as a non-profit organization, chartered in Illinois.

Our original objectives were:

- (1) To perpetuate the friendships and associations made during our service with our units of the 2nd Air Division during World War 2 in the ETO.
- (2) To advocate and support an effective military establishment.

At the time of our organization it was our feeling that the memorial to which we had subscribed was in competent hands — and so it was and always has been. It wasn't until 1952 that we learned that we could be of help and from that time on our most important objective has been to support in every way we could, the dedicated and devoted efforts of the Board of Governors of the 2nd Air Division Memorial Trust in Norwich.

To each of our English friends in Norwich who have served on the Board — and to our friends at the Library who have maintained our Memorial Room, we owe our unending gratitude. Those of you who have visited the Library will know what a splendid achievement it represents. We can be proud of the fact that we indeed have a truly living Memorial to the 6032 members of the 2nd Air Division combat crews who gave their lives in defense of democracy.

In 1963 our reunion in Norwich was for the dedication of the Memorial Room — and a memorable ceremony it was. Those of us who were fortunate enough to attend became even more convinced of the importance of our continuing mission — the support of the Library. It is an interesting coincidence that our membership has continued to grow — attendance at reunions has increased — and this in the face of declining membership in other Veterans organizations.

The simple fact of the matter is that we have something that is unique in American military history. As far as we have been able to research — seen thru to a conclusion — and continued to support a living memorial to their fallen comrades.

Going back to the beginning — our original charter made eligible for membership anyone who served with any of the units of the 2nd Air Division in England during W.W.II. This included all of the 14 Bomb Groups and 5 Fighter Groups — the enlisted and officer personnel, and any civilian associates, Red Cross, civil servants etc. From the very beginning we tried to reach personnel

from all the groups — and we had many notices printed in all the veterans magazines — and even in the newspapers of the major cities.

In spite of all this the growth was slow — but we are proud of the fact that we now number over 2300 members — from all the groups — and we see a gradual increase in news about the groups in our newsletters — and in group mini-gatherings at our annual reunions.

So, we started in Chicago with a nucleus of Headquarters personnel (who are now in the minority) and we had 9 of our 30 reunions there. Washington, DC was the scene of 5 more — and the next in frequency — but highest in popularity was Norwich — with 3 memorable demonstrations of the wonderful friendship that has endured between the people of Norfolk — and those of us who served there — who were privileged to partake of their hospitality and affection.

Any organization has to have its leaders — and we are pleased to list them for you. It is indeed regrettable that five of our 20 past presidents have passed away. Those of you who knew them will remember them fondly.

Our Presidents have represented many different types of job assignments during our days in England. Five of them were pilots, one was Division Bombardier, one a group navigator, a Radio Operator, a tail gunner, a Chaplain and all kinds of ground personnel. We've had Presidents whose highest rank was Corporal — and some from all the steps up to chicken Colonel. Our Presidents have come from 6 different groups — and Headquarters — and in the years to come we will need more leaders. Won't you step forward and show your interest? Regardless of what they did — or what their military rank was, each of them has served all of us — keeping us together — keeping us zeroed in on our objectives — to keep the flame burning — to keep the memory alive — to remember.

(Continued on Page 2)

Second Air Division Association  
Eighth Air Force

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**GROUP VICE PRESIDENTS**

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44th BG . . . . .CHARLES J. WARTH  
5709 Walkerton Dr., Cincinnati, Ohio 45238  
93rd BG . . . . .R. J. RHOADES  
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389th BG . . . . .EARL L. ZIMMERMAN  
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392nd BG . . . . .JOSEPH B. WHITTAKER  
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448th BG . . . . .KENNETH ENGELBRECHT  
204 S. Archie Ave., Granville, Ill. 61326  
458th BG . . . . .CLINTON E. WALLACE  
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463rd Sub Depot Sqd. . . . .JAMES R. FINDLEY  
Fourth & Miller Sts., Sutersville, Penn. 15083  
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467th BG . . . . .RAYMOND A. BETCHER  
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492nd BG . . . . .SEBASTIAN H. CORRIERE  
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# Last Call — 30th Annual Reunion

DATE: 7/22/76 (Thurs.) to  
7/25/76 (Sunday).

PLACE: Sheraton Valley Forge  
Hotel — Valley Forge Plaza,  
Route 363, King of Prussia,  
Pa.

TOTAL COST PER PERSON —  
Double Occupancy \$140.00 -  
Single Occupancy \$170.00



**INCLUDES**

- Registration Fee
- Hotel Room for 3 nights (no extra charge for additional person in room — if extra cot is needed \$5.00 per night extra.)
- Thursday — 7/22 Registration of members 9AM to 6PM  
Mini Reunions —  
6PM 1 hour cocktail party  
7PM Italian Festival Buffet
- Friday — 7/23 Buses depart for downtown Philadelphia Historical Area. Buses return at 4PM. At 6PM there will be an outdoor Bar-B-Que & Swimming party.
- Saturday — 7/24 Second Air Division Business Meeting 10AM to 12 noon. Movies and slides will be shown at the conclusion of the meeting. There will be a Fashion Show and Brunch for the Ladies (Optional at a cost of \$5.00 each) from 11:30 AM to 1:30 PM  
6PM — 1 hour cocktail party  
7PM Banquet followed by dancing till 1 AM

**AND QUITE A FEW SURPRISES IN ADDITION**

NOTE: Many members are sending their reservations directly to the Hotel. THIS IS A MISTAKE! Admittedly the instructions were not all that clear, but *all* Reservations should be sent to Evelyn Cohen, 404 Atrium Apts., 2555 Welsh Road, Philadelphia, Pennsylvania 19114 as she the one assigning rooms. The purpose for this is to get as many from each Group as close as possible to each other. That way they can keep each other awake! If you have already sent your reservations to the Hotel write to Evelyn so she will know and can make any necessary changes.

**IF YOU HAVEN'T YET MADE YOUR RESERVATION DO IT NOW!**

*(Continued from Page 1)*

From our first reunion in 1948—to our most recent one in Norwich we have shown that we're alive and well and living all over this great land of ours. We'll be 29 next summer at Valley Forge—in our bi-centennial celebration. Won't you make plans now to join with us and keep up the good work that has already made each of us proud of our 2nd Air Division Association—and our continuing mission.

**PRESIDENTS OF  
2nd AIR DIVISION ASSOCIATION**

- 1946 Howard Moore — Hqs
- 1949 Father Edward Seward — Hqs
- \*1950 John Cunningham — Hqs
- 1951 Raymond Strong — Hqs
- 1952 Raymond Strong — Hqs
- 1953 Jordan Uttal — Hqs

- \*1954 Percy Young — Hqs
  - 1955 Fen Marsh — Hqs
  - 1956 Stephen Posner — 445th
  - \*1957 Richard Clough — 389th
  - 1958 Stephen Posner — 445th
  - 1959 Percy Young — Hqs
  - 1960 Dean Moyer — Hqs
  - \*1961 John Karoly — Hqs
  - 1962 Charles Stine — 445th
  - 1963 John Cunningham - Percy Young Hqs
  - 1964 Jordan Uttal — Hqs
  - 1965 Warren Alberts — Hqs
  - 1966 Warren Alberts — Hqs
  - 1967 Charles Merrill — 93rd
  - 1968 John Jacobowitz — 466th
  - 1969 John Jacobowitz — 466th
  - 1970 Paul Trussell — 389th
  - 1971 Ken Darney — 467th
  - 1972 Joe Whittaker — Hqs (after missions)
  - 1973 Wm. Robertie — 44th
  - 1974 Wm. Robertie — 44th
  - \*1975 Wm. Brooks — 466th
  - 1976 Goodman G. Griffin — 44th
- (\*Deceased)

# Attlebridge Notes # 15

(466th BOMB GROUP)

Editor:  
Lt. Col. John H. Woolnough  
7752 Harbour Blvd.  
Miramar, Fla. 33023



## THE CENTURIANS

A news release from the Public Relations Office started out in this manner: "446th BOMBARDMENT GROUP, ENGLAND: — 'Slick Chick', familiar jargon for present day hep-cats, has an entirely different meaning for Staff Sergeant John J. Doskocz, 3136 Arrow Place, The Bronx, New York City. To Sgt. Doskocz, the term can only apply to his somewhat battered B-24 Liberator bomber which has flown more than 100 combat missions without once turning back because of mechanical or personnel malfunctions."

Slick Chick (42-94979-F parked in rev. #43) was the pride of the 785th BS. Sgt. Joseph E. Roth and Corporal Peter Miller helped John maintain this record making aircraft. The century mark was reached on 31 March 1945, less than a month before the end of our war). The Chick was one of the first replacement aircraft for the 466th. It was flown on its first combat mission on 22 April 1944. It was assigned to the Tikey crew first as a lead a/c. By mid-July, when the Tikey crew were transferred to the 784th BS for Radar leads, 979 lost its lead status, but not its reputation. The Meintsma crew took the ship as their own (6 Oct. thru 16 Feb.) and handed her over to the Almand crew (their missions in this a/c began on 14 Feb. and ended on our last combat day, 25 April 1945).

Slick Chick was flown 880 combat hours, and delivered 592,500 pounds of bombs to enemy targets. She suffered 145 flak holes and endured ten engine change operations. Through her long, proud period of service she received a complete set of control cables. Doskocz (still at the Bronx address) claims that this 466th champion went on to a total of 128 missions before they called off the war.

Bill Rice, Hq. & Hq. Sq., brought home pictures of two other 466th a/c that may have topped the 100 mark. One photo shows the nose of "What's Cookin' Doc" (42-110157A) with a bunch of bombs painted on. A penciled note on the back reads, "117 missions, Attlebridge, Eng., March 1945, 110 Missions." This a/c (42-95067D) belonged to the 787th, while 0157A was the pride of the 786th. The Troublemaker's first mission was on the 19th of May 1944. It flew right through to the end. "Doc" didn't get into combat until 14 June 1944. An engine fire ended its combat status on 18 April 1945.

It is impossible to confirm these mission claims from our records. The mission records that Operations kept show only 95 missions for Slick Chick by 31 March 1945. The records also show that Morgan L. Cox took the Chick on a mission on 11 Aug. 44 and was forced to turn back for "mechanical reasons." Doc was turned back on 28 Jul. 44, 26 Feb. 45, and 1 Mar. 45 for "Mechanical", "blown piston at Splasher five", and "oxygen failure", respectively.

There is no doubt that Engineering used different criteria for counting an aircraft mission than Operations used in counting crew missions. I am sure that part of the reason is that you didn't have to send the aircraft home at 30 or 35. It would help us a great deal if Engineering types would step forward and describe the procedures used for crediting and recording aircraft missions. I imagine they included credit for any mission that took off and landed as ordered, even though there may have been a recall order short of enemy territory.

We have been in contact with John Doskocz. I hope that this report will trigger the crew chiefs for 067 and 0157 to drop us a line.

## THE PROBLEM IS GETTING THERE AND BACK

Those of us who stayed in the service had it pretty good. We could go back to England on military aircraft on a "space available" basis. All we needed was the time to go. The time problem was so big that my wife and I never did find the time while we were on active duty. We waited until retirement, "Then there would be time."

We retired in 1965 and didn't find time to go until 1971. That trip wasn't bad. We lucked out on a ride over on one of those Blue nosed 707's used as back-ups for the Presidential aircraft. Getting back wasn't that easy. We had to sit for six days before we caught a ride back in a C-141 (Lockheed cargo jet). The web seat wasn't very comfortable and the coffin at our feet was a little disconcerting (had to remember not to prop our feet up on it), but the price was right.

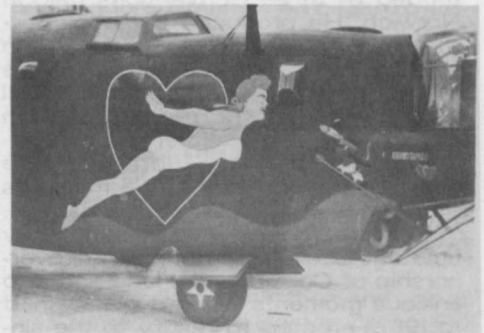
In 1975 I tried again to get to England and arrived in Frankfurt in three days. I went on to Norwich by train, boat, and train arriving on the 4th day. On the return trip my luck ran out. After waiting five days, things looked bleak so I returned by commercial means.

I wanted to try again this year. I figured that no one would want to go to Europe in March. I figured wrong. After five days wait and no hope, I returned home. I heard that it was worse on the other side.

It looks like Space-A is dead for retirees. The active duty types do OK most of the time, but the number of flights is way down and low priority makes for never ending waits. If you are planning on returning to the ETO via Space-A, think again.



Jim Auman (607G) has had a supply of 466th patches made up. You can have one of these large badges (4" diameter) by sending \$2.50 to James Auman, 352 Church St., St. Marys, PA 15857. Don't wait until the reunion. They could be all gone by then.



## NOSE ART II

In last month's issue I asked for help with the 466th nose art collection. Help came from unexpected quarters — outside the 466th. Harold Ferrara (44th BG) sent me a photo he took in Sweden of "The Nearsighted Robin". Does anyone remember what crew took the Robin to Sweden? When did the Robin fly in?

Steve Birdsall (author of "Log of the Liberators") sent a complete list of 466 a/c SN's and names during the early June 1944 period. His assist gave us 11 full serial numbers (where we had only the last three numbers before), five new names (eephus, The Crippled Bitch, Pub Hound, Red Hot Riding Hood & Chicago Red) and 17 SN/name combinations not known before. Thanks Steve. Now if someone would come up with a list of the 1945 names and SN's we would be in good shape.

The nose art photos above show one of the most repeated designs I have ever seen. We could call her "The Stenciled Beauty". You saw her form on "Polarie" in the last issue. Here you see her as the "Queen of Hearts" (white bathing suit) and the "Blonde Bomber" (not a 466 photo — this came from the 3SAD collection of Wiley Nobel). Those of you that have a copy of George Reynolds history of the 458th BG will have seen her as "Nokkish" on one a/c and as "Briney Marlin" (complete with a heart shaped background). Perhaps someone will come up with the identity of the artist and his relationship to his model.

**466th Meeting.** Contrary to earlier reports (by me) I plan to attend the 2nd AD Reunion, at least the Business Meeting on 24 July. We hope that 466ers can get together for a short meeting on Saturday, hopefully at 0900. Check with Jim Berlinger (419C), our local contact there. He will have the last word. See you there.

## Our Friend - Philip Hepworth

By the time this appears Philip Hepworth will have retired from his post as Norwich Divisional Librarian, Norfolk County Library. He was City Librarian of Norwich, 1951-74 during the building of the Memorial Room and the receipt of the first books, and attended all three Conventions held in Norwich. He produced the book *Second Air Division Memorial, 8th U.S.A.F.* in 1963 and recalls the days during the Memorial Trust Clerkship of Basil Cozens-Hardy, who recently died in his nineties, when neither the City Architect nor the City Librarian were scarcely ever invited to the meetings of the Memorial Trust.

He remembers with pleasure gay times at Sculthorpe during the governorship of Col. John R. Hane and also anxious moments when a plaque had to be re-erected to testify to the sincerity of the Governors' intention to build the Memorial Room. Some of the members of the Second Air Division Association were growing impatient as year after year passed and no progress was made towards building it. Then when things got moving there was the dreadful day when an American firm of architects sent a rival set of plans for the room to those produced and executed by David Percival — who is now in private practice in Norwich, as active as ever.

With Stanley Bell, the then Honorary Librarian of the Norwich City College, who happens to live opposite him, Philip supervised the removal of the first books to the City College Library in 1958, and their safe return to the newly completed Memorial Room after its opening in 1963; he was, of course, present at all the splendid accompanying ceremonies of the Dedication. In 1969, when on a Library

visit to America, he was entertained by two of the Founder Governors, Brigadier General Milton Arnold, Judge Frederick Bryan and many other friends.



Mr. Thomas C. Eaton, Chairman, and the Board of Governors of the Memorial Trust present a copy of Alistair Cooke's "America" to Philip Hepworth upon his retirement.

He still writes each year up to a dozen "Christmas letters" (an old English custom) to friends he has met through the Association and the Group and he and Blanche would be delighted to provide a refreshing cup of tea to any visiting members footsore after seeing the sights of Norwich. Their address is 13 Kingston Square, Norwich, NR4 7PF; telephone 0603 52228. "Although we have made so many friends through our American connections" said Philip, who is delighted that his resignation should coincide with a possible new field of expansion of the Trust's work throughout the whole of Norfolk "there is one above all others that we can now scarcely hope to see — the most generous book donor of all — Albert Gordon of Los Angeles".

All members of the Association will hope that Philip's improved health will be maintained, and that he will have a long and happy retirement.

## News of 458th BG

by Clint Wallace

The 458th continues to grow. My records now indicate that we have 171 members in the 2nd ADA. The goal by reunion time is 174 and I have no doubts now that we will make it.

I would appreciate a card from those who plan on being at the reunion in Valley Forge. I know of several now that are going but I hope and expect many more. There is no reason the 458th does not have the largest turnout since the 2nd ADA was formed. So come on gang 'Let's get with it.'

I am still hoping to hear from somebody concerning both the aircraft "Old Doc's Yacht" and the crew chief of same. Please somebody help me out.

George Reynolds and myself are corresponding with Tony North and other members of the "Friends of The Eighth" in England about the 458th Memorial Photo Gallery. I have just written to Tony North asking about size, cost, etc. I will have much more information by the time of the reunion and then we can have a full scale discussion about it. I have already heard from several members that have photos that they will donate. I would still like to hear from more about what they can do. I think that the display should have some of everything: Briefing, cooking, loading bombs and ammo., Acft maintenance, crew pictures, etc.

I can eliminate duplication and start a format of the display. As you know I can do very little without your help.

Can anybody give me a lead on either Bill Beno or Tom Canady?

*.IN MEMORIAM: William R. Joyce. Co-Pilot on "Shack Time". Shot down and taken prisoner July 11, 1944. Died, Dec. 9, 1975. Ted J. Wassel. Crew member on Bill Beno's crew. Died, 21 March 1976. Mrs. Austin R. Schmidt. Wife of the Bombadier on Bill Beno's crew. Date of death not know.*

## WING & GROUP COMMANDERS OF THE 2nd BOMB DIVISION



Wing and Group Commanders meeting of the 2nd Bomb Division, 8th Air Force, England, 19 September 1944. Seated left to right: Col. Jack W. Wood, C.O. 20th Combat Bomb Wing; Brig. Gen. Leon W. Johnson, C.G. 14th Combat Bomb Wing; Brig. Gen. Walter R. Peck, C.G. 95th Combat Bomb Wing; Maj. Gen. William E. Kepner, C.G. 2nd Bomb Division; Brig. Gen. Edward J. Timberlake; Brig. Gen. Jesse Auton, C.G. 65th Fighter Wing; Col. Milton W. Arnold, C.G. 2nd Combat Bomb Wing; Standing 1st row, left to right: Col. Loren L. Johnson, C.O. 392nd Bomb Group, Col. Eugene H. Snavely, C.O. 44th Bomb Group; Col. Ezekiel W. Napier, C.O. 489th Bomb Group, Col. Fredric H. Miller, C.O. 491st Bomb Group; Col. Leland G. Fiegel, C.O. 93rd Bomb Group; Col. Gerry L. Mason, C.O. 448th Bomb Group; Lt. Col. Roy B. Caviness, C.O. 391st Fighter Group; Lt. Col. Everett W. Stewart, C.O. 355th Fighter Group; Lt. Col. Claiborne H. Kinnard, C.O. 4th Fighter Group; Standing: 2nd row, right to left: Col. James H. Isbell, C.O. 458th Bomb Group; Col. Albert J. Shower, C.O. 467th Bomb Group; Col. Luther J. Fairbanks C.O. 466th Bomb Group; Col. Lawrence M. Thomas, C.O. 453rd Bomb Group; Col. Ramsay D. Potts, C.O. 389th Bomb Group; Lt. Col. William W. Jones, C.O. 445th Bomb Group.

(Official U.S. Air Force Photo)

## NOTICE

In view of the high cost of posting donations of books to the American Memorial Library, Norwich, England, arrangements have been made through the kind offices of Lt. Col. Stephen B. Hinderliter for such books to be received by Headquarters, Third Air Force in New York and for their subsequent dispatch to the United Kingdom by the USAF. Members who wish to avail themselves of this facility should address their gifts to:

Headquarters Third Air Force (01)  
APO New York,  
N.Y. 09127.

Parcels should NOT be addressed to Col. Hinderliter by name since this could cause difficulties in the event of his reassignment. Please add a note "Gift to American Memorial Library, Norwich" so that the parcels can be identified and correctly remailed to the Memorial Library.

# Hethel Highlights

(Continued)

by Earl F. Zimmerman  
(389th BG)

The big day arrived, six days after arriving at Bengasi the 389th went into action. The first mission was to the island of Crete, target Maleme Airdrome. Colonel Woodflew Command Pilot with Lt. Neef, 566th Sqdn. 25 planes took off, two aborted, 23 attacked the target. The weather was fair and bombing was accomplished from 20,000 feet with poor results, most of the bombs landing in the water. Flak was meagre but fighters attacked after bombs away and plane 779, 567th, piloted by Lt. Scates was hit in no. 3 engine, lost altitude and exploded. Eight chutes were seen but the occupant of one fell out of his harness into the Med.

Lt James had more good luck, because of malfunctioning engines he had to leave the formation and head for home alone. A slight miscalculation by the navigator caused landfall 200 miles west of Bengasi. A look at a map will verify how this was accomplished. Shades of Lady Be Good! How can you miss Africa on a southern heading over the Med? James located a deserted landing strip and prepared to land. Wheels down, full flap and just about to touch down when a red flare appeared on the horizon a few miles dead ahead. James pulled up and flew to the area of the red flare to discover three Hurricane fighters parked near a tent and windsock. After landing on the fighter strip it was learned that the strip James had intended to land on was mined. Lt. James and crew arrived back at Bengasi in time to fly the fifth mission to Bari, Italy.

The second mission on July 11, was to the airdrome at Reggio Di Calabria, Italy. Col. Wood flew with Lt. Sisson of the 567th Sqdn. Bombing results were good and many aircraft were seen burning on the ground. Flak was heavy but off to the right of the formation. Fighter attacks were few and all planes returned to base.

Mission no. 3, back to Reggio Di Calabria to hit the ferry slips and marshalling yards. Gen. Ent, C.G. Ninth Bomber Command was Command Pilot. Twenty two planes bombed from 24,000 feet and you can forget about the results mate, not a single bomb hit the target. Heavy flak encountered but no fighters. Lt. Wright, 564th received the Air Medal for landing his flak riddled ship in a vineyard in Sicily which had just been taken from the Germans by the Canadians.

Mission number 4, Messina, Sicily. Twenty two planes over the target and again the 389th supplies fish for the local population. Most of the bombs fall in the water. Flak was very intense and Capt. Ellis' plane is hit over the target and three of his men bail out. One of them is Major R. B. Rang, Ninth Bomber Command Bombardier, who had volunteered for the mission after completing a tour. Capt. Ellis managed to land the flak damaged plane in Malta. One plane was

lost over the target, Lt. Brown's plane was seen exploding upon hitting the ground.

On July 16th, the 389th went to Bari Italy for their fifth mission. At last the target is clobbered, most of the 204 x 500 pounders cover the airdrome. Flak was light there were about 34 attacks by Me 109s and Me 202s which caused some damage to the formation. No planes were lost but Lt. James' plane took a 20mm hit just below the flight deck on the pilots side which cut all of the electrical cables to the instrument panel and wounding an observer. Number 3 engine was hit and the prop feathered. The bomb bay doors could not be opened and only one bomb could be manually dropped through the doors. With one engine out and doors hanging James left the formation and requested QDMs from his radio operator. The observer, name unknown, was hit by shrapnel from the 20mm, which passed through his oxygen mask tearing a large gash in his face. Frequent changes of his mask were necessary as the blood froze and prevented him from breathing. Halfway home number 2 engine gave up and still no success in releasing the remainder of the bombs. As land was sighted T/Sgt. Thompson, the engineer, kicked out the nosewheel and started to crank down the main landing gear as the hydraulics were out. About this time number 4 started to sputter and Thompson cranked faster as James touched down in the desert just as the main landing gear clicked into locked position. One engine was still turning over as the plane stopped. An examination of the plane revealed that the fuselage was holed by machine gun and the prop on number 3 had a neat hole about the size of 7.9mm. Lt. James flew from Bari, Italy with no instruments except a compass and air speed indicator. He also saved Uncle Sam a few dollars by bringing back most of the bombs and saved precious gas by not using all four engines on the return home. Records do not indicate if he received any award for conservation.

More good luck for the 389th. On the 19th of July the marshalling yards of ROME/LITTORIO were given a thorough bashing. Flak was ineffective and only five fighters made halfhearted attacks causing no damage. Only one plane was lost. On the way to the target Lt. Walsh developed engine trouble and turned back over the

(Continued on page 11)

# Hitler's Secret Weapon?

by Brother 'Roxie' Marotta  
(44th)

It started out as a normal day at the Base, but before the night was over, it was decidedly different.

A few minutes after supper had been endured, many men began to suffer stomach pains. Before long, it seemed that the entire base personnel was sick.

We had two visiting Nurses who we thought could be of service, but even they got sick. The situation became so critical, that a plane was dispatched to another airbase to renew our supplies of toilet tissue and paragoric. The former to absorb the tide, the latter to stem the tide.

By process of elimination, the culprit was zeroed in as the Boston Cream Pie we had for dessert.

The next morning, the base was a shambles. The bombing mission was scrubbed and only limited duty was performed by all.

Someone got the idea of having a mock ceremony presenting a fake IRON CROSS to the Mess Officer. The Commanding Officer fell in line with the plan and Depot Supply came up with a real replica of the German Decoration ribbon et al. Another person got a scroll and the final stage was set.

The Colonel called for a full dress formation, everyone was requested to attend. The poor Mess Officer was literally shaking in his boots. An Airman read the scroll in a heavy German accent. Quote, "The Furhrer wishes to commend Lt.....for outstanding duty as Mess Officer of the 44th BG (Heavy). Not even General Goering with his ME 109s and FW and our Ack Ack were able to accomplish what you did. That is, put the whole BG out of action for one day. And you did it with a little Boston Cream Pie!"

By this time, everyone was laughing and the Mess Officer realized the joke. He told me later, he had feared for the worst when the formation was called.

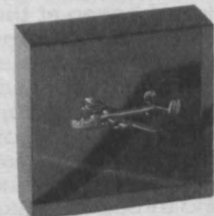
I often wondered if anyone has pictures of this?

It was later discovered that it was soap left on the pie pans, that did the damage, and not the pie itself.

Indeed, it was a "NIGHT TO REMEMBER."

## PAPER WEIGHT OR DESK ORNAMENT

Leroy J. Engdahl is offering a B-24 model which can be used as a paper weight, desk ornament or shelf piece. This is a pewter model depicted 'in flight' and is embedded in lucite. A beautiful piece and a work of art. Price for this is \$10.50 and you can obtain one by writing to Leroy at 1785 Wexford Dr., Vidor, Texas 77662.



# Remember: Bombing Norway

by Col. Myron H. Kielman

On 15 November 1943, a few days after the first Allied 1,000 bomber strike on the Third Reich, my group, the 392nd, was alerted for a special mission to Norway. The lead crews' pilots, bombardiers, and navigators were called to the Intelligence Room and given a special briefing and target study. The 2nd Air Division operations order specified the target as the Germans' secret heavy-water plant — a nuclear energy development facility. The plant operated in conjunction with the hydro-electric plant near the town of Ryuken, in the mountains seventy-five miles west of Oslo. It was a small target, not easy to locate or sight-on from altitude.

The mission was long — over 600 miles one way — so the bomb load was lightened to ten 500 pounders, and the route and bombing altitude was lowered from the usual 20,000 plus to 12,000 feet. This altitude conserved fuel and would enhance the bombing accuracy. It was a nice altitude to fly, remember?

The next morning, 16 November, a pre-dawn take-off was made by twenty B-24s. Assembling in group formation, they flew northeast 280 miles over the North Sea, then for 160 miles through the Skagerrak. Land fall was at Langesund Fjord, then past the city of Skien and northwest to the target.

The obstacle to accurate navigation and "pinpoint" bombing was the scattered clouds shielding the terrain. This was dramatically overcome by expert team work by the pilotage navigator in the nose turret, the lead crew navigator and the lead crew bombardier. The bombing run was made on automatic-pilot by Bombardier "Doc" Weiland, and the formation of twenty B-24s dropped their bombs simultaneously right on the aiming point — the hydroelectric and heavy-water plants.

The 392nd bombing results for that day was rated by 2nd Air Division photo evaluation as excellent — the target badly damaged. No fighters, no flak, and all airplanes returned. Great!

Two days later, 18 November, the 2nd Air Division "frag" order called for another mission to Norway. Target: JU-88 airplane assembly plant. Location: Oslo airport, otherwise known as Kjeiller or perhaps Kjeller. Distance: 700 miles from our Norfolk County base of Wendling.

Takeoff began at the predawn hour of 0600. The red-yellow identification flares of the lead ship and deputy-lead (that was me) sparkled brightly in the darkness as the group's twenty-four bombers "pulled" into their assigned positions of the formation. Again the course was northeast across the North Sea and through the Skagerrak then on to Oslo. Three airplanes had to turn back because of engine failure or the like. I remember the sky was clear and

blue the whole way, with fleecy white clouds below us somewhat hiding the icy, cold waters of the North Sea. The gunners test fired their 50 caliber guns and anxiously scanned for anticipated enemy fighters from Denmark. None showed.

The clouds diminished toward landfall, and when we turned at the initial point (IP) for our bombing run, the city of Oslo could be viewed. The skilled navigator-bombardier team of Swangren and Good systematically checked off land marks, course heading, wind drift, true airspeed, and minutes to "bombs away". Then, there was the target standing out in the late morning sun. At 12,000 feet altitude — it would be a shame to miss it. Bombardier Joe Whittaker, with me in the deputy-lead airplane, was following through with every essential detail of a bombing run. Should anything have happened to the lead airplane and it suddenly aborted the bomb run, Joe had his bombsight cross-hairs right on the aiming point of the assembly plant, and if given the word "take-over" would have successfully delivered the bombs.

I don't remember any flak, but I do remember what a smooth coordinated bomb run it was, and Lieutenant McGregor holding the lead airplane precisely on the bombing altitude and airspeed. Twenty-one airplanes in tight formation simultaneously released 210 bombs on target as briefed.



Can't come any closer than that!!

Outbound, the same scattered to broken clouds lay over the Skagerrak beneath us. Then the gunners spotted the adversaries. Skimming across the cloud tops opposite to our line of flight, a dozen or more twin engine JU-88s sized up our formation. Rest assured our "loose flyers" moved into tight formation for mutual protection of concentrated fire power.

Climbing so as to make fast diving passes, they circled in behind us. Diving in pairs they lobbed rockets and 20 millimeter explosive shells into our formation. Our tail and top turrets responded with bursts that vibrated the whole airplane, then the ball turret opened-up on them as they broke off the attack below. Sergeant Johnson, flying with Lieutenant Everhart, riddled one so badly it burst into flame and was last seen diving toward the sea.



Often the fate of those who fell behind and couldn't make it back.

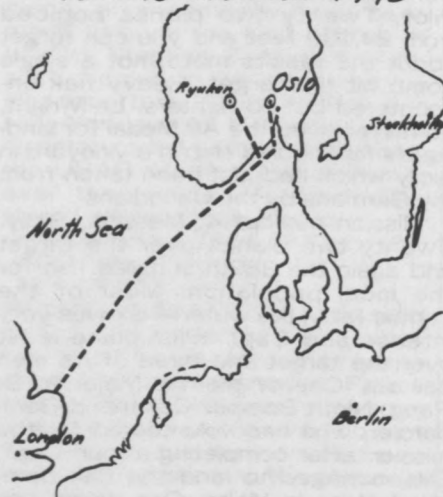
I've forgotten on which pass the fighters made on us that two of our airplanes were badly hit, lost power and could not keep up. As they fell behind the JU-88s concentrated their attacks on them. The B-24s dove for the clouds below. For awhile our gunners watched a game of hide-and-seek. The bombers dodged from cloud to cloud while the fighters — like hawks — circled and dove as they spotted the crippled bombers between the clouds, and then they were lost from sight. Months later we learned that one of them made it to Sweden where the combat crew was interned for the duration of the war.

With a true airspeed of nearly 200 miles an hour, but bucking headwinds, it took us all of an hour to clear the Skagerrak and range beyond the German fighters. Ten hours after take-off Deputy Group Commander Lorin Johnson peeled-off the formation for landing at AAF Station 118, Wendling. Recorded 2nd Air Division evaluation of bombing results: Excellent.

NOTE: These were the last missions Eighth Air Force flew to Norway. Thomas Gallagher in his thrilling best selling book "These Brave Men" makes recognition of the American bombing attack on Vemork hydro-electric plant with the resultant cessation of heavy-water production and German atomic-bomb development.

MHK

## 2nd Air Division Strikes on Norway 16 and 18 November 1943



# Crew No. 64

by Don Olds (453rd BG)

Those who participated in the raid on Hamm (22nd April, 1944) will never forget it — including the ground crews.

It was a 'snafu' from start to finish. Somehow the lead aircraft wandered off course and took everyone over the more heavily fortified section of the Ruhr Valley. Flak was terrific and maneuvering out of this mess took precious time which marked the difference between arriving home during the waning daylight hours or in total darkness.



(Standing l to r Back Row) Original Crew: James Munsey, Pilot; Grover Conway, TTG; Edward C. Penniman, BTG; John F. McKinney, waist gunner; Kenneth Laux, waist gunner; Ralph McClure, TG; and barely visible, William C. Grady, Radio Operator. (Kneeling front row l to r) Robert O. Crall, Co-pilot; Richard J. Sawyer, bombardier and Howard Cole, navigator. Penniman was replaced by Norman Brown and Sawyer by Orlowski for the Hamm mission. Helfand was flying navigator because Cole had been appointed a lead navigator position.

1st Lt. James S. Munsey was at the controls of CEE GEE II of the 735th Squadron, serial number 42-74490. The original CEE GEE I had been wiped out in a crash landing by another crew on an earlier raid.

As CEE GEE II was approaching the English Coast with its formation lights on, still 10 to 15 miles away, Sgt. Ralph McClure, the tail gunner, saw a rapidly approaching aircraft and called the left waist gunner, John McKinney, to warn him of the approaching attack.

The fighter made one pass from the eight o'clock direction and its cannon fire knocked McClure out of his tail turret. McKinney was hit in the chest and head on the same pass. The hydraulic system was shot out and a fire started in engine No. 2 spreading flames over the wing.

Grover Conway, TTG, was able to kick open the bomb bay doors. Norman Brown, BTG, tried to administer first aid to the unconscious McKinney assisted by McClure. Both had their parachutes on and were trying to fasten one on the now dead McKinney. Just then the gas tank on the burning engine exploded and both living and dead were blown through the waist hatch.

Up in the flight deck Munsey and Lt. Robert Crall, the co-pilot, were trying to urge the plane to greater speed so the men could bail out over land. A man dropping into the sea in the darkness would have had little chance

of being found. Munsey and Crall had done a masterful job of keeping the blazing wreck flying, but the gas tank explosion was the final blow.

Conway was the first one out of the bomb bay followed by the navigator Leon Helfand. Kenneth Laux the right waist gunner, William C. Grady the radio operator and Arthur Orlowski the bombardier went next in that order. Conway and Helfand dropped in the water about 50 feet off shore and about 20 feet apart. Brown and McClure along with the mortally wounded McKinney and all the rest came down on land.



CEE GEE II, which still lies buried in East Anglia.

Grady was killed when his chute failed to open and although Conway and Helfand came down close to each other Conway's body was never found. With Munsey and Crall still in their seats CEE GEE II plunged into the soft coastal marshland so deeply that the tail section which broke off was all that was recovered. All survivors were picked up by the Royal Artillery and taken to Southwold Hospital.

Meanwhile back at Old Buckenham Airfield a madhouse was in full swing. British anti-aircraft was firing at just about everything they saw. German night fighters were following the B-24s around the pattern, right down to the final approach. The British manned station defense helped by firing at everything that crossed the field — bomber or fighter. Our luck held through that mess, a few planes were badly shot up but we suffered no more fatalities. Of the 24 planes the group sent to Hamm, only Munsey failed to return.

Lt. James S. Munsey had graduated from Norman, Oklahoma High School and attended Oklahoma University for 3½ years where he starred on the football field before entering the Aviation Cadet program in 1942. For his extraordinary heroism in action against the enemy he was posthumously awarded the Purple Heart and Distinguished Service Cross. Records of the 453rd BG seem to indicate this was the only DSC awarded to a member of the group. Months later at a ceremony at Oklahoma City's Tinker Field, the Distinguished Service Cross was very fittingly pinned to the coat of little Carole Geane Munsey, age 3, for whom her father had christened CEE GEE a year earlier.

*POST SCRIPT - Ian McLachlan of Lowestoft, England has told me through recent correspondence that in 1970 he and a few friends managed to unearth some parts of CEE GEE II from where it still lies buried in East Anglia.*

# Dusty Old Cross Riddle Solved

For many years a small wooden cross has been gathering dust in the church of St. Mary's, Flixton, and even older members of the congregation had no recollection of its background.



Recently a former member of the U.S.A.A.F., who was stationed at the nearby airfield, returned to see his war-time home. He also visited the church, and the subject of the cross was raised.

He recalled a certain ceremony which took place at the airfield after the bombers had returned from missions. When it became known that a crew had been shot down, or a crew member killed, a wooden cross was placed in the club. As the months passed the morale of the replacement crews suffered in ratio to the increasing number of crosses, and the practice was gradually phased out.

When hostilities ceased the crosses were cleared away with the exception of the one which found its way into the church.

The circumstances surrounding the oak memento were of interest to U.S.A.F. Bentwaters, and the cross was duly presented to the station by Mr. John Archer, of Station Road, Earsham.

It has now been decided to send the cross to the Air Force museum in Dayton, Ohio, where it will go on permanent display.

## NOTICE

Earl and June Zimmerman are in the process of hooking a rug (Earl hooking a rug!!!!) for the mini and it will go to a lucky person, probably the one who has traveled the farthest to VF. It is not quite finished yet or we would have a photo, but it will be a gold 389 on a blue background with the 8 like ours.

## 466 BG Patch a Reality

Four years ago John Woolnough suggested to Jim Auman that he, being an accomplished artist among other things, complete the 466th Group and Squadron insignias in the form of a patch. Jim has just completed the Group patch and we only wish we could reproduce it in color because it is truly magnificent.



Jim advises that he has made 170 of these and they will sell for \$2.50. If the demand warrants he will complete the three Squadron Insignia patches this coming year. Write to Jim Auman, 352 Church St., St. Marys, Pennsylvania 15857. This is truly a collectors item.

## 'Oddities'

by George A. Reynolds  
(458th)

The fact that a gunner was grounded after flying six combat missions with the 753rd Sq. isn't unusual. But in the case of Sgt. De Sales Glover, it was extraordinary — he was only 16 years old! This was discovered just after he participated in the first completed raid on Berlin by the 8th AF, 6 March 1944. His Group suffered a higher loss of B-24s (five) on this mission than all its other 239. And by this time Glover was a "seasoned vet." He falsified his age at 14 and enlisted in 1942. His ship was (naturally) "Big Time Operator."

'Also'

At 46 (1945), his sentiments were: "Old soldiers never die, they just keep on going forever." S/Sgt. Wells N. Gardner, a gunner of the 752nd Sq. had flown 26 combat missions, and was a WW I vet. He was also a glider pilot, and his wife was a WAC at Lowry Field, Colo. doing her bit for the war effort. His ship, "Cookie."

'Hence'

The youngest and oldest (known) combat flyers both being in the 458th is one record other Groups will have difficulty in topping.

(ed. note: It's challenges such as this George that bring out the troops. Brace yourself!!!)

## REUNION ANNOUNCEMENT

**All those who have made reservations to date for Valley Forge through me have confirmed reservations at the Sheraton Valley Forge Hotel. We still have a few rooms left but if you plan to attend I must have your reservation at once.**

**Reservations made directly to the hotel will not be honored and we cannot guarantee a room if you do not notify me — LIKE RIGHT NOW!**

**Any cancellations must be made 2 weeks in advance of reunion date or there can be no refund. We must pay the hotel bill at that time.**

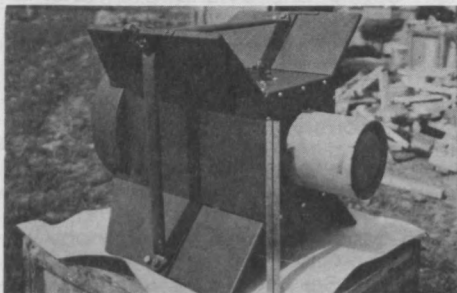
**Evelyn Cohen**

## The Azon Bomb

BY George A. Reynolds  
(458th)

The Azon bomb was an experimental project assigned to all combat theaters, and the 753rd Sq. was chosen to test this weapon for the 8th AF. It wasn't highly successful anywhere (thus short lived), but particularly in the ETO because of weather. Simply stated, it was radio controlled fins fitted on 1,000-pound bombs. Bombardiers sat in the aircraft's rear section and altered the bomb's trajectory in flight with radio signals actuating gyros which moved the fins.

Diminishing returns were evident from the start. Above 18000 feet, without optical equipment, bombardiers couldn't see their targets well enough to direct bombs toward them. At 15,000 feet, he had a good view and time to select an impact point for maximum effect — in ideal weather. In flak, it was almost impossible to accurately control the missile. Usually, smoke or haze obscured terrain, requiring pilots to orbit the target area while bombardiers completed a survey, release and guidance ritual. Azon bombers, in the final analysis, reached the objective, circled three times at 10,000 feet (mostly in heavy flak) and dropped no more than four bombs. The 458th scrubbed testing after 10 missions.



Assembly unit for the Azon bomb.

As is the case all too often, Group records didn't record accounts of the Azon strikes, except to enter a total of those accomplished in the summary. Association members Bob Vincent and Carl Valentine were involved in the project and gave some details they recall.

The first Azon mission was flown 23 May 1944, and the target was bridges (subsequent targets were also) across France's Loire River to halt enemy resupply efforts in Normandy. One of three 458th citations from the 2nd AD involved Azon bombs destroying a railroad bridge near Blois 11 June 1944. Bridges at Tours and Orleans were also hit by several Azon B-24s. Opportunities included Von Rundstedt's HQ north of Paris — a big red brick building along the Canal du Nord. Later, a German pilot school graduation ceremony near Bordeaux was "slightly disrupted" with this fleeting experiment conjured up by Sperry-Rand.

On that first mission, only one B-24, "Lorelei" was dispatched carrying its four bombs. She had two P-51s in front, in back and on either wing tip. The mission was accomplished in heavy but inaccurate flak with only minor damage to the Lib. Those eight Mustangs went to insure no interference by enemy fighters, and non did. The entire Lib crew was awarded the DFC for this sortie. Similar missions were flown 4, 14 and 15 June, but up to 10 or 12 B-24s were used. Dates on other strikes aren't known, but five were credited on July's calendar as having been flown. Three others are on the August summary.

The Azon unit, titled Project 90653R, was headed by Maj. Charles S. Rand, Jr. Originally, 10 aircraft and crews assembled and trained at Pinecastle, Fla., arriving in the UK 14 May. After operations began, the fighter element rose to 40-50 P-51s, and B-24s maintained unit integrity, flying their missions separately from the Group. Those first birds and pilots were: Lansing, 40264 - Piskin, 40273 - Jones, 40275 - Matze, 40277 - Larned, 40281 - Tracy, 40283 - Speer, 40285 - McCormack, 40287 - Fuson, 40288 and Morford, 40291.

Other airmen were trained and ships modified at Horsham to fly the special sorties. Both, crews and chariots, ran their gauntlet fervidly and deserve a "well done." But success was far too limited for the effort and energy expended. And the Azon was simply another of those good-looking theories that didn't pan out in practice.



# Hotel Sweden

by Torbjorn Olausson

**B-24H-1-FO, serial no. 42-7502** down at Orebro on the 18th November 1943.

Crew:

Pilot: David M. Fogerty (born 13th February 1921, Minnesota).

Robert S. Walker, 2nd pilot, (born 19th December 1921, Tucson, Arizona).

Solomon Louzides (born 5th September 1921, Hackensack, New Jersey).

Billy D. Haskins (born 12th August 1922, Vinito, Oklahoma).

William W. Smith (born 18th June 1912, Hartford, Connecticut).

Gus C. Kurkomelis

John K. Parish

John W. Ott

Charles Harrod Jr.

Alex R. Slama

The plane had been together with others bombing Kjellers Airfield SW of Oslo in Norway. She arrived as the first plane out of two to Orebro. This particular one arrived just after 13.00 hours. The crew left the plane and some fifty people were looking at them and the plane when the police and military arrived. In order to stop the crew from damaging the plane they were brought some hundred yards away. After that they were taken to the local police for questioning. The rest of the story is the same as for 42-40128 from the 93rd B.G. which landed the same day on the same spot. The difference was that 42-7502 was not scrapped but brought back to England on the 25th May 1945.

Could someone help me with the names of the crew which is entering the Swedish taxi? Observe the coalheating under the motors on one of the pictures (the one with snow).



The crew of 42-7502 is taken away in a taxi at Orebro 18th November 1943. Who is who?

**B-24H-1-FO, serial no. 42-7637, "The Queen of Peace"** down at Smedstorp 3rd January 1944.



Crew:

Navigator, Don Heinemann (recent address: 4520 Willet Drive, Annandale, Virginia 22003).



**B-24H-1-FO, 42-7637, "The Queen of Peace"** down at Smedstorp 3rd January 1944. The crew leaves the plane just after landing. 392nd B.G.

He's the only one I know of at the moment!

Don's story about what happened: We had engine trouble or trouble with the freezing of the oil in the propeller harbor. The engines ran away to a point where we couldn't go back to England. We had maps. When we found out that we couldn't keep up with the formation we had to drop down below and finally land somewhere else. We used the maps we had and we saw a little part of land hanging down from the top of it. It wasn't labeled but the navigator said that this was Norway, Denmark and Sweden and we took our chances and kept to the right and came in over Sweden. The famous Bofors-canon met us at the coast with quite a burst but they didn't hit us. We swerved away and we found out later that they had sent up the Swedish fighters to guide us into Malmo Airport but we never did find them and they never found us.



**B-24H-1-FO, 42-7637, "The Queen of Peace"** down at Smedstorp 3rd January 1944. 392nd B.G.

The pilot, Lt. Red Page landed with the wheels down to protect the bomb-bay. Later the crew were taken into town and were given food. They got: smoked salmon, eel, potatoes, bread and lots of fresh milk (they had no fresh milk in England). The crew gave portions of one of the nylon parachutes to the maids and officers. Nylon was much sought after in those days. Later the crew was brought to the camp at Loka Brunn. Parts of the plane which could be used were brought to England the rest sold as scrap.

**B-24H-25-DT, c/n 42-51125**, down at Rostanga 20th June 1944.

The only thing I know at the moment is what is said on the memorial stone.



**B-24H-25-DT, c/n 42-5115**. Down at Rostanga 20th June 1944. Pictures show the crash and the memorial stone.

### TEXT ON PLATE ON MEMORIAL STONE

*In the year 1944 on the 20th of June, when the second World War was going on, an American Liberator crashed on her way back from Germany, just close to this place.*

*Of a crew of ten, two were killed namely: Sgt. Robert B. Kellerman, North Carolina, U.S.A. Dunhom.*

*Sgt. A. Deck Glenn, U.S.A. As for the rest of the crew, eight men saved their lives by parachuting.*

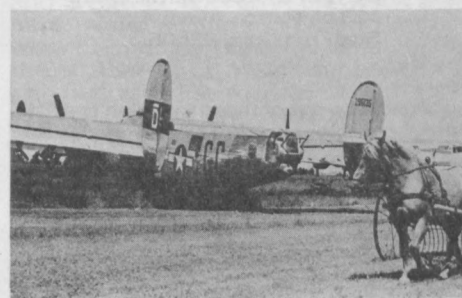
**THEY CAME OVER THE OCEANS  
FOUGHT FOR FREEDOM  
FELL IN A FOREIGN COUNTRY**

**B-24H-25-FO, 42-95135**, down at Bulltofta 20th June 1944.

Because of the amount of planes arriving into Bulltofta this day and the day after it isn't clear what happened to each of the machines. The only notes I have on this one is that she f/1 because of battle damages after bombing oil factory in Stettin. The plane brought back to England 1st June 1945.

Well, this is roughly what I know about the 392nds which f/1 in Sweden at this point. I'm going to get more info later this year through the secret files at the Swedish AF. It looks like I'm going to get permission to look the files through. I'm really looking forward to that.

Next time I'll come with 445th B.G.



# Letters

Dear Evelyn:

If the June 1975 issue is an accurate example, I would say that the Newsletter has already reached a point of excellence.

Domenick D'Adamo, Jr. 389th

*(ed. note: Many thanks for the compliment Dom but it's the members who make the Newsletter. without them what could we say?)*

Dear Evelyn:

I have a restaurant 15 minutes from the Valley Forge Reunion Headquarters. All 2nd Air Division Members can have a bottle of champagne on me.

Leon A. Lowenthal — 44th BG

*(ed. note) Do you really mean what your saying Leon or have you forgotten the drinking capabilities of the 2nd AD? There is every possibility that the reunion will now be at your restaurant - providing you give us the address of course!*

Dear Miss Cohen,

My wife and I have decided to make a trip to the U.S.A. in time to attend the Annual Reunion of the 2nd Air Division Association at Valley Forge. We shall be touring for a week before the reunion begins on July 19th, and after it is over.

Another governor of the Trust, Mrs. Barne, is now unable to go but she does say that she asked you to reserve a double room for her at a hotel in Valley Forge. If you were able to do that, I wonder whether you would be good enough to transfer it to me and my wife.

I am greatly looking forward to my visit to the States, and particularly to seeing all my 8th Air Division Association friends once again.

Yours sincerely,  
Alfred A. Jenner

Dear Evelyn:

As you are aware, the West Coast Wing of the Second Air Division Association was a functional part of the parent organization. Unfortunately it has been non-operational for over ten years.

The enclosed check in the amount of \$176.41 drawn for the Second Air Division Association represents the bank balance of the Wing and has been on deposit in the Bank of America in Bakersfield, California. Roger L. Stone, the last president of the West Coast Wing and myself, Clayton G. Woodward, the last treasurer, decided it should be forwarded to the Second Air Division Association to be put to some worthy, justifiable use and felt confident you will send it to the proper channel. It was the opinion of Roger and myself that it should be used to bolster the Norwich Memorial Fund.

As a long time member of the Second Air Division Association, I take this opportunity to commend you for the many hours of productive effort you have expended contributing greatly to the success the Second Air Division Association enjoys. May it have countless more years to be proud of.

Sincerely,  
Clayton G. Woodward (389th)  
123 N. Patton Avenue  
Stockton Calif. 92505

Dear Bill:

I seem to be one of those that didn't get the December Newsletter. Would really appreciate one in order to keep my file intact—it goes back a long way now.

The March issue is superb — my congratulations for really breathing life into the Newsletter during your stint as editor. I know how much work it has been, but believe me, it shows.

Al Blue

Dear Evelyn:

Your first newsletter arrived last week and was enjoyed immensely. Thank you for including my name on your mailing list.

Enclosed is my membership check and names and addresses of those in the 2nd AD with whom I'm in touch. Hopefully, the addition of some of the names will enlarge the organization as well as recover those persons which could be unaware of your wonderful Newsletter.

Thanks again for being included as part of the 2nd AD Association.

Sincerely,  
DickCrowell

Dear Ms. Cohen:

It is with the greatest of pleasure that I request membership in the Second Air Division Asso. As I was a member of 492nd B.G. 856th B.Sqd. based at Harrington Air Force base, England. It is with honor and privilege that I send fee to join them and with the possibility of meeting old friends of the 856th Bomber Squadron. And as it was an honor to serve with them in war it will be a double honor now in peace.

Sincerely,

Benjamin W. Sinclair (492nd)

Dear Evelyn:

Enclosed is my check for \$5.00 for membership in an Association I just discovered yesterday through correspondence with Roy Betcher VP of the 467th BG.

I was a charter member of the 467th Bomb Group as an AC in the 789th Bomb Squadron. My aircraft was the Go Getter which was one of the last B24H's built with the manual superchargers. Most of the Groups' aircrafts had the electronic superchargers. My aircraft set no spectacular records although I flew around 20 of my 35 missions in it.

I am sure glad to be aboard and hope to make the mini 467th gathering which Roy states will be on July 22, 1976.

Sincerely,  
Howard W. Dye, Jr. (467th)

Dear Bill:

The newsletter for March is stupendous. All of the pictures are clear and the write-ups excellent. Thank you for a fine job.

Now, is it possible to have one extra copy of the newsletter, which we can send to an ex-navigator who was in our group and who we're trying to get to join? If you send it to us, we'll re-mail it to him in an envelope, so it'll be sure to reach him in Minnesota.

Sincerely,  
George L. Higgins, Jr. (458th)

Dear Bill:

In the March 1976 News Letter you published a letter from Bob McGuire, Managing Director International Liberator Club inviting News Letter readers to write to him for membership information.

I was a member of the B-24 club in 1975 and sent a check for my 1976 membership on January 9, 1976. The only acknowledgement I have received was the return of my cancelled check. I sent a follow-up letter to Bob McGuire in March and still have not heard from the club.

I am certainly not interested in putting down a legitimate B-24 organization and the fact that I was interested in renewing my membership is an indication of my satisfaction with the information received in 1975. However, I believe we should make some effort to verify the continued existence of the International Liberator Club before any more of our members apply for membership.

Looking forward to seeing you and Hazel again in Valley Forge in July.

Best regards,  
H. C. 'Pete' Henry (44th)

*(ed. note: Pete has since received his membership (in May) and the winter issues of their newsletter.)*

Dear Evelyn:

I thank you very much.

I was very surprised and happy to receive a copy of newsletter dated back June 1975 Vol. 13 No. 2. The article "I Remember The Big Week" Feb. 20, 21, 22, 24, 25, 1944 by Col. Myron H. Keilman, 392nd B.G. brought tears to my eyes. I was a B-24 crew member at that time — "I Remember" — I can never forget. I also wish to thank Les Tribbet at Rapid City, South Dakota for making it possible for me to know of newsletter and be a member of Second Air Division Association, 8th Air Force.

Enclosed is my check for \$5.00 — I thank you again, I am very proud.

Sincerely,  
Stephen Karoluck  
316 Centre Ave.  
Lindenhurst L8 N.M. 11757  
392nd B.G.

Dear Sir:

Enclosed is a photograph of "Mistah Chick" from the 389th Bomb Group which crash landed in Halmstad, Sweden on June 20, 1944. The mission had been over a target in northern Germany and during the bomb run both No. 3 and 4 engines were shot out.

We were fortunate enough to make a successful belly landing in this farmer's pasture. The local police and soldiers with fixed bayonets said, "Welcome to Sweden." We were then taken up to a local hotel where we experienced our first "Smorgasbord".

Subsequently were placed on a train for Falun and the American Legation.

To the best of my ability here are the names of the crew: Pilot - Lt. Ralph Leslie; CoPilot - Lt. Williams; Navigator - Lt. Ryan; Bombardier - ; Radio Operator - T/Sgt. Robert Rumery; Engineer - T/Sgt. George E. Rake; Waist Gunner - S/Sgt. Neil S. Park; Waist Gunner - S/Sgt. Donald R. Hudspeth; Nose Gunner - S/Sgt. James Schrock; Tail Gunner - S/Sgt. Eugene Garner.

There was also a flight surgeon on board just "going along for the ride."

Sincerely,  
George E. Rake, D.C. (389th)

Dear Bill:

After receipt of your letter of 12 April in which you apologized for a late reply to my letter I've given this matter considerable thought and have come to two conclusions. First: The Association can ill afford to take any chances on losing you. You too capable an Editor and I doubt that we could find a suitable replacement. Second: When you first volunteered for the job I imagine that the number of copies to be published didn't exceed 50, or possibly 100. Now the tally is over 2500. Obviously you need some help. That help could be provided, I think, by a raise in the annual dues of one buck. That minor amount wouldn't hurt anyone and it would provide approximately \$200 per month for a part time secretary. You would still have to edit and assemble the incoming material to fit the space available before it was sent to the printer, but the more menial tasks like typing the copy for the printer, addressing the mailing envelopes etc. could be handled by a secretary after a little training. Of course this might be difficult to put across. Let me know what you think Bill.

Toime please,  
Walt Rude (448th)

*(ed. note: What do I think? First of all I never volunteered. Private Cohen ORDERED me to become Newsletter Editor. Factually we had a bit over 600 members when I started although you're right about the 2500 now. How would your suggestion go across? Speaking conservatively, like a lead balloon. However, if I ever DO get a secretary I insist upon specifying the measurements!!!!!!)*

# Letters

Dear Ms. Cohen:

A friend of mine from the Eighth Air Force showed me the March 1976 newsletter which I found most interesting to read. I note that dues are due and would like to have a subscription. If you would be good enough to forward to me the amount due and put me on the mailing list, I will be most appreciative.

In World War II I was with the 466th bomb group. Thank you so much for your cooperation.

Cordially yours,  
Phil Harney (466th)

(ed. note: Mailing List? Your qualified to become a full fledged member and tell us how to run this outfit. Hope you've joined by now.)

Dear Evelyn:

I received the application for membership to the 2nd Air Division Association from C. E. Wallace this past Sat., 24 Apr. '76.

Please find my check of \$5.00 enclosed for membership.

It has been so many years since I've been in touch with the fellows in my outfit I'm really excited to hear from any of them.

I will let you be the judge of which letter to put in the newsletter. The main thing is to renew old friendships.

I wanted so much to make the trip to Norwich last May. Family commitments kept me from doing so.

I am looking forward to hearing from you.

Respectfully,  
Kenneth G. Symonds (458th)

Dear Hazel & Bill:

Thank you both so much for your cards and notes while Ed was in the hospital and when he returned home. Your thoughtfulness means so much to us.

Ed is home now, his recuperation is slow and steady. He is able to walk some, has a short leg brace and quad cane to help him. His speech is coming along nicely also. Of course his right arm and hand will take the longest but he will regain strength in that in due time.

He received the "Newsletter" and read it from beginning to end. Always enjoys that.

Sorry we are going to miss the reunion this year but with God's help, Ed's determination and therapy, we will be with you next year. Friends of ours may even get us up to Valley Forge for a day. Hope so.

About the Cruise mentioned in the "Newsletter". We are very interested and would love to make it. Please send us all the information when you have it. Also can members bring outside friends with them.

Give our best to all our friends, tell them we will miss them and we wish you a happy and successful reunion.

Once again thank you and God bless you both.

Yours in friendship  
Gertrude and Ed Holgate

Dear Evelyn:

Enclosed please find a personal check for \$30.00 for the attached list of the men who served aboard the same plane 'Little Joe'. This membership was brought about through conversation while at lunch one day. Carl Zimmerman and I work for the same Pharmaceutical House and what a small world it was after discovering that we were in the same division. Well, I hope to make the next Reunion if I possibly can so please keep all of us posted on the Valley Forge Reunion.

Sincerely,  
Louis A. Owens

Dear Miss Cohen:

Due to some amazing detective work by Alavan Schmitz, wife of an old crewmate of mine, Charles Schmitz, I was "found" down here in Kentucky last month, informed of he 2nd Air Div. Assn. — that was the purpose of the search — and feel honored now to be able to apply for membership in it. As all of us are, I am very sentimental about the years, and associated efforts, that I gave to our great 8th Air Force, and our own greater 2nd Air Division, as a member of the 467th Bomb Grp, 791st Squadron. You can imagine how sorry I am at not having known about the other reunions, and how thrilled I am looking forward to Valley Forge in '76.

Before I forget, I'm enclosing \$25.00 — some for dues, the rest for the Memorial Fund.

I had a part personally in some of the background events of the 467th. Does any one of the 467th remember the crewman, who on May 8, 1944, following a raid on Brunswick, bailing out of a crippled plane *right over the field* and making a deliberate delayed pull of his chute and scaring a lot of people — 'twas me! Just practicing evading and escaping! Landed out on the runway — on my back — busted it good!

Also, I was the very first enlisted gunner in the entire 8th Air Force to be given a battlefield Commission in order to become a gunnery officer, to be in charge of training gunners with-in the group. This was kinder a new, innovative program of that time and Col. Albert Shower, Commanding Officer of the 467th pinned my gold bars on. I shall look forward to seeing him and everyone. So much for nostalgia!

Thank you,  
Ed Branaman (467th)

## U.S.A.F. PHOTOS OF 2ND A.D. B-24s (Part 3)

Compiled by Tony North  
(Associate Member)

### 389th BOMB GROUP (HETHEL)

- 27323 A.C. A good flying shot of B.24D (42-63960).
- B-27323 A.C. Formation of five B.24D's en route to Cognac, France. Nearest a/c (42.41013) lettered "K+".
- 56579 A.C. A B.24 burning and breaking-up during a raid on Munster.
- 62399 A.C. Crash landing of B.24J "Don't Cry Baby" (42-100084) at Charing, Kent. Aircraft from 565 B.S.
- 72407 A.C. Crash photo of B.24L (44-49279) a/c "F" of 564 B.S. at Ashwellthorpe, Norfolk 6th February, 1945.
- 62408 A.C. A good in flight photo of B.24J (42-100146) later named "Mistah Chick".
- 62531 A.C. B.24J (42-100190) in flight. Aircraft "J+" of 566 B.S. (later named "Princess Konocti")
- B-62570 A.C. Aircraft "H+" (42-99982) of 566 B.S. and "G" of 564 B.S. in flight.
- 62572 A.C. Formation of three B.24D's. Nearest a/c is "The Little Gramper" (42-40722) of 566 B.S.
- A-62574 A.C. B.24D, aircraft "Q" of 565 B.S. in flight.

- B-62574 A.C. A good flying shot of B.24D (42-40619) of 566 B.S.
- 70926 A.C. Combat crew pose in front of "Zoomin Zombie" (No names given)
- 70931 A.C. Combat crew pose in front of B.24D "Old Blister Butt" (42-40776). (No names given).
- 70932 A.C. Maintenance on B.24D (42-40743) aircraft "O-" of 567 B.S.
- 71053 A.C. B.24J (42-100190) and 2 other aircraft bombing.
- 71054 A.C. Large formation of B.24's nearest a/c B.24D (42-40776) "Old Blister Butt".
- 75251 A.C. A vertical shot of a B.24 over Hanau, Germany, 12th Dec. 1944.



"Old Blister Butt"

Copies of photos in various sizes and prices can be obtained from 1361st. Photo Squadron, Aerospace Audio-Visual Service (M.A.C.), 1221 South Fern Street, Arlington, Virginia 22202.

ERRATA: In part 1 (March Newsletter) top of Col. 2 neg. no. 44927 A.C. should read 55927 A.C.

I would welcome any queries, comments or additions to these listings, addressed to 9 Irving Road, Norwich NR4 6RA, England. I would also be most grateful for the loan of any material to add to my collection. Photos would be copied and returned immediately in good condition.

### HETHEL HIGHLIGHTS (Cont. from p 5)

toe of Italy and was attacked by six ME 109s. Before he could get on the deck he was hit by 20mm and 7.9mm shells. Lt. Walsh, S/Sgt. A. J. Farnham, tail gunner, T/Sgt. J. T. Stokes and S/Sgt. O. R. Terry, the waist gunners, were wounded. Three fighters were claimed by the crew. Beating off the attackers, Lt. Walsh succeeded in gaining altitude up to 4500 feet whereupon the ship was abandoned. Everyone parachuted safely, all but the pilot and co-pilot, Lt. Blessing, coming down on Malta. The last two landed in the sea and were rescued after a swim of one and three hours respectively. (To be Continued)

# Photo Boost for the Library



Mr. Frank Sayer, the county local studies Librarian, with three albums of photographs that have been presented to Norwich Central Library in the name of Mr. Presley T. Glass, 319 23rd Ave., San Mateo, Calif. 94403.

Norwich Central Library collection of Norfolk scene photographs has been boosted by a three-album collection of prints — thanks to an American airman with a love of cycling and camera-work.

The airman is Mr. Presley T. Glass, who was a sergeant with the 470th Sub-Depot of the Eighth Air Force stationed at Rackheath during the war.

During his two-wheel travels in off-duty hours in 1944 and 1945 he met and made friends with the occupants of Irstead House, Norwich — Llewellyn and Mary Bassingthwaight and Ida and Lottie Hallam — who had moved to Barton Turf in the latter part of the war.

## THE LAST

And when Mr. Glass — who now lives in San Mateo, California — went home, he left the family three albums of about 200 photographs to remind them of him.

With the recent death of the last of the family, Lottie Hallam, executors of her will suggested that the photographs might go to the library and contacted Mr. Glass, who readily agreed.

So now the albums of photographs, each of which is meticulously captioned, are to be kept in the Central Library Local Studies department and entered in the American Room catalogue.

## 'NOT OFTEN'

Miss Joan Bennis, principal assistant librarian, says, "It is not often we get albums of such good photographs and these are captioned and dated so carefully, often complete with the time of day they were taken."

She adds: "The man's personality comes through. He is a most likable man — you can tell by the way he puts things."

Many of the photographs depict Norfolk scenes, although strangely — or significantly — Mr. Glass did not train his camera on scenes of war damage.

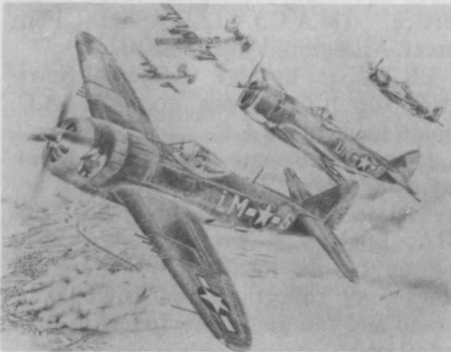
Mr. Frank Sayer, county local studies librarian, says the most valuable items in the collection are those depicting village street scenes which are not likely to be in the library collection of 30,000 photographs of Norfolk.

He adds: "There are some very fine photographs in the albums and the pictures of social scenes and contemporary dress are particularly interesting."

(ed. note: Will somebody in, or near San Mateo, Calif. try to track down Presley Glass. He probably doesn't know we exist and would be happy to join with us.)

## WWII PRINTS AVAILABLE

Noted illustrator and artist Bob Casey has trained his guns on WWII battle scenes and has come out with the following prints ready for framing:

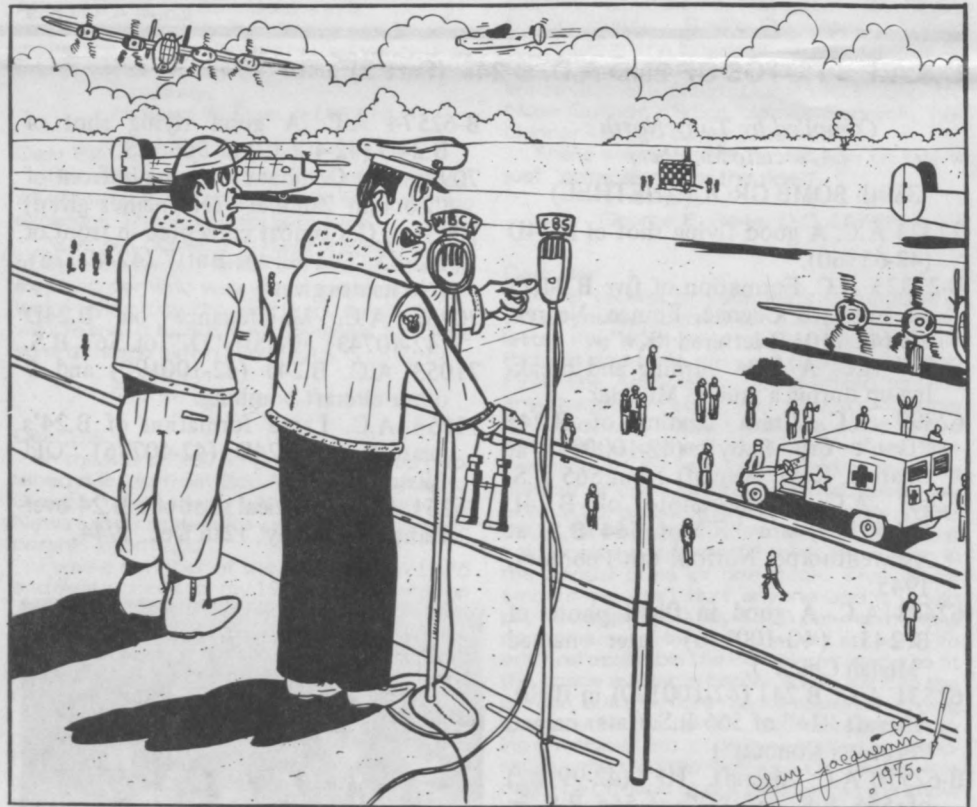


There are four prints featuring four of the major air actions of the World War era.

1. JUGS protecting B24s over the target.
2. The Battle of Britain featuring British and German Aircraft.
3. The Marianas Turkey Shoot featuring Navy & Marine carrier based aircraft.
4. The Flying Tiger in China.

To 2nd Air Division members the cost is 4 prints for \$5.00, three for \$3.75 or a minimum of two for \$2.50.

Send check or money order in correct amount to Vintage Graphics, P.O. Box 12, Abington, Mass. 02351.



Coming from Germany dear listeners we have "Golden Duchess" in first place followed by "Peggy Satan", "Old Check" and the favorite "Squaw Mary".