



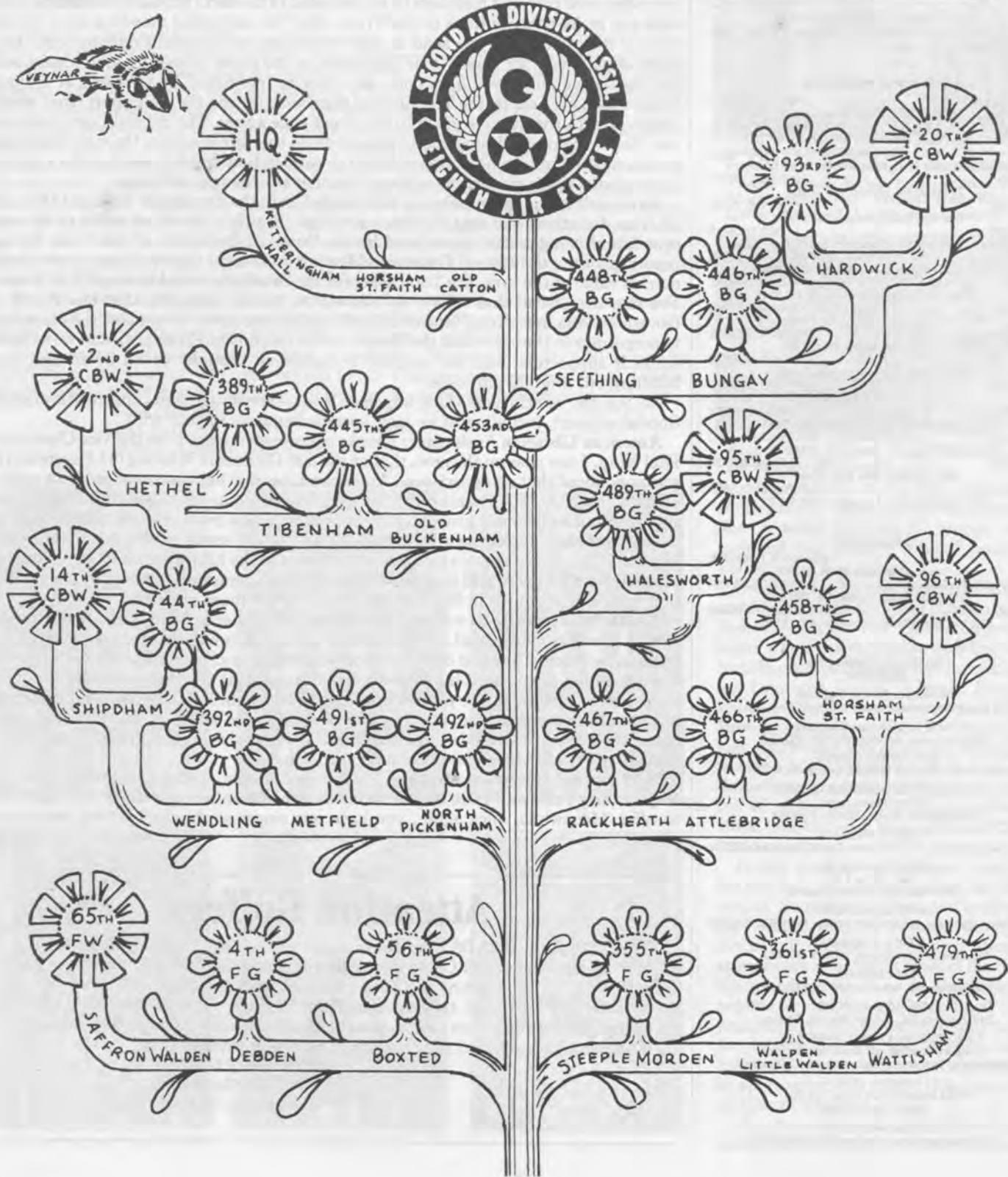
SECOND AIR DIVISION ASSOCIATION JOURNAL



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SECOND AIR DIVISION ASSOCIATION

March 1985



Second Air Division Association Eighth Air Force

OFFICERS

President J. FRED THOMAS
8933 221H Biscayne Ct., Huntington Beach, Calif. 92646
Executive Vice President E. KOORNDYKE
867 Reynard SE, Grand Rapids, Mich. 49507
Vice President
Membership EVELYN COHEN
Apt. 06-410 Delair Landing Road
Philadelphia, Pennsylvania 19114
Vice President
Journal WILLIAM G. ROBERTIE
P.O. Drawer B, Ipswich, Mass. 01938
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118 Lakeview Dr., Carlinville, Ill. 62626
American Representative Board of Governors JORDAN UTTAL
7824 Meadow Park Drive, Apt. 101, Dallas, Texas 75230

□ □ □ □ □

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Headquarters JAMES H. REEVES
Box 98, Thomasville Rd., Moultrie, Georgia 31768
44th BG HOWARD C. HENRY, JR.
164B Portland Lane, Rossmore, Jamesburg, N.J. 08831
65th FW COL GEORGE M. EPPERSON (Ret.)
2369 Oak Crest Drive, Riverside, California 92506
93rd BG CHARLES J. WEISS
21 Moran Dr., Waldorf, Md. 20601
389th BG LLOYD E. WEST
Box 256, Rush Center, KS 67575
392nd BG J. FRED THOMAS
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445th BG FRANCIS J. DIMOLA
390 Madison Ave., New Milford, N.J. 07646
446th WILLIAM F. DAVENPORT
13762 Loretta Dr., Santa Ana, CA 92705
448th BG LT COL. LEROY J. ENGDahl, (Ret.)
1785 Wexford Dr., Vidor, TX. 77662
453rd BG MILTON R. STOKES
P.O. Box 64, Westtown, PA 19395
458th BG E. A. ROKICKI
365 Mae Rd., Glen Burnie, Md. 21061
466th BG G. C. MERKET
716 Top Hill Dr., Tyler, Texas 75703
467th BG JAMES COFFEY
39 Hardscrabble Hill, Chappaqua, N.Y. 10514
489th BG COL CHARLES H. FREUDENTHAL (Ret.)
8421 Berea Dr., Vienna, Va. 22180
491st BG CARL I. ALEXANDERSON
RR2, Pawling, New York 12564
492nd BG E. W. (Bill) CLAREY
2015 Victoria Court, Los Altos, Calif. 94022

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JOURNAL STAFF

Editor WILLIAM G. ROBERTIE
P.O. Drawer B, Ipswich, Mass. 01938
Director of Public Relations FREDERICK MEYER
1317 Cedar Road, Ambler, Pa. 19002
Art Dept. EDWARD J. HOHMAN
695 Richmond Drive, Hermitage, PA. 16148

□ □ □ □ □

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7824 Meadow Park Drive, Apt. 101
Dallas, Texas 75230
LT. COL. WD. WUEST
14 St. Andrews Close, Hingham, Norfolk NR9 4JT

About the Memorial

by Jordan R. Uttal

I guess I was just brought up to remember always to say "thanks" when people have been kind. So, once again I start with a most heartfelt thank you to all of you who have sent contributions with your dues for the 2nd Air Division (USAAF) Memorial Trust. According to Evelyn and Dean, your donations are coming in at approximately the same rate as last year, and that is welcome news, indeed. Your generosity is most welcome, and needed.

There are so many new members that I feel it would be for their benefit and for all of you older card carrying members to be reminded of the fact that the Association itself does not make contributions to the Trust. You, the individual members do — in the form of donations that you send in with your dues, as "Special Contributions" that some of you make for books to be purchased in the name of specific individuals, and also as some eight of you have done, as a special Individual Endowment. It is these funds which are held by the Treasurer as they come in, and the major part (that which comes in with the dues) is given to the Trust once a year. The Special Contributions, and Endowments are immediately passed on as they are received. Only on the rarest occasion is any small amount taken from the Association Treasury and sent as a gift, in memory of a distinguished member or Founder who has passed away.

As a result of your generosity, we have passed on to the Trust since 1974, \$118,000.00, all from donations you sent in with your dues. That is a record of which to be very proud, and it is greatly appreciated by the Board of Governors of the Trust. In my report following the Annual Governors Meeting last May, I reported that as of current market value at the time, the Total assets of the Trust amounted to roughly £130,000. You may also recall that I have mentioned on several occasions that the Board of Governors feels that a total fund of £250,000 will be necessary to support the Memorial in perpetuity in the style that the Board (as the responsible Trustees), and we as their staunch supporters, and our original Founders all thought would be fitting, and fulfilling our original purposes.

So, you see, we still have a long way to go, and we encourage your continued annual or Special support, including, if we may, specific bequests in your wills.

American Librarian Assistance: Thanks to correspondence from the Vice Chairman, Paul King, I can pass on the news that at the last Governors Meeting (11 December) it was announced that an experienced American Librarian has been engaged for a period of six months. As I write this on 15 January, I have not as yet received the minutes of that meeting so I cannot give you any other details, but from previous discussions on the subject, her duties very likely will be to expand some of the functions of the Memorial Room over those which our good friends at the Library are able to perform at present. I am happy to add that the expense of this operation is covered by a contribution from a local source in Norwich, for which we are most grateful.

AARP Involvement: In a recent issue of the AARP paper, I ran across an ad for the AARP Travel Service, in which there was a picture of two individuals on one of their tours in Norwich. They had no connection with our Association but I wrote the Travel Service telling them about the Memorial, and suggesting that they consider adding it to their itineraries on future parties travelling to Norwich. Not only did I get a favorable response to that suggestion, but they have also advised their London office to suggest Norwich, and the Memorial as a place to visit. Perhaps this is another way we can reach some of our flock who have never found the formation.

Next Annual Governors Meeting: I will be going over again for the meeting in late May or early June, and I will be glad to have any comments or questions you may wish to offer. Meanwhile, once again, you have our sincerest thanks for your wonderful support.

Attention Golfers

The Sixth Annual 2ADA Golf Tournament will be held Thursday, September 7, 1985 at the Americana Great Gorge Resort Hotel Golf Course. Starting times will begin at 0900 hours and it is expected that the costs this year will be considerably less than they were in Palm Springs. Anyone interested please advise the undersigned as soon as possible enclosing a check for \$25.00 (refundable if unable to attend) and your current handicap or average score.

Pete Henry (44 BG)
164 B Portland Lane
Jamesburg, N.J. 08831

CUSTOM PLAQUES

The last time I submitted the write-up for the Custom Plaque program, I attempted to use up all the inventory I had and discontinue the operation to possibly just once a year. The December '84 "rush" made it necessary to reorder materials, write to those whose requests I could not fill, and offer to do it again after the March issue of the *Journal* was mailed. I now have sufficient materials to do 22 units. Although some material costs did rise substantially, the price will continue to stay the same.

Necessary information should include:

- NAME — as you would like it engraved
- RANK — if desired
- DUTY — Gunner, Pilot, Navigator, Mechanic, Crew Chief, etc.
- LOCATION — of airfield
- DATE — from - to
- MISSIONS / DECORATIONS — if flight crew

ANY ADDITIONAL INFORMATION — you can never give me too much info to work with.

The basic cost remains \$45.00 (includes either the B-24 or the full sized pewter wings). Two "identifiers" such as the B-24 AND small 8th AF cloisonne, is an extra \$5.00. Something new, now instead of the small cloisonne, you can have the 1½ inch miniature pewter wings when ordered with the large 8th AF logo (photo #4) for \$6.00; \$50.00 as you see it in photo #4, or \$51.00 if you want the small wings.

Photos #5 and #6 are shown with ribbons and devices. Again, each ribbon and its brass mount costs \$1.75 and each device (whether battle stars or oak leaf cluster) costs an additional 75¢. If you wish to combine any of the plaques with your own customizing, sketch your idea and I will make every effort to comply. Regarding ribbons, I can make only 2 rows with the .50 cal. shells, but 3 rows are possible with the large 8th AF logo. Any questions, just drop me a note. Overpayments will be returned, underpayment notice will accompany the plaque when shipped.

As you know, there was an increase in postage rates in February. As a result, shipments to an area Chicago and East (using Baltimore as the arc radius) are now \$2.50 and West of Chicago, are now \$3.50, an increase of 50¢ in both cases.

Have mailed a check to Dean Moyer, Association Treasurer, for \$135.00 as profits made from plaque sales. The total benefit to the Treasury has now reached \$1,462.00. Many thanks to all who have supported this program. Send your order to:

Rick Rokicki
P.O. Box 8767
B.W.I. Airport, MD 21240



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Hethel Highlights

by Earl L. Zimmerman (389th)

During a regional mini-reunion of the 389th on September 8-9, 1984 at Russell Leslie's spread at Denver, Indiana, it was discovered that many of the attendees were



Left to right standing: Don Price, William Sills, Earl Garrigus, Rich Holman, Vitalis Tenpel, Ralph Bossingham, Earl Zimmerman, Lee Walton, Tom Wagner, Urban Vondrell, Leslie, front center.



Bob Mager — not in group photo — showed up for one day only.

former residents of the hut next to the 565th orderly room. Residents of the hut were a weird mixture of troops which included two famous ground pounders. The story of one follows.

Swanson the Terrible worked in refueling and bunked next to one of the two potbellied stoves in the hut. On a cold winter's night when the stove was glowing red, a certain odor permeated the hut, emanating from the Terrible's bunk. Everyone knows of Pig Pen in the cartoon of Charlie Brown, Swanson was our Pig Pen of years ago. As you sky scorpions will recall, there were no hot showers at Hethel and the Saturday night bath consisted of a helmet full of water heated over the pot bellied stove. One thing for sure, no one in the hut had any secrets.

In any case, Swan's helmet hung over his cot and was as new as the day it was issued. Somehow he managed to shave in cold water, must have been his Viking blood, but no one really cared about his appearance as he spent most of his time in his refueling truck or in the sack. His pajamas consisted of fleece lined jacket and pants, which he removed only to visit the latrine. During his journeys to the mess hall you could see the crowd part as he approached. It's a good thing there were no flies in England.

Stay tuned to Hethel Highlights for the adventures of Merv the Magnificent.

Old Bunchered Buddies of Old Buck

by Milt Stokes (453rd)

You, old buddies of the 453rd, have laid a job on me. You have made me your V.P. at least for the next year. If you were in Palm Springs at the last reunion you know to which I refer. I don't feel comfortable with this job — but I did accept it. I shall give it my all.

This came about because Don Olds was not a combat veteran of the 453rd. Don was a walk-on and a good one. He accepted the job of keeping the roster and contacting new members when there was no one who would do this job. He told me at one time we didn't have any men showing up at reunions. We owe him a lot of thanks; would you please sit down and drop him a letter and at the minimum say . . . "Thanks Don Olds for your good job"? We are not discharging him; no, he is still in charge of membership cultivation and as such that will be a neverending task at least until the last of us have folded our wings.

Now on to other things. Of necessity this report will not cover all that I wish to say. Bill Robertie, the editor, limits the length of such epistles. There are a lot of names I'd like to mention; I'd like to tell you of all the wonderful people who showed up at Palm Springs, Calif. for the recent reunion. There were at least 25 out of the 137 who attended for the first time. You can have a copy of that list; just drop me a line. Also I'd be glad to send you the latest list of members of the 453rd who are members of the 2ADA as well as those whom we carry on our roster who have never joined up. From that list you may see some old buddies to whom you would like to write. There are over 725 names on my last mailing. We get 30 to 40 letters returned on each mailing because of incorrect addresses — moved — and other reasons. So you see you can help too.

At the request of Mike Benarcik, I read the new book "One Last Look" by Philip Kaplan. It has the best pictures that I've seen in any recent books on WWII. Further, Kaplan hits the nail on the head when telling us old Veterans why we like to look back, why we like reunions and why we miss old comrades. Kaplan further says we were all volunteers for that grim flying duty. You must recall with some misgivings that point when on raids over Berlin, Brunswick, Friedrichshafen or Hanover, you met all those enemy fighters and flak. The book reminded me of those early morning awakenings . . . "you're on this one today . . . breakfast in twenty-five minutes". You dressed in that frigid Nissen hut and shared that breakfast of tasteless, powdered eggs, brown bread and chicory coffee with your flightmates. You remember a lot of your pals were blown

from the sky in a huge billowing cloud of brilliant orange and black smoke. Your friends, your wingmates fluttered to earth in an awesome display of bursting fuel-tanks and bombs. In that same inferno which snuffed out the lives of so many fliers was born a spirit of camaraderie and determination in those who were left to finish the job. In a word, most of us live today because someone was brave enough to lay his life on the line for us. We of the 2ADA remember them well.

There are memorials in Norwich and at most of the villages from which we flew. Some of the groups may not yet have built a memorial, but all will eventually. We of the 453rd are proud of the Memorial Room in the Old Buckenham Village Hall. There listed on a bronze plaque are our comrades who gave their lives. Also the 2ADA Me-

Sue's Library Job Has Touch of Home

Courtesy Eastern Evening News

In the American Memorial Room at Norwich Central Library you can now find an American librarian.

Mrs. Sue Vision, from Pennsylvania, is working part-time there for the next six months.

Her husband, Gerry, is a visiting professor of philosophy at the University of East Anglia, having swapped jobs with Professor Nicholas Nathan of the UEA who has gone to Temple University, Philadelphia.

Sue wrote to Colin Sleath, deputy divisional librarian at Norwich Central Library about work possibilities when her husband's exchange was set up.

Mr. Paul King, vice-chairman of the Second Air Division Memorial Trust, told me: "For several years we have been thinking about appointing a visiting American librarian to bring specialized knowledge to the Memorial Room and the reason we did not recruit one was lack of funds.

"Then when Sue Vision wrote it seemed an opportunity too good to miss. The post could not have been filled without the generous support, by way of a grant, from the Anguish Educational Foundation, the local educational trust."

Sue's experience both as a teacher and children's librarian will be invaluable because the Memorial Library is anxious to develop its provision for schools.

The Visions (with son 14 and daughter 17) and the Nathans (sons of eight and five), swapped homes and cars, but they have never met.

"We have crossed paths, said Sue. "They had just left when we arrived. We have spoken by telephone.

"You get to know a lot about people when you live in their home. I can tell that

memorial Library in Norwich is a living Memorial. It needs our help and funds to keep it going. We remember the Library with our prayers, our funds and our help.

Projects we are working on:

- (1) Andy Low's update of the written history of the 453rd Bomb Group.
- (2) Mike Benarcik's Pictorial Review of the 453rd.
- (3) To add three hundred new names to our active roster of the 453rd B.G.
- (4) We will always try to have the largest turnout at any reunion.
- (5) Group Newsletter to all on the roster of the 453rd — so send us your news — guaranteed that your news (if printable) will be included.
- (6) To stimulate your desire to participate in this project, I will send you a pebble from the main runway at Old Buckenham Station from whence we flew.
- (7) Finally, I owe a lot of you answers to personal letters. I promise you will get an answer.

Alix Nathan is a very inventive person and a very good cook."

The American son and daughter, Todd and Pam, are both at Earlham School and both have immediately involved themselves in Norwich groups.

Both attend workshops at the Maddermarket Theatre. Todd is also in Norfolk and Norwich Operatic Society's production of "The King and I" and Pam, singer and viola player, has joined the Junior Broadland Singers and the Concordia String Players.

Sue says that apart from her work for schools—she is anxious to provide the kind of programs teachers want—she would be happy to talk to organizations outside the school world as well.

The American Memorial Room was dedicated in June 1963 to the memory of the Americans who flew from Norfolk during the war and gave their lives.

Among its distinguished visitors—on three occasions—has been film star James Stewart who during the war was a commanding officer of the 703rd Bombardment Squadron at Tibenham.



Sue Vision, the American who is working in the American Memorial Room at Norwich Central Library, with Paul King (left), vice-chairman of the Second Air Division Memorial Trust, which contributes to the room.

458th B.G. Report

by Rick Rokicki (458th)

Being responsible for the Association Computer operations has its fringe benefits, one of which gives me an opportunity to see our numbers after the last input into the Ol' Apple II. This time, I went thru the roster manually to get the following, as of December 31, 1984. We now, or did have as of that date, 5236 "addresses". In most cases, it included one person. Ceil and I went thru the membership list and consolidated the "Mr. & Mrs." addresses (where your wife was listed as an Associate member and received a separate copy of the *Journal*). This action cut our mailing costs and generally received full acceptance from affected members. In a few isolated cases, we were requested to go back to the original method and list separately, which we did.

The 458th shows a total of 418 members. Of this number, 9 are Associate members (either sons or daughters living at other addresses) and 17 others who are multiple listed — meaning that they also served with another Group, Groups or Headquar-

ters during their tour. In any case, we've doubled our number in the last 4 years, and more than half of that was added in 1984. I must say that we could not have met with such success without your help. Again, if you know of someone who isn't a member, but who could be if he had the opportunity to be advised of the Association, please take the time to drop me a line and I will take it from there. Have added a few new "wrinkles" to my recruiting kit. I do know for a fact that some of you still send Christmas cards to your old buddies and probably still haven't told him of our search for new members, and let him know that we exist. I have high hopes that we will reach 500 in 1985.

Let's all do our part, as Art Boyer and Sam Weakley did last summer. I received a name (the same, but with different addresses) and wasn't sure that it might be the same chap. Must say that I "chased" William Nicholson across the South-Eastern half of the U.S. and just a few days ago, I received his application and check from Switzerland! Thanks, Art and Sam, still working on the others who haven't joined yet. Another new member is Lester Martin who piloted "Briney Marlin"

and had a mid-air over Cromer, brought the ship back and unknowingly, gave me my first opportunity to qualify as a flight test engineer after the major repair and transfer to the 754th Squadron. Hopefully, the story is included in this issue. By the way, Pete Henry, 44th V.P. "found" him and sent me his address for a follow-up. Les Martin advises that he plans to attend the '85 reunion in New Jersey, so plan on attending, if you possibly can. I have the feeling that this may be even larger in 458th attendance than Palm Springs, which set a record 91 last October.

Fellows, check the story on "Briney Marlin" in this copy of the *Journal*. I know there are many of you out there who have experiences that would be interesting to the readers of the *Journal*. Glenn R. Matson was an active participant and wrote many articles until his death. George Reynolds did the same until recently. I would be interested in hearing from anyone who needs help in writing such an article. You don't need a degree in English to do this. If you need help in structuring your article, please let me know. If you have photos to illustrate your article, so much the better.

Poop From Group

by Jim Coffey (467th)

I do not know if other Groups in the 2nd ADA have honorary members; the 467th does; David J. Hastings. In my last article, I reported on the unanimous election of David, on motion of Jeff Gregory, at Palm Springs. Jeff subsequently provided a superb text which sums up the gratitude and affection all of us feel toward David. I

commissioned our local calligrapher who prepared a 13¼" x 17" scroll, in black italics with David's name in red and the 467th's coat of arms and tail feathers in full color.

David wrote me:

"Just where do I begin to thank you and the 467th for the wonderful certificate . . . I am completely overwhelmed, not only by the great privilege and honor of being the first

Honorary Member of the Group, but with the truly superb certificate. I am deeply touched. My efforts have been very small compared with yours in the Forties and it is a great pleasure to keep alive the memories of the 'Rackheath Aggies'. The certificate is already framed and will have a place of honor in our home. Bless you all once again.

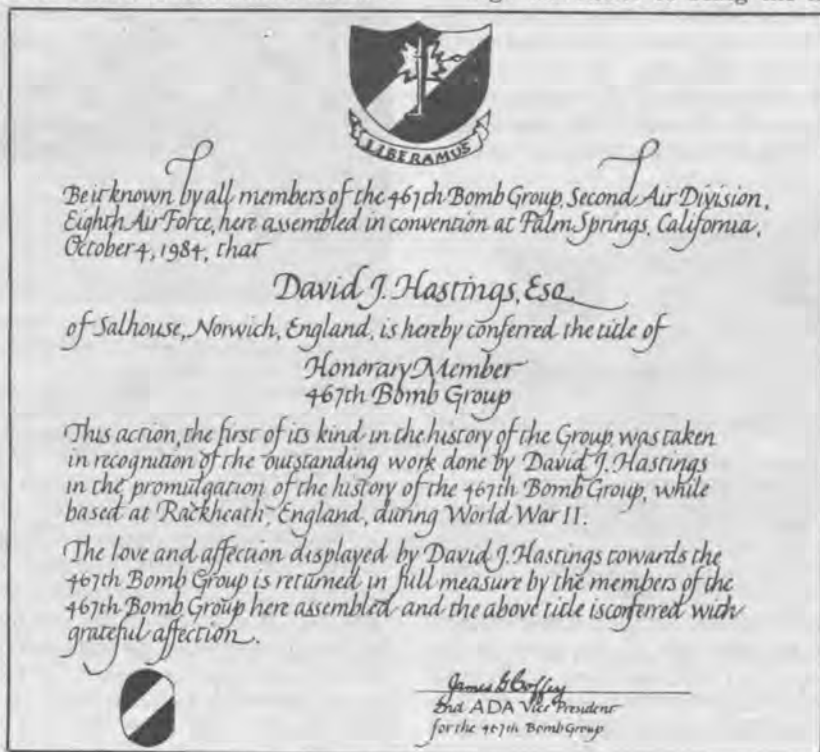
"On our Remembrance Sunday, the village placed a wreath of poppies on the 467th plaque at the Village Sign, and the War Memorial.

"I have shown 'A Village Remembers' almost once a week since last October. We will never be able to thank Jim Mahoney adequately for making it all possible.

"If ever any of the 467th are in our area, you are always welcome at 'Westering'."

All of us are proud of Witchcraft and her record, 130 consecutive missions, and of Joe Ramirez and George Dong and the others who kept her flying. Joe wrote me recently to thank me for publicity for the *Witch*. He also wrote "The record of the *Witchcraft* was accomplished by the gallant young men that flew her. They brought her back even when she was shot up pretty bad. The rest of my crew and myself did what we had to do to keep the *Witchcraft* in as good a shape as possible."

There are about 800 known members of the 467th on Phillip Day's roster, of whom about half are current members of the 2nd ADA. I plan to continue to encourage them to join or renew their membership.



Mid-Air at Cromer

As told by Lester Martin to Rick Rokicki

On the morning of May 27, 1944, the 458th was scheduled to participate in the strike on Neunkirchen, Germany. Our ship #183 "Briney Marlin", had a normal take-off and proceeded with our usual routine of assembling at about 18,000 feet. I'm sure that those of you reading this recall that this was accomplished by every Group making a very shallow, continuous left turn and individual planes would find their assigned spot in the formation as they arrived at altitude. Then, at the briefed time, the entire formation was to roll out of the left turn and begin a right turn on course to the target. We were flying on the right wing of the high right element of the 753rd Squadron, which was flying high right in the Group. This placed us in the "Briney Marlin" as the outside plane and the high right in the Group.



Lt. Lester C. Martin who received the D.F.C. after bringing back "Briney Marlin" to Horsham St. Faith.

Just as we were rolling out of our left turn and beginning to turn right, Francis (Tommy) Thompson, co-pilot from Fresno, Calif. reached out and tapped me on the shoulder and indicated for me to look to the right. When I did, all I could see was the underside of another B-24 trying to take evasive action, but in doing so, was skidding on a collision course with "Briney Marlin". My immediate natural reaction was to make a violent climbing left turn to clear. At that instant, the right wing of our aircraft cut thru the waist window of #159, a 755th B-24. Eyewitnesses later said that aircraft was cut into 2 distinct pieces. No parachutes were observed coming from it, immediately. The scenario of the mid-air was set up by #159 having minor radio trouble which delayed the take-off 10 to 15 minutes. When they arrived at the assembly altitude, he was attempting to get into his spot in the formation from the outside of the Group. When the Group started making the right turn, he was caught on the inside and the evasive action just didn't have sufficient room to get by.

The collision threw us in "Briney" into a spin and we were down to 5,000 feet before a recovery to some semblance of level flight could be made. At the moment of impact,

I instinctively hit the "Panic Button" (bail out) since we were in a disaster mode. The Flight Engineer pulled the emergency bomb bay release which opened the doors and released the twelve (12) 500 pounders. He then followed out behind the bombs. This load lightened the aircraft and undoubtedly saved our lives.

We were wearing chest packs at the time, and as was our custom, the co-pilot and I were wearing only the harness with the pack stowed behind the seats. We normally would hook up the pack after assembly was completed and were on course. Chuck Gribi, the Bombardier was riding in the waist for assembly (the first and only time he did that) and being an officer, insisted that the two waist gunners go out the escape hatch ahead of him. He also assisted the ball turret and tail gunners out of their positions and was ready to help them out the hatch when he realized the plane was flying under control. The radio operator got stuck between the top turret gun and the wall of the cockpit long enough to keep him from jumping. Bob Craig, Navigator from Oak Park, Ill., opened the nose hatch and stood by. Tommy Tompson (co-pilot), got out of his seat and got the chest packs, put his on and snapped mine on and got back in his seat to help me do some flying.

As I mentioned earlier, I realized I had some control at about 5,000 feet. I had the wheel wrapped all the way over to the left, all aileron trim rolled in and extra power on #3 and #4 engines to keep the right wing up. Called air sea rescue as soon as I was able to talk, as we were about 7 miles over the North Sea at the time of the collision. At this time, I didn't know the status of my crew or the extent of the damage to the aircraft. From the cockpit we could see that some portion of the right



Col. James Isbell surveying the damage to "Briney" and escorted her back back to base where the crew was to bail out after Lt. Martin was to set the auto pilot and head the aircraft to The Wash, before bailing out. Crew elected to stay with the aircraft instead.

wing was bent and hanging straight down. I couldn't raise any of the crew on the intercom, so I left the flying to Tommy and went back to the waist section to assess the damage and see if we had any of the crew left back there. I found Chuck

and the two gunners, who had taken their earphones and mikes off and in the excitement, had forgotten to put them back on. While back there, we looked over the plane as best we could and didn't see any damage other than what we estimated to be 8 to 10 feet of the right outer wing panel bent down at about 90 degrees from its normal position. That was bad enough and I've thanked the Lord many, many times over the years for the fact that it was no worse.

I then went back to the cockpit and called the base at Horsham St. Faith, and advised them I was returning to land. Landing presented another problem since I had no idea of what the stall speed would be with that much of the right wing lift gone. To find out, I dropped 1/2 flaps and gradually slowed down until I felt the pre-stall buffeting at 155 MPH. At about that time, the base commander (Col. Jim Isbell) came up in his P-47 and looked us over. He advised me to put it on Auto pilot headed out to sea and have everyone bail out over the base. Now, I had landed a B-24 many times, but I didn't have any experience landing in a 'chute, so it didn't take long to tell the Colonel what my decision would be. He said "OK", but have all your crew bail out except the co-pilot and good luck. I polled the crew on this and they had the same feeling I had, so I informed Col. Isbell of this and made plans for the landing.



Rear row (l to r): Francis "Tommy" Thompson, Chuck Gribi, Les Martin, Bob Craig, Ground crew man.
Front row (l to r): Ground Crew Chief, Don Beverly, Jim Burke, Leslie Carnes, George Smarzynski, Doyle Johnson and Dick Grant.

We decided to leave the flaps at 1/2 setting and to back off to about 10 miles and come in on a gradual straight in approach at 180 MPH. The plan was to dump the flaps to full on touch down. We "greased" it in at 180 MPH and dumped full flaps immediately. As you might guess, the extra lift shot us up about 50 feet and our second touch down caused us to roll to just about 4 feet from the end of the runway.

Metfield Musings

by Carl I. Alexanderson (491st)

The search goes on! George Meuse, commander of "House of Rumor" which went down over Misburg 26 Nov. '44, asks for the whereabouts of surviving crew members Richard I. Cripenski, Fred W. Willes, Jr., Harry Sonntag and Michael A. Gallo. None are 2nd AD members. Send any info to me or George at RT 1, Box 224-13, Osage Beach, MO 65065.

George says he's never made a reunion. Tries to retire but projects keep getting in the way. Word to the wise George — "Get with it and do it".

A note from Oscar Boudreaux reminds us he was an original 491ster. He originally flew with Maj. Strauss with the 17th Anti Sub Group. After transferring out of Pueblo, he joined the 389th BG and flew 6 missions upon which he became a POW in Stalag III for about a year. Oscar and our own Ray Covert graduated from Monthan and were together 'till his transfer to the 389th. If anyone has info on Maj. Strauss send it to Oscar at PO Box 154, Napoleonville, LA 70390.

John Steininger asks if anyone knew M/Sgt. Percy Smeigh who was in the 852nd BS maintenance to drop him a line c/o John, RD 1, Box 172, Pisgah State Rd., Shermantale, PA 17090.

Still have plenty of 491st tail feather badges available at two bucks each. Also site plan of North Pickenham Air Base gratis.

Yours truly needs some help from some of you still active "Fly Boys". Namely parts to get my "Globe Swift GC1B" airborne again. Many parts are readily available through the Swift Association. However, certain ones have been out of production since 1948 and can only be had through salvage or custom fabrication. Let's get my bird in the air again guys.

Change of Address

When you move please send your change of address to:

Evelyn Cohen
06-410 Delaire Ldg. Rd.
Philadelphia, PA 19114

on the form below, as soon as possible. To send the change to anyone else (Bill Robertie or Group VP) simply delays the change appearing on our records. This could mean that the next issue of the *Journal* will go to your old address and could be lost in the great jaws of the Post Office.

CHANGE OF ADDRESS

name

address

group

The enlisted crew members on "Briney" that day were not members of our regular crew. The regular bunch had been taken off flight status temporarily and were assigned to man the gun emplacements surrounding Horsham St. Faith just prior to the invasion. So, we were flying with a make-shift crew and I'm sorry to say I don't remember the names of any of them. The parachutes of the 3 who bailed out were sighted by air-sea rescue, but they were never able to find them and were presumed to have drowned. Regular crew members (in addition to those mentioned), were: Jim Burke (waist gunner), Leslie Carnes (radio operator), Dick Grant (tail), Don Beverly (ball turret), George Smarzynski (waist gunner) and Doyle Johnson (flight engineer). All returned as regular crew and we finished our tour without any more incidents worth talking about.



Close to 10 feet of wing that made the junk pile before eventually becoming a British pot or pan.

The above was related to me and to my knowledge, has never been published before. I did research as much of the incident and crew as was available. George Reynolds' book, *History of the 458th*, gave me the aircraft number of the lost Liberator (#159), and the target (Neunkirchen). A letter I received from John I. Woodworth, Navigator, confirmed that the enlisted men

that the one man who bailed out of the aircraft was a Sgt. Abshire. The other parachute or 'chutes, apparently came out of the other aircraft, as no one could say for sure how many did go down. Some time ago, Beth Barnard sent me a photo of Briney Marlin when her father, Harold Kennedy was assistant flight engineer and was a part of the crew that ferried Briney Marlin from the States and it was assigned to the 445th Bomb Group before going to the 458th. There were several crews that did their tour, or part of their tour, in this aircraft. Everyone who ever flew her had the same feeling that Les Martin expressed to me. "I think I fell in love with her (Briney Marlin) that day in 1944. She made it through the war and was flown back to the States, only to be moth-balled at Kingman, Arizona. I never did see the aircraft again, but Doyle Johnson, my regular flight engineer was fortunate to be later stationed at Kingman and found it among the hundreds parked there."

Over these many years, I have had an opportunity to meet and/or correspond with many who were a part of "Briney Marlin's" history. It was only after #183 was repaired by the 469th Sub-Depot Group at Horsham, that I got to fly as flight engineer, test crew. The transfer from the 753rd B.S. (J4) to the 754th (Z5), gave me the opportunity to be a small part of the "reverence" that surrounded Briney Marlin. I would appreciate hearing from anyone who can give me further information on "Briney" from either 458th, 445th or anyone who helped put her back into the air after the mid-air at Cromer.

August 8, 1983, I received the most complete listing of 458th air crew casualties I could hope to have. It came from Bill Jameson. It allowed me to be certain of the following: S/Sgt Albert Abshire was the only casualty from Briney Marlin. The entire crew of 42-95159 perished. Included were: 2nd Lt. Howard J. Lobo, 2nd Lt. William M. Fitzgerald, 2nd Lt. Stanley G. Sasserson, 2nd Lt. Toivo J. Maki, S/Sgt. Robert C. Bingaman, S/Sgt. Lewis L. Lunsford, S/Sgt. Michael R. Pappas, Sgt.



Briney Marlin from a painting by Mike Bailey in 1975 for Rick Rokicki.

who were on "Briney Marlin" that day, were a part of his regular crew. John wrote me a letter on January 14, 1981 telling me

Edward C. Nabe and Sgt. Max S. Tripp. This accounted for all air crew members on that fateful day.

BUNGAY BULL

446th BOMB GROUP
by
William F. Davenport



Here we go again. Once more it is time to put together the latest that has come my way. Number one item to report on is our Memorial Fund Drive. Herb Gordon has reported that it has been successful and we have more than enough money on hand to proceed with our first objective: that is the reconstruction of the gate of St. Mary's Church. Since a large number of the donors in their accompanying letters urged an immediate go-ahead, I wrote John Archer to contact the contractor and ask him to proceed with the work as outlined in his bid. I also asked John to urge the contractor to do the job in the most lasting fashion.

It is my intention to visit Britain in March and I hope to develop through some of our friends (Friends of the Eighth) how we might establish a small trust fund to allow for periodic maintenance and replacement through the coming centuries. As you will recall, this gate was established by our group in 1945 as a memorial to those members who gave their lives. I feel that it should exist in perpetuity.

If you have not gotten a deposit to Evelyn Cohen for the New Jersey Convention and have any intention of attending, let me urge that you do it immediately — NOW. There is a limited number of rooms available and it is my understanding that this place is out in the boondocks with no other places except the forest for overflow. So if you want to participate and not have to bring a sleeping bag, do as your Veep says: We need you and your ideas to take the 446th to higher and higher goals. Or more practically to keep up the great group spirit which Vere was responsible for and passed on to me.

In New Jersey, we will want to consider the Stateside Memorials at Wright-Patterson, Air Force Academy, Memorial Gate Trust and the possibility of a newsletter. As to the newsletter: Herb has reported a great interest in the same as well as perhaps adopting the gate memorial as a letterhead for all 446th formation such as this Bungay Bull column.

Lou Dubnow, who was Beach Bell's Flight Control officer in those days became a hero again at the Palm Springs Convention when he used the Heimlich Maneuver on one of our own. Thanks, Lou, from all of us for being there and for performing the Heimlich. We were all dumbfounded.

The last issue of 8th AF News contains a photograph of six members of the Edward J. Partridge crew submitted by his widow,

asking for identification. I do not have this name on my mailing list for either the Second Air Division or the 8th AFHS. I would appreciate your assistance so I can get back to the lady.

Also of interest — the last issue of the *Air Force Magazine* reports that the now current youngest commissioned officer is no longer a teenager. LaRonda Smith is now 20 and nine months younger than the next youngest officer. Sounds like the old days when even Colonels used to have to show their ID to buy a drink.

This issue is also looking for Hondo alumni. If you are, let me know and I will pass along the information.

Got an interesting letter, plus an article written by Paul W. Pifer, M.D., Fellow American College of Surgeons, Colonel-Confederate Air Force. Say, that sounds almost like the old joke, John Smith, U.S. Army, AWOL. Anyway Dr. Paul, erstwhile Sgt. Pifer put down for this magazine a story of his experiences with the famed 446th Bomb Group. Paul was a member of Ed Markowitz's crew and was flying "Battle Dragon" on their tenth mission, Jan. 1, 1945. James Tootel and Richard DuBois were flying their 34th mission with Markowitz. The IP was Trier, Germany and for some reason the information circled the IP for a second time when the flak boys let them have the usual three bursts and got their range, causing the Number 3 engine to depart the wing. At this point they jettisoned the bomb load and prepared to also depart. Fortunately on terra firma they were picked up by the Free French and were able to return to Bungay. Tootel and DuBois were able to fly their 35th mission with their crew. They were hit over the target, losing two engines and crash landing in France. Pifer returned to combat in late February aboard the "Dragon Lady" which was forced to land in France after flak knocked out Number 2 over the target. Note: Don't fly on "Dragon" B-24s.

On June 13, 1945, they departed Bungay for the States aboard "Shadie Sadie", the squadron's oldest B-24 with 114 missions to her credit. Eventually, June 17 they left Shannon for the Azores, several hours out they saw a B-24 stall and spin into the sea. Then it happened — Number 3 engine lost oil pressure and had to be feathered. The nearest solid stuff was Spain, some 275 miles distant. Overboard went all the keepsakes to conserve fuel. Shorty de Chabert, the navigator, plotted a course for the nearest auxiliary field in Northern

Spain. Doc Pifer sent a constant SOS with only one weak reply that faded without acknowledgement. Luckily Shorty was on the ball and "Louia da Finger" made one of those once-in-a-lifetime super landings on a rolling sheep pasture. On impact, the fifteen men in the waist ran to the rear, changing the balance and permitting the aircraft to stop short of the tree line. No one was scratched. Then with Shorty's language skill, (Shorty was a native Puerto Rican) they became the toast of Spain for two weeks, even receiving an invitation to dine with General Franco.

Say Guys, send along your stories so I can get them in print and you can prove to the new generation you were there!

A bit more group business should be taken care of here. Welcome aboard to all you new members. Since October, we have added 31 members. Officially my list shows 451 members. With your help, we should hit 500 by New Jersey. Send me the names and addresses of all the lost little doggies.

Keep tuned to Beach Bell.

466 Bomb Group

by G. C. Merket (466th)

Let me apologize for not submitting this report for the December *Journal*. I didn't get home from the reunion plus vacation in time to make the deadline.

We had eighteen couples and one stag attend the Palm Springs reunion. That was pretty good, but we would have had a better time if more 466 members had been there. We had three "first timers" which is always a plus at any reunion. As we do most years, we also found two prospective members.

Please look around you and if you find any new prospective members, send me their names and I will mail membership applications to them. Don't forget we are also looking for fighter pilots that flew with the 2AD. Some of the little friends may think 2AD is for bombers only. Not so — we still need the "Little Friends".

Program yourselves for the 1985 bash in New Jersey. Also you might start thinking about 1987 when we go back to Norwich again. It would be nice to meet 40-60 members of the 466 there.

Bill Hudson, a B-24 Hump pilot during WW2 visited with some of us at the reunion. He was looking for information concerning his brother, Sgt. Phillip Hudson, an engineer-gunner in the 787 Sqdn. His crew, flying the "Silent Yokum", were returning from a mission Sept. 6, 1944 and crashed in England due to a weather-caused mid air collision. They were returning from their 24th mission. If any of you have any details of that incident, please contact Bill Hudson, 719 N. Acacia, Fullerton, Calif. 92631, or G. C. Merket, 716 Top Hill Dr., Tyler, Texas 75703.

8-Ball-Y-Hoo

by Pete Henry (44th B.G.)

We have returned and what a great reunion in Palm Springs plus two wonderful weeks touring California. I cannot thank Will Lundy enough for writing this column for the December *Journal* and all the nice things he had to say about Mary and me. Several letters have been received complimenting Will on the fine job he did in my absence and these have been forwarded to Will for his scrapbook!

I hope you will forgive me for printing a picture of part of my crew at the reunion in Palm Springs — the first time we've had as many as five of us together since 1945.



Norm Tillner, Pete Henry, Ira Lee, Bernie Bail, Al 'Hole-in-one' Jones.

Al Jones played with me in the 2ADA Golf Tournament and had his first Hole-in-One.

Will Lundy mentioned in the December column that the 44th membership is approaching 500. (We had 71 of these at the mini-reunion in Palm Springs.) Evelyn Cohen told us at the Group V.P. luncheon we have 5123 paid-up members in the Assn. and the 44th membership was 463 at that time. This does not include those 44thrs who served with several groups and may be counted as 492nd, etc. Since returning from California, I've sent 20 or 30 letters to 44thrs who are not yet members and I'm hoping the next 44th B.G. Roster from E. A. Rokicki will truly show we have 500 or more members. Please send me any names and addresses you may have that I can contact. Also at the 44th mini-reunion in Palm Springs your correspondent was re-elected Group V.P. Many thanks for the vote of confidence from those in attendance.

In the September *Journal*, page 18, we printed a letter to the editor from Bert (Swede) Carlberg, 67th sqdn., in memory of Ed Reynolds his roommate, advisor, A/C commander, best man and true friend. Regrettably, the printer omitted the last paragraph and signature which is now recorded:

"Ed died on December 29, 1933 following an unsuccessful battle against a brain tumor. Jim Forrest, original crew member, and myself attended the funeral held at Ft. Meyers with burial in Arlington National Cemetery. I owe the extension of my

own life to Ed Reynolds but, more than that, he was a fine American, a dedicated airman and probably one of countless unsung heroes whose achievements will be lost. I would appreciate it if this small documentary is placed in the records of the 67th squadron, 44th bomb group. (Signed) Sincerely, Bert Carlberg."

A copy of the full letter was sent to Will Lundy who is the 67th sqdn. historian.

FROM THE MAILBAG:

Colin Sleath, Deputy Divisional Librarian of the Central Library in Norwich wrote 20 November to advise, "I am pleased to report the books which have been purchased with the income from your (44th B.G.) endowment fund for the year 1983-84: Brady, N. — Nature and Properties of Soils

McCormack, M. — What They Don't Teach You At Harvard Business School
Pick, A. — Standard Catalog of World Paper Money

Yours sincerely, (signed) Colin Sleath"
Charles Mercer, new 2ADA member from the 67th sqdn. remembers christening their Nissen hut "Ye Olde Pig Sty" after one of Captain Grube's inspections.

Charles Kuch, 68th sqdn., recalls Benny Gildaet (sp.) as the man who called "Darky" for directions and was answered by Shipdham tower, "Come on down, Gildaet, you're home!" and "Pappy" Hill told the Stars and Stripes, "We scrambled Hamm with our eggs." Charlie also wants to know whatever happened to all the 'D' model B-24's. All he ever sees are H's and J's, etc. Charlie is almost completely housebound now and would love to hear from any and all former 8-Ballers. His address is 2214 So. Avenida Guillermo, Tucson, Ariz. 85710.

Miles McCue, 67th sqdn., wrote last summer of a strange place he saw Lt. R.C. "Rocky" Griffith's crashed plane. Once every few months at Stalag 17, the Germans distributed a few copies of their propaganda magazine known as "Der Adler". Late in 1944 "Der Adler" contained a picture of the crashed plane taken just about where I had been standing that day as I waited in vain for my crew (Lt. Earl Johnson) to return. The caption under the picture read, "This is one of the many COLD DOWNS planes which we Germans shoot down, but never see because they crash in the sea or in England." The picture of that plane spinning and sliding toward me as it crashed is forever etched in my mind. As I turned to escape its path, I tripped over a bicycle.

Wally Balla, 68th sqdn., reports that he was just awarded his Master's degree in Aviation Science after YEARS of study. Congratulations, Wally.

John Page, Associate 44th, Poringland, Norwich is trying to locate Walter D. (Don) Letchworth whose last known address was Wolstonburg, N.C. John thinks Don was a

mechanic and may have been in the Motor Pool. Anyone have any information about Don?

PX DEPARTMENT

Richard (Dick) Bottomley still has some 8-Ball T-shirts available. Send \$7.00 with your size to him at 4509 Morrice Rd., Owosso, MI 48867. Children's sizes \$6.00. Price includes postage.

I have about 30 8-Ball patches left with the same money-back guarantee. (Only one has been returned for refund.) Send \$5.00 to Peter Henry — address: 164 B Portland Lane, Jamesburg, N.J. 08831 — includes postage.

Also available are 44th B.G. (Xerox copies) Rosters for \$3.00.

Folded Wings

44th

John H. Mabry
John C. Titter
John C. Neely

93rd

LTC Wesley E. Rankin

389th

Kenneth R. Peterson
Thomas D. Hyde, Jr.
Robert W. Bousquet

392nd

Fred C. Bodkins
George L. Bruney

445th

Col. Richard E. Critchfield

446th

Walter J. Lockhart
Bobby L. Osborne
Charles V. Frascati

448th

Bernard F. Seufert
Douglas J. Eames, Jr.

458th

Robert M. Cleveland
Eddie F. Gnewkowski

466th

Fred B. Steele
David P. McBride

467th

James J. Ciancitto
Charles F. Engelmann

489th

Carl E. Eckman
George J. Kline

492nd

Arthur D. Oakes

I Remember: Those Big Formations (Part I)

by Myron Keilman (392nd Bomb Group)



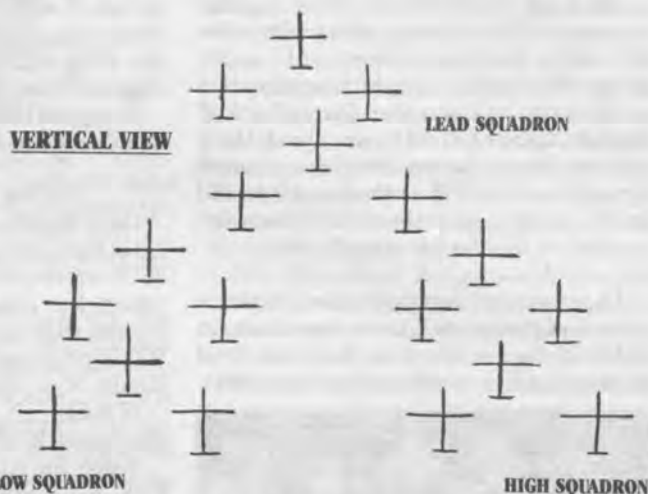
Formations of eighteen (18) airplanes (B-24s or B-17s) were a common sight over England and the continent in 1942, 1943 and early 1944. Each generally represented one group's daily flying effort. On a sustained daily effort the Eighth Air Force put up some 500 B-24s and B-17s in bomber streams of eighteen "ship" formations, but on occasion when the weather looked especially favorable for visual bombing, a maximum effort was called and one thousand (1,000) bombers were employed. Such was the November 13, 1943 strike on Bremen. It was also the first deep penetration of Germany when U.S. fighters defended the bomber stream the whole route.

The group formation of eighteen (18) airplanes was made up of three six-airplane squadrons or boxes. Then three groups formed a wing, several wings formed a division, and there were three air divisions (two of B-17s and one of B-24s) in the Eighth Air Force from 1 January 1944 until VE (Victory in Europe) Day, 4 May 1945.



Concentration of bombs on the industrial complexes of Germany and on the numerous enemy fighter airbases throughout the continent was the primary purpose of the big formations. Second in importance, it provided great mutual defense against enemy fighters. Can you imagine German fighter pilots diving their airplanes into a formation of eighteen bombers with possibly ninety (90) 50 calibre guns shooting at them, each at the rate of 600 rounds a minute? These are the nose and top turrets. Then the waist gunners, tail turret and ball (belly) turret got in their shots as the "Huns" dove past. Head on passes were real scary as they often didn't have time to dive below the formation and came streaking through the formation. To say the least, it was a

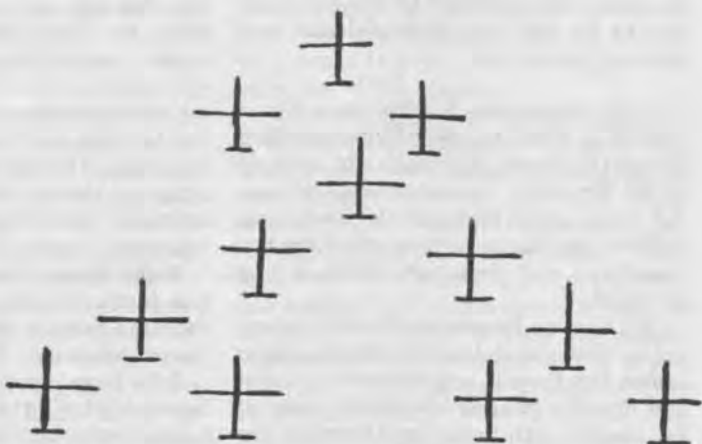
VERTICAL VIEW

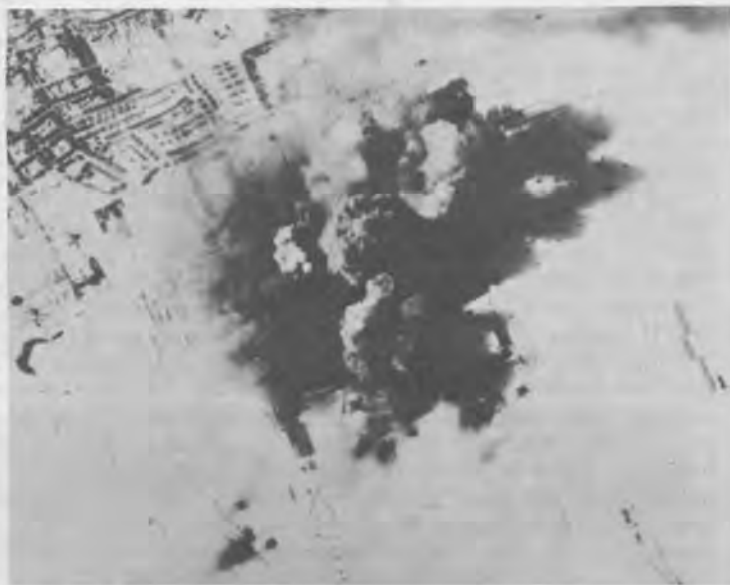


deadly game. Hundreds of German fighters were shot down in the battles that ensued and I dare say that hundreds of B-24s and B-17s were lost before our fighters and bombers attained air superiority. Lucky for our side, the Germans couldn't prevent the onslaught. With the advent and eventual refinement of our radar bombing equipped lead aircraft Deutschland industrial complexes, railroad marshalling yards and airfields became more and more vulnerable to our great bomber formations.

In October 1943 there were just a few radar equipped B-17s. They were used as division lead airplanes. When the targets were obscured by clouds, all the formations dropped their bombs when they came abreast of the division lead formation's smoke-bomb trail. It wasn't an accurate method of bombing but it put a lot of bombs in the vicinity of the factories, which to say the least disrupted and destroyed whole communities. I remember when radar-equipped B-17s were used to lead the 2nd Air Division's B-24s in November, 1943. By November 1944 every group in the 2nd AD was equipped with its own radar lead airplanes. From that time on German industrial complexes, marshalling yards and airfields were methodically destroyed.

By February 1944 our bomber and fighter forces had increased considerably in strength. The 2nd AD alone increased from four groups in October 1943 to ten in February 1944. At this time the eighteen (18) airplane formation was reduced to twelve (12). This proved to be a compact defensive unit. It was more easily maneuvered, and delivered a real compact bombing pattern; that is, more bombs within the 1000 foot radius of the aiming point. The formation appeared like this:

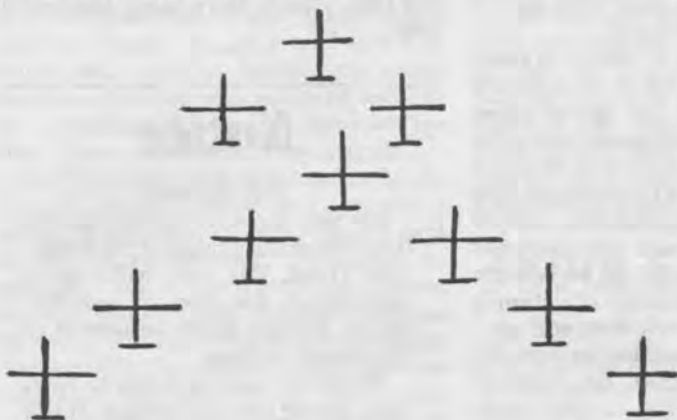




Scene One — The curtain goes up! The German Messerschmitt 110 plant at Gotha lies peaceful and intact as Eighth Air Force Libs fight their way over the target.

With two of these "new" formations, the 392nd earned the Distinguished Unit Citation when they laid 95 percent of their bombs on Gotha's Messerschmidt airplane works, 24 February 1944. I flew deputy wing lead that day. We suffered heavy fighter attacks. Seven of our combat crews were shot down.

By November 1944, the German Air Force ceased to pose significant resistance, even with their rocket (ME-163) and jet (ME-262) propelled fighters. At this time our formations were reduced to ten (10) airplanes.



This was a neat formation. It was easy to assemble, easy to maneuver, and I have photos of all ten airplanes' bombs striking within a 500 foot radius of the aiming points. One hundred percent within a 1000 foot radius was regularly achieved. This remained our standard formation until V-E Day, 4 May 1945.

During the last five months—December '44 thru April '45—of bombing Nazi German targets, our group, the 392nd, earned the Second Air Division *Hit of the Week* recognition five (5) times, was runner-up twice, and received accuracy and bombing pattern recognition thirty (30) times. Aside from this, General Leon Johnson, commanding the Fourteenth Bombardment Wing, issued a number of Lead Crew Commendations for outstanding bombing accuracy. The whole of the Second Air Division improved. In February and March, 1945, the Second Air Division led the Eighth Air Force in bombing accuracy.

Scene Two — The aircraft plant goes up! Ten main buildings, hangars and many grounded planes send black smoke belching skyward. This attack was made Feb. 24.

Lead Crew Commendation

On this 6TH day of OCT.,
Nineteen hundred and forty four
The following named members of the
Lead Crew 579TH Squadron, 392ND Group
are awarded this

CITATION FOR MERITORIOUS ACHIEVEMENT
for destruction of their target at
HAMBURG

COMMAND PILOT: COL. L. L. JOHNSON

PILOT : CAPT. H. C. CASSELL BOMB : CAPT. W. F. CETIN
CO-PILOT: 1ST. LT. J. A. COLVIN ENG : 1/SGT. W. M. HEUSER
NAV : 2ND. LT. H. NIMAN RADIO : 1/SGT. N. W. GEARY
NAV : 1ST. LT. K. S. BEVEN WAIST : 5/SGT. C. T. DEBROWSKI
NAV : 1ST. LT. A. J. DOVEY WAIST : 5/SGT. A. L. ROTHROCK
TAIL : 1/SGT. W. DURENT



Leon Johnson
COMMANDING GENERAL,
14TH COMBAT BOMB WING

(To be continued next issue)

The 448th Speaks

by Leroy J. Engdahl (448th)

By the time this article is being read, Christmas and New Years will have passed and our thoughts will have turned to vacation planning and the like for the not too distant future.

The 448th as you well know is working with the Waveney Flying Group of England who now own the land which was the site of our Seething Airbase in WWII in the restoration of the control tower to its WWII appearance.

Funds are coming in steadily, but we need the participation of all of you who are able to help on this very worthwhile project. This is the only original building from WWII that stands on the property owned by the Waveney Flying Group who along with the people of the village of Seething entertained us so royally at the memorial dedication ceremonies June 6th-9th in commemoration of the 40th anniversary of "D-Day".

Many of us who have visited the old base since the war and especially the last few years have remarked "what a shame something couldn't be done about restoring the control tower". Now that the Waveney Flying Group has voted to begin a program and have invited former members of the 448th to join with them, our dream can become a reality.

Some have asked what will it be used for. Complete plans of course are not finalized, but possibly it will be used as a museum. Perhaps brochures and mementos will be sold to provide for its future up-keep, but it is not meant to be used as a control tower as such at least at this time.

The chairman of this project is Ralph Whitehead of England who was also the chairman of the entertainment committee for the Waveney Flying Group that did such an outstanding job of making those of us who were fortunate enough to be a part of a very touching and warm occasion feel honored and most welcome.

There are three ways we as members of the 448th Bomb Group Association can help on this project. (1) A runway plaque bearing a piece of the concrete from runway 07/25 glued to a wanut finished wood base size 4½" x 6½" with gold lettering underneath saying "A piece of runway 07/25, Seething-Norfolk-England". This is an attractive and most unusual memento and sells for \$20.00 including postage from England to your home. (2) A tea towel size 21" x 30½" bordered in dark blue and having a map of Eastern England shown in light green with all American bases located and named by group number with an overlay of all planes of the 8th Air Force shown in attractive coloring. This is a most attractive memento and I have mine on the wall by my desk. These sell for

only \$10.00 and includes postage from England to your home. (3) Finally, you may make a tax exempt contribution. Make out all your checks to "Ralph Whitehead" and note on your check what item you want or donation to tower.

Please send all checks to me and I will air mail them to England when I get a quantity. I am keeping a tabulation by category — tea towel, runway plaque and donation to see how we are doing. To date we have over \$1200.00 gross. Expenses for the tea towels and runway plaques have to be deducted. Ralph Whitehead is going out at the end of the runway and hacking away the pieces of concrete and fabricating the plaque himself and his wife, Mini is doing the bookkeeping, writing you thank you letters and helping with other fund raising activities in the Seething area.

Please do not send checks or letters on this matter to Evelyn Cohen as this is a 448th group project. This will only cause delay and add to her work load.

I have a good supply of 448th group rosters that I had made up at my expense. I sell these for just \$1.00 plus a postage stamp. After you get your roster please check for correct address, etc., and if you don't see the names of some of your crew members or buddies on it and you have their names and addresses, please send to me and I'll send them an application for membership form along with a copy of the two page letter I mailed each of you in December.

I want to thank all of you who have sent me stamps or cash to help with my expenses; I really appreciate it.

To give you an idea of what I've spent recently, I mailed out 735 of these letters you got in December. The photo copies cost \$75.00 — that's two pages both sides per letter; the stamps cost \$147.00 and I had to buy 1000 2nd AD envelopes (the 2nd Air Division only furnishes 500 per year) for \$57.88 and some miscellaneous typing costs of about \$10.00 so you can see I do sincerely appreciate the stamps and a little cash help as it does add up.

The 448th planned reunion for June 13, 14 and 15th at Shreveport, La., home of Barksdale, AFB and the current headquarters of the 8th Air Force, is coming along fine. So far about 70 of you have indicated you are definitely in favor.

I have some hotel prices and am waiting to hear from a few others. The Sheraton Hotel has quoted prices for single or double rooms at \$39.00/day with banquet and meeting rooms adequate to take care of large crowds. I am asking for a buffet breakfast for Friday, Saturday and Sunday mornings with an informal dinner and cash bar for Thursday night, June 13th. I plan on showing a two hour documentary VCR of the three days of events held in Seething and Norwich at the 448th Memorial ceremonies commemorating the 40th anniversary of D-Day.

Friday the 14th, a 10 A.M. listening of a one hour tape recording of the church services, radio interviews, etc. will be played. This tape was given to me by Janet Allen who was much involved in the Village of Seething entertainment of our 448th people and we are grateful for all of her outstanding help.

Friday afternoon and evening can be either horse races at nearby Louisiana Downs and/or attending dinner and entertainment at the "Louisiana Hayride", a smaller but highly talented version of the "Grand Ole Opry".

Saturday we hope to have a visit of Barksdale AFB and a joint memorial ceremony followed by lunch in the officers mess and hopefully to be entertained by a very talented Barksdale AFB band and 4 piece vocal unit.

I have seen and heard them twice and they do a fabulous job of playing WWII music and patriotic songs.

When I get at least 100 people committed, I will pursue this in detail and advise by letter all those indicating an interest in attending.

I wish to stress that this reunion is not to take the place of the 2nd A.D. reunion in New Jersey on Aug. 29-Sept. 1st, but is in addition to for those who may not be able to go to New Jersey and will give us the opportunity to put together our own program at a much smaller cost.

Please let me hear from you real soon if you are interested in the planned Shreveport-Barksdale AFB reunion June 13, 14, and 15th. Thanks and a happy and healthy 1985.

Notice

1985 Reunion

We have changed the date to 9/5-9/8, 1985 at the request of the Americana Hotel. The hotel will make a substantial donation to our Memorial Library since we agreed to the change in date.

We will be making a trip to West Point during our 1985 reunion. If you are a West Point graduate or know of any, please send names to me, we will honor all living graduates and those who died while serving in the 2ADA. We would hope that all will attend.

Norwich 1987

We have changed the date from 1986 to coincide with our 40th reunion.

Window Decals

Again available — please send stamped self-addressed envelope.
EVELYN COHEN

The Big Dugway Deal

C. Freudenthal (489th)

This all started at Wendover, where a lot of 489th things started. I hadn't been the Group bombardier very long, and wasn't any too sure of myself. When I found out what to do, I often didn't know how. Maybe that wasn't too bad though, because at least it meant that I didn't stand out from the crowd.

Nevertheless, shaky or not, I was invited one day by Colonel Napier to visit him in his office. Being smart, even if nervous, I showed up on time and was told that the 489th was to provide 12-14 aircraft for a Corps of Engineers project to test the potency of phosgene gas at various distances from different types of shelters. The set-up would be at Dugway Proving Grounds.

"Now what you have to do," said Colonel N, "is pick out the best bombardier we have for the lead. And if he screws up, and the 489th looks bad, guess whose fault it will be." What he actually said was something about having a part of my anatomy, but I can't print the exact words.

So who to choose? We had a bunch of good bomb-droppers, and I was caught between "Who will be teed off if I don't pick him?" and "Who will be teed off if I do pick him?" With only 24 hours to come to a decision, I made my choice just minutes before going back to tell the Boss. Who I picked I won't say, because he might read this some day. It will have to stay a war-time secret. At any rate, I told Col. Napier and Lt. Col. Vance, and seeing that the news had been accepted without any questions, I began to head for the door. Then came the monkey wrench.

"Is Blank the best bombardier in the Group?" Vance wanted to know, and I agreed that this was right — and I kept edging toward the door. "Well now," he went on, "you're the Group bombardier, so aren't you supposed to be the best one we have?" I think I mumbled something (I was good at that) about giving someone experience, and how I would work closely with him and be right there to observe, etc. But he didn't stop. Colonels were like that, you remember.

"We have to go with the best we've got, and if that's you, why aren't you going to lead?" It wasn't that one question that did me in, because there were more that I had no answers for, but it wasn't long before I was the new volunteer lead bombardier.

What I had volunteered for was to lead the formation of B24s to drop 500 pound phosgene gas bombs (4 each) on a rectangular target filled with various kinds of dugouts and other protective shelters in which goats, rabbits, and chickens too, I think, were tethered. The object was to find out what happened to them at ground zero, at 500 feet away, and at other and further distances. For the project to work,

the bombs had to be on the money, with the lead aircraft's bombs down the center line of the target area.

So off we went to Dugway, with Col. Vance flying the lead plane and me praying over the bombsight. Everybody carried gas masks; all aircrew and everybody on the ground at Dugway. We all had to take a quick whiff of phosgene too, so we'd know what was leaking, if it did. The Engineers briefed us on the target set-up and how much it had cost, and the Navy reps

Well, we came back for the money run and I was smart enough this time to get Col. Vance to preset about 5 degrees of drift for a starter. The formation was tight; not the kind we used in the ETO, but if I remember right, we were in two lines abreast, one following the other. When the bombs dropped, I crossed my fingers, said a short prayer and peered down over the sight. And I wondered what would happen if I missed. Didn't have long to wait of course, and we were right on the money! If



Photo Lab Crew at Wendover. Can anyone identify?

(I don't know why they were there either) offered to bet lots of cash money that we wouldn't come close. No bets were made, which shows how much confidence there was on our side.

The drill was that we got one dry run, then were to come around again and drop. I think we were at 14,000 feet and the weather was clear. I don't remember what the wind was, but I know we seemed to be going pretty near sideways as we went over the target on the dry run. I never did get the drift killed.

we hadn't been, you would never have heard about this, would you? Best hit I ever made! First bomb only six feet off dead center!

When we got back to Wendover, we heard from the Engineers that we'd done a good job, and a letter of appreciation was sent to the Group from Washington. Colonel Napier said a copy would go into the 201 file of everyone on the mission. Know what? I never got one. We all got razzed for not covering the Navy money though.

389th Comments

by Lloyd E. West (389th B.G.)

The 389th reunion has come and gone as well as the year 1984. I would remind each of you to check this issue of the *Journal* for details regarding the 1985 reunion in New Jersey. Trusting a large number of you members, new and old, will be able to join us the last of August for the 38th annual reunion.

I consider it an honor to have been elected your Group Vice President at the 37th reunion which was held in Palm Springs, Calif. in October 1984. This position was left open when our former Vice President Mr. E. (Bud) Koorndyk was nominated and elected as Executive Vice President of the 2nd Air Div. Assoc. by the association board. I can only hope to do the kind of job that your former Vice President accomplished. For expertise however, I ask your help if we are to be successful in getting new members. By

working together we hope to reach approximately 100 new members in 1985. It is not a comforting thought that because of our age group there is an attrition rate of 10% to 20% each year.

A great deal of credit for our success in signing new members must go to Mr. Roy Jonasson and his wife Mildred. Any information you might have in locating and signing new members please forward to him.

Again I would remind all ground crew members of the part you had in getting the air crews in the air and back down from their missions. Surely you have some stories, memories, and photos of those times at Hethel during WW II. Send the above to Bill Robertie of the *Journal*.

Since becoming your Vice President, our mail has increased considerably and I would like to thank those from other groups that we received cards and notes from during the past holiday season. Please feel free to write or call me at any time: Phone (913) 372-4484.

392nd BG Report

by Fred Thomas (392nd)

Jan. 12 . . . A matter of great satisfaction to us, and we believe it will be to you, is the fact that after 40 years, the men and women who served at Wendling with the 392nd B.G. are still being remembered by our friends in the area of Wendling and Beeston. Space prevented a part of our December report from being printed, but we had wanted you to know of some of the activities on our behalf by our friends Denis Duffield, Mr. and Mrs. Roy Parker, the Beeston Parish Council, and others. Dick Griffin gave us an interesting report at Palm Springs about his visit to Wendling, and we have had letters and a number of pictures made by Warren Polking at the old Wendling Base. Both of these gentlemen spoke highly of their appreciation for the kind hospitality shown them by the Duffields and others in the area. Now, we have had letters and clippings from Mr. Duffield reporting ceremonies held at our obelisk at Wendling last November 11th . . . Remembrance Day. We are sending the clippings and pictures to the Editor in hopes he will have space to print them for you to see. You will note that Col. Bingham of USAF Lakenheath joined in the ceremonies and laid a wreath, and Mrs. Parker laid one for the Royal British Legion. All

this denotes efforts put forth on our behalf, and we find it highly rewarding. We hope you will take a minute to reflect on all this. The copy of "The Liberators From Wendling" which was presented to Mrs. Jill Scott of the Beeston Parish Council resulted from a suggestion from Mr. Duffield, and when we mentioned it to Bob Vickers, he readily donated a copy which we airmailed to Mr. Duffield. He received it three days later, and it became a fitting part of Remembrance Day.

Some of Warren Polking's pictures show our obelisk and its site in summertime . . . well kept and with many pretty flowers and shrubs. A great deal of that is due to the work of Mr. and Mrs. Roy Parker. They evidently spend many hours planting, weeding, and keeping the site attractive. Their address is: Brereton, Dereham Road, Beeston, Kings Lynn, Norfolk, England. We have written them, and we hope you will write them of your appreciation. We are also indebted to the Beeston Parish Council for their part in paying for the general upkeep of the site of our obelisk. They pay for the cutting of the grounds, the wreath, and general maintenance. Your letters to them can be sent to Mrs. Wendy Carter, Church Farm, Beeston, Kings Lynn, Norfolk, England.

Another instance of remembrance; we had a clipping from Mrs. Grace Kimble which reported wreaths being placed at

Wendling and Cambridge Cemetery on the 40th anniversary of the death of nine of our men who died in a tragic collision near the base when on a training mission in July 1944. A lady from Chesnut wrote with vivid descriptions of the crash at the point of impact. She ended the letter with the remark, "Some of us don't forget, though time and tide passes by."

We are sending Bill a letter from a lady who wrote from Cologne, Germany. She is seeking information on a Sgt. John E. McCormick who was killed by the Germans after crash landing near The Hague and joining the Dutch Resistance. Fred Wald is seeking information on lost crewmen John L. Sullivan and Nicholas M. Carusone from the 578th Squadron. Can any of you help these people?

In the meantime, we expect you have heard from Bob Lane in regards to the Dayton Memorial project. This is something a number of our members wanted, and which we support. We hope you will support us by sending your contributions to Bob right away if you haven't done so. We like to get these matters behind us with our mission accomplished.

We expect you to join us at McAfee, N.J. next September, so make at least a partial payment for a reservation. If it goes as it did at Palm Springs, space will be tight, and we expect a sell out at an early date. See you there!

Open Letter to the 93rd

by Charlie Weiss (93rd)

A hearty welcome to our new members and a wish that 1985 bring good health to you all.

93rd Hardwick Memorial — Please quit putting off sending in your contributions. I'll explain again — At our last Reunion in England, those present thought we should commemorate and memorialize the memory of our fallen comrades with a plaque or granite stone at Hardwick. This is the least we could do in light of the fine gesture that the Woodrow family has made towards that end. Mr. Woodrow, the owner of Hardwick has constructed, and I might say at considerable effort, a beautiful Memorial Garden and flagpole over which flies the Stars and Stripes! We envisioned some sort of marker which would not only memorialize our lost buddies but have inscriptions noting the Group and some statistics about the illustrious "Flying Circus".

I asked Gene Alvord, 4902 N McBride, Tacoma, Wash. 98407, to be the project officer. We hope to have the project and the memorial in place by our next Reunion in England. Some of you have suggested designs for the memorial. I hope you have contacted Gene on your thoughts. Some of the other Groups have already erected

memorials on their bases. I refer you to the pictures in the *Journal*. (See p. 6 Sept. 84; p. 19 Jan. 83; p. 3 Mar. 82; as a sample of what is being done by other groups.) I'm counting on our members to come through as we did in establishing the illustrious record during WW II when our Group had such a high Esprit de Corps — We got the job done! Send your contributions to me. Make checks out to the **93rd B Gp. Memorial**. Many thanks to you who have already contributed.

93rd Group History — Carlos and Nadine Vasquez are still rolling along but they need your input. They are in contact with all of the Archival Records centers but they want to make the History a "living" one, so get those photos and experiences in to them! (Vasquez 6341 Samoa Way, Carmichael, Calif. 95608)

Mini-Reunions — It is not always easy for members to make each reunion, although a few die-hards have done so.

Mini-Reunions are the vogue now and not a bad idea at that. Area Reunions which included many Groups and Squadrons have had their own. In Oct. 84 we almost "joined" the 8th AFHS for a giant Reunion (just kidding), but they seem to be the answer to getting old buddies together on a more frequent basis. Floyd Mabee, who did a great job subbing for me at the last 2ADA Reunion, advised that the subject came up during the Group meeting. All I can say is great, let's get cracking and have some. Those of you

who would like to get one going in your area, have at it! Let me know what you have in mind and we'll help in putting out the word. In the meantime think about the next 2ADA Reunion at the old Playboy club in McAfee, N.J. (there may even be some Bunnies still running around there). It's Sept. 5-8, 1985.

Group Roster — Don't forget if any of you want a roster of the current members just send me \$3 bucks (covers cost of xerox and postage) at last count we had 351.

Assistant VP's — I appreciate the efforts of many of you who have given me assistance during the time I have been the VEEP. I thought if we could have a representative from each Sqdn. to help in many of the clerical chores the organization would profit. The following have volunteered to assist in that capacity: Floyd Mabee, 328th; James McMahan, 329th; Carlos Vasquez 330th; and Joe Beach, 409th. From time to time, I'll be sending you names of prospective members, a letter from you might do the job better than from someone in another sqdn.

I have reports from some of you who recently visited Hardwick that the Woodrows are keeping the Memorial in beautiful shape. Mrs. Woodrow sent me some pressed flowers which were blooming in the Memorial Garden — Thanks Jean. Send those letters of your experiences in to Bill Robertie so he can publish them in the *Journal*. Even letters trying to locate old buddies have paid off.

445th Reporting

by Frank DiMola (445th)

A new year is upon us and many ideas and plans are under way. Our primary objective is — membership drive. This is important for the success of any organization. We are always looking for our long lost crew members and our ground crew personnel to whom we owe so much. The method that I have been using is the moment I receive a new membership list from the Association I pick out the ones from our group and contact them. Because of the holidays, I am a bit behind. I ask them to have the enclosed letter form sent to their local newspaper and have it published. By them signing it with their names it adds a local touch and readers may recognize the name and exclaim, "Hey, I flew with so and so in the so and so group." It is such a good feeling to find these comrades. Why don't some of you old time members do the same. If you want a copy of my form letter, please drop me a line.

My mail bag as usual is just filled with stories, events and Joe is looking for Harry and etc. with various requests. I do not always succeed in finding the lost ones, but I am always trying. I have read so many versions of certain bombing missions that I wonder how WW II did not end sooner. Being a crew chief and instrument specialist every story sounded just great. I do remember that the last parting words from us to the pilot were "Don't scratch up the ship".

In one interesting letter that I received from John O. Goffe (Okla.), 703rd Sqd. who stated that late in 1983 he began to search for his crew and, in time, he found seven members (I found the eighth one in my backyard) and he had a reunion in August, 1984. Of course, wives were also invited and new friendships were made. John Goffe is in the process of writing a crew history and already he has 136 pages and is only up to his 10th mission. (ED Note: How about some material with the Journal?)

Another interesting story came to my attention by way of John A. Linford, 702nd BS (Calif.). John was one of the many thousands that visited Europe to commemorate the 40th anniversary of "D Day". He did not take advantage of rock bottom charters, and he didn't go over on a commercial airline, nor did he take a ship. Instead Linford drove to Oakland International Airport and got into his twin engine Cessna 320 E and began flying towards England via the North Pole route. It took John and three other pilots thru 11,000 miles of icy, desolate territory. It would have been cheaper to fly on the Concorde for the four of them for what it

cost for the fuel. A quotation from the letter, "When flying over the magnetic North Pole, your magnetic compass becomes useless. The compass needle is trying to point straight down and is therefore very unreliable."

In 1945, John was much younger and completed 35 missions and I am sure he sweated this flight much more even without flak and 109's. Hey Dave Patterson — how about that? Can you top this?

I heard from an old ground crew friend after 40 years. When I addressed my letter to him I called him "Hank", a name not used by him and his family. He knew immediately it was from the past. Hank Eirich, (Calif.) also knew Al Ellwein and Eddie Goldsmith. The ground crew enrollment is really growing, maybe between us we can get the old four prop job flying again. Who amongst us knows anything about jets?

Once again Baldy Avery (Fla.) is trying to get his crew to join the Association. I guess they like their small mini-reunion. After so many years together there is still a very strong feeling of comradeship that seems to bind them together. Good work Baldy.

There is a Yankee Air Force organization that has recently been organized. I first met this group at an air show that was put on this past summer in Sussex, New Jersey. The interesting reason that I

mention the Yankee AF is that they are within seven miles of where we are to hold our next reunion in McAfee, N.J. We may be able to catch the next air show this summer.

Two of our original commanders of the 445th group have since deceased and our prayers are with their families — Perry A. Freda, Mass. and Richard E. Critchfield, Fla. Amen.

I want to make mention of the great work that Buddy Cross (Tex.) is doing for us as far as the membership drives that he is pursuing in the far west area. As I have previously mentioned, Buddy does all the searching for members west of the Mississippi River. Thanks Buddy.

Some considerations are on the agenda to have some sort of a Memorial set up in the Tibenham area, England. The situation is where, when, what and how. Since I am not directly in contact with the town people and council, David Hastings and Kenneth Fox are doing all the leg work. When I get more information on this I will have it ready for the next publication. When all the details are available I will notify all the members via mail.

Finally, keep in mind that the 38th reunion plans are in full swing. Be sure to register early and avoid the late rush. Please check the dates as they have been changed. See ya all soon.

Missives from the 492nd

by Bill Clarey (492nd)

After two weeks in Honolulu and a joyous Christmas with our son, Doug, and his wife Marie, in Los Angeles, it is time to go back to work.

I was a little bit disappointed by the small turnout that we had at Palm Springs. It is one of those unforgettable places that one must visit some time or another.

Evelyn Cohen and her helpers, are to be commended for the input to make the reunion a great success. From all indications, everyone there had a wonderful time and are now looking forward to New Jersey in 1985.

I wish to welcome newly acquired members Francis J. Williams of Omaha, Neb. and also, Charles Frost of Odessa, Tex.

Recently, I was deeply saddened by the news from Nottingham, England, of the death of Barbara Hayes-Halliday. Barbara was the wife of Charles Hayes-Halliday, RAF ASR, and he was the one that jumped into the North Sea on May 29, 1944, when I bailed out, in order to help me out of my

tangled parachute and aboard the launch. She had cancer of the liver.

Forrest Clark writes that he has added some things to my tape about the Tequila Daisy and that if there is anyone that has any more information about crews that went into Switzerland, please contact him. His address is 220 Fairmount Ave., South Plainfield, NJ, 07080.

If anyone would want a copy of the Tequila Daisy tape, please let me know and I'll run one off.

There is a possibility that Al Mohny and Archie McIntyre will have a mini-reunion in Lansing some time during the year. More on that later.

Recently I received a welcome letter from Jim Mahoney and in his letter he gave me some enlightening facts about the formation of our group. There were some points that I was never aware of, but I am glad to learn of them now.

So, to everyone, have a joyous and prosperous 1985.

Up and Down and Around

by Bob Mallick (453rd and 467th)

The United States Army Aviation Cadet flight training program gave the most complete training in the world! A very rapid and energized course designed to cram flying methods into stubborn young student heads. It was thorough. Mine came with the Southeastern Training Command headquartered at Maxwell Field in Alabama.

I enlisted at the Old Post Office Building in Pittsburgh, Pennsylvania. I walked the dismal and dark upper floors from room to room. Nude, with a sheaf of papers in hand to be marked — good — bad — or indifferent as I was examined. The blood test almost wiped me out before I got started. They punched 3 holes in my arm before they struck oil. The written test at the time was the equivalent of two years of college. As an 18 year old High School graduate I was proud to have passed it and be sworn in.

This won't be a dull narrative long. Bear with me. After a month of Army Basic at Miami Beach and 3 months of College Detachment in Ohio at Toledo University (ogling Co-eds), I shipped to Maxwell Field, Alabama. Hot and dry there. Coke machines on all corners and no beer! But, after Pre-Flight there I was given access to airplanes and then the fun began.

Primary flight training was off the red clay of Georgia. Southern Field at Americus. Lindbergh had soloed from this field and left impressions for us. He would have been astounded to see the vast number of Stearman there and also bug-eyed at the vast amount of groundloops in cross winds. We did 'em up good. Sometimes aircraft were obscured by clay dust and blooming plumes of dirt as they tipped over and whirled in complete 360 degree turns. I groundlooped twice myself and was forced to taxi to repair hangars. Almost became a habit going over to the repair hangar. Facing the Investigation Board after an accident was never pleasant for me, but I could lie like a rug and never intended to 'wash out' at any time!

Sex was not readily available around Americus, Georgia. But, I did have a love affair while there. I fell deeply in love with a beautiful lady. Sweet lines, a lovely disposition and destined to be my only real and true love in life. I still have warm personal feelings and affection for the Stearman airplane. I stand transfixed if I see her in the air and even photos of my Love can make me misty and teary eyed. What fools we mortals be! Even the spoilers on her leading wing edges made no difference to me. She handled and could glide like a beautiful Swan.

She could be touchy and fickle when touching down, but it was her narrow gear. Controlling and guiding her from the back

left an awful lot of nose section, wings and wires out in front as you flared to touch down. After many hours of practice we learned to get along well. She showed lots of spirit when her Continental engine surged to full power and the steel prop began to whine. Like a real ballet dancer her tail got shifty and light and came right up to fly. Airborne almost immediately. What a sweetheart! I did love that Stearman with a passion. Never equaled by any I developed for the fair sex later in life.

Now to work: Strange field landings were a 'must' in training and here the inherent strength built in the Stearman became apparent to us all. I was sent one day to a huge auxiliary field for touch and go landings. Had about 25 air hours and a developing touch, but also had confidence that oozed out all over. This dirt field had an unused and humpbacked road that ran thru the center. We were instructed to touch down either side of the lump and not on it! Of course some few of us really hot Pilots smacked down with the wheels right on the road. As I approached this field from 1000 feet I noticed that all the very busy traffic was to one side of the wind tee and staging ship. And, the pattern was chock block full of aircraft. I thoughtfully and intelligently worked my landing pattern to the unused side of the field to report in and receive instructions. Never occurred to me they were using the opposite side for a reason. I never thought that far ahead. Heavy rains had made a lake of the area I chose to land upon!

Spiraling downward to 500', I worked my ship in at a 45 degree to the section lines and made a downwind and base leg, then approached. I stuffed the nose down at 75 mph in a nice line up and it was all roses and sweet for one hell of a smart pilot. I did notice a high light shine on the grasses, coming down, but it never fazed me. I earned the name 'Joe Balls' instantly as I cut the throttle and flared out. I was in a landing stall configuration and sagging in when the screaming word "Water" flashed thru my head. I actually felt a pain cross my forehead at the time. Here was a shallow lake of water that went on forever and I was committed! I could see the newspaper write up at home. "Local boy drowns in stupidity."

I jammed the throttle violently forward. The 250 Continental engine coughed and caught up well, but even Jesus couldn't help me now. Believe me, I went in! Nice and soft, though. Lots of thump, sog, shards of water, waves of water, and the damndest soggiest feeling. A real swamp creature! A very sucking watery noise followed the wheels as I made my first bounce. I made 3 good bounces. I kept that engine screaming as I tried to get

airborne again. No soaps. Each terrifying grasshopper flailing jump became more and more violent as I came onto more solid ground and increased some speed. Harsher and harder! As my head snapped back and forth, amid all the slop and confusion, I noticed I was just getting to the regulation field markers with all their orange paint. Landed short, too. I think the left wheel bounced on top one of the markers. My head hurt.

A feeling of impending disaster accompanied my S-turn approach to the Stage ship. I did entertain hopes they didn't see me and were too busy but an instructor came over and walked slowly, carefully and thoughtfully, completely around me. He wiped off wads of mud and stringy weeds from the gear and came around the left wing to hold them towards my big nose in the cockpit. I felt that he might have smeared them on me if he could have reached in. I have received many different looks in my lifetime, but this was the most eloquent and fixed stare ever turned to me. Luckily, he was a civilian instructor or I would have double timed around the field with the ship on my back. He waved me onward and upward!

I shot 4 touch and go landings. Twice I pounded down onto the dirt road and hop-skipped back into the air. The Stearman sort of made 'Polka' landings and I'm not even Polish. (That could be debated, eh?) By this time I had the 'shakes'. My stomach hurt as if I had been sled riding and belly whopping all day on icy slopes in Pennsylvania. I decided to call it quits, return to the home field at Americus. My Stearman had a black-grey greasy stream of oil bubbles smearing along the fuselage from the engine and the tachometer cable had busted. It brought me back safely and I greased a good one in to save my stomach from more punishment.

I taxied over the ramp in the repair hangar and shut down. Locked the brakes. Filled out the Form 1. Turned my galloping steed in for repair and breathed much easier. My instructor, Odo G. Valentine, never mentioned a word about the incident. Of course he was from Pennsylvania, too.

Notice Symposium Ploesti and Hamburg

A symposium will be held in Atlanta, Georgia, April 8 and 9 on the two most discussed raids of WWII. Medal of Honor winner Gen. Leon W. Johnson will be one of the speakers. For further information write or call Lt. Col. F. C. 'Hap' Chandler, 5318 Fairfield West, Dunwoody, GA 30338. Telephone 404-394-3056.

THE PX PAGE



Mighty Eighth War Manual



Roger A. Freeman

JANES



MIGHTY EIGHTH WAR MANUAL

Describes the procedures involved in the execution of particular types of operations and how these were amended to meet changing circumstances. Special operational projects and Air Force support facilities are also dealt with in detail. In addition to over 300 photographic illustrations, most published for the first time, the text is supported by many line drawings, including plans of sixty US Eighth Air Force airfields. Specially prepared by Norman Ottaway, these show each airfield as it was laid out during American occupation. While complementary and a companion to the other 'Mighty Eighth' volumes, this is, nevertheless, a completely self-contained book and in no way dependent on the earlier works. "Mighty Eighth War Manual" will prove fascinating to all who have an interest in the

most famous of all American Air Forces and its associations with the United Kingdom during its operations against Hitler's war machine.

FRONT JACKET: It is early summer 1944 as Republic P-47C Thunderbolts of the 361st FG climb away from their base at Bottisham, Cambridgeshire on bomber escort.

TOP REAR JACKET: Ground crew of the night leaflet squadron at Cheddington receive instructions on revised oxygen systems from Mobile Training Unit expert. B-17F, 42-3181, 'Flak Alley Lil' exhibits night camouflage.

BOTTOM REAR JACKET: 'Lion' nosed B-24J of 329 BS, 93rd on the Hardwick perimeter track, May 1945 awaiting return to the USA.

Retail price is \$30.00 but the price to our members is \$25.00. Please send check or money order to Bill Robertie, P.O. Drawer B, Ipswich, MA 01938.

(NOTE: "The Mighty Eighth War Diary" is once again available. Membership price \$25.00).

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2AD Honors WACS at 37th Reunion—Palm Springs

by Eleanor J. Storms

Seventeen WACS journeyed from all parts of the country to attend the 2nd Air Division's 37th Reunion and for some it was their first. Those attending: Beatrice Puch (AF Ret.) who took time out from her flower/ceramic business Universal, TX to be our own 2AD First Sergeant again. Mary "Willie" Elder (NC) arrived surviving three individual crises this past year and the earthquake while at the convention was the fourth; Earline Embrey (MS) is trying to shed some responsibility from her Roller Rink business; Lida Cowan Thompson (IN) and Mattie Kirkpatrick Reinhardt (OR), co-workers on the WAC newsletter, who do a splendid job, were there; Eleanor Callihan (OR), Helen Hansen Sheppard (WA) and Hazel Bliss (OR) drove to Palm Springs in record time. Helen and Hazel are 9 to 5 gals. Eleanor called for help to bring in her vast collection of WAC memorabilia. Rena Owen (TX) found Texas so big she had difficulty flying out of it, arriving just in time for the Mini-Reunion. She and Bertha Dahm earlier furnished drawings of our Ketteringham WAC area. Valerie Brinegar Conroy (FL) and Marilyn Fritz Hughes (CA) viewing the drawing in the Day Room could not come to agreement on some of the placements of the buildings and others resurrected another Nissen Hut named "Redemption Terrace". Earline Embrey clearly noted where her supply room was located in the Ala-Latrine and so the changes will be made on the final drawing. Rose Halloran, a traveller, still retains her marvelous wit; Dottie Reim Krogmann (NY) is a leader and remains the same fun-loving gal we knew; Harriet Fau (FL) newly retired is looking forward to volunteer activities. Dean Moyer honored her at a meeting as the first treasurer of the 2AD Association. Evelyn Cohen (PA) and Hathy Veynar (VA), busy as usual and roving ambassadors, everywhere at once. The word "retirement" does not apply to this group of women. They are active in many areas in their own communities and some belong to Veteran's Groups trying to better conditions for women especially in the VA hospitals where too little attention has been given them.

During the past year members donated pictures and these were placed in albums and brought to the convention, and others also brought their private collections to share. Revisits to the WAC Day Room brought on many tales, laughter and sadness, too, as some of the Nissen Hut mates were found to have "Folded Their Wings". Many names were asked for who are not yet located — 213 Officers and Enlisted WACS passed through the portals of Ketteringham between 1943-45. Many recalled their base and overseas training experiences. Initially, many volunteered not knowing what lay ahead, but did out of patriotism. Nor did they realize until later that because of their excellent record that they, along with other women veterans of the past, were the ones to forge the way for the continuance of women in our present day services. They had varied assignments prior to going overseas — cleaning up areas on bases for the incoming POWs to be and some were served in the messhalls by them. They recalled their experiences on the ships going over, so tightly jammed in on the Aquatania, Argentina and Queen Mary and, homeward bound, receiving royal treatment on the Queen Mary. Everyone knew where they were on D-Day and VE-Day, what celebrations! Soon after VE-Day the Ketteringham WACS were dispersed to various assignments in London, Paris, Germany and other areas on the continent. Memories were endless. The women attended the convention events and were surprised to be honored at so many of them, well in advance of the first proclaimed Women's Veteran Week November 11, 1984.

They enjoyed being a part of the Headquarters Mini-Reunion and meeting other members and their wives. Vice President Jim Reeves honored those present and also surprised Hathy Veynar and Beatrice Puch with separate birthday cakes. Later, Jim invited the group to visit the WAC Day Room and soon the

overflowing crowd were scanning the albums and admiring Eleanor Callihan's superb collection and blanket covered with military patches. Mattie K. Reinhardt's complete collection of "Target Victory", a 2AD HQS Publication, astounded Jo Whittaker who had much to do with it. At other times, the WACS were pleased to have the daughter of Joan Affronte, Amber, and her Navy husband in for visits as well as others from the Bomb Groups.

Many of the WACS took the tour to March Air Force Base where they viewed the impressive Memorial Service for 2AD deceased with speeches and a missing-man formation. The B-24 nearby the ceremony triggered remembrances for the WACS who had handled the secret mission orders and collected the results of the missions after their return. They recalled too how they felt when some of the planes did not return. When we WACS had the opportunity to view the bomb damage on the continent, the tail gunner's turret on the B-24, where I sat, looked just as dangerous and vulnerable as it must have been for the lad who had to be there. A picnic for all and an interesting tour of the air museum ended the afternoon program.

That evening we enjoyed the barbecue feast under a moonlit sky and later on shared more tales in Evelyn's room — odd incidents that could compete with TV's Mash!

The Women's luncheon and Georgiana's Fashion Show, sponsored by the VP's wives, was well attended and Joan Patterson did an excellent job MC'ing the event. She honored the VP wives for supporting their husband's efforts during the past year. Willie Elder, standing to be recognized, stated "that there are women here who also proudly stood by their men long ago — the WACS", causing a round of applause. In the background we all heard "AND NURSES TOO" — another round of applause was made.



Some of the WACS at the Convention
(3rd Row): Eleanor Callihan, Helen Hansen Sheppard
(2nd Row): Dorothy Reim Krogmann, Hazel Bliss, Mary Elder
Marilyn FitzHughes
(1st Row): Eleanor Storms, Lida Cowan Thompson, Harriet Fau, Earline Brey, Valerie Brinegar Conroy

At the banquet it was an honor for me to be asked by Jordan Uttal to represent the WACS along with Jimmy Stewart and Hqs. Warren Burman to participate in 2AD's Memorial Candlelight Ceremony honoring our deceased men and women. It was a gala event, a night of speeches honoring the troops. It is not likely Jimmy Stewart's presence and address will be soon forgotten. It was a heartening speech and truly refreshing to glean from his message the almost forgotten word "PATRIOTISM" and pride in one's country. It was a good ending to a nostalgic gathering for the 2AD WACS.

Letters



Dear Evelyn:

While sitting at the bar at our Golf Club, I just learned such a thing as the 2nd Air Division existed. A fellow retiree from Rockwell (Clarence Stark) showed me his card. I certainly was delighted. He was an Aerial Gunner at Seething. While I was in the Bomb Dump at Tibenham with the 445th. Fortunately he had a copy of your Newsletter with Jimmy Stewart's episode buzzing this old air base. Ha! Tibenham.

I made copies of this letter and mailed them to several of the guys I correspond with. I hope you get better response than I did. My wife and I were very disappointed. We missed the Convention at Norwich. If my application is accepted, we'll probably be there at the next one.

Well I've been sending this in for about four months now so I guess it's about time I get it on the way.

Leonard Dubinsky

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Dear Bill:

Just a few lines to advise the membership that I have found the best and fastest way to locate military buddies.

I'm happy to say that I located four of my crew members. Three of them thru the V.A. and the other thru a notice I submitted in the DAV magazine. Locating them thru the VA, one has to be lucky though. That is if they have a recent address of the person you are seeking. In my case, one of the members is a retired military, another still carries his GI insurance and the third had passed away in 1978.

Contact your regional VA office and advise them about whom you seek. They will explain to you what you should do. Happy hunting.

Francis J. Peck

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Dear Bill:

I am seeking survivors of a crash landing of a 44th BG 67th Squadron B-24 at Woodchurch, England, returning from the 16 March 1944 mission to Friedrichshaven. Three crew members survived, six were killed and one seriously injured. Pilot Lt. John Scarborough.

Forrest S. Clark
220 Fairmount Ave.
So. Plainfield, N.J. 07080

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Dear Bill:

I am doing some research on *Tidal Wave*, the low level mission to Ploesti, in which three 8th AF Bomb Groups participated on 1 August 1943.

I would appreciate it very much if any of your members who were on that mission would drop me a card or letter with their name and address.

Leroy W. Newby
810 North Terrace Dr.
Webster City, IA 50595

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Dear Ms. Cohen:

I am doing a report on Sgt. John E. McCormick who was killed in Holland on April 28, 1945 during a skirmish between German troops and the Dutch Resistance he belonged to. He joined the Dutch Resistance after his plane, a B-24 Liberator named the "Jolly Duck", of the 392nd's 578th Squadron, 14 Bomb Wing of the U.S. 8th AF made a belly landing near The Hague, Holland. He was tailgunner of Lt. John Walker's crew.

There isn't much information available on Sgt. McCormick, and the fact that the Personnel Archives in St. Louis had a fire and burned most of the material prior to 1973 hasn't helped much either. Still some report must be written on the man, and I was hoping that you could place a small article in your *Journal* asking for information, personal, impersonal, anything at all that anyone could remember would help. Also, that information should be sent to my address in Cologne.

Harold Jansen of The Hague, Holland, who is writing another Airview of 1944 suggested that I write to you. If there are any charges for this article would you please send me a letter stating and I can send you a money order.

Thank you in advance,

Ms. Joëlle Verloop
c/o Dr. R. Cölle
Burgmauer 10
5000 Cologne 1
West Germany

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Dear Evelyn:

Sorry for the delay — We returned from California recently. The info you request is: 68th Squadron, 44th Bomb Group.

I have received several letters from these organizations and I am pleased to be on their mailing lists. Attending the reunion was highlight for me, especially when I wasn't even aware of it until I read about it in the *Riverside Press*.

William R. (Bob) Austin

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Dear Evelyn:

May I take this opportunity to wish you and the members of the 2AD a Very Happy 1985. I enjoyed attending the mini-reunion held in Princeton last June even though that morning I had suffered a severely sprained left ankle. Nothing could keep me from my commitment and I must admit the two hour drive from my home in northern New Jersey did not do it very much good. However, after a wonderful evening with my friends George and Astrid Corrar and fellow members of the Association, I was able to drive home the following morning without any difficulty.

Enclosed is my check covering the 1985 dues, as well as a small donation to the Memorial Library Fund on behalf of my late husband Charles.

It was a pleasure to learn the '85 Convention will be held in New Jersey and of course I do plan to attend. From all reports a great time was had by those who participated in 1984.

Looking forward to seeing you again,
Marion Herbst

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Dear Bill:

Forty years could be a long time, but it suddenly seemed awfully short when the phone rang on that Saturday afternoon last July and the voice on the other end had the familiar sound of my WWII, 467th Bomb Group Aircraft commander. It was Bob Sheehan, one of the 2nd Air Division's finest pilots and the commander of a 467th BG's highly respected lead crew!

Bob had resolved to "round-up" his crew and it appears that his First Navigator was one of the lost to be found. Funny thing, I never did feel at all lost over those many years that Bob was engaged in his "round-up" operations. Many times over the years I had thought of Bob and the other fine members of our lead crew and wondered how each one might be in the present, so it was an extreme pleasure to receive that special call.

As a result of that phone call, I penned a little poem in honor of the occasion; I have taken the liberty to attach it herewith in case you might possibly find it worthy of setting into print.

Since that call Bob and I have met and had a fine mini-reunion. He thought I should be a member of the 2nd Air Division Association, so here I am one of your newest members. Thanks to Bob!

Time to fly — so goodbye.

* * * * * FROM OUT of THE PAST

The phone rang persistently, so I quickly dashed inside to answer it;

FROM OUT of THE PAST there came a voice, unheard in nearly 40 years,

Saying, "This is Bob Sheehan — yes, Bob Sheehan, remember me?"

"Wow that's terrific, I most certainly do," I excitedly retorted.

Then enthusiastically I noted, "Bob, it's so great to hear from you,

Why just the other day I was thinking and wondering about you!"

Now imagine that, my Aircraft Commander, back FROM OUT of THE PAST!

They said the B-24 couldn't fly like a bird (more like a rock!),

But they didn't reckon with that rugged Tulsan named — Sheehan.

He surely showed them how to truly flex its wings into submission.

I always felt a well-placed confidence, serving under his leadership,

And never failed to thank my lucky stars for his serene competence!

Yes, those were really the days! Now they have risen FROM OUT of THE PAST,

For us to recall and relive the pleasant (and even unpleasant) memories.

At times we didn't really believe we would survive that hell-like trauma,

But there were times when the heady taste of success was a true tonic

For survival with dignity, and with a high sense of accomplishment as well.

Pray all, that our progeny may never have to take this horrendous course!

— Tony Smolar
(July 1984)

Dear Bill:

We thought you might be interested in a report of a 40 year reunion of what is left of one of the outstanding lead crews of the old 579th Sqdn., 392nd BG, based near Wendling in beautiful East Anglia, UK.

Enclosed are two pictures, both taken at approximately the same ramp location at Topeka, Kansas, one taken in 1944 and the other 1984. We stopped at Topeka to have our bomb site and autopilot installed in our brand new Ford Built B-24. Then on to Goose Bay, Labrador, North Ireland and on to the 392nd BG.

On our 19th mission to Hanover, 11 Sept. 1944, we were mauled by flak and fighters, ending up with one engine running and ditching in the North Sea about 35 miles East of Great Yarmouth. Two crew members drowned before we were picked up by a RAF rescue craft. They took the remaining crew to a hospital in Great Yarmouth, then on to the 8th AF hospital. The Navigator and Tail Gunner were sent to the States for hospitalization and further treatment. The remaining crew members completed our tour and were rotated to the States.

Finally after 40 years we (the Navigator, Bill Long and I) decided it would be nice to have a crew reunion on the 40th anniversary of our ditching. Locating the surviving crew members took some doing. Bill Long took this responsibility and completed this nearly impossible task. Six survivors were located, and five were able to be present and counted.



1944

(Standing): Bill Long, Ed White, R. Alexander, Jim Whalen.
(Kneeling): Hessler, Ziehm, Hayden, Sabolish, Egler.

We met at the Downtown Holiday Inn, Topeka. Spent a couple days visiting, getting re-acquainted and re-living the "good old days" of combat, and how really rough it was. No exaggerations or tall tales, just the facts man! What a wonderful time we had! Forty years didn't seem so long ago or to change any of us very much. We even recognized each other when meeting for the first time! We spent part of one day at the WWII air museum at Forbes Field, which is a very interesting site and one worth visiting when in Topeka.

Three wives attended and they even seemed to enjoy themselves. I know it was a pleasure to meet them. Those attending were: Ralph and Ann Ziehm, Jim and Terresa Whalen, Bill and Vi Long, Ralston Hayden, and Ed White.



(L to R): Bill Long, N.; Ed White, P.; James Whalen, C.P.; Ralph Ziehm, T.G.;
and Ralston Hayden, F.E.

A last note — aboard the RAF rescue craft was a USAC Lieutenant with a camera. He took a series of pictures of our descent, ditching and rescue. He promised us a set of the photos. Even though I gave him our address, we never did receive them. I guess he just forgot. If he reads this, we would certainly appreciate a set of those pictures. We would be willing to pay any expenses incurred. Our aircraft was a dark green B-24 #615, Squadron letter "H". We hit the water at approximately 2:45 p.m., 11 Sept. '44.

I am enclosing a check for \$15.00 for my yearly dues.

Ed White (579 BS, 392 BG)

Dear Evelyn:

Have a good year! Maybe this year we will be able to locate that tenth man of our ten man crew. Nine are alive at known locations. Benny Brown, however, has buried himself deep. We've even got our U.S. Senator Wilson interested in the search and opening doors for us, but without success. I'm still willing to bet that there aren't many (if any) full ten man crews alive and in touch with one another after some 40 years.

Dave Glick
342 4th Ave. South
Pacheco, CA 94553

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Dear Fred:

I am always happy to contact another 392nd fellow, but in this case I have egg on my face. We had our first crew reunion in Sept. All nine men and their wives were there. Needless to say it was a fantastic experience. Our Navigator Quint Wedgeworth sent pictures of our crew in to the *Journal* and they were published in the Dec. issue. (see page 21). Several of the fellows have called me to say that they have received their copy. I could not understand why I did not get mine, so started checking. I came across a letter from you dated July 24, 1984 advising that my dues were not paid. I did not know why I did not take care of it at that time. However, I was pretty busy trying to get our reunion off the ground and this is probably why it slipped my mind. I have been hearing for years about a crew reunion and nothing happened, so I took the bull by the horns and made the arrangements myself, picked the time and place and then wrote lots of letters to the fellows. Had my fingers crossed as you know it is pretty hard to get nine fellows scattered all over the country to agree on time or place. But we pulled it off, and what a beautiful experience it was. One of the highlights of my life. Some of the fellows are already talking about another reunion.

Here is my problem. Since my dues were not paid, I did not receive the *Journal*, as you might imagine this *Journal* is pretty important to me. I hope that by paying my dues now I will be able to receive it.

Enclosed find my check for \$20 for '84 as well as '85 dues. I hope that by directing this to you, you will be able to see that I receive the Dec. *Journal*. The picture that I refer to is on page 21. I flew as copilot on Adsits crew. I am the little guy at left top. We completed 27 missions when the war was over. And you may remember that we flew the War Weary that you and your crew had a picture taken by. What a flight that was, but that is another story.

Mike Weber

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Dear Ms. Cohen:

Thank you for sending Col. Shower's address. I have written to him and have received an answer. I was really excited when I got his two page letter. I will probably go to McAfee, N.J. for a day in August to see him.

Charles P. Bednarik

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Dear Ms. Cohen:

Just a word about the reunion, my wife and I had a beautiful time at Palm Springs and met many nice people from different Bomb Groups and look forward to the next one. We received the *Journal* in December and it was interesting to read, but the roster of all the names omitted our names from the 453rd list. Somebody goofed, but it was a nice goof.

If you still need any kind of help for the New Jersey reunion, and if we can be of any help, we will.

Thanking you for reliving some memories of the past, I remain,

Frank Kumor

Dear Bill:

You will find enclosed a picture of our crew and the B-24 J s/N 4250558 that we had flown in for eight missions. The picture was taken just before D-Day. I do not remember some of the first names.



(Back Row, l to r): Lt. Cross, Bombardier; Lt. Lane, Co-Pilot; Lt. McCormack, Navigator; and Lt. Walter Ketron, Pilot;
(Front Row, l to r): Richard E. Comer, Nose Gunner; Jim Cianciaruso, Right Waist Gunner; Myself, Harold R. Brown, Left Waist Gunner; Harry Hassman, Radio Operator; Robinson, Top Gunner and Engineer.
Our Tail Gunner, Richard Falk was not present.

Our last stop state side was Bangor, Maine, April 28, 1944 and on the 30th we left Goose Bay, Labrador, then on to Iceland and eventually we arrived at a field in Valley, Wales. At this point we were informed that the new B-24 we had acquired for combat duty was no longer ours and our crew could make the remainder of our trip to Norwich, England by rail. Eventually we arrived at Hethel, home of the 389th, and were assigned to the 566th Squadron. We were together 27 missions and then our pilot was transferred and the crew split up. I flew my last 3 missions as a tail gunner with new crews.

The vertical stabilizer on our plane was painted Black-White-Black with the letter F+ on the vertical white area.

I would like to have the picture and information published in the *Journal* whenever space is available, hoping that after 40 years a member of my crew may see this article and contact me.

Harold R. Brown
32 State Street
Presque Isle, Maine 04769

Dear Evelyn:

Last night I talked to an old B-24 WWII crewmate of mine from San Leandro, Calif., whose name is Edward T. Holmes. We were in the 577th Bomb Sqdn. of the 392nd Bomb Group — 2nd Division — 8th Air Force. Our base was near a little village of "Litcham", up between Kings Lynn and Norwich, in England. He told me of a Memorial and a Library in Norwich that are maintained by the British. I was also told of the 2nd Air Division organization, which you instigated, you being a former W.A.C. (I believe). I would like to join.

Enclosed please find \$10.00 membership fee.

We were a replacement crew when we left the States early in 1944. Flew our B-24 the southern route — Trinidad — Belem, Brazil — Dakar, Senegal — Marrakesch, Morocco — Cookstown, North Ireland; then to our permanent base in England. Our tours of 30 missions, were required, when we started in early April 1944. It was still pretty rough; we came back with more holes than a sieve most of the time, many times with one engine out. Once with two out. Emergency landed (two engines out), at a Polish Air Base once.

I personally never got the 30 in. The flak got me on the 28th one coming home from Ulm (Southern Germany). I've been on disability ever since. I'm 100% disabled now, although not all military. Have a lot of memories. Thinking about going back to Europe again. Hope to anyhow. May be your Quarterly will update me. Thanks again. A new friend.

George E. Hall
974 Beresford Rd.
Deland, Fla. 32720

P.S. Do you have any back copies of the quarterly letter?

Dear Evelyn:

Enclosed is check for \$25.00. Do not remember what dues are and could not find it in the latest *Journal*.

At any rate, cover my dues and use remainder as donation.

Palm Springs, my first reunion, was wonderful. Wish to thank you and all who made it possible.

David M. Cook (446th)

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Dear Bill:

It's some time since I last wrote and as usual I'm asking you for another favor! I thought after *FIELDS* and lately, *CASTLES IN THE AIR* (apologies: B-17s!), publishers would have had enough of me. However, they would like me to finish *HOME BY CHRISTMAS?*; a collection of stories featuring shot down American airmen and their subsequent adventures.

I would therefore like to ask if you could kindly run a large plea in a forthcoming issue of the 2nd AD Newsletter appealing for help from those members who unfortunately found themselves "guests of the Third Reich" for part of the war.

Meanwhile, *CASTLES IN THE AIR* is doing exceptionally well. Even the publishers are very pleased! I believe much of its success centers around the fact that it is about the Boeing glamor machine because *FIELDS* contained some great narrative from Lib crews.

Thanking you in anticipation. All best wishes to you both for a happy and healthy New Year.

Martin W. Bowman
3 Armes Crescent
Norwich
NR2 4EW
England
(0603) 618821

Dear Evelyn:

The day we were assigned our airship and 1/Lt. Krause came to the EM billets with that "got caught in the cookie jar" grin on his face, we knew that he had done something that no other pilot had the guts to do. As the crew crowded around him, he blurted out in a manner only he could, "OK, I'll take the wings of any of you that want to turn them in — I volunteered you EIGHT BALLS for Crew #13 and the A/C Queenie. There was a pause — No. 13 was soaking in, but old Queenie wasn't the immediate thought. We all decided on the first vote to stay with the best pilot in the Army Air Corps. We had just come through the first crew #122 in Muroc, Calif. that made OTU as a whole crew and that cost a chest button or two. We were to meet down at operations and take a cook's tour of the hardstands and aircraft. Nothing this had could be dreamed in a nightmare. We had finished OTU, been sent to Hamilton Field, drew our brand NEW ship, flew it and checked it out for the South Pacific. The Eighth Air Force had a great loss of planes and 52 air crews were needed at once. We were ordered to turn in our A/C and be ready the next morning to catch a troop train to the port of New York. We caught the Queen "E" and landed in Glasgow the night of the 5th June 1944, there we pocketed our "WINGS" and headed for South Hampton on the 6th.

On the 7th we went to an Air Base and flew to Ireland. Took our CI and landed back at the 448th. All this and hadn't seen the Queenie. We rode by all those shining new aircraft and came to Hardstand #13. There she sat, the proud OLD warrior with all the patches and dents, the OD paint job, no doors on the turrets, no pretty girl painted on her nose section, just a BIG Q and her log book stating, 24D, made in Canada.

She HIT us Eight Balls like a long lost MEMBER. She was tested to her limits and came through, had more missions than all the rest combined, a heart as big as she and a crew damn near as tough. With hundreds of more hours, many engine changes, and the best Ground Crew in England, we left this proud warrior after 33 of our 36 missions of combat crew #13, to another bunch and their 24J's and the aerial toilets plexi-glass windows.

William K. Perry

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Dear Bill:

Can you please enter this into the mail section of the *Journal* as a favor to me and the 93rd B.G.

A committee is being formed in order to facilitate the placing of a memorial to the men of the 93rd Bomb Group(H) at Hardwick, England, their old base. Anyone who would like to serve on the committee, please contact Gene Alvord at 4902 N. McBride, Tacoma, WA 98407.

In addition, we need funds and contributions for the memorial so anyone who is interested please send anything you can afford to the 93rd Bomb Group Memorial Fund, c/o Charlie Weiss, 21 Moran Dr., Waldorf, MD 20601.

Gene Alvord LTC, USAFR (Ret.)

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Dear Evelyn:

I am sending a check for \$25.00. Ten dollars is for my membership dues and the other fifteen is a donation for the Memorial Library in Norwich, England.

I am always happy to get the Second Air Division Association *Journal*. It takes me back 40 years and brings back memories of old friends. Still get Christmas cards from our crew of 389th, 564th Bomb Group.

John F. Kovacic

Dear Evelyn:

Enclosed is a check for \$10.00 for my 1985 dues.

Just received my copy of the 2nd AD *Journal* for Dec. '84. See you had a jouncing time at the 37th reunion in Palm Springs in October. Was unable to attend. Noticed the 445th had a turn-out of 75 people — very good.

Well I haven't been able to attend a 2nd AD reunion since it was held in Boston, Mass. about 3 or 4 years ago. I was in hopes you people could give us fellows a break living in the Mid-west and have the 38th reunion in the Mid-west.

Seems like you're jumping from one coast to the other coast and completely ignoring the Mid-west. Possibly I look at the reunions in another light than the majority of men. First of all I lost my crew over there in combat. I decided to become a career man in the Air Force and retired in 1962. Then you must realize it costs a good sum to attend these reunions. We aren't all blessed with such high retirement incomes as some of the men belonging to the 2nd Air Division Association. I know I have many fellows in the 2nd AD Association who feel as I do. I do not feel the majority of the men who belong to the 2nd AD have much voice in the organization concerning decisions in the plans and administration.

Well now I've said my piece and I'd appreciate it if you would publish this in the March 1985 issue of the 2nd AD *Journal*.

Best wishes to you and the 2nd AD Association for a happy holiday season.

Herbert Rudh (445th BG)

Dear Herbert:

We were pleased to receive a copy of your letter. It is those hundreds who never write that concern us. Not expressing one's interests occasionally leads to all business matters being decided by a few. Also, you are a man after our own hearts, you wrote as we have to various political groups, you aren't very specific, but you rattle some cages and you get attention. "It is the squeaking wheel

that gets the grease," and I'm sure you are sincere in what you wrote.

Although we had a reunion in Nashville in 1982 which was reasonably close to the general mid-west, we had hoped for one in the northern mid-west this year. We did have one place selected, but when our planning committee checked it out, it was found to be too wide spread and our members would have had an intolerable busing problem. These things take time, and by the time we found out those circumstances, other desirable locations were taken and we had to accept McAfee, NJ in order to satisfy the clamor of our East Coast members before we lost that opportunity. Since we have grown so rapidly, and since more and more organizations are competing for sites, we and our planners have learned we have to plan our reunions at least two years ahead, preferably three. As of now, we believe we are on track for a reunion in your general area for 1986. That doesn't mean we don't expect you to meet us at McAfee.

As for costs, we are keenly aware that we need to keep them down and make our reunions affordable for the great majority of our members. That is why we stay away from big cities and keep everything casual so our members can visit with old friends and make new ones in a relaxed manner. However, we do try to stage our events at first class hotels, because to do otherwise would lead to loud complaints. Also, since many of our members travel from distant areas, we try to stage our reunions where they can extend their trips and make their entire trip a vacation. Regardless, as you know, our reunions have to be self supporting. Our low dues don't allow any monies to subsidize any part of our reunions even if we should want to do so. We just have to do the best we can and hope we are making the events affordable for the most. We do sincerely believe our costs compare most favorably with other organizations, especially considering the quality of our productions.

The complaint that bothered us most was the one about the majority of members not

having much voice in the decisions and the administration of our Association. We don't feel that is the case, but if you are right to any degree, it is the fault of the majority. If you reread anything we have written since I became an officer of the Association, you will find we have begged every member to be more active in our organization. Of course, we are like most democratic outfits, every single member can't attend every meeting, but he has his representatives to speak for him. If as you say, you know a great many who feel as you do, we strongly suggest you get these men together and make your complaints and desires known. We know a number of 445th B.G. members, and believe me, they are active. Also, we have known your 445th B.G. representatives for years, and Frank DiMola and Buddy Cross are two of our hardest workers. In fact, Frank is a member of the Executive Committee this year, so you have a direct line regarding the 445th B.G. affairs or anything else you would have attended. We assure you as long as we have an input, the individual member and his wishes will be considered.

We continue to believe each member should have a Division roster. If he did, we would expect every person concerned with our desire to recreate that great camaraderie of WWII to use the roster to contact members in his area and keep old friendships alive. That is what we had in mind when we started area reunions over the U.S., in addition to our annual national reunion. We here in Southern California have had great success and we urge you to have a reunion for the members in your general area. We will do all possible to assist you. One thing, if you do have an area reunion, you will have a greater appreciation for what Evelyn Cohen and her group have to consider every year.

Thank you again for writing. We will be happy to hear from you any time, especially should you have specific suggestions for the betterment of our Association.

J. Fred Thomas, President

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Dear Bill:

Re-reading some *Journals* jogged my memory just far enough to need help. The nose art "I Wanted Wings" (Now that I've got them I don't want them anymore.)

Several stories, songs and poems from combat have pretty well escaped me. In particular one that we called the 8th Air Force Psalm. It was a recording of the 23rd Psalm and all I can remember now is

"Yea, though I fly into the valley of the Ruhr I shall fear no evil; for my 50 calibers are with me and my pilot shall fly me straight and true, and my Navigator shall guide me safely home.

I hope!"

Do you think there's any chance someone might remember it? If we come up with enough of this trivia, I may be able to get it published.

Also, I know that quite a few graduates of Luke 43-F went to the 2nd AD. They are getting somewhat organized and are planning a reunion for June 20-23 at Luke and Phoenix. Contact Bill Bowers, 1503 Jahn Drive, Santa Rosa, CA 95401.

Bill tells me that Phoenix thinks it's a great idea, but requests that anyone owing bar bills or damages to the Westward Ho and the Adams Place, please pay them before coming to town. Valley National Bank would still like to collect some \$250.00 graduation loans.

Charlie Kuch
2214 S. Avenida Guillermo
Tucson, AZ 85710

Dear Evelyn:

After forty years of wondering, I learned of the Second Air Division Association from a former crew member, our engineer, Collis Carlee. He is now a retired Air Force top sergeant and made a four month junket this past summer visiting old crew members. I joined the Association, and lo and behold, my first newsletters, 3 and 4 of Volume 23, contained an item concerning our crew!

"Danny's 489th Diary, 30/9/44" carried the story. I was the left waist gunner that day. The P51 coming in on our tail was too close, and the sight is as vivid now as it was forty years ago.

And . . . the "Undimmed Memories of the 392nd" made reference to two Italians, Frank Negro and Al Limone. Allan Limone, son of Al Limone, is the godfather of one of my grandsons, Tyler Robertson. How's that for a first issue?

How interesting it would be to read all 23 volumes.

Marjorie and I will visit England again this year. Norwich, Seething and Halesworth will be on the agenda. The memorial will be viewed and memories refreshed.

Evelyn, thanks for my newsletters and your promptness in responding to my request to affiliate with the Second Air Division Association.

Donald F. Beck

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Dear Evelyn:

Here is a check for my 1985 dues and a little extra for the Memorial Library.

I want to congratulate you and the rest of the crew for the great job you did on the Palm Springs reunion! Betty and I had a wonderful time — even stayed an extra day! The meals were very good, room accommodations were excellent, and even the weather cooperated! I had only one complaint — I was the sole member of the 464th Sub-Depot (44th B.G.) to attend the reunion! Well, maybe next time.

Again, thanks for the good times at Palm Springs.

Albert F. Ruby

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Dear Evelyn:

I am so happy the next reunion will be in N.J. I was in Nashville, but missed the next two. This resort is just 2½ hours drive from where I live, outside Albany.

Several years ago I entertained customers at this Great Gorge Resort at a Convention. It was a Playboy Club then. All I can say is, it was great then, and the "Bunnies" were very cooperative.

Someday, your name will be etched in stone for all your good work! So, please make an advance reservation for my wife and myself for next August.

Art Wicks (467th)

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CUT ON DOTTED LINE

SECOND AIR DIVISION ASSOCIATION

38th Annual Reunion

Americana Great Gorge Resort, McAfee, N.J.

September 5 - 8, 1985

Thursday - Sept. 5	Registration	9:00 AM - 5:00 PM
	Cocktail Party	6:00 PM - 7:00 PM
	Mini Reunions & Dinner	7:00 PM -
Friday - Sept. 6	Buffet Breakfast	7:30 AM - 9:00 AM
	West Point Trip	9:30 AM
	Memorial Service	Noon
	Lunch	1:30 - 2:30 PM
	Tour	2:30 - 3:30 PM
	Cocktail Party	6:30 - 7:30 PM
	Bar-B-Que	7:30 -
Saturday - Sept. 7	Buffet Breakfast	8:00 AM - 9:30 AM
	Business Meeting	10:00 AM - Noon
	Films	1:00 PM - 3:00 PM
	Cocktail Party	6:00 PM - 7:00 PM
	Banquet	7:00 PM - 9:00 PM
	Dancing	9:00 PM - Midnight
Sunday - Sept. 8	Buffet Breakfast	8:00 AM - 10:00 AM

The costs listed below are for the entire package as shown above, including hotel room for 3 nights. For special arrangements let me know your requirements and I will send costs.

Cost Per Person

Single occupancy	\$410.00
Double occupancy	\$310.00 per person
Triple occupancy	\$280.00 per person

Check here if 1st Reunion

If you wish to share a room, let me know and I will try to come up with a partner.

FOR GUARANTEED RESERVATIONS — Full Payment by July 15th.

CANCELLATIONS — Full Refund if written notice is received no later than August 1st.

RESERVATIONS — None will be accepted without deposit.

If Full Payment is not received by July 15, Reservation will be cancelled and no refunds will be made.

EXTRA NIGHTS (Pay directly to hotel) — \$70.00 per night plus 6% sales tax, single or double.

PARKING — FREE — Valet parking available \$4.00 per night. There will be room for RV's but no electrical hookup.

GOLF TOURNAMENT — Thursday, September 5, 9:00 AM — Contact "Pete" Henry, 164B Portland Lane, Jamesburg, N.J. 08831, Tel. (609) 655-0982 for reservations and cost.

WEST POINT TRIP — We will honor our West Point graduates at a Memorial Service. I would appreciate all such graduates to advise me if they plan to attend. If you have the names and addresses of those who are not members of 2ADA, send them to me or contact them directly to see if they wish to join us on this date. Also advise names of those who were KIA.

(over)

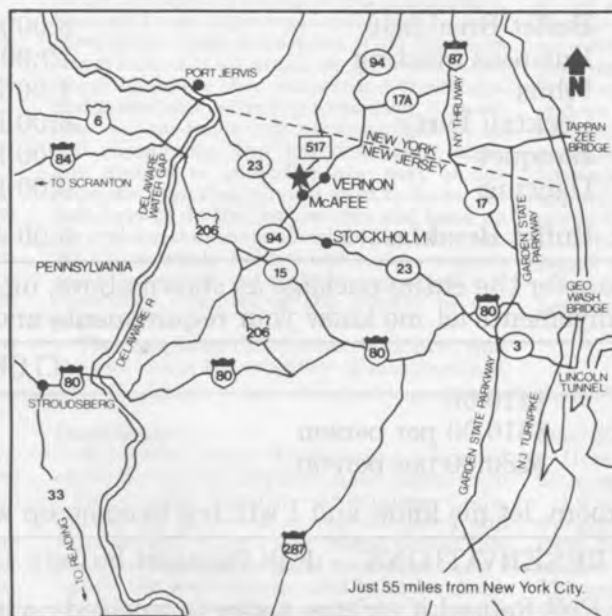
LIMOUSINE SERVICE — From NEWARK AIRPORT and JFK AIRPORT

11 Passenger Van \$175.00 - \$15.90 per person one way
16 Passenger Van \$220.00 - \$13.75 per person one way

If you wish to avail yourself of this service, would need to know your time of arrival and departure, with check in full. We would have to fill the van. If there are varying times of arrival, will make arrangements for hotel room as a waiting area.

We have 400 hotel rooms reserved, however, if we get enough early reservations will ask the hotel for additional rooms. There are no nearby hotels available for overflow, just some small motels.

TIMES LISTED ARE ALL TENTATIVE — PROGRAMS WILL BE AVAILABLE AT CHECK-IN DESKS.



NAME _____ SPOUSE _____ GROUP _____

ADDRESS _____

SINGLE _____ DOUBLE _____ TRIPLE _____ (name) _____ WILL SHARE _____

ARRIVE _____ DEPART _____ DEPOSIT _____ PAID IN FULL _____

PHONE NUMBER () _____ Acknowledgements will be mailed by August 1st.

Send all reservations to:

Evelyn Cohen, 06-410 Delaire Landing Road, Philadelphia, PA 19114 — Tel. (215) 632-3992

DO NOT CONTACT HOTEL DIRECT

CUT ON DOTTED LINE