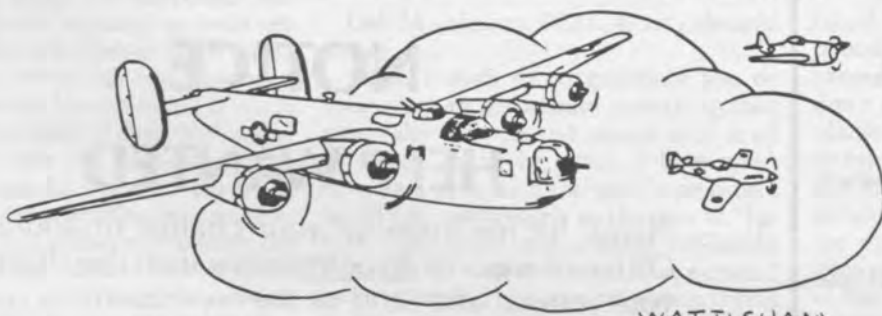


40TH ANNUAL REUNION



KINGS LYNN □

- WENDLING ●
- ATTLEBRIDGE ●
- RACKHEATH ●
- NORTH ●
- PICKENHAM ●
- SHIPPHAM ●
- KETTERINGHAM ●
- HALL ●
- HETHEL ●
- SEETHING ●
- OLD BUCKENHAM ●
- TIBENHAM ●
- HARDWICK ●
- BUNGAY ●
- WATTISHAM ●
- WALDEN ●
- LITTLE WALDEN ●
- STEEPLE MORDEN ●
- SAFFRON WALDEN ●
- DEBDEN ●
- BOXTED ●
- HORSHAM ●
- ST. FAITH ●
- KETTERINGHAM HALL ●
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□ □ □ □ □

GROUP VICE PRESIDENTS

Headquarters MARY FRANCES ELDER
1224 Franklin St., Burlington, N.C. 27215
44th BG ARTHUR V. CULLEN
51 Broad Reach, T-71, Weymouthport, MA 02191
93rd BG FLOYD MABEE
28 Hillside Ave., Dover, NJ 07801
389th BG LLOYD E. WEST
Box 256, Rush Center, KS 67575
392nd BG JOHN B. CONRAD
2933 Montavesta Rd., Lexington, KY 40502
445th BG FRANCIS J. DIMOLA
390 Madison Ave., New Milford, N.J. 07646
446th WILLIAM F. DAVENPORT
13382 Wheeler Place, Santa Ana, CA 92705
448th BG LT. COL. LEROY J. ENGAHL, (Ret.)
1785 Wexford Dr., Vidor, TX. 77662
453rd BG MILTON R. STOKES
PO. Box 64, Westtown, PA 19395
458th BG E. A. ROKICKI
365 Mae Rd., Glen Burnie, Md. 21061
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40 Meadow Dr., Spencerport, NY 14559
467th BG DAVE SWEARINGEN
5136 Charlotte Ctr., N. Memphis, TN 38117
489th BG COL. CHARLES H. FREUDENTHAL (Ret.)
8421 Berea Dr., Vienna, Va. 22180
491st BG PATRICK J. PERRY
3066 Pleasant Hill, Maumee, OH 43537
492nd BG E. W. (Bill) CLAREY
2015 Victoria Court, Los Altos, Calif. 94022

□ □ □ □ □

JOURNAL

Editor WILLIAM G. ROBERTIE
PO. Box 627, Ipswich, Mass. 01938

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DIRECTOR OF PUBLIC RELATIONS

FREDERICK MEYER
106 Nottoway Drive, Penllyn, Pa. 19422

DIRECTOR OF ADMINISTRATIVE SERVICES

DAVID G. PATTERSON
28 Squire Court, Alamo, Calif. 94507

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President's Message

As we penetrate the New Year — Edna and I send our very best wishes to you and your family for good health, peace and happiness in 1987. By the time you receive the March *Journal* our new year of opportunity will be one-fourth spent.

In order for our 2AD *Journal* to be distributed to you on time our good editor, Bill Robertie, has initiated certain deadlines for the submission of material to be printed. This is a reasonable request and all VPs are requested to cooperate in this effort.

I continue to serve as your president with pride and honor.

Being president of our great 2AD Association has afforded me the opportunity to appear at numerous veterans meetings as well as civic meetings. I was invited to attend a Veterans Day Parade and breakfast . . . as we honored the memory of our 6000 plus heroes who paid the supreme sacrifice. I was also invited by the Air Force to participate in a 2000 mile-five hour refueling flight. This was a most interesting journey — which I enjoyed very much. This flight originated out of Warner Robins AFB — and was on a KC-135R tanker.

I want to thank each and every Vice President for their enthusiasm and hard work. I have just received an up-to-date personnel figure from Evelyn. The date of this report was January 5, 1987. We started the year with 6069 membership. As of January 5th our membership stood at 6396. I am pleased to share this good report with you. Listed below is membership by groups:

389th	— 571	93rd	— 428	SM	— 111	3SD	— 7
44th	— 536	445th	— 425	361st	— 13	479th	— 6
448th	— 519	466th	— 315	HM	— 13	ARC	— 4
446th	— 517	489th	— 299	56th	— 10	14th	— 3
467th	— 480	491st	— 241	65th	— 10	BAD 2	— 3
458th	— 476	Hdq.	— 127	BG	— 13	96th	— 2
453rd	— 454	492nd	— 103	355th	— 9	20th	— 1
392nd	— 429	AM	— 262	4th	— 8	2CW	— 1

By the time you are reading this *Journal* the Executive Committee would have met in Savannah, Georgia on February 13th and 14th. I can assure you that it was an important meeting and many items of interest in behalf of the betterment of your Association were discussed. You will be informed in the next issue of the *Journal* the progress of our meeting.

Bud Chamberlain, chairman of our auxiliary organization committee, has a very interesting article that appears in this issue of the *Journal*. I ask you to study this report so that Bud might have your input on this important project.

As we look forward to our 40th Convention in Norwich May 21-26 it is regrettable that facilities in Norwich will not accommodate all who wish to go. I know that the 1000 who will be going are excited about this venture. I have followed the planning of this event and the progress that has been made in order to accommodate the largest number of members possible. Just remember this . . . if you missed this 40th convention . . . the 41st will be stateside — so plan now for number 41. I continue to believe that our UNITY and STRENGTH OF PURPOSE are our motivating factors that have blessed all of us as supportive members of a GREAT ASSOCIATION.

JIM REEVES

NOTICE

HELP WANTED

1. — Please let me know of your change of address. The Post Office charges us 86 cents every time they have to redeliver your *Journal* and send us the correction.
2. — If you have a summer and winter address, please send same to me for a permanent record.

Evelyn Cohen
06-410 Delaire Landing
Philadelphia, PA 19114

BUNGAY BULL

446th BOMB GROUP
by
William F. Davenport



As we start the New Year, my cup overfloweth. I was elected President of the Board of Directors of the Municipal Water District of Orange County, an organization with assets of almost \$95 million, and have just taken the oath of office as a Director of the Metropolitan Water District of Southern California which has assets of \$1.5 Billion.

All of the Bungay Buccaroos who read this quarterly I believe receive our own Beach Bell Echo, which is published approximately on a quarterly basis. Moreover it makes for a much better medium to discuss and report items of interest to the 446er. I am going to undertake in the future to include in this column only those items I feel may be of interest to the entire Second Air Division.

First of all, what is this business of veterans organizations etc. doing some forty plus years after the fact. Are we sick in the head, as a young Dutchman asked me in the Netherlands? Well maybe we are, however, I would like you to read portions of a letter I recently received from a son of one of our members of the Roll of Honor:

"Dear Mr. Davenport,

Received your letter with Dan Bingham's address. I have written to him. Thanks. The reports I sent to you are copies provided to me by Maxwell AFB. (A list of 446th references followed) I received a nice packet of information from Major Lester A. Sliter Historian, Maxwell AFB.

A wonderful thing has happened that has brought peace of mind to both my mother and me. Jack Heuser called me 26 December (the eve of the anniversary of my father's death). He recounted to me in vivid detail the events of that Wednesday in 1944 (December 27). The memory of that day, by then Lt. Heuser, was much different than the story that was remembered by my grandmother and mother. Mr. Heuser cleared up a lot of mystery and brought a reality to my father's passing. Apparently S/Sgt Thomas Strohaker (died 1974), one of the three survivors of the Malone ditching, visited my grandmother after WWII and told what happened. The story got confused and changed and it always left my father "Just Missing". He just disappeared without an eyewitness to his death. Of course, you can easily understand that an active imagination can conjure up all kinds of endings or "no

ending" for a MIA (even though we had letters and documents that he was KIA). My mother accepted the story and had thought my father may not have *bailed out* (this was wrong — they ditched) because he was afraid. Or he may have become POW and stayed in Europe. Well, my father can now rest in peace, the last chapter is complete and his memory is no longer clouded with a shadow of doubt.

Many thanks goes to Vere McCarty who gave me important leads and addresses and to my step-father (Clifford F. Decker, Bombardier-Navigator 381st BG 539 Sq. 8th AF) who encouraged me to find the truth. (I didn't know what to expect and may have found something I didn't want. I had doubts too.) and gave me McCarty's address (from the 8th AFHS contact list).

Thanks to you for Jack Heuser's address. I've written to Malone also but to date have not received his reply. (Ed. comment: This may not be the right Malone) I am looking forward to hearing from him too! William Woodburn, John White, Mrs. Bill Wight (her husband was Bombardier on my father's regular crew. He passed away Oct. 9, 1986) She gave me John White's name. Also Bill Robertie and Evelyn Cohen. The clues and information came much faster and easier with fewer disappointments than I ever imagined. Maxwell AFB (Major Sliter USAF) pro-

vided the key with all the reports they so graciously sent. People are great!

I will continue locating my father's crew. Also, will visit Bill Woodburn. He said he has a lot of information including squadron photos. Nine of his crew are still alive and plan a reunion in 1987. Woodburn's B-24 crashed in Belgium the same day as Malone's ditching. Both aircraft from the 707th.

In early December Mr. Woodburn called me and said he remembered Malone and told me a little of what he remembered of the ditching as told to him by Malone in 1945. Mr. Woodburn lives only 10 miles from me. It really is a small world.

Thanks again for your help and for putting my Dad's name in your Newsletter. A.J. Maynard married my mother's sister, Bonnie, after the war. Jack Maynard was the top gunner/engineer on my Dad's crew. He met my Aunt when she and my mother visited my father at Tonopah NV.

Very truly yours,

Dennis B. McGowan"

It is this kind of letter and result that makes all the hours and money we spend appear worthwhile. Thanks Dennis from all of us 446ers and Second ADers.

The 446th had a total of 24 people at the 8th AFHS meeting in Hollywood, FL. The rebate from the 8th enriched our treasury by \$161. This money can be used to further answer inquiries such as the one above. All group leaders should be aware that the 8th rebates to the group if a Mini-Reunion is scheduled at their annual reunion. These funds can assist in other group activities beyond the current recruiting activities of the Second AD.

If you are going to Bungay 26, 27 May 1987 your deposit should have been sent long ago—or call immediately.

Keep tuned to Beach Bell

View From the Control Tower

Lou Dubnow (446th BG)

Gale M. Johnson, EC.O., 491st., Metfield writes:

"Lou, I wish to congratulate you on your effort to perpetuate something that was really unusual and unique and, in all likelihood, never be again. I have never been able to explain the terrific pressures we all felt, particularly at the time of "Return". The quick and perhaps life-saving decisions of "runway change after a crash," priority landing of damaged planes, trying to help planes barely missing each other in the soup, trying to land planes one night at Horsham St. Faiths while the Germans were strafing us, and so on and so on. It was unusual. We sent one flying control officer home with ulcers. I sought doctor's help for a bad stomach, but never thought of transferring.

We had our moments, but somehow we still remember the humor over terror. I can

recall the plane landing with a 2000-pounder tied up in the bomb bay which came loose and he dragged it all the way down the runway. Funny "Now". Of the 3 planes that landed and ran out of gas, either on the runway or the taxi strips; of 2 new crews on their first mission when they returned after dark with one landing at the upwind end of the runway the same time one was landing at the downwind end of the same runway; of the "buzz-bomb" landing practically on our base after I had given the "all clear" on the tannoy. My C.O. dove into a wet air raid shelter, came out and proceeded to describe my ancestry back for several centuries, etc. I doubt if it will ever happen again. I hope not!"

"Those were the days, my friends!" Gale brings back lots of memories of how we saw things from the flying control tower. More later.

About the Memorial

Jordan R. Uttal

My apologies for the absence of word from me in the December issue. A funny thing happened on my way to England in October. I became ill, and was a paying guest of the British National Health Service in a Hospital in Surrey for five days. Apart from the illness, the experience was entirely favorable.

I did manage to get out in time to get to Norwich for the Governor's meeting, and the splendid Reception and Press Conference to introduce our Fulbright Scholar Librarian, Bertha Chandler, to the Norwich citizenry. I was delighted to be given the opportunity to express the thanks of the Association to the Fulbright Officials for this outstanding evidence of their recognition of our unique Memorial.

GREAT NEWS: Letter received from Tom Eaton last week (I write this on 15 January) advising us that he received word just before Christmas that the chances are almost certain that the Fulbright Commission will grant a second year of Memorial Room Fulbright Scholar Librarian!!! This speaks so well for the current efforts of Bertha, as well as the Governors, and the Library Authorities for setting up the program so effectively.

ROLL OF HONOR: All the authenticated additions of missing names that I sent during 1986 have been added. This brings the total to 6,329. Since my return from England I have received more official authentications. Great thanks are due, and sincerely offered to the Group Vice Presidents or their appointed representatives for diligently following up thru prescribed Defense Department channels and obtaining these positive authentications. I believe that the names we will have added in 1987 will bring the total close to 6,400.

NEW MEMBER OF THE BOARD OF GOVERNORS: I had the great pleasure of being a dinner partner to Mrs. Frances Davies (wife of Professor Roy Davies, University of East Anglia) our new member of the Board of Governors. She is very active in community affairs, and will make an extremely interested and able addition to the Board.

AMBITIOUS PLANS FOR THE FUTURE: A program is being developed for physical improvements to be made to the Memorial Room. The tentative plans that I saw in October looked promising to me, especially those which provided for additional shelf space in the Memorial Room. This project will be given further attention at the February meeting of the Governors, and I will await developments with interest.

Equally noteworthy, I will be discussing with the Executive Committee at its next meeting some interesting suggestions advanced by the Chairman, and the Governors' Library sub-committee (a new creation) for expanding our activities in this country with Library, Archive, and Charitable organizations to try to secure assistance towards the further development and perpetuation of our Memorial. More on this as we are able to formulate our thoughts.

MEMORABILIA AND CASSETTES, PLEASE: It seems the more we remind you, the more we receive. So, again, how about it? Keep in mind that in the years to come, and indeed, even today, this material is and will be of great interest to scholars from all over England who will be wanting to learn of our impact on British society, on the history of World War 2. Our memorabilia, which could be thrown away after we are gone, will serve a good purpose if sent to the Norwich Central Library for the 2nd Air Division

Archives. The type of material that they want was listed in recent *Journal* articles. If there is any question drop me a line. This material should be sent to Mr. Colin Sleath, Deputy Divisional Librarian, Norwich Central Library, Bethel St., Norwich, Norfolk, England NR2 1NJ.

And about the personal History Cassettes, we would like as many as we can get. Certainly, *everyone attending the 1987 Convention in Norwich should bring one*, if possible with the material written out and recorded. If you are in doubt as to the type of material wanted, write to Hathy Veynar, and she will send you a copy of the guidelines which also have been published in the *Journal*.

Again from all of us on the Executive Committee and the Board of Governors, warm thanks for your support!

Folded Wings

44th

John W. Rodgers, MD.
Fred E. Stone

93rd

Harold J. Bohnet
Raymond W. Bonfils
Irving F. Page
Merle X. Rosier

389th

Arthur H. Vaughn
Andrew Friesema
LTC John E. Powell
J. B. Maguire, Jr.
Alex L. Rolison
David C. Shattles
Lucien L. Blouin (491st)

392nd

Richard J. Benson
Alan A. Nolykamper
Clarence E. Fothergill
Jan Brown
Stephen Zabrecky
B. Ray Shaw

445th

Donald J. Bertels

446th

Bill E. Wight
Arthur C. Quattlebaum

448th

Garland L. Purvis
William K. Perry

453rd

Everett T. Golembieski

458th

R. G. Grahlmann
Kack R. Lawson
C. K. "Chuck" Pool

466th

Joe Payton
Marvin P. Smith

467th

Leo Arlin
Cyril J. Hinckley
Charles H. Shinn
Robert L. Sims

489th

Edward M. Sahagian
James R. Bixler

491st

Victor F. Knollenberg

361st E.G.
Eugene Cole

SM

Kevin Mount

458th Bomb Group Report

Rick Rokicki (458th BG)

What can I say except THANKS, thanks many times over for your generous response to our project, the Memorial at Wright-Patterson Air Museum, Dayton, OH. Before going any further, please do NOT send any more money, as we are "over subscribed" to the original plan. As a result, we now must plan for a larger memorial and possibly a slight delay into late summer. In any case, we received slightly over \$6,000 towards the Memorial for which we originally planned a \$2,500 expenditure. Sometime in late January or early February, Bill Jameson, Durward Trivette and I will meet in Dayton with the Museum people, memorial design and manufacturing firm, and others as necessary to determine just what we will be able to contract for, and seek W-P Museum approval. Since this will take considerable time and effort, not to mention the logistics involved, our desire is to get the most for our money. Have been advised that it may take as much as five months to have the memorial designed and built. We have some preliminary designs we are working from and hope to resolve the design at this meeting. Our target date for dedication is September. More on that in the next report, which will be in the June *Journal*. Again, both Bill Jameson and Durward Trivette deserve your thanks for their effort in this Memorial to the 458th Bomb Group and the 275 who paid the supreme price. Also, the general planning will include Hotel reservations for those who will "overnight". A Memorial reunion dinner will be a part of the dedication program. As soon as it can be firmed up, that information will appear here. I would appreciate it if those who can plan that far ahead, would drop a note to Durward saying that they "tentatively" will plan to attend. No obligation at this time, but it would give us an idea of a possible "number" we could work from. Durward's address again: 1791 Utica Drive, Dayton, OH 45439.

Going thru my correspondence log, it shows 21 new 458th members added during the months of November and December. All but one of these were names I followed up on in order to "break" the 500 barrier for 1986. We didn't, but we're getting very close, though. The first four Groups ahead of us are: 389th with 577; 44th with 536; 448th with 519; and 446th with 517. C'mon fellows, I need more help to get us in that "exclusive 500 Club". Even if you've sent me a name in the past, I would appreciate hearing from you again. The following are new 458th members:

Lloyd Andrew	Charles Jackson
Walter Bagly	John Kleinek
Don Bruggeman	Walter Landers
Angelo Calitri	Tom McKiernan
Don Ephlin	Ernest Sands

Royce "Beezer" Glenn	Walt Sarafin
Richard Grant	Robert Sellers
Kirby Hayward	Victor Sholten
Perry Henegar	Robert Slencak
B.R. Hooker	Robert Williams
	Robert Zedecker

Just a few days ago, I received word from Frank Coleman, Bronxville, NY that had a large Xeroxed page regarding a Warden Clark, retired Master Sgt. who was in the 753rd Sqdn., 458th. This article (page and a half) came from a feature story on Clark in the Osceola Roundup, by-line city, St. Cloud, FL. Reported as living in Pine Grove Park, since 1947 (retired in 1962). The article showed photos of several B-24's that were painted by Clark (Jolly Roger, Our Burma, others), and knowing that Wendell Cook of Sioux Falls, SD also did a large assortment of "nose art", I now thought I might find another war-time artist. However, after several telephone calls and no success, I felt that any member living in that part of Florida might be able to follow-up on the name and location. If anyone can help, I would appreciate a card or letter advising me of his current address.

Still have a few 8 x 12 and 12 x 18 color photos of "Briney Marlin" and "The 458th Over Big B". Both paintings were done originally by Mike Bailey and Fredrick Searle, respectfully. Both artists live in

Norwich and are members of the Association and no doubt will be at the Convention in May. The 8 x 12's are \$10.00 post-paid while the 12 x 18 enlargements can be purchased for \$18.00 P.P. If you are interested in envelopes with either of these photos imprinted on the face, write for prices. None of the above is in great supply, so if you're interested, don't hesitate. Once they're gone, they're gone. Prices remain as previously quoted in the December *Journal*, this column.

It is my sad duty to report the passing of two of our 458th members. Both were very dear friends of mine and attended many reunions over the years. Bob Grahlmann, "Stardust" navigator and C.K. "Chuck" Pool, co-pilot with crew #67, passed away in late 1986. Our deepest sympathy is extended to Jane Grahlmann and "Skeets" Pool, both have become Associate Members in a desire to stay in touch with their Association friends. Received word from Tony North that another long time personal friend, Ron Courtney passed on. He was the Manager of the Norwich Airport from 1967 until his retirement two years ago. Courtney was a Group Captain in the R.A.F. and was a Hurricane pilot during the Battle Of Britain. It was in 1976 that I was privileged to be a part of the dedication ceremony that Tony North, Mike Bailey and others with Ron Courtney's concurrence, established a memorial to the 458th Bomb Group. We shall miss them all.

Attention: 2ADA Spouses, Siblings, Children and Grandchildren 2ADA Auxiliary Update

by C. N. "Bud" Chamberlain (489th)

You may have noticed an announcement in the September 1986 *Journal* that the 2ADA membership approved the establishment of an auxiliary. This will provide a means to perpetuate active support for the living memorial to our comrades and loved ones who made the ultimate sacrifice for freedom. Also, it will furnish a vehicle to broaden the base of our growing transatlantic friendships. Bud Chamberlain, Judge Henry Dietch, Andy Low, Jordan Uttal and Hathy Veynar were named to the organizing committee.

Your committee's objective is to open the auxiliary for membership during the 2ADA 40th annual convention in Norwich in May 1987. Good progress is being made. Bylaws were presented to the Executive Committee for approval in February. Articles of Incorporation are ready for filing with the Illinois Secretary of State (where the 2ADA articles are filed) and sufficient time seems to be available to complete not-for-profit incorporation formalities in time for the convention.

The auxiliary will give all spouses, brothers, sisters, children and grandchildren of 2ADA Regular Members a chance to become directly involved, on a voting basis, in projects designed to further the influence of the Memorial. As 2ADA Associate Members, this is not possible. Those 2ADA Regular Member relatives mentioned above will be eligible for Founding Memberships during the first 90 days after membership opens and for Charter Memberships up to one year later.

Count on joining early. Why not make your grandchildren Founding Members? Regardless of your attendance at the Norwich convention in May 1987, let us know, now, of your intentions to join. This will aid our planning and make it easier to keep you informed. Simply send a postcard to the Committee Chairman as follows:

C. N. "Bud" Chamberlain (489th)
769 Via Somonte, Palos Verdes Estates, CA 90274 — (213) 373-2828



Open Letter To the 93rd

by Floyd Mabee (93rd)

93rd. MEMORIAL

Joe Beach, chairman of our Memorial Committee, has just sent committee members copies of letter from Stone Mason in England, giving approximate figure for the Memorial Monument. During January they will send photos of a new layout of wording for our approval. They would like final approval by the end of March. By the time 93rd. members read this notice, those that haven't, will have about a month to make a donation to help defray the cost of this fine Memorial to our deceased and living buddies of the old 93rd. We are keeping our fingers crossed for more donors, with over 450 members in the 2nd. A.D.A., a \$10 donation from all would give us sufficient funds for what we want. Some of our donations have been very generous and we want to thank all that have donated so far. Names of donors will be noted either on our program or flyer in program for the Memorial services at Hardwick. Please send your checks made out to the 93rd. Bomb Group Memorial Fund to Charles J. Weiss, 21 Moran Dr., Waldorf, MD 20601. Please don't send them to me, it just costs me more to send them on to Charlie and causes a delay by going to my summer residence at New Jersey. I am at 11524 Zimmerman Rd., Port Richey, FL 33568, from Nov. thru Apr.

JOURNAL ENTRIES

Keep sending those WWII stories of your experiences while with 93rd. to Mr. William G. Robertie, P.O. Box 627, Ipswich, Mass. 01938. If my Tail Gunner, S/Sgt. Paul Slankard were still alive, he could tell some good ones, such as the ones he used to tell our Cooks, how we were surrounded by a dozen German fighters and survived, just to get a little better chow. The Cooks would keep asking, then what else happened, and would give better chow to hear more stories.

93rd. HISTORY

Don't forget, if you haven't sent copies of orders, diaries, pictures or any historic 93rd. material to Maj. Carlos Vasquez (Ret), 6341 Samoa Way, Carmichael, CA 95608. Do so, he will copy anything you want returned.

SQUADRON CONTACTS

Members please address your questions concerning your Squadron to the Sqd. Asst. V.Ps. that I noted in the Dec. *Journal*. This would help me very much. I still

need to know from all 93rd. men, the names of Pilots, Crew names, plane numbers and names. Am still swamped with correspondence seeking information about the 93rd. Had light response from my request in the Dec. *Journal*.

93rd. Roster (and Geographical Index)

Glen Follweiler has given up on this, the cost of making these up has become too expensive. Anyone else to take this on let me know. I will supply the names and addresses, and moral support.

INFORMATION NEEDED

S/Sgt. Silas Bailey, #13117076, 328th. B.S., died from wounds 2/5/44, suffered after raid on Wilhelmshaven, 2/3/44. It is believed Sgt. Francis Sweeny is the only survivor from that crew. Any information on this would help answer to a nephew of Sgt. Bailey. Please contact me if any one knows the address of Sgt. F. Sweeny or any other information on this.

INFORMATION NEEDED

Anyone that knew any of the crew on "HOT FREIGHT," Lts. James, Jones, Kleinsteuber and Uber. Sgts. Serum, Robinson, Bolle, Skall, Webb and Clothier. Sgt.



right
2nd Lt. Howard E. Kleinsteuber
Milwaukee, Wisc.

Louis A. Webb believed to be the only survivor of crash on 3/18/43, near town of Oldenburg. I had a long talk with Webb at our 1978 convention at Del Coronado, Calif. I know he has moved several times since. Last address was 5759 S Stuart St., Denver, CO 80236. Please notify me if you know his whereabouts. I have a good picture of Lt. Howard E. Kleinsteuber and S/Sgt. Raymond Bolle and other unidentified 93rd. men, standing formation in our newly issued British uniforms while we were in Africa at LG 139 Gambut Main, in the Middle East, between 12/15/42 and 3/5/43. If Bill will print the picture I'm sending him, please identify the other men in formation for me.

I received this story from Mrs. Judith (Pickering) Rabsey, 7 Brabazon Rd., Nor-

wich Norfolk, NR6 6SY, England, she said that she was an associate Member. She requests that I have the following story printed in our *Journal*. If I don't think the Pilot's name should be told, please don't, though I imagine after 41 years it doesn't matter much. Here goes.

Reading Floyd Mabee's open letter to the 93rd., in our December *Journal*, cast my mind back to Sunday, January 21st, 1945. I had been dared by pilot friend of mine Lt. David Foresman to go for a flight in his plane. He knew I had never flown before. I immediately said yes. The next morning we drove out to the base at Hardwick in a taxi. My parents were very reluctant for me to go, especially my father who was a Norfolk Policeman, he imagined I'd be arrested and thrown in jail. Anyway we arrived at the base and I was smuggled in a room and given a flying suit and boots, and changed behind a door. The crew helped me on with my parachute, then into a jeep and out to the B24, "Mr. Invader." It was very exciting for me, my first flight. We flew over my house and I could see my parents down below waving to us as we circled round. Then over city of Norwich, the castle and Cathedral looking



right
S/Sgt. Raymond Bolle,
Birmingham, Ala.

so pretty under a covering of snow. Next Dave flew us to the coast and out over the sea for a short while. After that it was back to the base where the Co-Pilot practiced landings and takeoffs about a dozen times. Finally we landed and after changing back to my own clothes behind the door, we all went to the mess and ate a huge meal. My, was I hungry. I well remember the gorgeous canned peaches, such a treat for us in the grim days of war time rationing.

I did eventually marry one of the 8th Air Force, Carl Rabsey who was a Bombardier. Sadly he died in 1975.

Does anyone remember Dave Foresman or any of his crew remember my flight? WE did have a lot of fun years ago didn't we?

Green, White & Yellow Tales—Wanted

C. Freudenthal (489th)

The story of a war-time organization, in general terms, is a simple one. It was formed here, trained there, was on active service for a very few years, and was eliminated. Something like a noun—the names of persons, places and things. And so the story of the 489th follows the pattern. Activated at Gowen Field, trained at Wendover, served in England, returned to the ZI, retrained, and suddenly was gone. But that, of course, isn't the story we want to tell.

What we are trying to get into the record is not a recitation of all the facts that the official history contains, but the *feel*—the pulse, I guess. On the average, in England, there were around 2300 men assigned to the 489th and several hundred more to the attached units. Between April and November, 1944, between 165 and 175 combat crews were assigned; 68 came from Wendover, and the others replaced them as they completed their tours or were shot down, or crashed in England. Their stories are the 489th's story. Many times that number sweated, froze, and muscled through the nights to repair the battle damage, check and repair engines and instruments, load the bombs and arm the guns. Their stories are also the Group's story.

and set the standards. And the story of all these people is the 489th story too.

WHICH REPORT DO YOU BELIEVE?

Everyone we can find who took part in this short but unforgettable span of time now has an opportunity—and opportunity, you remember, knocks only once—to help insure that the book, when it is published, is as complete as possible. There will never be another chance to tell this first-person story. You might think you will remember, but you won't. Right now, names and places are slipping clean out of our memory. What was the name of that Pub, and where was it? What crew was it that bunked with you? Where was your squadron area? Who was shot down and killed? Who were the POWs? What were the targets? On 20 June, for instance, the History says there were three targets — Bachemont, Reganville, and Fleury. In the lead crew records however, Fien-villers, Weyernes (also spelled Wizernes), Autheux, Oisemont, and Buc are named. Reganville is also spelled Regansville and Regnaville. Which paper do you read? On the 24th of June we bombed either Fressin or Freslin, depending on which report you believe. Except for Capt. Gast's crew who, not being ones to follow the crowd, bombed Tingry.

Is there a photo of Sgt. John H. Nilsson, last known address Brooklyn, who was awarded the Silver Star for gallantry in action? Does anyone have a clue as to his whereabouts? Can someone out there who was in Ordnance, Maintenance, Armament, Refueling, Cooks and Bakers, MPs, Admin, etc., etc. write and give me some first-hand reports of what went on? Maybe photos at work? I would like to locate photos taken on the USS Wakefield voyage, or on the convoy home. AND — according to the September 1945 history there was "... an order which on 17 September removed all people in the Air-Flight echelon except one non-commissioned officer ..." WHO WAS IT?

Finally (for this time), can anyone give me any help in locating Vic Cochran and crew, who went down in Sweden? The other names are Edward H. Poff (CP), Edwin P. Gonzales (N), Theodore Skeuitt (B), Arthur Schirmer Jr. (E), Russell L. Hurst (RO), Charles H. Stuart (BTG), Luther M. Welch (WG), William Horbatiuk (WG), and Robert A. Momberg (TG). Even a crew photo?

Raid those attics and basements! Open those old trunks and footlockers! Brush away the cobwebs, and keep those cards and letters, and pictures and diaries and stories coming! The time is now — tomorrow may be too late, and it never comes anyway!



We bombed it. But where is it?

For sure it wasn't life at the Waldorf-Astoria, but we were fed and paid; target folders were prepared; the weather information crews had to have was gathered; personal equipment provided. There were those who established the requirements

Deadline time is almost upon us, and our needs are great, even substantial. For another instance, in Feb. 1944, there was a special 489th BG Vaudeville and Sketches show at Wendover, "which was enjoyed by all." Anyone recall this, or take part?

Dear Bill:

I am in touch with a person who will arrange a FREE — PAID IN FULL TRIP TO SWEDEN in September 1987 for a reunion of all American Internees who were interned during 1943 and 1944. If anyone is interested, contact me for information on the trip.

Also — If anyone knows of an internee in the above category, have them send me their names and addresses and I'll contact them for this once in a lifetime chance to return to Sweden.

TIME IS OF THE ESSENCE!!!

Jim McMahon (93rd)
2100 Mount Olive Drive
Santa Rosa, Calif. 95404
Tel. (707) 525-9707



392nd B.G.

by
John B. Conrad

At the close of 1986, the 2nd ADA membership rolls included 429 who had served in the 392nd BG, reflecting a steady increase in membership over the past several years. This number includes recent new members Harry D. Hall who joined the 576th BS at Alamogordo in May 1943, providing automatic pilot, bombsight and central fire control maintenance; associate member Ruth H. Drumm, whose husband Alex R. Slama first served with the 93rd BG, transferring to the 392nd, 578th BS in September 1943, interned in Sweden from 18 November 1943 until October 1944, returned to duty, KIA on the 25 March 1945 with 7 other members of the Phillip Kaiser crew; Richard D. Wullschleger, who served in the 1217th QM from November 1943 to 1945; Emilian W. Larue, engineer on the George Brauer crew in the 577th BS, late fall 1943 through 1944; pilot Edward Popek, who completed a tour between July 1944 and March 1945; Edward L. Falada, 576th BS original cadre crew chief who maintained "The Black Widow" and other lead aircraft; Charles D. Wheelwright, tail gunner on the Jim Baden crew, 578th BS, December 1944 to June 1945; Lawrence F. Turner, 578th BS, John Reade crew, August 1943 to August 1944; John J. Rickey, tail gunner on the "The G.I. Jane," Neely Young's crew in the 578th BS, November 1943 to July 1944; Hollis C. Powell Sr., tail gunner of the Jack Hummel crew, 576th BS, shot down and captured near Wessel, 25 March 1945 and rescued by U.S. Airborne Troops; George T. Ashen, bombardier, 577th BS, Creel's and Osnicki's crews, late 1944 to May 1945; Leroy C. MacTavish, original cadre 578th BS, communications officer, spring 1943 to 1945; John J. D'Agnilli, cryptographic NCO, also original cadre, who joined the 392nd in May 1943; John H. Adams, shot



down 13 November 1943, POW in Stalag Luft I until May 1945 and Arthur B. Decker, who first served in the RAF and the 453rd BG before joining the 392nd BG in 1945, flying with special radio equipment monitoring German language broadcasts. Addresses for any of these new members whom you may know are available to anyone who would like to reestablish contact. They will be glad to hear from old friends.

Another new member is Kenneth G. Shufelt, administrative NCO, assigned to the 576th BS in June 1943, who was located by our good English friend, Mrs. Grace M. Kimble, through a Norfolk newspaper article, reporting "A Meeting of Two Mothers," between Ken's "adopted" English mum, Mrs. Margaret Burleigh of Dereham and Ken's parents who made a visit to England with him. Mrs. Burleigh has made two earlier trips since the war to visit the Shufelts here.

W. C. (Bill) McGinley has written about his experiences on the John Stukas lead crew and a fateful mission to Frankfurt on 29 January 1944. The "Sally Ann" developed engine trouble on the way in and was attacked by fighters returning, with navigator R. R. Lindlow and bombardier L. E. Gentry killed on the first pass. The survivors bailed out over Waterloo, Belgium. John and his copilot J. E. Moffat along with second navigator N. C. Crouch were captured as was radio operator J. R. Dykes, who later escaped. Engineer W. R. Mattoson escaped capture. Bill reports that during the fighter attack, after reloading his tailguns, he looked around and found that waistgunners A.L. Poalantonio and J. F. McCreary had bailed out. Bill helped gunner L. P. Rosati out of the ball turret and they bailed out together. Bill was hidden and protected by the Belgian underground until the German army retreated in September 1944 when he and other survivors were free to return.

Myron H. Keilman, who succeeded Don Appert as 579th BS Commander in October 1943 and served as such to the end of the war, has prepared a number of short articles about the 392nd BG. The first such article follows:

LEST WE FORGET by Myron H. Kielman. "The 392nd echelon arrived at Wendling the 15th of August 1945. We flew our first combat mission on 5 September. It was a short mission on an airfield on the Dutch coast. Only the 392nd of the 2nd Bombardment Division (later the 2nd Air Division) participated; the reason being, the 44th, 93rd, and 389th were returning from the Ploesti operation and had to be remanned, reequipped, and retrained.

"Thus, from 5 September until 9 October the 392nd was relegated to flying diversion missions for the B-17 groups. That is, flying attack patterns to Emden, Bremen, etc. from the North Sea as far as Helgoland. They drew German fighters from the main

strike forces—the B-17's. We carried full bomb loads to drop on any convoys to Norway that we may come across. We flew six such missions, without combat mission credit; until the 4th of October when we drew an estimated 50 fighters. Three of our airplanes and 31 crewmen including the 579th squadron commander were lost." The diversion mission of 23 September 1943 rated this letter from Col. Ed Timberlake, Commander of the 2nd Bombardment Division at that time: "It gave me great satisfaction to note the way your group executed the ordered flight plan. The timing indicated good air discipline and navigation, two of the prime requisites of a successful mission." The 14th Combat Wing Commander, Colonel Leon Johnson added his endorsement: "I have been quite impressed by the willing and military manner which your group proceeds with its assigned tasks."

Denis Duffield, longtime English friend of the 392nd BG, reports that a remembrance service was held at the Wendling Obelisk on November 9th which was well attended by local people, including the Beeston Parish Council and Standard Bearers from the British Legion. It is gratifying to know that people about our old base still remember us.

Bob Egan writes that his crew, which was transferred from the 93rd BG to the 392nd BG in September 1943 was the first crew in the 577th BS and the second in the 392nd BG to complete its tour of 25 missions on March 21, 1944. Bob states that Guy Carnine's crew in the 578th BS was the first in the 392nd to complete a tour on March 20, 1944, one day earlier. Bob also writes there is no available list of crews who completed their tours before the end of May 1944. Accordingly, we would like to prepare a record of crews who did complete tours before June 1944 and request anyone having information to send the same to John B. Conrad, 2933 Montavesta Road, Lexington, KY 40502.

NOTICE

The Post Office has done it to me again. You will probably remember that in the last issue I mentioned that our local P.O. was being rebuilt and I had a new box. Well they changed the box number again and my new box is 627.

NOTE — 627

Let's hope that this is the last change.

Bill Robertie

P.O. Box 627

Ipswich, MA 01938

The 448th Speaks

by Leroy Engdahl (448th)

Cater Lee of Foley, Alabama has come up with what I feel is an excellent suggestion: To establish a 448th roster by squadrons and crews to include dates you were at Seething and your phone number if you don't mind.

An example; Leroy J. Engdahl, pilot 713th sqdn; Nov. 30, 1943/July, 1944. 1785 Wexford Dr., Vidor, Texas, 77662. Ph. (409)769-4872. The names would be listed alphabetically with the 712th, 713th, 714th, 715th, Hdqs. listed in that order.

If you were a non-aircrew member, state name, squadron, and what your duty assignment was with dates at Seething.

These rosters are to be made up by Cater Lee at P.O. Box 850, Foley, Ala. 36536. After this has been accomplished they will be available for the cost of photo copy plus mailing cost. This will only be as successful as your response. If you are retired military, please put your retired rank as we would not know it in many cases.

Hopefully when our group holds our reunions we can have an attendance roster to hand out so you can easily see who from your squadron is there and you can make contact.

Cater, who was a bombardier on Tom Apple's crew of the 713th squadron, has offered to do this for "free", so please, please send him this information right now so he can get started.

Our membership is still growing thanks for your help in providing me with names and current zip code addresses. When I get this from you, I mail a photo copy of a recent history of the 448th and its recent activities and accomplishments, memorials, etc. and send him an application for membership; it has been pretty effective.

I need help in locating the following 448th people who have been an active member but for some reason have dropped out of contact.

I am giving the last known address and if anyone lives in the area would you please see if they are in the area phone book or if anyone has knowledge of their whereabouts, deceased, etc. I would be most grateful.

1. Richard High, Rt. 3 1822 Miller, Niles, Mich. 49120
2. Henry C. Spruill c/o Paul Spruill, 12115 Hinge Dr., Austin, Tex. 78759
3. George E. Howard, P.O. Box 3949 CRS, Johnson City, Tn. 37602
4. B.A. Paladin, 1711 Margate St. No. 107, Encino, Ca. 91316
5. William V. Biles, 7200 Clarewood Ave.; N.E., Canton, Oh. 44705
6. Charles E. Logue, 60 Pine St., Manchester, Ma. 01944
7. Woodrow J. Dawson, 135 South Ave. N; Nashville, Tn. 37209
8. William Cooper, 451 S. Moranja, Ft. Pearce, Fl. 33450
9. John Sotak, 4809 Summer, Memphis, Tn. 38118
10. Jeff Young, 607 Combo Circle, Trevose, Pa. 19047
11. Leonard Thornton, 1 Chamberlain, Edmond, R.I. 02917
12. Sigifredo Perez, Rt. 4 Box 773, Mission, Tex. 78572
13. Keith Tindall, 213 W. Nellie, Monett, Mo. 65708
14. Ray Custer, 2002 San Sebastian A 234, Houston, Tex. 77058
15. Donald Farrar, 8410 Stonegate, Annandale, Va. 22003
16. Frank Sophies, 18936 Tracy, Detroit, Mich. 48200
17. James Ennis, 823 Cardone, Reno, Nev. 89500
18. George Bayuzick, 700 Forbes, Cricklewood Hill, Pittsburgh, Pa. 15219
19. Ansel J. Gladish, Rt. 4, Petersburg, Indiana
20. Oscar Rudnick, 1 Gaskell, Worcester, Ma. 01601
21. James Guertin, 1949 Simpson Dale St.; South St., Pard., Mn.
22. Boyd Hatwell, 2560 60-81, Chicago, Ill. 60652
23. Norman Stone, 222 2nd St., San Francisco, Ca. 94100
24. Furman Powell, 10 W. Hampton, Honca, S.C. 29654
25. Frank DeMaine, 3637 Country Club, Endwell, N.Y. 13760
26. Harry Wolf, 1102 3rd N., Jamestown, S.D. 58401
27. Gene Metts, 601 Azalea Circle, Valdosta, Ga. 31601

28. W.G. Currie, 95 Sweetbriar, Jackson, Tn. 38301
29. Charles Wishart, 53 Seagirt, Saugus, Ma. 01906
30. John Pierce, 1435 Hostings Ranch Drive, Pasadena, Ca. 91100
31. Stan Michalle, 662 92nd, Niagra Falls, N.Y. 14302
32. Lester Doucet, 9315 Western 8 A, Omaha, Neb. 68114
33. Robert Dowell, 2651 Country Lane, Bremerton, Wa. 98310
34. Bernard Silverblatt, 388 Orchard, Pittsburgh, Pa. 15210
35. Henry Pedicone, 61 W. Grant, Mt. Vernon, N.Y. 10550
36. Victor Smith, 1301 Agency, Burlington, Iowa 52601
37. Vernon Sanders, Harrid Rd., Hot Springs, Ark. 71901
38. Donald Bolding, 6260 Melody Lane No. 3031, Dallas, Tex.
39. Bertram Chernow, 9109 Sunrise Lakes Blvd. No. 210, Sunrise, Fl. 33322
40. James E. Canklin, 8600 Haloakala Dr., Las Vegas, Nev. 89122

This is the last mention for "Special Memorial" donation to be made in memory of a friend or crew member or relative. The amount will not be shown on the laminated framed brown parchment paper that will be displayed permanently on a wall of the "American Room" in the Seething Tower. If you want to make a "Memorial" donation send check made out to "448th Bomb Group Association" and mark your check "In memory of (name)." A note explaining the donation should be enclosed.

Anyone who has not yet made a donation toward the Seething Control Tower restoration and wishes to do so still has a couple more months to do so and it will be terminated. The finishing touches are being made on the tower and tables and chairs are being secured for showing of displays, etc.

So far the most suggestions for our 1988 group reunion has been: 1. The Confederate Air Force Show at Harlington, Texas, always held in October and 2. Omaha, Nebraska and Offutt AFB the Home of SAC. I need your input on where you would like to hold our 1988 reunion.

There are 26 of the 448th Bomb Group patches left and no more are being planned for purchase. There are 38 of the 448th tail insignia patches left for sale with no plan for further purchase. They sell for \$5.00 and \$2.00 respectfully; send orders to me.

Ben Johnson of 3990 15th St., Port Arthur, Texas, 77642 has ordered more 448th caps which sell for \$6.00 to cover his cost, packaging and postage. Send your cap orders to him.

If any of our 448th readers were on the crew of my May 11, 1944 Mission to Mulhouse, France, I would like to hear from them. I flew as their first pilot and it was their first mission and my last.

There are still hotel rooms available for anyone wishing to attend our 448th Seething Control Tower dedication ceremony and other events. Contact me for information. It appears we will have over 100 there plus a big crowd of our British friends. I hope to see you there.



One each Nissen hut still standing
(44th BG)
submitted by John Archer

491st Bombardment Group

by Patrick J. Perry (491st)

Some of us will get our reward and recognition in a later life, but not so with our long term dedicated Group VP, Carl Alexander. He has been recognized for his contributions and capabilities and is now serving as "Deputy Lead" (Executive VP) of the 2nd ADA. I extend warm congratulations and pledge to assist him in all efforts to achieve our common goals.

In accordance with the bylaws of the 2nd ADA a business meeting was held at the Pheasant Run reunion and with a quorum present an election was held to fill the large vacancy left by Carl's moving up. The torch was passed to me to serve as Group VP and it was also determined that there is sufficient quantity and diversity of work tasks in the future to effectively utilize a Deputy Group Leader. Harold Fritzer (852nd BS) was elected to this slot. Harold was a navigator and therefore will be a big help in assuring that the 491st BG will move efficiently toward our goals. Gentlemen, it is an honor to lead our formation in these coming months.

Shades of "Merry Old England" there were queues to the mess hall, to the pubs, to the latrines. It brought back memories and many hilarious anecdotes and circumstances some of which had faded in the mists of mature memories. As a result these were again brought into sharp focus and in brilliant hues by the input of participants who had seen the activity from different vantage points. This interaction converted a black and white memory into a stimulating full color three dimensional mental trophy.

When I reflect on the number and diversity of these personal vignettes, I realize that there is a mother lode of pure gold yarns just waiting beneath the surface to be collected and printed so that we all may share the hopes, accomplishments, fears, sadness and happiness we experienced individually and collectively. Please take some of your quiet time, look at your photos, logbook, diary, old letters and send me a short story (or more) of your own memorable moments so they can be shared and passed on in print.

Now to some short observations about our group. There were about 40 Ringmasters present with about 40% new first time participants in the reunions. About 2/3 of the new members were from the 853rd BS.

A very active open membership discussion was held concerning several areas of present or future interest to our Group. I

will merely list them at this time but will discuss them in detail in future columns.

- Current membership and ways to increase it.
- Methods to assure quick Group identification at gatherings and in print.
- Special "Group Peculiar" mementoes; Caps, Patches, Ringmaster history, Blazers, Station 143 map, etc.
- Potential Group Memorial, whose type, location, and content will be determined by inputs from all members.
- Possible initiation of small 491st newsletter.

And now a point of concern and chagrin. A recent communication from Evelyn Cohen included a listing of the total membership of each group and organization in the 2nd ADA. This list showed a 491st membership of 228 which placed us in 13th place for all bomb groups. This indicates that we have plenty of room for improvement in our attempt to be "First among Equals" which introduces my next subject and primary activity, a concerted, coordinated and intense effort by a number of our fellow members to greatly increase our ranks.

I was a participant in the executive meeting at Pheasant Run and one of the main items discussed was the need to bring as many of our mature veterans into the 2nd ADA as possible. We have all paid our dues in this life and most of us are either retired or in a position to spend more of our time in a discretionary manner.

There are many of you I have not been privileged to meet as yet. Please become actively involved and contact some of our former comrades from our old cadre and convince them to join us in fellowship, fun, and frolic in the fraternity of "Senior Birdmen".

I bring to your attention a revision in the 2nd ADA bylaws which was enacted at the last general business meeting. Previously, membership had been solicited only from veterans who had served with the 2nd ADA units and a small group of honorary members. The foregoing restriction has been revised to encourage active membership by your family members, friends, current military personnel or people with general interest in Aviation or the particular portion of history that we participated in.

This opens a wide area of potential new

members which we should cultivate and bring into the fold as associates.

When I returned to home base, I reviewed all of the input that had poured over me and with the aid of some "John Jamieson" I formulated a plan. I made about 20 phone calls (to expedite things and get immediate feedback) and got full cooperation from everyone, which combined with pertinent suggestions from Harold Fritzer, Hap Chandler and other men, a valuable list of potential new members from Mike Fagen allowed "OPERATIONS" to issue the following special order.

491st Bomb Group Hq.

To: All "Ringmasters"

Subject: Full Group Membership

In order to more adequately complete the 2nd Air Division assigned goals of Remembrance, Good Fellowship, Good Humor and Happiness, certain tasks must be accomplished as follows:

1. Search out and identify all living members of our Illustrious Group.
2. "Brief" all personnel on our current mission.
3. Bring them into active participation so they can once again be a proud member of the team that launched fleets of "Gallant Planes and Valiant Men" in a rolling thunder that dominated the skies of Europe.
4. To accomplish these tasks and complete the as briefed mission the following men have been assigned as "Flight Leaders" of small "search and acquire" cadres with exclusive geographic target areas as follows:
 - (1) North-East
(ME NH VT MA)
Ken Boyd
Hampton Beach, NH
 - (2) East
(CT RI NY PA NJ DL)
David Dougherty
Riverhead, NY
 - (3) South-East
(MD VA SC NC WV)
Layman Goff
Wilmington, NC
 - (4) South
(MS AL GA FL LA)
F. C. Chandler
Dunwoody, GA
 - (5) Mid-East
(OH KY IN IL MI WI)
William McClelland
New Concord, OH
 - (6) South-West
(AR OK TX NM)
Wilford Nolen
Dallas, TX
 - (7) Mid-West
(KS MO IO NE MN)
Ross Houston
Lake of St. Louis, MO

(continued on next page)

- (8) Rockies
(UT CO WY ND SD)
Dan Hulburd
Aurora, CO
- (9) North-West
(OR WA ID MT AL)
Harold Fritzler
Portland, OR
- (10) West
(AZ NV CA HI)
Mike Fagen
Atwater, CA

- 5. Debriefing and interrogation will be conducted to determine the "bombing accuracy" and mission effectivity.
- 6. Appropriate recognition will be given to personnel having the largest "Effective Sorties" and "Victories".
- 7. A "Victory Pubbing Mission" will be held at the Blue Lion in North

Pickenham during our 40th Reunion with official recognition in the 2nd Air Division *Journal*.

- 8. Your full cooperation in the execution of this mission is an essential element in its successful completion of 100% Group Membership increase. "Everyone recruit one".

A brief rundown of the 40th reunion to be held May 21st thru 25th in East Anglia. This will indeed be a basis for the special relationship which England and America has enjoyed to come to full flower with a very well planned series of events, activities, and ceremonies that will reflect the huge effort, accomplishments and high cost of men and material which made a major contribution to the successful completion of our common goals. A slow but steady understanding of our shared national traits, values, and differences resulted in a deep and permanent respect for each other as individuals and nations.

After arrival in London on May 21st we will travel to Norwich by special reserved train. We will then settle in, stretch our

legs and have an arrival dinner.

Friday there will be a special service at the Norwich Cathedral followed by a catered luncheon under tents at the fairgrounds. In the evening we will have our Group dinners.

Saturday is the annual business meeting followed by a short trip to RAF Coltishall where we will be hosted by the RAF Vice Marshall, have lunch and tour the base for ground and air displays. In the evening there will be a reception and buffet at Norwich Castle.

Sunday we will travel to Cambridge for a memorial service at the American Military Cemetery where many of our flight mates rest. After lunch we are planning a short tour of the University conducted by 491st's Bill McClelland who is a visiting professor.

Monday we will go back to our base at North Pickenham and we are planning lunch at Kings Lynn. Evening at Norwich will see our gala banquet, the closing set piece of the reunion.

Till we meet again Godspeed.

Duneberg

Coy Lawson

I have before me seven different articles from the Newsletter regarding the April 7, 1945 Duneberg mission. I was the radio operator on the Bob Foisy crew and we flew lead of the high right element of the 567th Sqd. behind the ill fated lead on that mission. Hopefully, you are ready for another eyewitness account of that disaster.

No one could have had a better view of the havoc perpetrated by the bandit in the area that day than the Copilot, Left Waist Gunner, and Me. I stood in frozen awe between the Pilot and Copilot watching as he closed in on the lead at our level. We were all experts at identifying aircraft, but one may well understand and excuse the confusion over the plane's identity under the circumstances. My diary, a bit more detailed than usual on this date — including a penciled sketch, reads as follows.

A 109 got boxed in by our P51's at 11:00 o'clock high. Lanning's tracers (Paul Lanning was our nose gunner) were going right at him. I could count four or five P51's closing in and shooting. He stood on his tail until he fell through the horizon and disappeared below us. He came up through the bucket down element and climbed to our level. He coasted along just off our right wing as if we were not worthy of his attention. He shot up the number 3 man (Christian) who pulled away with #4 burning and #3 feathered according to my notes. He then plunged the lead plane with enough momentum to drag both into the Deputy Lead and all three went up in flames. My most terrifying mission. In retrospect, and after reading all the other accounts, and with a very vivid memory, I would change my story very little. I wish to confirm Jim Kratoska's observation that the 109 bore left to shoot down number 3. This was all in slow motion considering our speed and the fact that he had not gained great speed after his climb back to our level. He then very deliberately (not in

my opinion the action or accident of a dead or deranged pilot) rolled right into Dallas with enough force to sweep into Kunkel the deputy lead. I would not take issue with the report that he bounced from the lead to the deputy lead. I would insist that he was a Messerschmitt 109. I am aware that Hitler never approved a kamikaze type unit, but I have never doubted that this German decided to sacrifice his life heroically believing that he had already gotten himself into an impossible situation. I visualize him screaming insults at the enemy for letting him penetrate our formation and allowing him to exact such a toll as he was about to take for the Fatherland.

We flew a mission the next day to an engine assembly plant at Furth just outside Nuremburg. We were sure the war was near an end as they were searching for targets to bomb. When three close flak bursts rattled off the fuselage as we neared the target, I was sure of a leg wound feeling the warmth of the assumed blood oozing down my leg. Believe what you like, but at 30 degrees below with heated suit disconnected it was perspiration trickling down. I was literally sweating it out. This one had been a milk run, but the horror of the events after the I. P. en route to Duneberg were still upon me. That big black cross, bigger than the dawn itself was still floating by in slow motion just outside the Copilot's window.

While waiting to be mustered out of service at a base near Reno, a fellow radio-man carried with him at all times a prize souvenir. It was a spark plug from that Messerschmitt 109 that lodged in the plexiglass of the top turret in a lower element.

2nd November 1986

Dear Pete:

Many people inquired at Pheasant Run about the possibility of another batch of videos on the Trust films, and I have now negotiated a super price from the Film lab for a run of 25.

Any chance of you spreading the word around, and also seeing if Bill Robertie could give this mention in the next issue of the *Journal* please. If we can get enough orders I will gladly take the masters to London and get the copies down.

Hope you are all well, and our best regards. See you in May.

Yours sincerely,

David J. Hastings
"Westering", Salhouse,
Nr. Norwich, Norfolk, NR136 RQ,
England



NEWS

Arthur V. Cullen (44th)

Roll of Honor and Casualty Memorial

A fitting and memorable historical work relative to the 44th Bomb Group's participation in the air offensive against Germany in World War II has been recently completed by C. W. "Will" Lundy in the form of a Roll of Honor and Casualty Memorial. This work augments the Roll of Honor which is now in the 44th BG section of the Second AD of the Memorial Library in Norwich.

Will, who was a member of the 67th Squadron, 44th BG, has developed in this effort, an alphabetical listing of all of the 44th men killed in action. He has attempted to chronicle an accurate account of the circumstances of the casualties as to the mission, plane and crew. It has taken eight years and the assistance of hundreds of contributors, both American and British, to complete this accounting. By its very nature, involving only violence, death and injury, this book will not have universal appeal and for this reason final distribution has not been decided upon. However, Will Lundy and Jordan Uttal have determined that at least four copies of the Roll of Honor will be printed and bound for use in the Memorial Room, Norwich.

Statistically the book involves 130 aircraft lost, or not returning and approximately 1300 airmen KIA, MIA or POW. Also covered are 14 aircraft interned, crash landings, ditchings, deaths in base hospital following combat injuries — the latter categories involving 68 aircraft and 245 fatalities. The index includes more than 2000 names. I have read part of a draft of this work and although it depicts by its nature, the darkest part of the combat picture; it is nevertheless a remarkable piece of fact gathering and a fitting tribute to those involved. You will be apprised through the *Journal* as to whether the Roll of Honor will be available for sale.

General Johnson

Former commander of the 44th Bomb Group, General Leon Johnson (USAF-Ret.) appears to be still quite active having recently been guest speaker at the Air Force Department dining-in held at the Aberdeen Proving Ground, MD.

B-24J

Another B-24, a "J" model, and one of only seven examples which exist today, has been returned to the US and is undergoing reconstruction possibly to the point of flying again. Bill Robertie and I visited the project in Stow, MA and listened to the owner Bob Collings explain his plans

for the plane. A few statistics: K-H191 was completed by Consolidated in August 1944, taken on charge by the RAF in October 1944.

After the war the RAF used it in India and subsequently it was absorbed into the Indian AF in 1947 when that country gained its independence. It is not known the exact hours on this aircraft, however, some B-24s of the Indian AF have recorded as much as 40,000 hours.



Two of the enthusiasts.



Shipdham Control Tower 1986

A group of young men "Eighth Air Force Enthusiasts" are interested in preserving artifacts of the Second AD in the Norwich area. They write that they have secured permission from the owner of one of the buildings of the Shipdham base (probably one of those used by 14th CWH) and after cleaning up the structure and patching the roof they hope to develop the project into a museum for the 2nd AD. In his letter, spokesman for the group, Stephen Adams, described the building as the one with the painting of the "Flying Eightball" on the wall. We hope to investigate the possibilities of this scheme during the '87 reunion in Norwich.

He also included a recent picture of the Shipdham control tower which still appears to be in basically good condition. It has been reported that a historical group recently had plans to restore this structure as a memorial, but costs were deter-

mined to be prohibitive.

They are anxious to correspond with former members of the 44th and can use memorabilia for their fledgling museum. Write to Stephen Adams, 28 Bassingham Rd., Norwich, England, NR 32 QT.

Twenty-seven members of the 44th BG attended the 1986 reunion at Pheasant Run, IL. Figures are not yet available for the anticipated attendance at the 1987 Norwich reunion.

67th Squadron History

This book, published in '82 by Will Lundy, and now out of print, will again be available in the near future, probably this summer.

Those Combat Training Missions

by Charles L. Cooper
(700B Sqdn., 445 BG)

We can all recall some training mission where everything did not go as planned or some unusual event took place. One of my most memorable flights was a night flight from our base at Boise, Idaho to the San Francisco area and back. Night training missions are where the crew sleeps and the Navigator and the radio operator work at their chores with the pilot and the co-pilot putting the aircraft on the course designated by the navigator. Myself, the engineer, after my duties related to becoming airborne and in cruise mode only had to serve coffee and sandwiches to the flight deck until it was time to transfer fuel.

The flight was routine most of the time and very long it seemed, but it was a beautiful night full of bright stars, which of course had been ordered by the command post this particular night in order to give our Navigator, Lt. Kenneth Branson his tools for the assignment.

We arrived in the San Francisco area with no problems thanks to the excellent efforts of our navigator and were enjoying our limited view of the area as afforded by semi-blackout conditions at that time when our proud, native Co-pilot Lt. David G. Patterson, a chamber of commerce type Californian, was afforded command of the aircraft by our gracious commander, Lt. Claud W. Palmer for the purpose of giving the most scenic tour of the area under such limited conditions.

Lt. Patterson gave us a birds-eye low altitude view of the city from the bay when all of a sudden up from the bay and from the local Navy protectors, came all kinds of beams of search lights, criss-crossing, periodically put us in direct contact with the brightness of the powerful beams of light. Needless to say the immediate maneuver prescribed was a climbing left turn in the direction of Boise while radio operator, Sgt. Edward Vaughnan checked every known frequency to see if we were being addressed by the commands below. And with the command used frequently in later months under more adverse conditions "Let's get out of here," we started the long uneventful flight back to Boise.

'Lest We Forget'

Although I have been a keen follower of your splendid magazine for a few years now, this is the very first time I have actually written to you.

In the hope that you will find it of interest; I thought I'd drop you a line on just what is happening at Horsham St Faiths, Norwich, England in 1986.

A group of very keen enthusiasts are putting a collection of aircraft and memorabilia together as the City of Norwich Aviation Museum. To date, we have eight aeroplanes positioned on an open site measuring 4 acres. This year, we have re-erected an old USAAF timber building, formerly from Griston, Nr Watton, England. This building had, for some time served as a village hall at Southrepps, Norfolk, England until we bought it and dismantled it in 1983, then brought it to Norwich.

Since its incorporation — 23rd June, 1983 — this museum has established itself on the former Horsham St Faiths airfield, now Norwich Airport — but once the home of 458th BG (H) between 1943-45. Prior to this the airfield was occupied by RAF squadrons and indeed reverted to RAF use after WWII until 1963 when it was disposed of by the British Air Ministry. In 1970, it again opened up as Norwich Airport.

What better place then to establish an aviation museum? In the very early days of aviation pioneering, Norwich-based Boulton-Paul developed many new techniques for airship and aircraft construc-

tion. Most of this then, we have documented for our museum — what we are lacking however, is coverage on the WWII period especially, the USAAF.

We do have a WWII Willys jeep however, thanks to the generosity of Charles Parker, himself a 2AD member (453rd BG). We are delighted to tell you that this jeep is about to be fully restored for this museum by a bunch of USAF volunteers from 48th TFW in Suffolk, England. Real Anglo-American cooperation and we are proud of them.

This little museum then, is for the people of Norfolk and is a community ven-

placement of these posters, please share them with me. Another means that has been used to locate members has been local newspapers (Letters to the Editor). I have samples of such letters and would be glad to share them with anyone wishing to submit a letter to their local paper. If all of us could reach one member — how far could we go?

Many of us are making plans to go to Norwich in May. Understandably some will not be able to attend, but you will not be forgotten. If anyone wishes to send a message to someone over there, let me know and I will attempt to deliver it. To avoid disappointment in 1988, make a note now to reserve the 23rd through the 26th of June, to be in Colorado Springs with the 466th.

One thing that comes up at every reunion is the lack of stories about the 466th in the *Journal*. Personally, I have no great adventures to tell. If you have a story to tell, send it along to me and I will see that it is published.

I hope to see many of you at Norwich, in May, but if that is not to be, let's all look forward to 1988. Address all correspondence to me at 40 Meadow Drive, Spencerport, NY 14559 (1-716-352-3350).



ture. In 1987 some of the exhibits will be on display for all to see. It will most definitely be open by the time of the Norwich Convention in May 1987. Should any of your readers wish to know more about this aviation museum, please get them to drop me a line.

Wishing to build an area into our display as a tribute to the 8th AF, we would invite any exhibits or memorabilia from 2nd AD Association members who wish to contribute.

As previously mentioned, all the work for this museum is done by unpaid volunteers. All fund-raising is done the hard way; sale of goods, tea towels, stickers, etc. Donations and sponsorship are always required and we are registered as a charity for this purpose.

For those of you coming to Norwich in May 1987, I hope you will spare the time to give us a look. If you have any items you may wish to donate for display, I would appreciate a letter first rather than have items sent unexpectedly.

To assist this museum in its fund-raising, we have produced Vulcan Share Certificates which enables a 'share' in our massive Vulcan bomber to be 'bought' as an acknowledgement of a donation towards the museum's upkeep. The price is just \$16.00 (U.S. dollars) including P&P. I enclose a sample certificate; they are a limited edition and the Vulcan depicted is the one we have at Norwich, XM612 itself a veteran of the Falklands war in 1982.

I trust you will find this of interest and be able to publish the information.

Sincerely,
City of Norwich Aviation Museum
Graham Savill, Hon. Chairman
55 Beechwood Drive
Thorpe St Andrew
Norwich NR7 OLN
England

466th Notes

by Elwood Nothstein (466th)

1987 — A year for growth. The emphasis from the upper echelon is to locate more members of the 2nd Air Division. As Group Vice President, I will do all that is possible to get the word out, however, I will need your assistance. If you would supply me with names and last known addresses of anyone associated with the 466th Bomb Group, I shall attempt to reach them and inform them of our organization. Or, if you would rather, I can supply you with application forms for you to send to your acquaintances. Since July 1986 I have sent out letters and applications to about ninety prospects. The Group membership has grown from 308 in August 1986 to 315 by January 1987. It may not seem like a lot, but considering our ages, it's not bad either.

I have recently been in contact with the Director of the National Warplane Museum, located in Genesco, New York. We are trying to negotiate the placement of a 2nd Air Division recruiting poster on their premises. If you have other ideas for the

Bunchered Buddies of Old Buck

by Milton Stokes (453rd)

Unlike some of the earlier letters that have been written to you, Bunchered Buddies, this one begins on a better note—no fog and rain this morning. The hills to the East look like the painted edge of a gigantic dish. They are fringed with the most beautiful pink color one could imagine. It will change gradually as the sun becomes visible. That soft glow hangs in the heavens for minutes. It subtends almost fifty degrees of the horizon. The color then fades quickly as the sun moves closer to the rim of the earthen bowl. The magic is gone now, the day becomes routine.

But this is the winter solstice when the sun stands still (seemingly) and will begin its path north again. The days get longer again and maybe warmer. We look forward to that warmth. Remember ancient peoples celebrated this winter solstice with feasting and celebrations. It falls at Christmas time now and most of us never notice its coming or going; too much planning for Christmas festivities.

This also was the time that the 453rd B.G. was moving overseas in 1943. Our plane with ten crewmen and four passengers had left Memphis, Tennessee for Morrison Field in West Palm Beach, Florida. Some of my crew were almost held up in Tennessee for shooting up the boiler room with their carbines. My guys swear they never did it. It has taken forty years for the truth to surface. One could not blame these crewmen—no leave before going overseas, not even a goodbye phone call to loved ones. At Memphis we were help up because the pipelines (air routes) were filled and backed up from England to the United States. They (the C.O.s) never told us that. It was "SECRET". But I'm sure Hitler and his buddies knew more than we knew. They knew we were coming because Axis Sally welcomed us to England by radio within days of our landing in Old Buckenham! That message came as a shock to us of the 453rd and anyone else who thought our passage was secret. We could only wonder how many guns they could marshal to blast us out of the sky on our first mission over the continent. We were soon to find out they could mass hundreds of anti-aircraft guns on any given target. It was well that we didn't know the strength of our enemy and it was too bad that the Axis Powers didn't comprehend what a hornet's nest they had stirred up with their attacks on defense poor Poland, and other European countries.

You read Phil Meistrich's article in the December *Journal*. It reminded me of our trip overseas to England. Phil is a good writer. Take time to write and tell him so, please. It is a good factual article—well written and informative. He didn't remem-

ber all those things I'm sure. He must have kept a good diary, and being a navigator he had a log to keep his mind sharp. Please Phil, write more and draw more. The editor of the *Journal*, Bill Robertie, must have thought you were a good writer too—he gave you a total of six pages in two issues!! Maybe your articles will inspire others to take pen in hand and discover that the pen is mightier than a .50 caliber machine gun.

In the same issue of the *Journal*, Del Wangsvick made the paper with Bob Hoffman's picture beside "Little Nancy", a picture a lot of people were happy to see. Bob has passed on now. He was one fine officer and gentleman. He eventually became a squadron commander.

Those of you who read the *Journal* know that all of us had special people we would like to hear from again. I have asked for help to find John C. Butler, who was an engineer-gunner on my crew. John Kassab who is a member of the 2ADA tried too. He located a John Butler in Alabama and wrote to him. He wrote and told me the address so I called this John Butler in Alabama. I waited with trembling pen as the phone rang. It wasn't our John Butler however. I wondered as I hung up why anyone gets so excited about the possibility of making a connection with an old buddy. I would just like to tell him how much I appreciated his freely given service on our B-24. It would be nice to say—"John, I remember you standing on that slippery catwalk in a badly damaged old bird, trying to repair a hydraulic line which gushed fluid all over you and your buddy Marvin Aaker." They were standing over 20,000 feet of empty airspace. The bomb bay doors had been shot away and they had a long stretch from the catwalk to the lines which were bracketed to the outside skin. The bomb load had been on fire until we salvaged them. It was really a mess in the compartment and cold too. It must have been 30 to 40 degrees below zero. Those two gallant men did connect those lines with a jury rig that permitted us to get hydraulic pressure to activate gears and flaps when we needed them. They earned an extra Flying Cross in my opinion.

Ralph McClure writes a brief message. He was on Jim Munsey's crew and was shot down on 22 April 1944 on that Hamn raid. We knew five men had survived the crash in the North Sea off the Wash, but none were ever heard from. McClure is the first to make contact with us. He was wounded in the head, but managed to bail out. He says they were low when he jumped because the chute only swung twice and he hit the ground! I've talked to Ralph on the phone and shall talk with him again.

Interestingly in the statement made by Lt. Art Orłowski to the S2 officer on 22 April 1944, the whole formation made a 360 degree turn, with lights on just off the English coast. McClure couldn't tell me why the formation made the 360 degree turn, maybe because Old Buckenham was under attack from enemy planes at the time. Leon Helfand was navigator on this ship—he survived and lived in New York City, but we haven't heard from him. Art Orłowski survived and lived in Chicago, Illinois—we never heard from him either.

Robert M. Hughes writes seeking verification of his being shot down on 31 March, 1945. Seems the fire in St. Louis some years back destroyed the records. Robert Hughes flew with Pilot Owens L. Hopper on a raid to Brunswick, Germany and was shot down (remember that place?). The entire crew was R.T.D. We will send him the Missing Air Crew Report, which verifies his claim. We also shall ask him to join up with his old formation—but we will never go to Brunswick, Germany again. Strange that Robert Hughes was on the crew that Walter Patscheider served as bombardier. Patscheider is a member of the 2ADA.

Don Olds has researched the last names of our Memorial Plaque Revision at Old Buckenham. There are a lot of changes and additions. Thirteen new names must be added to the list on that plaque. Two names, Robert McKee and Elton Webber should be added but are not verified yet. We will have additional expense for this change. Some of you, especially new members, have not contributed to this memorial, because you were not members in 1980. This is your chance to catch up and get your name on the contributors list. Some of you will (may) want to give more so please do so. Make your check payable to the 453rd B.G. Memorial Fund and send it to Frank Thomas, 118 Lakeview Dr., Carlinville, IL 62626.

Julian "Willie" Wilson advises that the plane "Portland Anne" was not Louis Scherzer's aircraft. His was christened "Portland Annie". That "i" makes a big difference. Incidentally, Scherzer never answered my request for information on that ship. Maybe he doesn't read the *Journal*. Willie Wilson says that he had seen photos of "Portland Anne" on the ground in Holland. That was not a 735 B.S. plane, he says it was a 732 or 734th B.S. plane. Willie was an armorer in "Portland Annie" and says the ship gets its name as a combination of the then popular radio comedian's wife (his name was Fred Allen); and the name of his mother's aunt Annie. So Willie will you please write to Lou Scherzer and ask him what you would like to know about "Annie".

We received some photos from Jim Halligan of the reunion in Pheasant Run and a picture of Bob Shea's crew and a plane named "Partial Payment". Nick Bordnick, Jim Halligan, Dennis

McElhenny, and Ralph Ford were all on crew #20, 732nd Squad. Now all they have to do is get the rest of the crew to show up at a reunion. It was appreciated that this crew showed up at Pheasant Run. Do you remember that Lloyd Prang and Eino Alve had six and seven old crew members present at Pheasant Run? These last two men seemingly will not give up until all living members of their old crew are present and accounted for at a 453rd Reunion. Wouldn't it be wonderful if more of the 453rd people had such tenacious tendencies.

There are approximately eighty of us old Bunched Buddies going back to England in 1987. You were really anxious to go because our allotment of reservations were sold out almost a year ago. Cancellations have been many so there might be a chance your name will come up for the trip. I'm thinking of our promotion in England for our own beloved United States. What better symbol than the "VOYAGER" that incredible flying machine which was the first to fly around the world non-stop—without refueling from

"Edwards to Edwards". Get an arm patch or a cap patch of the "VOYAGER" and sew it on. When you find someone who can make them, please let me know—I'd like to buy four hundred.

In the line of promotion perhaps more could be done by the folks in Norfolk and at our own bases. We plan a visit to Old Buckenham. Most of us would like to see a REAL promotion pitch made for the area. There we would appreciate a sponsored tour of the bases and of the large old estates which we saw hundreds of times from the air during the Second World War, but never from the ground. There are hundreds of interesting homes and industries that would be open for inspection. So come on Norfolk County we are coming to see you again over a thousand strong. We are not strangers to you or your Country. We fought along side you and your boys in War II. We admired your courage and fortitude then and now. We came as fighting allies then, we return as sincere interested friends.

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

News From 2AD Headquarters Group

Mary Frances (Millie) Edler (Vice-President, Headquarters)

First of all, a plaque is to be installed at Ketteringham Hall remembering all of the Headquarters people who served there during WWII. With the good help of John Sanders, Eleanor Storms, Jordan Uttal, Jim Reeves and Tom Eaton we have commissioned Jim Reeves to have a plaque made and sent to Tom and he will have it installed in time for us to have a ceremony at Ketteringham Hall in May at the reunion.

The plaque reads as follows:

KETTERINGHAM HALL
HEADQUARTERS OF THE SECOND AIR DIVISION,
EIGHTH AIR FORCE AND ITS
FOUTREEN BOMBARDMENT AND
FIVE FIGHTER GROUPS

IN MEMORY OF THE BRAVE AMERICAN MEN
AND WOMEN WHO SERVED IN WORLD WAR II
FROM 1942 TO 1945, AND THE
6300 MEN WHO LOST THEIR LIVES,
WHOSE NAMES ARE LISTED ON THE
ROLL OF HONOR IN THE
AMERICAN MEMORIAL ROOM OF THE
NORWICH CENTRAL LIBRARY

The plaque will be placed in an alcove on the west end of the main building. It faces the lake and not only will be protected from the weather, but the alcove itself is large enough for Jim Reeves to stand up in, so you can see it is a right good size (apologies to Jim!!!). I want to thank all of you who have contributed so generously to pay for the plaque, the shipping costs, and any other expenses incurred in this project. Also, the notes accompanying the checks have really warmed my heart — each of you have spoken so deeply of the love and caring concern you have for all members of the 2AD Headquarters Group and the memories you cherish of the years we spent together. My heartfelt thanks to each of you.

This is really a wonderful year to install this plaque, not only because of the reunion in Norwich, but the fact that our President this year is one of our own Headquarters personnel, Jim Reeves. Jim will make a short speech at the dedication service on Monday, and then the plaque will be unveiled. I hope everyone of the Headquarters people who are going to the reunion will be at the dedication — please make it a point to be there.

Have you been working on your memorabilia? Are you planning to send it, or bring it with you? We need to make our mark in the American Memorial Room also as some of us do have information that possibly others did not have access to. There is still a need for cassettes from all members of 2AD — more and more of the young people of Norwich are becoming interested in learning about what happened in their area during WWII and we want to keep these memories alive in order that coming generations can feel the deep friendships formed with the English people during that time.

As I wrote in November, and hopefully you will recall, the American Memorial Room is really being used. In 1984 there were 3,439 books borrowed from the American Room, in 1985 - 3,928 books, and as of July, 1986 - 4,316. This is a very definite indication that more and more of our friends and their children are learning a lot about the United States and its history.

About the letter from a Mr. and Mrs. J. Cope and one from a Mr. Sid Cullington, I asked Evelyn to check these out and find that they are money-making propositions, so I have not answered either letter. I feel that we will have more than enough to do with all the plans Evelyn has made for us at the Reunion.

As soon as Evelyn has the complete roster of those going to Norwich I will be in touch — will also copy in those of you who can't, for one reason or another, be with us, to give all the information I receive.

AND I PROMISE — immediately upon our return from Norwich, remember, there's always 1988 coming up, so save those nickels and dimes (dollars and fives these days), and "Come on down" —

Pregnant Peg's Miscarriage

by T. L. Land (3rd SAD)

PREGNANT PEG was one of the famed B-24 bombers of the 44th Bomb Group at AAF 115, at Shipdham. On a mission over Germany during last week of September 1944, this aircraft suffered major damage to landing gear and bomb bay area, which caused it to crash-land at its Shipdham base.

Crash-landings were daily occurrences at every base during the war, and PREGNANT PEG's was a routine affair. But before the aircraft could be prepared for flight to 3D SAD for repairs, a most unusual field modification had to be performed by the mobile repair crew. A TELEPHONE POLE had to be inserted within the body of the aircraft from tail to nose, and clamped to the cat walk structure to make aircraft rigid and flyable. Since CAPTAIN TOMMY L. LAND (46th Repair Sq. Test Pilot) was assigned the responsibility of flying PREGNANT PEG to 3D Strategic Air Depot, Watton, his description of the incident is below.

"As you know, the cat walk of a B-24 is the true backbone of the aircraft. Without the cat walk being structurally sound, the fuselage or body of the aircraft would fold like an accordion, with any undue stress applied. Again, mobile crews were where the action was! The telephone pole was installed on the base at Shipdham. Because of the severe battle damage, the aircraft could not be permanently repaired in the field: thus the temporary "telephone pole repair job" to enable the flight to 3d Strategic Air Depot.

My AAF Form 5 flight records indicate first pilot time on October 6, 1944, in a B-24H. This would substantiate the flight date. When CAPT GRANVILLE GREEN (46 Repair and I went to Shipdham that day to fly the pole job out, little did we know that a celebration of sorts was in progress. When LT COL SCHACTMAN, then assigned to the bomb group and whom I met for the first time, crawled up through the bomb bay to shake hands and to wish us luck, I realized then we had a "hot one."

While we were checking the aircraft out for flight, it seemed as if the whole base turned out to our ramp to see us off, as excitement and jubilation was abounding! That is, with everyone except CAPT GREEN and myself; particularly when we realized that bets were being made! This prompted me to suggest to Capt. Green that he fly and I would just go along for the ride. He would not buy it; reminded me that it was mine and he was going along for the ride, which he did as co-pilot. I do not think we had a flight engineer aboard due to the nature of the flight.

When we started to taxi out, I remem-

ber the waving, victory signs, and cheering of our GI audience, particularly the mobile repair crew responsible for this unorthodox, and as far as I know, never duplicated repair.

As we turned into takeoff position and our runway speed increased, the moment of truth was at hand. When she lifted off the runway, the balance and trim of that aircraft, under such unusual circumstances, was absolutely beautiful. Unbelievable! Smooth as silk and a lot prettier!

Airborne, certainly our thoughts turned to the real test, which would come on landing. The takeoff behind us, we left wheels down with all stresses to a minimum; just

pointed her nose toward 3D SAD, tree top level, plus or minus a few feet, and let her go!

When we approached the Depot, we knew our landing must be near perfect, if such words were applicable. Could not stand a sloppy landing here. There were only two landings in my life that I would admit to being memorable. This was one. The tires just seemed to melt into the concrete runway . . . I guess I did a little melting myself.

Safely on the ground now, surely Station 505 and its several thousand GIs would turn out to welcome us home with as much furor as our Shipdham audience had sent us on our way. Do not believe it! The parking jeep did not even come out to meet us. Oh well, heroes for a few minutes beats heroes never."

Return Flight for Sharon D

Submitted by John Archer

Reprinted courtesy Eastern Daily Press

Sharon D, the name given to a wartime Liberator which flew missions from the former Holton airfield, near Halesworth, has returned to the area—as the subject of a painting.

The pilot who flew it before being killed in action named it after his daughter, now Sharon D. Vance, and she has signed the copy of the painting which yesterday was presented to the Triple Plea pub by American Mr. John Becker, who also flew from the airfield during the second world war, and his wife, Camille.

The pub on the edge of the airfield was the local watering hole for the airmen stationed there, and Miss Penni Joy, who now runs it with her partner, Mr. Al Speck, said the painting would be hung in a prominent position in the bar.



Texan John Becker, ex-navigator with the 489 bomb group, presents a painting of the Sharon D to Penni Joy, landlady of the Triple Plea, Holton, who knitted her stars and stripes sweater for the occasion. In the center is Mr. Paddy Cox, chairman of the Friends of the 489.

The painting of the Liberator of the 489 Bomber Group was by Jim Peters, and it is number 55 of a limited edition of 950. Miss Joy said it was a wonderful gift for the pub to have and they were most grateful that they should be asked to hang it there.

Mr. and Mrs. Becker are staying with Mr. Paddy Cox at Halesworth during their visit to the area. There is a memorial at the former airfield to the 489 Bomber Group.



by Dave Swearingen

Jack Stevens of San Diego had written me several months ago about a project initiated by Robert C. White, 54 Seton Trail, Ornaoud Beach, Fl. 32074. He and Lt. Col. Harry Bradshaw Ret., RFD #1 Newmarket, N.H. 03857 have undertaken the tremendous task of gathering the current address of former Army Air Corps Pilot Cadets. This could help us find some lost lads. Stevens' address is 3526 Larga Circle, San Diego, CA 92110.

I was saddened to learn that Roderick McKay had passed away several years ago. His wife Marselle had written me back in December about it. You in the 467 B.G. may remember Rod McKay. He was the one of several pilots who were at Mt. Home, Idaho who checked many of us out in the B-24 when the 467th B.G. was first formed.

Another pilot I remember because he had such a time with 'ME' and he was Lowell Hanna. We never completely had a high regard and respect for these men. They all went over with the Group to Rackheath and served with honor.

The most satisfying results of serving as your Veep has been receiving letters

and cards from many of you. Please keep the cards and letters coming. I recently received a letter that pictures memorabilia from Bill Manning, 3333 E. Florida Ave., #93 Denver, Co. 80210. I hadn't heard from him since I last saw him at Rackheath in 1944. Manning's crew was one of the first replacement crews and arrived at Rackheath around May, 1944. He reminded me of many of our missions we flew together on. Please write!

Talked recently and also received a letter from Joe Dzenowagis in reference to the videotape project. He, Helen and Joe plan to be in Norwich. He will try to tape more interviews. Depends on facilities available.

Jackie and I want to wish each of you a most prosperous New Year! May you all enjoy good health and happiness in this new year of 1987.

As of this date I do not know who of you will be attending the reunion in Norwich in May. I talked with Evelyn a few days ago and she promised to send me the list of 467th Group vets and wives who are confirmed to attend. I look forward to getting

this list and am especially looking forward to seeing you all there.

I recently received a letter from Jean and David Hastings who will be our Governor who will have the responsibility for the 467th on the day we visit Rackheath. They will also attend our mini-reunion dinner as our guests. Vince LaRussa is our point man for arrangement for the festivities while in Norwich. Please contact him.

Phillip Day reports plans are in place for our 467th group reunion planned in Shreveport September 24-27 1987. Please write now if you plan to attend. Phillip and Cille work exceedingly hard to publish and mail our Newsletter "Poop from Group 467th". I know they will certainly go all out to make our Group Reunion the best ever. They will need our help also!

The Four Hundred Sixty-Seventh Bombardment Group (heavy) Association, Ltd. is a reality. Bill McGovern, a 467th Vet and an attorney in Oak Creek, Wisconsin has been most generous and dedicated to set up and get chartered for us. This action was approved at our business meeting last July at Pheasant Run.

Included in a recent update of members joining the 2nd ADA Evelyn listed our Group's official total as of 1/5/87 of 480. We have gained some new members but have lost some also. There's still many out there who don't belong to the 2nd ADA. We need to continue to seek information on those who don't know of our Association. Phillip Day now has over 900 on our "Poop from Group" 467th mailing list.

The 389th Remembers

by Lloyd E. West (389th)

389th members, it is with my deepest regrets that the following article did not appear in the Dec. *Journal*. I want you to be assured, by me, as your V.P. the article was sent in. For reasons beyond my control it did not get printed. We shall hope this does not happen again. I do hope you will still enjoy it even though six months late.

October 4, 1986 dawned with heavy overcast skies, mist and the forecast RAIN! This did not dull our spirits as we loaded buses and headed for the Air Museum, Dayton, Ohio. October 4th was a day long planned on, the day the Memorial Plaque and Tree would be dedicated for our 389th group. As you all know this was made possible by your very generous monetary contributions.

I would like to thank the following who worked with me to make this project complete. John Gillotte, my liaison in Dayton, who so willingly did much of the ground work, also Bud Koorndyk and Frank Vadas. The above group were joined by the following in helping with the Memorial service. They are Col. H. Ben Walsh (Ret), Oscar Boudreaux (former P.W.) Chaplain

and Bugler from Wright Patterson A.F. Base, Dick Baughman, Robert Bobbitt of A.F. Museum, Color Guard provided by local V.F.W. Post 3283 and the fly by of planes of Ohio Air National Guard.

The above photo was taken by Bill Denton. Thanks Bill for a good picture.

As the Memorial started, our first fly by could be heard, but not seen as the planes zoomed above the clouds. This was followed by a second fly by, still unseen but heard. As the Memorial service ended and the Chaplain was giving the benediction the clouds suddenly parted and the sun did shine. At this time the third fly by

could be seen. It was then that we knew "HE" had smiled on us that cloudy day. As only moments later it clouded and the heavens opened up and poured rain.

Our memorable day ended with a banquet, we shall call it our first 389th reunion to which many expressed they would like to have another one at a suitable place and time. This shall be discussed at our mini reunion in England May 1987.

There were 125 members and friends in attendance at our reunion. Those attending were from 28 of the 50 states. With one gentleman coming from Hawaii, he was one of nine members of Cecil Martins crew, their first get together in forty years. Likewise Col. Walsh had six of his crew there.

Am sure this occasion will long be remembered by all of us — as we left humming "Off We Go Into The Wild Blue Yonder".

Again go send me names of any one you think interested in becoming a member. Our search always continues. We also want you to know a video tape is available of our dedication either to buy or rent. Contact me or Frank Vadas concerning this.

By now 1987 has arrived. It is my wish to each of you that the New Year will be prosperous and a happy one for all. And above all My wish would be Good Health to each.



The 445th Reporting

by Frank Dimola (445th)

Once again, with pencil in hand, I am trying to beat the January 20th deadline to have this article published. I usually think about writing a month before time, but something happens in between — I forget. One would think that in their retiring years they would have more time, but. We must thank William Robertie for the wonderful coverage he gave us, the 445th, in the December issue. Bill published both my September and December reports in one issue.

I received two most interesting stories in the past few weeks about our Group. One is the continued interest about the "Kassel" mission of September 27th, 1944. The results of this fateful mission produced the worst losses of any Bomb Group in the entire Eighth Air Force. The other story is the clearing of the Zuider Zee in the Netherlands.

But first about "Kassel". As we all know, within the Group, this was a fateful mission where we suffered our greatest air loss and it was also the greatest within the Eighth AAF. The total amount of aircraft dispatched was 37 and the reported loss was 25 B-24's.

★ ★ ★

As I previously reported in the December '86 issue, an Associate Member, Chris McDougal, is doing a follow-up on this mission. He is getting as much details as he can find. I have sent him many names and addresses that he is in contact with to help to complete a story. His address is 3921 67th Street, Urbandale, Iowa, 503-22. Please contact him if you have anything at all.

★ ★ ★

Ira Weinstein has also done a detailed search on this mission. He has been in touch with Walter Hassenpflug, Federal Republic of Germany, who is doing a report on Kassel at his home. Walter has been in touch with some fighter pilots, who were on this mission.

★ ★ ★

Two former aerial combat enemies, the American Frank J. Bertram and German NCO Ernest Schroeder from Bonn, met with Walter Hassenpflug in August 25th, 1986. The Mayor gave a reception at the City Hall on the occasion of this unique reunion. The Fighter Pilot Ernest Schroeder would like to hear from any 361st Fighter Group pilots.

★ ★ ★

My second story is about the Zuider Zee. Robert McCormack sent me a copy about the drainage operation and it is still in progress. The article was published in the Smithsonian Magazine some time in early 1986. We do not have the exact date of publication. It was an eight page article with many photos of the reclaimed pieces

such as maps, compasses, personal belongings and etc. in the past 25 years. The Dutch have recovered the wreckage of 178 WWII aircraft. With these aircraft were the identifiable remains of 72 crewmen. For about 40 years, each had been listed only as MIA. They were Americans, British, Canadian and Germans. Anyone interested in reading the entire article, please drop me a line and I will have a copy made.

★ ★ ★

Jim Dowling has made contact with three members of his crew. Joseph Johnson, Art Eisenman, and Chuck Reilly and Jim were all in the Kassel mission.

★ ★ ★

Who can give me any report about the infamous "Black Death March" from Stal-luft IV on February 5th, 1945 to May 2, 1945? Please let me know. I noticed that Harry Tachovsky also has a personal license plate "POW-445", in the State of

How I Became a Charter Member of the 453rd Bomb Group (H)

by Del Wangsvick (453rd)

In the Spring of 1943 I was at Gowen Field, Boise, Idaho — serving as Squadron Navigator of the 6th Squadron, 29th Group. We functioned in "Phase Training" of newly-assigned crews and in the formation of new Squadron and Group "Cadres", which formed the nuclei of new Squadrons and Groups.

I was a 2nd Lt. and had three assistants, all of whom were 1st Lts. (I got there first.) My assistants were 1st Lt. Charlie Head, 1st Lt. Earl Parks, and 1st Lt. Marion Pruitt.

In April I was promoted to 1st. Lt. One of the new people assigned to us about this time was a war-weary Navigator returned from combat in the Pacific, 1st Lt. Hornbeck. He immediately approached Capt. Fenton, our Operations Officer, and began lobbying for my job.

Our Navigation Office was at one end of the "Crew Ready Room" and separated from it by a door. One of the special duties of my three assistants and myself was the oversight of the Crew Ready Room — seeing that it was maintained in a presentable condition and that the waiting crew members did not get too rowdy.

On one particular afternoon, we four Navigators found time dragging and we began a game of "pitching pennies". Find-

Pennsylvania. How many more members do we have within the Group that have personal plates?

★ ★ ★

Stuart Wright, a 14 year old lad from Thetford, England is interested about the history of the Eighth Air Force. He has cycled to about 24 air fields in England and has taken photos of any remaining building on any of the bases. He described to me what Tibenham looked like with a few words, "nothing there". How true. It is in this manner that the youth of today can keep the stories and history of the Air Force in the eyes of all to come. Just within our Group, we have about 6 young people that are very interested in our adventure in the 8th AAF.

Elizabeth and I wish to thank all of you for the many Christmas and New Year cards that we received. The best to you all — and thank you. See you all in Norwich soon.

ing that the noise from the Ready Room hampered our concentration and conversation — and noting that the Ready Room was in "inspection order" — we closed the door.

Some three hours later, Capt. Fenton came thru the Ready Room — which by now was a shambles — opened the door, and came upon the four of us still enthusiastically "pitching pennies". I was assigned as the Squadron Navigator of the 732nd Squadron, 453rd Bomb Group — the very next outgoing cadre.



At Gowen Field, Boise, Idaho. Del, 6th Sqd. Nav. with his three assistants, Lts. Parks, Head, Pruitt with wives/girl friends.

Second Air Div. Assn. Film Library

On this date, 21 Jan. 87, I received one of the Assn. tapes that was mailed to one of our members 13 Oct. 86. This is not fair to the other members and it would be appreciated by all if each member would forward the tape to another member or return it to me within one week after receipt.

Pete Henry
164 B Portland Lane
Jamesburg, NJ 08831

Sentimental Journey

by Michael J. Donahue (93rd)

After a smooth landing in a Republic liner at the O'Hare airport in Chicago, Illinois, a shuttle bus delivered a load of us 8th Air Force jocks to the Pheasant Run Resort where the 39th annual convention of the 2nd Air Division was being held.

After spending three wonderful and exciting days at the reunion I found myself again in a commercial jet waiting for take-off on the end of runway on a flight back to the Detroit Metro Airport. It was here in my seat looking out of the plane window that I became a little nostalgic and my mind harked back some forty-two years to another airfield in the southeastern part of England. In this crowded area known as East Anglia, some 42 American air bases were located and these bases were the homes of the 8th Air Force's B-17's and B-24's Bombardment Groups.

In the early morning light of September 26, 1944, thirty-four B-24's of the 93rd Bomber Groups were lined up at the end of the runway preparing to take off on a bombing raid to Hamm, Germany.

At most English air bases the runways measured anywhere from 4000 to 6000 feet. Takeoff in a heavy bomber could be very trying. A loaded bomber carried more than 20,000 pounds of bombs and gasoline, which meant that the crew that failed to get off the ground before reaching the end of the runway would be spoken of thereafter only in the past tense. The members of the crew who were responsible for getting the bomber off of the ground were the pilot, Capt. Leland Spencer, co-pilot, Hugo Pofie, Lt. and Dean Nadue, engineer. While these men performed their skillful tasks from the cockpit, I observed what was going on from my radio compartment window on the flight deck.

To take every advantage for a successful takeoff and to try and get as much speed as you can, the pilot would set the breaks and hold the plane stationary at the end of the runway and at the same time advance the throttles to full takeoff power. The engines thunder and the plane begins to shiver, as someone once crudely but aptly put it, "like a dog shitting peach pits," and if the airplane is a B-24 (which has a nose wheel) its accelerating propellers pull it down into a belligerent crouch. No one is really sure whether this raucous procedure actually helps in a takeoff run, but it certainly feels as if it does. The engines are run up until the airplane strains to be released and you race down the runway. The brakes are released and you find the airplane to have been a liar. Instead of leaping forward, it waddles. What promised to be a charging bull is actually a fat lady on a Sunday stroll. You hunch back and forth in your seat in an attempt to nudge the airplane forward. Slowly the heavy ship accelerates and becomes lighter on its wheels. We are reaching a speed now in which we can no longer stop the airplane on the remaining runway and are committed to take off no matter what. Next is stalling speed, the

speed above which the airplane will fly once it is in the air, and below which it will retire from flying and become a 35-ton rock. The airplane is rushing now. Objects beside the runway whip past in blurred flashes. From my window I can see the right wheel as it rotates faster and faster and finally the heavy bomber lifts off of the runway. "Wheels up," commands the pilot and the plane is nursed upward and the tedious climb begins to assembly altitude. Assembly completed, the formation of 300 bombers of the 2nd Air Division heads for the target. Two hundred seventy bombers of the 2nd Air Division were effective in hitting the railyards and armor factory in Hamm.

The 93rd B.G. returned to Hardwick after six hours flying time. The Division lost 3 B-24 bombers, 53 were damaged, and 31 men were listed as missing in action.

The following is a description of what an infantry soldier observed as our bomber formations flew high over head on their way to the target.

"The Germans began to shoot heavy, high ack-ack. Great black puffs of it by the score speckled the sky until it was hard to distinguish some puffs from the planes. Then someone shouted that one of the planes was smoking. A long faint line of black smoke stretched for a mile behind one of them. And as we watched there was a gigantic sweep of flame over the plane. From the nose to tail it disappeared in flame, and it slanted slowly down and it banked around the sky in great wide curves, rhythmically and gracefully as in a slow motion waltz. Suddenly it seemed to change its mind and it swept upward, steeper and steeper and ever slower until finally it seemed poised motionless on its own pillar of black smoke. And then just as slowly it turned over and dived for the earth. Before it was down there were more cries of "There's another one smoking—and there's a third one now." Chutes came out of some of the planes. Out of some came no chutes at all. One of white silk caught on the tail of the plane. Men with binoculars could see him fighting to get loose until the flames swept over him, and then a tiny black dot fell through space, all alone.

And all that time the great flat ceiling of the sky was roofed by all the planes that

didn't go down, plowing their way forward as if there were no turmoil in the world. Nothing deviated them by the slightest. They stalked on, slowly and with a dreadful pall of sound, as they were seeing only something at a great distance and nothing existed between. God, how we admired those men up there and sickened for the ones who fell."

My thoughts of the past were brought back to the present by the pull of gravity on my body against the seat as the big jet aircraft gained altitude over the Chicago airport on my return flight to the Detroit Metro Airport. My journey now was coming to an end, but I have many fond memories of the trip and the 2nd Air Division reunion. One incident that stands out in my mind occurred outside the O'Hare Airport terminal as a group of us "Original Right Stuff," fly boys from the mighty 8th Air Force, waited for a shuttle bus to deliver us to the Pheasant Run Resort for the reunion. While standing on the curb outside the terminal we were approached by three young men who wore the golden wings of the United Airlines flight crew on their blue uniforms. I guessed they recognized who we were by my faded old B-4 flight bag that I carried. Months ago I decided to get the old 42 year old bag out of retirement and bring it with me to the annual meeting. To make the old bag more attractive I painted on the side pocket flaps in bright colors, the Air Force, 8th Air Force, and squadron patch insignias. They asked many questions about when and where we were operational, and were especially interested in the B-24 Liberator. As we boarded the bus for the resort, they told us how grateful they were to us and the 8th and thanked us for what we did. I was speechless for a moment, but after a while I gained my composure and expressed our appreciation for their thoughtfulness and thanked them on behalf of all the members of the 8th Air Force, and especially for those six thousand three hundred brave young men of the 2nd Air Division who willingly gave their lives for us.

In the Spring of 1987 the old B-4 bag and I, with the help of God, will make another sentimental journey to the 40th reunion of the 2nd Air Division in Norwich, England. Hope to see you there.

Notice

The Yankee Air Force is seeking Air Force veterans of World War I, World War II, Korea and Vietnam wars to appear as guest speakers at their meetings. The YAF was planned and organized in 1981 to research, restore and preserve historical and vintage aircraft for historic and educational purposes. General membership meetings are held every third Wednesday of the month at 8:00 p.m. in their Ready Room, located at Essex County Airport, 125 Passaic Avenue, Fairfield, NJ. The public is always welcome. If anyone is interested in being a speaker at their meetings, please contact Anthony Giacobbe, YAF program chairperson at 201-388-1962.

2AD WACS Christen Plane for 392nd BG

by Eleanor Storms

Ray Dunphy, 392nd Bomb Group, wrote to Evelyn Cohen that there was a common bond existing between the 392nd and the 2nd Air Division WACs. Since then, Ray and I have been corresponding and here he recalls his memories of that connection between our two groups.

In most cases, the air crew getting a new bird was allowed to choose the name of the plane and have the nose art painted on. Art pictures varied. Some were nice, some were corny, and some came close to being classed porno. To give you an idea — one of the 392nd's planes was the first to come off the Ford assembly at Willow Run, Detroit. It was named "Ford's Folly" with a pic of a "Model T." Another plane had the number 42-100100. Two mermaids sat side by side with flowing ribbons with "100" painted on each one. Rotating Swastikas taking chunks from Hitler's chin adorned another plane. Many naked ladies were painted on planes until a 1944 Congressional group made a visitation. A member of this group had his wife with him. Soon thereafter, the naked ladies wore bras and panties.

Our crew had already flown eight or nine missions when we were promised a gift of a new plane around Christmas time. So we were all very interested in scanning nose art and busy trying to come up with a new name for the incoming plane. The pilot, Neely Young, had just received word that he was a proud new papa and wanted to paint the name of his son on the plane. The vote was 9 to 1 against but Neely Young WAS the Air Commander and he was determined to have it so named. Then we heard the new plane was delayed.

During this lapse of time, a new opportunity to name the plane was presented to the crew. The Public Relations Officer in London was a college buddy of our 578th's PR man. He had called to see if they were expecting any new planes in. It so happened our delayed plane was due in the next day. We were advised that Colonel Oveta Hobby, Director of the WACs had asked the 8th Air Force to dedicate a plane to the WAC. When we heard this and the deal that was to go with it, we could not pass it up.

Normally, you see, the crew would select the nose art and the name and then head for the paint shop to dicker with the base artist for the cost of the paint job which included the nose art, painting of the backs of jackets and number of bomb missions on the plane. The cost ranged from \$200 to \$500 depending on the amount of work to be done. The crew paid this out of their own pockets. If we accepted the offer, the work was to be done free. In addition, our crew was to get publicity and then the promise of a few WAC parties cinched the

deal. The previous opposition vote of 9 to 1 changed to 10 to 1 in favor of naming the plane "Pallas Athene—GI Jane." Pallas Athene was a Greek Goddess of War and Wisdom and was the emblem worn on the WAC uniform. Artists Robert LaPlaine and Arthur Olsen were really good and it was they who did the painting. The crew did not have them paint the bomb missions on this plane.

As promised, the *Stars and Stripes* gave the crew as well as the WACs their publicity. The writeup included a picture of the crew and the WACs christening the new plane. The article reported that the crew "were dressed for the occasion wearing their brown leather jackets with GI Jane on them" and that Lt. Neely Young said "his crew decided on the name in accordance with the best Virginian traditions" and that "we decided that the best thing we could do was to name it after the fair sex in uniform who are helping us so gallantly here." Not satisfied with the "golden lady's makeup," PFC Emmy Utter did a "retouch job." "P-47's roared overhead as Cpl Hazel Bliss smashed a bottle of ginger-ale over the nose turret" christening the new plane for "posterity and for WAC recruiting purposes stateside."



Cpl. Hazel Bliss christens plane Pallas Athene.

We had several close calls in GI Jane. Coming home from a mission in France, we had bombs that could not be defused. We could not bomb in France unless we could see the target or had Pathfinder lead so we had to drop the bombs in the Channel. Two bombs released, but wouldn't drop out, so we closed the bomb-bay doors and came on home with the bombs on the rack unlatched. When we got back, we had the choice of bailing out and putting Janey on automatic pilot to crash in the North Sea or try to land her. We voted to land. We were on final about five miles out and letting down slowly when one bomb dropped out. It took the

bomb-bay door right off. The door whipped under the plane and sheared right through the right vertical fin and rudder. Everyone else on the mission had landed first and the ambulance and crash wagons were sent out for us. Scary, but we made it down ok.

On April 20, 1944, as we were running GI Jane up on the runway, she blew an engine cylinder. This time, we had to taxi back in and take a spare plane. If it had happened 45 seconds later, we would have been burnt offerings at the end of the runway for we could not have taken off.

On D-Day, we took hits and lost one engine over France and had another engine running at half-power. It was late at night. We were on our third D-Day mission. Coming into base from the south, we came within 100 feet of a mid-air collision with a plane from the 492nd based at North Pickenham.

Another time, we lost our superchargers and we were way behind the 392nd BG and flying 4,000 feet under. The group trailing the 392nd dropped their bombs over us but miraculously the bombs missed our plane. We finished flying July 12.

Some time about September, the GI Jane was beaten up badly and the last time I saw her there was a big "WW" painted on her side which stood for "war weary." She was then used for training new crews from the states and for flying VIP's around to various places.

Our crew was proud of the Pallas Athene. Once off the ground, she completed her mission; she never aborted. At one of the 2AD Reunions, someone thought that Janey brought back a group of people to the States when the war ended but I have no verification of that.

Thanks, Ray Dunphy, for your recollections of the crew of the Pallas Athene. We WACs have been wondering what actually happened to the crew and the plane. We are glad to know that the Goddess of War and Wisdom took good care of the crew and that all survived in the ETO. Would be interesting to know if she ever did make a trip back to the USA.

The Long Dark Night

by John Archer

Chester and Dick had been working around the clock since they arrived at Flixton airfield in the winter of 1943.

They had not ventured outside the perimeter fence in six weeks. As Chester and Dick returned to the cold comfort of their Nissen hut, dispersed among the farms bordering the great estate of Sir Robert Shafto Adair, the tannoy boomed out a message. 'Attention to broadcast: There will be a liberty run to Norwich leaving the station at 1800 hrs, and returning at 2300 hrs. Over.'

Chester and Dick didn't know where or what kind of a place Norwich was, but they were determined to find out. They donned their best uniforms, rushed over to the orderly room, and collected their passes.

The trucks were already waiting, they boarded, and were soon on their way. The fleet of G.I. trucks roared its way along the narrow, twisting roads of Flixton.

Through the town of Bungay the airmen caught glimpses of the quiet waters of the Waveney river as it wound its way to the sea. Brick cottages, surrounded by neatly attended gardens, pubs named 'The Duke of York' and 'The Green Man' came into view through the gathering dusk.

In about forty-five minutes the convoy reached the city. As the convoy rumbled through the cobbled streets the airmen saw for the first time destruction caused by the blitz, heaps of what had been houses, churches without roofs or windows, large cleared-up spaces in the middle of the city where ruined buildings had been cleared away. The trucks came to a stop along a road bordering the cattle pens of the market.

Chester grabbed the arm of Dick and followed the crowd down the street. 'Where do we go from here?' he suggested.

Dick didn't seem to know either, but everyone else did, so they just followed along.

When they came to a corner building bearing a sign 'Steward and Patterson Ltd, Ales and Spirits', a dozen fellows walked in, with Chester and Dick not far behind.

The room inside was full of tobacco smoke. Along one side stood a long bar, and elsewhere were plain wooden tables and chairs.

A couple of 'locals' in a corner were engrossed in the fine points of tossing darts at a round, black and yellow target.

The airmen placed some of the strange new coins on the bar, for which they received large mugs containing brown liquid. Chester and Dick stood around and looked over the scene. Besides a large number of the ever-present G.I.'s, there were a number of local civilians, British soldiers

in baggy battle dress, and a couple of fellows wearing RAF blue.

Someone started singing 'Home on the Range'. Chester couldn't quite understand how those Britishers could sing it so soulfully since they probably had never seen a range outside a kitchen. Maybe it was the mild and bitter!

After a while Dick and Chester went outside. They were met by the blackest darkness either of them had ever seen. They could see absolutely nothing except the occasional subdued beam of a flashlight or the tiny lights of a passing vehicle. They moved cautiously down what they presumed to be the sidewalk. All around them they could hear the sharp 'click-click'

of passing feet, a snatch of song and a clipped British accent saying 'Sorry, old man' as a collision of bodies was narrowly averted.

After a while their eyes became more used to the dark and they could see the vague outlines of buildings looming black on either side of the street, men of the British and American forces walking in groups, some favored by the presence of girls, and occasionally the white helmets and leggings of American MP's.

After three-quarters of an hour of wandering up and down winding streets, dead-end streets and alleys, all nameless in the darkness, they finally gave up. There

(continued on next page)

389th BG Mission

April 7, 1945 Duneberg/Neumunster

by Ken Jones (389th)

Many new facts and names of people I'd almost forgotten about are coming to light with the interesting debate on the above subject. You will undoubtedly get a lot of expert opinions as to the real truth and facts in this case! It is my view that both sides are correct in this debate in that the April 7th mission went to Duneberg/Neumunster.

Our lead crew was alerted to fly on April 7th. A long delayed promise of a three day pass had been neglected. I went to the 567th BS Operations and asked for the three day pass to begin after the April 7th mission. Operations Officer, Fred Mauch, checked the records and asked me to wait. When he returned, he said our crew was placed on "stand down" and the Bob Dallas crew was substituted in our place.

The goddess of destiny intervened in her fickleness and we were on an iron course to London for "a bit of a do" while another crew was winging to Duneberg/Neumunster. As the events of the April 7th mission were learned upon our return from London, we had mixed emotions of sadness, shock, regret and an unreasonable sense of guilt.

It is recalled that one of the unsung heroes was a 19 year old pilot of the lead squadron who fired flares and encouraged remnants of the lead squadron to form on him after the lead and deputy lead went down. He followed the high right and low left squadrons on the bomb run and dropped on their smoke markers. His cool judgement probably saved a few 389th ships and crews as the Luftwaffe made persistent attempts to get through the fighter screen. His youthful countenance is vivid in my mind but I can't recall his name.

Did the April 7th mission go to Duneberg or Neumunster?

1. Ref: *The Mighty Eighth* by Roger Freeman

See small paragraph at page 225:

"At the head of the 2nd Division, bound for Duneberg explosives plant . . ."

2. "389th" Pictorial Review of Operations in the ETO, Hardbound book undated (published about 1947) and pages unnumbered. Publishing by Newsfoto Publishing Co. 109 W. Twohig Street, San Angelo, Texas.

On page entitled "Missions."

"4-4-45 Parchim A/F Wesendorf A/F"

(My notes — The primary was Parchim which we couldn't bomb visual so we reformed and made a successful run on the secondary, Wesendorf. Me-262 attacks.)

"4-7-45 Duneberg/Neumunster"

(My notes — The primary was Duneberg and Neumunster was the secondary.)

"4-17-45 Falkenau/Citice RR Bridges"

(My notes — The lead squadron targeted Falkenau and the low left bombed Citice which was a few miles to our left. Both strikes resulted in Lead Crew Commendations. Believe high right squadron followed us into Falkenau.)

3. Also in "389th" - Pictorial Review

One page contains four strike photos of a target with partial cloud cover and each one of the four photos is labeled "Duneberg 7, April 1945."

Based upon my sometimes faulty memory and the references in the two books, I come to the expert conclusion (?) that Duneberg was the primary target and the unpredictable cloud cover dictated the bomb run be made on the secondary target, Neumunster. It is also possible that some groups behind the 389th BG made strikes on Duneberg.

After Jim Kratoska's article appeared in the Sept. 1985 *Journal*, I corresponded with Jim and shared my notes with him and he responded with articles and notes on the Duneberg mission. These exchanges, encouraged by the *Journal*, and the Norwich Memorial are what the 2nd A.D. Association is all about and I am grateful.

was only one thing left to do, go back to the trucks. But deciding to go back to the trucks and actually finding them were different things entirely. When they first arrived in town they took careful mental notes of their surroundings, so that they would recognize the spot where the trucks were parked.

The boys wandered down side streets — their trucks parking place was always just a 'three-minute walk — you simply couldn't miss it.' Shortly they were rewarded by the unmistakable whir of the motor of a G.I. truck. But as they rounded a corner, to their dismay they saw the first of a long line of trucks start off with a roar, followed by all the others, one by one. The street was soon empty except for a few girls walking fast in the opposite direction.

'Maybe if we get out to the Bungay highway we can catch a ride', Chester suggested, undaunted. This was easier said than done. But luck was with them, eventually they found themselves walking along the highway leading to Bungay — at least so they thought. But not a vehicle was going their way. The boys walked and walked, not even knowing whether or not they were on the right road. The signposts

had been removed long before they arrived at Flixton. It was 14 miles to Bungay and the boys were too tired and confused to care much where they were going, but at least they were out of the way of those Norwich MP's. They had heard stories about those 'snow drops' and no Horsham St. Faith guardhouse for Dick and Chester!

They walked and walked some more. After a while Dick stopped suddenly, clutched Chester's arm and pointed.

Sure enough, one of those bright red telephone booths which are so familiar a sight to the traveler of English roads. Dick entered the booth and picked up the receiver. 'Operator', said a soft feminine voice. Oh, how could so much sweetness and light find itself inside a single word!

'Listen, operator', Dick said urgently. 'A buddy of mine and I are trying to get to Bungay. Are we on the right road?' 'Yes!', the operator said, 'you are on the Norwich-Bungay road. If the phone booth is on the right side of the road you are heading in the right direction. Bungay is 11 miles away, ring me up at the next booth you come to and I'll tell you if you are still on the right road.' Chester and Dick kept on walking. Fortunately the night was warm

although pitch black. No vehicles, no lights, no nothing — except the drone of aeroplanes overhead. The RAF was out again.

After what seemed like another twenty miles of walking, they came to another phone booth. Lifting the receiver, Dick again heard that voice of sweetness and light. 'Yes you are still on the right road. Bungay is eight miles away.'

Eight miles. The boys kept walking. At each telephone booth they paused to receive their reassurance.

As the first grey suggestion of dawn appeared in the eastern sky, the voice said, 'When you turn the corner, you will be in the town of Bungay. Continue on through the town. On the main road two miles further on you will find a junction. Choose the left road and you will soon be at your airfield. Good morning and happy walking.'

An hour and a half later, the tired, worn-out bodies of Dick and Chester were stretched out in their respective beds. Their minds were far away in dreamland. Chester was trudging through a maze of narrow crooked streets with a DSM in his hand, searching for the public benefactor who invented the G.I. blanket.

Reprinted courtesy Herald, Sanford, NC — Dec. 23, 1985 issue

Shot Down Before Holiday

Local man observes special anniversary

by John Hinton, Herald Staff Writer

Charley Taylor of Carolina Trace celebrated a personal anniversary Sunday.

During World War II, Taylor was a co-pilot in a B-24 bomber based in England. On Dec. 22, 1943, Taylor's plane carrying 10 crewmen was shot down over Zuider Zee, Holland, by German anti-aircraft fire.

"We had just bombed the railway and dock sites in Muenster, Germany," Taylor said. "Anti-aircraft fire damaged three of the plane's engines. We were not in good shape."

Taylor, a first lieutenant, was the only survivor of the crash. "Four of the men dived out of the plane and drowned in the Zuider Zee Lake," he said.

"Five other men died when the plane crashed," Taylor said. "I sustained superficial head wounds, but I was all right. I was very lucky."

The Germans captured Taylor and took him to a prisoner of war camp on the Baltic Sea. Taylor lived for 17 months in Stalag Luft 1 with 9,500 other Allied prisoners.

"We were pretty close to a target, but we were never bombed," Taylor said. Their camp was near a German rocket base where the V-1 and V-2 rockets were developed and tested.

"Considering there was a war on, we were treated pretty well," Taylor said. "We had enough food, clothing and housing. The Germans were fair. They treated us the best they could."

The prisoners were American, British,

French and Dutch airmen and lived in barracks that housed 14 men each. Taylor said many prisoners tried to escape.

"More than 50 tunnels were dug," he said. "Some of the tunnels reached outside of the camp, but no prisoner ever reached Allied lines. We were 300 miles from both the Russian and Allied lines."

Most of the prisoners were friendly to each other. "We had very few personality problems," Taylor said. "We did our own cooking, laundry, and sewing. We did a lot of reading and card playing."

Taylor and the other prisoners were liberated on May 1, 1945 by Russian troops. The German guards left before the Russians arrived, he said.

Twelve days later, a squadron of B-17s landed at a nearby airport and took several prisoners, including Taylor, to an American base at Reims, France. Germany surrendered to the Allies on May 7, 1945, and the war in Europe was over.

Taylor said he had flown on two other missions before his plane was shot down. His squadron, the U.S. 44th Bomb Group of 75 planes had bombed a German engine plant in Oslo, Norway and a German submarine base at Bordeaux, France, he said.

"We were so busy flying the planes, we didn't have time to get scared," Taylor said. "We hoped that we hit the military targets."

Taylor was discharged from the U.S. Army Air Corps in June 1945 in Atlantic City, N.J. He went to New York City where

he worked as an employee with American Telephone and Telegraph Co. for almost 40 years.

He retired in 1984 and moved to Carolina Trace. Taylor speaks to civic organizations about his World War II experiences.

In 1968, Dutch officials decided to pump the water out of the Zuider Zee Lake into the North Sea, Taylor said. After the lake was drained, they found Taylor's plane practically intact. "There were no bombs on board," Taylor said, adding the Dutch officials contacted the U.S. Air Force about the plane's discovery.

The skeletal remains of the five crewmen were still on the plane, Taylor said. "There was gum in the ashtray, gas in the gas tank, ammunition in the machine guns and air in the tires."

A Dutch television station heard about the discovery of the plane and decided to make a documentary, he said.

The television station contacted Taylor about the documentary and transported him to Holland. "I toured the plane," he said. "They pulled it out with a tank."

While the documentary was being made, Taylor toured Holland. He didn't see the film until the spring of 1978 in Grand Rapids, Mich.

"I enjoyed it," Taylor said. "It was tastefully done."

Taylor also participated in a short documentary that the U.S. Air Force made in April 1976 about the recovery of the plane and bodies.

A Dutch ship designer gave Taylor a 1776 sailing ship built from parts of his doomed plane. An elementary school class in Rotterdam, Holland made a banner in honor of Taylor.

Reprinted courtesy Albuquerque, New Mexico Journal

Bomber's Crew Meets Again, 41 Years After Last Landing

City Man's Efforts Lead to Reunion of World War II Friends

by Michael Perkins, Journal Staff Writer

Because he hadn't seen them in more than 40 years, Doyle Courington thought it was high time he tracked down some old friends.

And recently, after two years of searching, Courington found his nine B-24 crewmates from World War II along with the commander of their 8th Air Force bomb group. They all met in Albuquerque this month to renew old friendships and remember the good—and some not so good—old days.

"It occurred to me—sadly I might add—that I lost all contact with those people," said Courington, a commercial artist in Albuquerque. "We were close. For a year and a half we lived in the same airplane.



B-24 bomber crewmates, including Doyle Courington, third from left back row, more than 40 years ago.

"Some of these people I hadn't seen in 41 years and I decided to look everyone up."

Courington had been a flight engineer on a B-24 that flew 30 bombing missions over Europe between February 1944 and April 1945. In 1945 everyone was discharged.

Although a few kept intermittent contact through the years, most crew members lost track of each other soon after they got home, Courington said.

"I can't really say why we lost track of each other," he said. "But the war was over and we had done our job and it was time to get on with our lives."

In 1982 Courington joined the local chapter of the 8th Air Force Historical Society and became inspired to reunite his World War II comrades.

But after the inspiration struck, the work began. Courington searched for a year and a half before he located the first of his lost crewmates, the plane's navigator who was a retired osteopath living in Arizona.

Within a year after that, Courington located all of the lost crew members and he began organizing the reunion. "Eventually we put it all together and we found them all," he said.

The other members were scattered around the country, from New York to California and from Wisconsin to Mississippi, Courington said. Their careers had taken them into divergent fields—the bombardier becoming president of a savings and loan, the radio operator working as a municipal employee, and the nose gunner becoming a petroleum engineer.

Courington said the warm relations the crew members enjoyed during their tour of duty 41 years ago were immediately recreated during the reunion in Albuquerque the weekend of April 18-20.

"It was a family-type relationship. We were brothers," he said. "And that same relation was present in this reunion."

Although they had 41 years of news to catch up, much of the time was spent reminiscing about their war experiences, Courington said.

"The actual combat things—the flak, the fighters, the planes going down—these were the things that triggered the memories," he said. "There were serious moments when we talked about it. We had to—that was part of it.

"But now that that's over the good times are much more important."

The old soldiers are planning to get back together next year at Lake Tahoe, Calif.

"I'm looking forward to continuing the relationship. It was such a dumb thing to let it go away during those 41 years," Courington said. "I'm sure we'll keep the relationship going now until we're all dead and gone.

"I know I plan to keep it alive."



Kneeling (L to R): William P. Scharrschmidt, Bombardier; Vance Criddle, Navigator; Paul Ehrlich, Co-pilot; James Dennis Hudson, Pilot.

Standing (L to R): Clayton M. Jewett, Ball turret gunner; Samuel Woolbright, Tail gunner; Doyle Courington, Engineer/top turret; Albert J. Shower, Commander 467 BG; Richard W. Johnson, Nose gunner; Harry Angle, Waist gunner; Angelo R. Rulli, Radio operator.

Letters



Dear Bill:

Reference is made to verbal conversation at Pheasant Run Resort between E. Bud Koorndyk, James H. Reeves and myself concerning acknowledgment of 492 Bomb Group at Harrington Air Base as being a part of the 2nd Air Division, 8AF. This conversation expanded later to include Jordan Uttal and William G. Robertie.

To set the stage for my concern, I have attended six consecutive reunions beginning at San Antonio in 1981 and have yet to see the first person I knew overseas at these reunions. Nor, have I even seen Harrington Air Base (80 miles north of London) written or mentioned on displays, brochures or other art work in 2nd Air Division reunion meetings.

It was only by chance that I found out about the 8AF, 2AD reunions. I was looking through an "Air Force" magazine in the library at Tinker Air Force Base.

I was too late to get reservations at San Antonio, but because I was so excited about this thing, I went anyway and "crashed the party." Not really, but all I was able to attend was the mini-reunion.

The real shocker was when I walked into the lobby of the hotel and looked at the art work on the wall. This art work showed all the bomb groups written on separate decorative pieces of paper with the respective bases written under the bomb group. When I first saw the 492 BG written with North Pickingham under it I wondered what the hell was a "North Pickingham." I thought the 492 BG was "born" and "died" at Harrington (my stupidity). Several B-24 crews along with mine did not arrive overseas (at Harrington) until Jan. 1945, and we left soon after V.E. Day. I have since learned about the brave and gallant men that were in the 492 BG at North Pickingham, and the high casualty rate. I have also learned that a few crews transferred to Harrington from North Pickingham in the fall of 1944, before we arrived direct from the U.S.

I have talked to just about everybody that would listen at six consecutive reunions since San Antonio and I can't find anyone who knows for sure whether the 492 BG remained under the 2AD after its transfer to Harrington.

My frustration was elevated when we went to Norwich in 1983. A listing was made of the bases that were going to be visited and of course Harrington was not on it, and I can understand that; however, another listing of bases that were not going to be visited was also made. Harrington was not even on that list; that smarted a bit. My wife and I hopped on a train and went to Harrington anyway.

I have been in touch with some members of my crew and encouraged them to come to the 2AD reunions. It seems they have been side tracked and led to believe that they don't belong in 2AD.

Attached is a copy of my Form 5 (Flying Record). It reveals that I flew 5 combat missions in April, 1945 (ammo and supplies to the underground in Norway and Denmark). That point is not significant. What is significant to this appeal is that the top of the Form 5 shows 8AF, 492 BG and 856 BS. The

space where the air division or wing should be was left blank. That's the same on all my records. It does not specify the air division or wing. Surely someone knows and has authentic documentation that will support whether the 492 BG at Harrington was or was not 2AD. I gambled in 1981 that it was, by donating \$100 to 2AD 492 BG for the memorial fund in Norwich.

I would not want to withdraw the donation even if it is found that my membership is illegitimate. In spite of the frustration we have become so attached to and love all the people in the 2AD, we may not leave willingly, even if you try to evict us.

So, will the real 492 BG Man please stand up.

Vernon E. Key

(ED: The 492nd BG was real and part of the 2nd ADA, not the Luftwaffe. It was on detached status when you were there. Ask the Krauts!)



Dear Ms. Cohen:

Enclosed please find my check payable to the Second Air Division Association in the amount of \$50.00, given in the memory of my late father Lt. Col. (Ret.) John Joseph (Joe) Testa, 492BG, USAF. This is given to 2AD to be used at your discretion.

I joined the Second Air Division Association as an Associate Member to learn more about my late father and the men and women he served with throughout his career. After having received, and read, several *Journals* and newsletters from the Association, I feel that I have only scratched the surface. The articles and memoirs are fascinating!

My confession to you is that my dad never spoke much about his actions during World War II, other than the suffering he witnessed. He piloted 29 combat missions, starting with the old 44th BG which was reformed into the 492nd BG. I am deeply indebted to Mr. Pete Henry, 44th BG, who traveled some 50 miles to visit my mother, Mary Testa, and myself to express his sorrow and condolences when dad died. Although dad had never joined the 2ADA or 8AFAS, Mr. Henry still recognized the name and told us of a continued interest in his whereabouts.

I appreciate your taking the time to read this letter of my thoughts. I am enclosing the change of address form from the September 1986 *Journal*. I ask you to keep me current on ALL 2AD activities.

Joseph W. Testa



Dear Evelyn:

In the last *Journal*, I finally recognized a person with whom I served in the photo lab at the 458th.

I believe the person Herman Hetzel worked with me in the lab.

It is a pity there are not many ground personnel who are members of this fine organization. The *Journal* brings back many memories.



Photo lab personnel 458th E.M.

John Sederlund (458th 754th)

Dear Pete (Henry):

Since there was plenty of blank tape at the end of V, "Ploesti, etc.", I took the liberty of dubbing in an NBC special that I taped about 3 years ago called "All The Fine Young Men." It's about the Mighty Eighth and, although the magnificent Liberators have coverage counted in milliseconds, the special features interviews and extensive combat coverage.

After you review it, please feel free to add or delete it from the library as you feel appropriate. However, if you decide to add it, I'd appreciate it if you'd note it in the *Journal* somewhere that the addition is in memory of my father, Roy Rainwater, 467th B.G., who flew in *Witchcraft*, *Perils of Pauline*, and others. He was very proud of his 2AD duty and I cut my teeth on stories of the Rackheath Aggies, Schweinfurt, etc.

Best wishes for a great 1987.

Ross Rainwater
305 Regal Drive
Lawrenceville, GA 30245

Dear Ross (Rainwater):

Just a short note to let you know that I received the two tapes that you sent to me 20 Dec. and to acknowledge your note about "All The Fine Young Men".

I have had a copy of that tape for some time but that show left a bad taste in the mouth of a lot of our people in that it glorified the B-17 and almost completely ignored the B-24 people. Quite a few of our people wrote to NBC complaining about the way they reported on the Mighty Eighth and I'm sure that a lot of us would resent advertising it further.

However, I do appreciate that you added it to one of our 2ADA tapes, Volume V, and I will leave it on that copy. I have noted the fact that it appears on the end of that particular tape and anyone who rents tape V and gets that copy will receive a bonus. (I have about 4 copies of tape #V but do not plan to add "All The . . ." to the other copies.)

However, in the interest of recognizing your request and in memory of your father, Roy, I'll send a copy of your letter to Bill Robertie and ask him to run it in the letters section. I can't promise that he will honor my request but that's about all that I can do at this time.

We are pleased that you have enjoyed the 2ADA tapes and hope that you continue to support the Second Air Division Assn.

Pete Henry



McDonald's Crew



1944



1986

McDonald's crew (647) at reunion at Albuquerque, N.M. Left to right both snapshots — Ted Neuhoﬀ, Bombardier; Orland Call, Nav.; J. Lavan McDonald, Pilot; Bob Looney, Co-Pilot; Frank Vadas, Eng.; Not bad for a elapse of 42 years.

Frank C. Vadas
Asst. VP 389th BG
1026 So. 9th St., Allentown, PA 18103

Dear Bill:

Every time I read the *Journal* I appreciate you more and more. You have done such a good job for so many years and I often feel that I should tell you so even if others do so often. I look forward to reading experiences of other brothers of the 8th even if I never met them. I often wonder how you come about all the good material you use, then I realized as age progresses on us more brothers have more time to prepare their tales for you.

My journalist acquaintances tell me tht they keep a file called "fillers" to fill the unused space in the publications after the main body is assembled. My old friend Dick Pope (Developer of Cypress Gardens and promoter) used to send thousands of photos of beautiful girls in his gardens to hundreds of newspapers daily, to be used as "fillers". He confesses he could never have obtained the date lines "Cypress Gardens, Florida" that he received if he had to purchase them.

So one day I thought "Charlie help Bill just a little bit to let him know yu appreciate his labors." But HOW? Then I thought of the "filler". So here is a filler. It can be used to set your coffee cup upon: To fill file 13; To start the fire or someday when you are meeting a deadline and need a quickie to fill a little space it might come in handy with a little editing.

Sorry Evelyn and I will not be with you in Norwich this year. I am starting a new business. Last year the CPA firm I managed merged with a larger firm that had more personnel than work and we more work than personnel, so I and my staff lost out and only the certified boys moved. So here I am at 62 starting my third career. Evelyn and I had hoped we could join the Pattersons and the Hastings again after the Reunion in the Alps as we did on our last Reunion trip to Norwich, but our thoughts will be with you. Good Luck.

Charles L. Cooper (700 BS, 445 BG)



Dear Ms. Chandler:

I want to thank you for the courtesy you extended to me and my family during our recent visit to the 2nd Air Division Memorial Room. It was a very special occasion for me and for members of my family as well.

The LIBERATOR Club that I spoke of can be contacted by writing to:

LIBERATOR Club
P.O. Box 941
San Diego, CA 92112

The club journal is entitled "BRIEFING" and used to be published quarterly.

I am enclosing some clippings from old issues of *BRIEFING* that relate to 2nd Air Division Bomb Groups. I have also enclosed two (black and white) negatives, one of a B-24 (group unknown) and one of Ketteringham Hall that I think is quite good. I hope this material will prove useful.

Again, many thanks for your help—the Memorial Room is really special!

Charles E. Langton, Jr.
1104 Sea Village Dr.
Cardiff by the Sea
California 92007
(Former 448th Bombardier)



Dear Air Force Vets:

Those of you who flew over the north Atlantic route in 1943-45 may remember Goose Bay, Labrador. It was one of the bases on the route. Some time ago there was an effort to document some of the experiences of air crews that used this base. I would appreciate hearing from any 2ADA men who recall this base and what it was like during WWII.

Many may have gone through Gander, Newfoundland. The Goose Bay base remained in operation after the war I believe under the RCAF.

Forrest S. Clark
Former 44 B.G.
220 Fairmount Ave.
So. Plainfield, N.J. 07080

Dear Evelyn Cohen:

Rather an unusual salutation but I know not your marital status and I don't think you will mind.

Not long ago I discovered the existence of the 8th AF Historical Society. Then, this past August I happened to be in Schenectady, N.Y. when there was an air show in progress and naturally, I attended, and found a booth on the 8th. The young man at the booth took my name and promised to send me some things about the organization.

When it arrived, I eagerly scanned the 93rd roster and was delighted to find three familiar names, one Harry L. Tower, Fred Weissbrod and George Petrilyak. I wrote to Harry and he sent me the latest 2 ADA *Journal*. That's where I got your name.

Anyhow all this leads to the fact I want to become a member. I've had a terrific attack of nostalgia recently, and time is fleeting. I was a member of the 93rd, 409th Squadron at Hardwick from August '43 to August '44 and participated in 28 missions.

Hope you can help me.

Howard P. Jones
115 Tasker Drive
Summerville, SC 29483



Dear Bill:

Please send me a copy of Vol. 25 No. 4, Dec. 1986 *Journal*. I will be glad to pay any charge that is necessary. Young puppy chewed my copy and I had not finished reading it. I also keep every copy and prefer to have one that can be read. Over and out!

Wade D. Barnes

(ED: Teach puppy to recognize difference between B-24-B-17. Train which one to chew. Any difficulty shoot puppy!)



Hi Bill:

It was with great satisfaction to receive the Dec. '86 *Journal*, and with personal joy. The news that Walter J. Mateski of the 578 B.S. and a member of Sabourin's crew had become a member of the 2nd Air Division. I had lost touch with his whereabouts for 40 years. If I had opted for Pheasant Run I would have renewed some old times. Please forward his address to me. The news of the G.I. Jane crew was welcome as the enlisted men of Sabourin's crew shared the same Nissen hut. I think that the enlisted men on that crew had 32 missions, not 31 as they claimed. They must have forgotten the hazardous duty and hostile fire against the lights in the hut or the "will you put out the lights" as we (Sabourin's crew) had a mission in the morning. I am sure J.J. Rickey will remember his oration that night. We of Sabourin's crew also should get some compensation for all the renditions of their song (The G.I. Jane and its 10 man crew), that we had to listen to after they visited Kings Lynn. My wife and I are looking forward to Norwich '87. Hope to see a lot of matured air crews.

Fred Hollien
578-B.S. 392 B.G.



Dear Evelyn:

Thanks for copy of the *Journal*, and membership application. I have already mailed the fee to Rick Rokicki and he said he would handle it.

Was interested in seeing the references to 2nd A.D. Memorial at Norwich Library. I'm sending a copy of receipt showing that I contributed £5, and my library card. I've always wished I could visit the Memorial. I've been to Germany twice in recent years and visited London. I've never been back to Norwich.

B.R. Hooker
107 Whippoorwill
Lufkin, TX 75901

Dear Roger Freeman:

First, repeated good wishes to the Freeman's for the New Year!!

Next, I am wondering if you have finished with the interesting booklet prepared by Jimmy Heddleston of the adventures of the 492nd Ghost Squadron which operated from Harrington? If so, did you pass it on to Colin Sleath for the Archives of the 492nd.

Third, I take this opportunity to repeat what I requested of you at the Governors' meeting: that any further maps or references to the bases from which the 2nd Air Division flew include mention of Harrington. We make this request in spite of whatever technical questions that may exist about whether that squadron was assigned to 2nd Air Division or elsewhere. The fact is, as far as the Association is concerned, our 492nd members consider that they were part of the 2nd AD, and they consider that the Ghost Squadron was part of the 492nd. The touchiness of some of the members that they are being ignored is understandable to the Executive Committee, and we make this request in the sincere hope that we will have the cooperation of all concerned on your side along this line.

As you can see from the copies I am sending, this matter has again come up since my October 1986 visit with you, and I am using this method of advising the recipients of the copies, that I kept my promise to them and raised the matter with you.

Cordial good wishes to Jean and yourself, and all of our colleagues on the Board.

Jordan R. Uttal

→ → → →

Hi Evelyn:

The newsletters are great. My compliments to you and the others who keep this grand association going.

Just returned from Iceland after a 42 year absence.

Tom Matilski, Lt. Col. Ret. (392nd)

→ → → →

Dear Bill:

I noticed in the last 2nd AD *Journal*, under the 446th BG report, that only two B-24's are still flying in this country. I don't know if it's common knowledge but two single tail B-24 N's are still being flown out of Greybull, Wyoming. I understand they are being used as tankers for forest fire fighting. According to Martin Bowman, the Navy used quite a few of them and Winston Churchill used one for a period of time as his private plane. I have to admit to mixed emotions about that single tail.



Enclosed are a couple of pictures I took at Greybull this fall.

Bob Hanson (453rd)
Rt. 3
Osseo, Wis. 54758

→ → → →

Dear Bill:

Approximately sixteen years ago I purchased a book with the title "*Elusive Horizons*" authored by Keith C. Schuyler. As the book dealt with a B-24 Pilot's exploits over Germany in World War 2 I was very interested in reading same. It was perhaps six months before I settled down and started reading about Keith's adventures and then was very surprised when I arrived at page #14 for the Author mentions having flown an aircraft to Europe and having had the name "Sweet Eloise" painted on her in Marrakech on the way over. He thought he was to keep the aircraft but it was taken from them upon their arrival in the British Isles. He states in the book that he had named the aircraft after his wife and he would like to know what had happened to her.

Unless there were two A/C with the name "Sweet Eloise," I know something about her. One day in early 1945, we abandoned a mission over Cologne due to bad weather. On the way back to our base in England (491st B.G. - North Pickenham) the Pilot tried to get over the weather and then under the overcast. We finally emerged at a low altitude over Rotterdam, which was occupied by the enemy. Needless to say, it was touch and go for a matter of minutes. The only crew member injured that day was Don Gedatus, our radio operator, from a head injury. There were many incidents associated with this action but none were more important than the fact that with her perforated skin and strained mechanics, "Sweet Eloise" took us home!

Several years ago I had written to the publisher in an attempt to locate Keith Schuyler but never received an answer. Through the years I have kept pictures and two small pieces of the aluminum skin of the great "Lady" plus the broken ear piece from the shattered headset worn by Don Gedatus. To some it may seem morbid to keep such items, but for me they are memories of a time when friendships and events came and went, sometimes swiftly, but were seldom forgotten. Perhaps someone has already related the above to Keith, but if they haven't, I feel I could give him a little info Re: Sweet Eloise.

If I ever find him

Harry R. Dean

P.S. In the book, Keith states his crew was assigned to the 44th B.G.

→ → → →

Dear Bill:

Thanks to your help, we have the nucleus of our "Flying Control Vets. Assn" and will hold our first reunion this October in Hollywood, Florida. I've just located my old buddy Ben Bond, who was flying control officer at 448th BG at Seething but still haven't heard from any tower personnel from Shipdham (44th BG), Hardwick (93rd BG) or Hethel (389th BG). I really enjoy "*The Journal*" and must commend you for doing such an outstanding job. You were one of the first people to help me with my idea of forming a "Flying Control Vets Assn." last year. To date, I've managed to locate 75 tower operators but I would still like to hear from anyone who worked in or around any flying control tower in Europe during WWII. We are trying to keep the memory of flying control alive. Please contact me. We need you!

Lou Dubnow (446th BG)
1189 Galesmoore Court
Westlake Village, CA 91361
Phone (805)497-1964

→ → → →

Dear Evelyn:

Just to keep in touch and let you know how pleased my wife and I are that we've been accepted on the waiting list (62) for the Norwich reunion.

One of the real benefits of the 2AD reunions strikes me as being photography - pictures of old friends, once more in the limelight. Not that they bring back old times so much as that they keep us all current and sort of stress that what happened about forty years ago was important anyway.

Emma & Bob Harms Sr.



Floyd Mabee at the helm in 93rd hospital-ity room during 2AD 39th reunion at Pheasant Run Resort. Spouse Helen looks on approvingly.

P.S. Thought you would enjoy the presence of the fledgling pheasant in the enclosed photo.

→ → → →

Dear Evelyn:

I enclose copy of a letter to Stuart Main which is self-explanatory. Urge your readers to send "memorabilia" to Stuart.

Mr. Stuart W. Main
"Appleyard"
1 Orchard Way
Tasburgh, Norwich
Norfolk NR15 1 NJ
United Kingdom

Dear Stuart:

Thank you so very much for the courtesy you extended to me on my very short trip to the Hethel Airdrome. This was the first time I had been in England in forty three years. It was inspirational to me to know that someone such as yourself has taken a genuine interest in the 389th Bomb Group. It is altogether fitting that you are an honorary member of the Second Air Division.

I was under a time constraint at the time of my visit, but I will send you the memorabilia that might be of some use. I will also encourage through the newsletter that others might do likewise.

I must admit that I didn't appreciate the beauty of this land during my earlier stay there. I suppose I had more weighty problems on my mind just hoping that I would return from my 28 missions. I realize that a part of me, a very young man at that time, is still at Hethel Airdrome. It is for this reason, and for the reason of those other young men who did not return, that I do support a permanent monument on the site of the air base.

Thank you for what you are doing.

Dewitt T. Hartwell, Navigator
(389th BG and 564th BS)

→ → → →

Dear Bill:

Keep up the good work. I really look forward to receiving your newsletter. Thanks to all of you that are responsible.

Ernest H. Barber (392nd BG and 578th BS)

→ → → →

Dear Bill:

I was particularly interested in the article, "Still More On The Duneburg Raid" by Elwood A. Matter of the 44th B.G. in the September, 1986 *Journal*. In connection with his account of being attacked by a lone Me 109 on April 7, 1945, he mentioned a book, "Log Of The Liberators," by Steve Birdsall that tells of a small group of German pilots organized for suicide actions. Apparently members of this group attacked American bombers at Duneburg. I was a copilot on a mission with the 467th B.G. that also was attacked by a single German fighter in April, 1945. Other than rumor I heard right after that about another 2nd Air Division Group being jumped by a single German fighter the same day we were. I've never seen or heard any reference to German kamikaze-like attacks. History books (or at least the ones I happen to have read) seem to have missed this curious twist about the air war over Europe.

I can no longer recall the exact date or target, but it was near the end of the War, a perfectly clear day for a change—a Sunday, I believe—and we had had no indication from our fighter escort of German fighters in the area. If it was a Sunday, it probably was April 8. We were on the bomb run in the No. 3 position on the left side of the lead plane. Because of that position I was at the controls and so couldn't take my eyes off the lead plane enough to look around very much during the attack. The first thing I knew about anything abnormal was when I saw tracers from the top turret machine guns of the lead plane going back and to the right. Given the uneventfulness of the mission to that point, my immediate thought was, "This is a helluva place to be test firing." Almost instantly after that thought, though, a big black plume of smoke puffed up from behind my right wing and my next thought was that one of our planes had been hit by an isolated burst of flak. That thought had hardly occurred to me when a half-winged Me 109, on fire, cartwheeled up into view in the corner of my eye from beyond my right wing, and then fell out of sight behind the wing. The German fighter had been barreling in from about 4 o'clock level or slightly below level with us, apparently trying to ram the lead or deputy lead plane. Despite almost a full tour, I had seen Me 109's only in photographs before, so it was startling to have it there so suddenly practically at wingtip distance, it seemed, although it must have been at least 2-3 hundred feet away. According to the account I heard a day or two later about the similar attack against the other 2nd Division Group at a different target than ours, the German fighter did ram the deputy lead plane, causing it to collide with the lead plane, and both planes had gone down. The lead pilot who was lost, I heard, was Bob Dallas, who I had known in Advanced Flying School at Lubbock, Class 44-D.

I wonder if any *Journal* reader might recall these events better than I can, particularly regarding the supposed kamikaze-like attack against the other Group, and perhaps also about other such attacks on or about the weekend of April 7-8, 1945.

Jacob E. (Jack) Gair
9609 Hillridge Drive
Kensington, MD 20895

→ → → →

Dear Evelyn:

All I can say for your ability and dedication to all members of the 2nd Air Div. staff is thank you one and all.

Paul Cromer (389th)
8570 Kimbro Lane N.
Stillwater, Minn. 55082

→ → → →

Dear Bill:

In reading through the 2nd Air Division Association *Journal*—December 1986, I noticed on page 30 where Pilot George Spoven's crew was pictured at a recent reunion stating that 8 of their crew was still alive. The writer of the article evidently missed the reunion of the Hubert L. McMillan crew on July 21-22-23, 1984 held in New York where all 10 of the original crew were still living. The pictures of the McMillan crew appeared in the 2nd Air Division *Journal* in Sept. issue 1985. The Spoven crew write-up by Herman A. Peacher of Chula Vista, California thought the 8 living was some kind of record. I agree after 42 years that 8 living crew members is something but my crew can still top that. When they took out the ball turret, this placed us down to 9 men. All nine of these men are still living today—Gilbert Gray, the man who was taken off my crew after flying only 3 missions with the leftover crew of 9 (who flew all the missions together) passed away in November of 1985. This leaves all 9 men who flew all 30 missions still alive today. On October 17-18-19, 1986 5 of the crew and their wives met at my home in Brady, Texas. Maybe by calling attention to the 9 living crew members on my plane "Mairzy Doats," it will stimulate responses from other crews who may still have all their crew intact. All 9 of the McMillan crew are still living and at the same places as noted in the enclosed article from the *Journal*.

Hubert L. McMillan.

→ → → →

Dear Mr. Robertie:

I am in the process of making application for membership in the Second Air Division Association. I see on the application that you are looking for interesting stories. Perhaps the following would be of interest to you.

One of my most vivid memories about missions concerned the Ploesti raid of 1 Aug. 1943. As we came off our target at Campina I saw that one of our 500# bombs was still in the racks. As I prepared to hit the trigger switch again I became aware that we were flying down what appeared to be a village street. In the middle of the street was a young boy—6 or 8 years old. He was throwing a stick at our plane.

I was so occupied with this scene that I was not aware of the pilot's (Al Rodenberg) call for the bomb doors to be closed. The navigator had to reach over my shoulder to the salvo lever and then close the doors.

I was the group bombardier and not assigned to a regular crew, so I do not have the names of all the people I flew with. My group was the 389th. If you have a roster with current addresses I would very much like to have a copy. Thank you.

George E. Hammond
Bluff Spring Farm
Rt. #1, Box 32
Kingsville, MO 64061

→ → → →

Dear Mr. Robertie:

On behalf of Producer/Director Lawrence Schiller, I am researching a project based upon the U.S. shuttle missions flown out of the airbase at Poltava in Russia. I've been in contact with Mr. Jack Ilfrey, who gave me your name and address and indicated perhaps you might be able to help.

Enclosed is a photo of a Russian pilot, Vladimir Rodchenko, along with an un-named American pilot. We are attempting to identify the American.



The photo was taken at the Poltava air base in Russia sometime, (we believe) between June and September of 1944. Rodchenko is reported to have been an observer aboard an American mission over the Italian coast. (I have confirmed this with Elliot Roosevelt, Sr.) When the Co-pilot was injured he is reported to have taken over the second seat.

The American we are trying to identify is reported to be the pilot of that flight. We are interested in contacting him, or any service men who might remember either him or Rodchenko from Poltava.

We hope to develop a story, to be adapted for either screen or television, based upon the shuttle missions to Russia and exploring the direct personal contact, interaction and cooperation between Russian and American troops at Poltava.

Obviously, we want to ground it as firmly in fact as possible: Thus our desire to contact some of the Americans involved in these operations.

Any light you may be able to shed upon this American pilot's identity or suggestions you may have regarding ways to proceed to obtain such an identification would be greatly appreciated. Jack indicated that you are the editor of the Second Air Division's newsletter. Perhaps you could run the picture?

Thank you in advance for your gracious help and interest. If you have any questions or information please contact me, Douglas Hopkins at (818) 906-0926. Feel free to call collect.

Douglas Hopkins
Director of Development
The New Ingot Company, Inc.
Post Office Box 5784
Sherman Oaks, California 91413

Dear Evelyn:

Please send information (*Journal?*) and a membership application to:

Edward P. Ward
R.D. 1, Box 1215
Stroudsburg, PA 18360

We met recently through an odd coincidence. I was wearing a lapel pin of the Swiss Internees Association and he inquired about the significance of the wings. Subsequently he informed me he too flew 24's out of England and had in fact bailed out, spending considerable time in Stalag Luft I. He was unfamiliar with the 2ADA.

Apparently it pays to advertise affiliations.

Ralph B. Jackson



Dear Evelyn:

On page 13 of the Sept. 1986 issue of the *Journal*. The fourth person from the left is me. I can't recall the names of the others. We were the 67th Bomb Squadron. I was on Lt. Stepnik's crew at that time. I think the other fellows were with Sqdn Armament Section.

Pete G. Pasvantis



Dear Evelyn and Bill:

Tonight I had a call from Milt Stokes. What a wonderful experience!

Milt suggested I write to you about my good fortune since I joined the 2nd A.D. Association (2 months ago), and you sent me a roster and decal (now on car window).

Now, from the roster and *Journal* I selected 14 (fourteen) names that really rang a bell. Then I timidly mailed each a postcard—a lousy little postcard, because after all who would remember me after 40+ years.

Well, I'm amazed, truly amazed. Have heard from thirteen guys so far—long distance calls, four-page letters, notes, Christmas cards, current pictures—it's almost unbelievable, but it's great!

I'm really thankful I took the first step, and all it took was a postcard.

I think Andy Low nailed it down in his letter, "For us *Comrades in Arms* is not Veterans Day rhetoric. We were there—together." I guess the passage of time will never change that.

Whoever said "You can't turn time back," must have been FLAK HAPPY. I just went back over 40 years... ZZZIPP!, just like that, and I'm enjoying the personal contacts all over again.

Ralph W. McClure
Rt. 1, Box 328
Bluemont, VA 22012-9502



Dear Bill:

Enclosed is a photo of a B-24 you might want to re-produce in the 2nd A.D. *Journal*. It was taken in the outdoor museum at March Air Force, California. Plane is from the 96th C.W. 446 B.G., Bungay. I think.



I was on the Huyek crew, 466th, 1944-45. We completed 32 missions and I think we were the last B-24 to take off from Attlebridge, July 1945, for Valley, Wales, and U.S.A.

George H. Vazna



Dear Bill:

Thank you for your letter of 7th November and your good wishes for our Museum at Horsham St. Faiths, Norwich, England. Your promised help in publishing the Vulcan Shares in your 2nd Air Division *Journal* has raised our spirits no-end.

That you had previously heard nothing of our museum is of little surprise to us—for what we lack in funds, we compensate by enthusiasm. Advertising usually costs money—enthusiasm comes from the heart—then costs money! And you will recall how slow the pace is here in Norfolk, England.

The commercial development you referred to at Horsham, (Norwich Airport) is entirely divorced from our Museum and we are on our own, albeit on Horsham land. We have no support from the commercial element of the Airport, for we are 100% unpaid volunteers determined to create a small aviation museum for Norwich. It may not be worthy of dedication at present, but it is our aim to make it so out of respect to 'fallen aviators' and all who served, in the name of Peace.

The Vulcan Share idea is just one way we are trying to raise funds and interest in achieving our aims. I am particularly delighted that of a membership of 90, some 22 are young persons under the age of 21 years; their interest assures the future, for it is their history that the 2nd Air Division helped to make and hopefully future generations will remember thus.

I enclose Vulcan Share No. 900, the last of the limited edition in the hope that it may assist you in reproducing a copy for the 2nd AD *Journal*. I have tried to pack it hopefully assuring its safe arrival.

I will close now, but cannot say how grateful we are in Norwich to have the superb Memorial Library. It is well respected and appreciated by those of us that remember the true bonds of Anglo-American heritage.

With respect and deepest gratitude.

Yours sincerely,

City of Norwich Aviation Museum
Graham Savill, Chairman



Dear Bill:

March issue of the *Journal* of interest especially the President's (new) Message. Wrote him indicating same was a Master Piece.

Unless it was missed our Bombardier, Alexander L. Rolison passed away this past March at his home in Miami, Fla. He had just retired from Eastern Air Lines after forty-one years with them.

Of further interest—

- Alex has been an active member of the Association for many years with many Convention attendings.
- He was also a Lead Bombardier with the 389th 43/44 with many Wing Leads, several Division Leads, and, he was the Second Division Lead Bombardier on D-Day, (first mission), 6 June '44 (Cumiskey's Crew).

Passing this on to you since past correspondence with the Group "head table," i.e.; is something to be desired as to who the hell led the D-Day Mission. Brother West dreamed up a few thoughts without much regard to fact or any follow up at all. And the guy before him responded verbally, "I never got the letter" in somewhat of a rude fashion at the Sept '85 convention Group Meeting.

The aforementioned paragraph not your "cup of tea" but the recording of same should be correct/updated and not based on "I think."

Temple Cumiskey



Dear Evelyn:

I recently went to Expo and on the way I stopped to visit my WWII engineer, Lyle Secor in Three Rivers, Montana. We had a nice visit and he told me where to find my bombardier, Albert A. Henke. He is located in Aberdeen, Wa. We also had a nice visit rehashing our experiences. I hadn't seen him since March 1945 in Rackheath, England.

I wish to join the Second Air Division group again and perhaps meet some old friends. At this time I am going through my pictures to find a good one of my crew.



My crew consisted of top row (left to right): Jerome Degan, waist gunner; Irvin L. Greenberg, tail gunner; Huckins, waist gunner; Anthony R. Marone, nose gunner; Melvin E. Knapp, ball gunner. Bottom Row: Richard R. King, radio operator; Donald E. Reab, pilot; Charles A. Pappas, co-pilot; Albert A. Henke, bombardier; Lyle C. Secor, engineer.

We flew our 35 and then split up. I would like to find all of the crew someday.

We, the officers, lived in the hut with the crews of Ken Kjell and Don Kessler. Our aircraft was "Sacktime" and the tail number was 931, and the call was "Aford Tea for two". We flew several other aircraft but that one remains in my mind.

I left the service in October 1945 and returned to the service in August of 1947 and remained in until 1 January 1965. I flew a tour in North Korea and spent most of my days in SAC and in the 8th Air Force.

I will write more later but this may help get in touch with old friends. Please send me any news items that members usually get and also I want to get "Poop from Group 467". I didn't realize that such information was available.

Again, I thank you and I hope I can supply more information at a later date.

Donald E. REAB
Major, USAF (Ret)
2950 Green Mountain Drive
Livermore, Co 94536



Dear Pete Henry:

Tape (2ADA tape # XII—The Story of Willow Run; Preflight Inspection of the B-24; Flying the B-24—donated by the 467th B.G. in memory of Adam Soccia) returned herewith with my thanks.

"Willow Run" was of particular interest seeing it for the first time. My father was a government employee and assigned there in Quality Control in late '42.

"Preflight" and "Flying" naturally triggered many fond memories.

Thanks very much.

Chuck Kagy (467th B.G.)



Dear Bill:

Enclosed is a copy of a letter dated 12/22/86 from John Conrad and a picture of my crew taken in March 1944 at Wendling.

While I have been a member of the 8AFHS for several years, I can truthfully state that I had never heard of the 2ADA until the fall of 1985 when I joined. I was too late to be included in the latest directory published in 1985, but Fred Thomas was kind enough to mail me one. I am not mad at 8AFHS and I intend to stay in it, but I have found the 2ADA and its *Journal* much more to my liking. My wife and I were in England in Sept. 86 and we found the American Memorial Library a fantastic accomplishment.

We had planned to go back to East Anglia for several years, but when we found that all reservations were gone for the 1987 convention we decided to go by ourselves. And sooner better than later! I had spent one day at the 86 convention at Pheasant Run, playing in the golf tourney and spending the afternoon in the 392 B.G. reception room. I played golf with Fred Thomas, Bob Lane and Barney Gletter. At any rate I found out about Tony North and the service he furnishes at that Memorial Library. I wrote him a letter to announce our planned arrival and I have to say that his reception of us was really great. He is really a walking encyclopedia on info about the 2nd Division's operations there in 1942-5. Because of him I now possess pictures of four planes that I flew at Wendling during my tour.



Front row (left to right): John Salisbury, ball turret; Frank Pope, radio; Billy Kennedy, tail turret; Alec Hurley, waist gunner; Bill Hawley, engineer; Olsor Stogner, waist gunner.

Back row: Warren Harris, navigator; Frank Borham, co-pilot; Bob Egan, pilot; Bill Gray, bombardier. The plane was called *Pogo Logo*.

Tony put me in touch with Denis Duffield and his wife Hilary, of East Deneham. Denis met us at 11 a.m. and took us to his home for tea scones. He has a great abundance of memorabilia and relics from Wendling and B24s in particular. He spent the afternoon touring the former airdrome with my wife, Rose, and me. Finally they had us back to their home for a supper of fish and chips. Such open and friendly people! for having only met us on that day. Rose and I are grateful to the 2ADA, Tony North and Denis and Hilary Duffield for making our three day visit to East Anglia so memorable.

In years past I have never been one to write letters to editors, but in just over a year reading your *Journal* I have now written several letters—one to a librarian at Syracuse University on the subject of nose art, another to an author who wanted info on the raid on Gdyna, Poland on Oct. 9, 1943, and now to you. So I must say your *Journal* has been both memory and thought provoking.

Thanks for listening, Bill, and I remain

Robert L. Egan
4568 Zenith N
Minneapolis, Minn. 55422

Dear Evelyn:

The years have flown so rapidly. A young lad of 20 in 1942, and now at age 64, getting ready to retire.

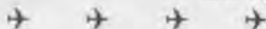
The years have been good to me. I have seven wonderful children and seven equally wonderful grandchildren, and prospects of more. Three of my children are not married as yet, but they are working on it.

I remember so vividly the 1½ years I spent in England. The many nights and days we worked to prepare our aircraft for the next mission, hoping to God they would return. Many didn't, and it hurt so much.

When finally it ended, we all rejoiced, but mourned those we had lost.

I would so much like to know if any of my old buddies of the 753rd Sqd. are still around. If so, could you please get me in touch with them.

Ken Symonds



Dear Mr. Robertie:

Allow me to introduce myself.

My name is Frank Janusz, a member of the "slightly dangerous" crew which you so graciously feature in the *Journal* (Vol. 25, No. 4).

Is it possible to obtain additional copies?

I have received requests from the children and wives of three of our deceased comrades. Also, I suspect that a few of us remaining are still not members of the Second Air Division Assn. If it's possible for you to have approximately 10 copies sent to me, I would appreciate it immensely. If not, it was worth the effort. Thank you.

I want to thank you for publishing the poem. You did a wonderful job, and I also feel it was read and appreciated by many others.

Frank Janusz
15827 E. Sharonhill Dr.
Whittier, CA 90604



Dear Mr. Robertie:

I have just returned from a trip to Norwich and thought you might like to get some late poop on the Ketteringham area. I hope the information is newsworthy but if it isn't, please excuse.

My wife and I arrived at Barnham-Broome Motel on Thursday, October 16th. It is located just a few miles from Ketteringham. The next morning we traveled to Hethersett and found the Kings Head still there and functioning. We had a very good lunch there and tried to recall what it looked like back in those days. It had been expanded but some of the older portions of the building and bar were still there. We were served a mild and bitter for old times sake.

We then tried to find our way to Ketteringham Hall but the little road which was in use back then was not passable due to some major highway construction. We were directed on toward Norwich about two miles for a right turn which was supposed to lead us to the Hall but after driving around for over an hour in unfamiliar terrain, we gave up and proceeded on to Norwich.

We went directly to the Memorial Library and needless to say we were very pleased to see how it was arranged. The two librarians who staff the facility were very helpful especially the young lady who is the Fulbright Scholar. She is very enthusiastic and vibrant. A better choice could not have been made. Some repairs and maintenance work was being done inside the Library but it still looked great to me.

The fountain was attractive but many of the State stones which adorned the little stars were missing. Was advised that pilferage was the problem. I think we can all be proud of the Memorial.

Was advised that the Hethel airdrome has been taken over by the British Lotus Auto Company and they are using many of the facilities including the runways to test their cars. The Lotus Racing Team has taken over the Hall for their main office. Had we known in time we could have gotten a conducted tour of the 389th and the Hall by Mr. Stuart Main of the Lotus Company. Unfortunately the next day was a Saturday and our schedule would not allow a stay over until Monday.

Lewis B. Howard



Dear Evelyn:

Hate to bother you with a note now, but if I don't do it now I probably never will. Enclosed is an extra \$10.00 for the Library Room.

My wife and I were there in Sept. 86 and were royally treated by Tony North and also by Mr. and Mrs. Davis Duffield out at Wendling. That was a great idea to have Tony as a contact in Norwich and then have him direct us to the Duffields. Tony was very liberal with his time in showing us the library and its contents. In fact he made it possible for us to obtain four photos of planes that I flew during my tour.

I noticed in the last *Journal* that I was not listed as having been at Pheasant Run last summer. I was only in town on Thursday, and I played golf with Love, Thomas and Gletter, and then spent the afternoon in the 392's room meeting old friends. But I guess it was not enough to be listed.

At any rate, thank you, and I just wanted to report how pleasant we found things in Norwich on our visit.

Robert L. Egan (392nd)

Dear Bill:

I am enclosing a few pictures that you might want to use in the *Journal* at some future time.

Our crew was put together at Westover AFB in October, 1944. We did our operational training at Charleston AFB and came to the U.K. by way of Mitchell AFB, Dow Field, Goose Bay, Labrador, BW3 Greenland, Neeko field Iceland and Wales where we left our brand new B-24 -M 0519.



Left to right: Karl Augenstein, pilot; Herman Decktor, co-pilot; John Sharpe, navigator. Standing by *Trouble 'N Mind*.

We flew 11 official missions plus 1 abort from March 1st until April 16th in the 713 Squadron of the 448th BG.

We returned to the States on June 14, 1945 by way of the Azores, Gander, Newfoundland and Bradley Field, Connecticut.

Our pilot Karl Augenstein was killed on Air National Guard Thunderjet crash in the early 50s. Plus our co-pilot, Herman Decktor, died in 1980 in Florida. I lost track of the rest of the crew after the war.

I was pleased to read that Sharon's Bertha Chandler received the Fulbright Scholarship to be our first American Librarian at the Memorial Room. As you know, Sharon is just a few miles up the road from Taunton.

You do a great job with the *Journal* and I enjoy it very much. Best wishes.

Norman Dunphe (448th)
23 Fairview Ave.
Taunton, MA 02780



Dear Evelyn Cohen:

My husband, Irving F. Page, died suddenly on July 25, 1986 of a massive heart attack. He was never sick, so it came as quite a shock. He was 65 yrs. old and just beginning his third year of a very happy retirement. We had been married 39 yrs., and I'm lost without him. He was a dear, kind man.

Your *Eighth Air Force Journal* was a great source of enjoyment to him. He looked forward to receiving it and read it cover to cover. Irving was very patriotic—very proud of the service he gave to America in World War II. He flew on 28 missions on the "Teggie Ann."

You may print this letter in your "Folded Wings" column, and please add his name (with sadness) under 93rd.

With your permission, I would like to pay the dues for the next year in his name, as I also enjoyed reading it.

Mrs. Irving (Mary) Page



Dear Bill:

My husband was K.I.A. over Regensburg, Germany April 21, 1945. I would like to hear from anyone in 8th AAF who was on that mission. Many planes were lost that day. The 'Black Cat', as it was unfortunately named, was lucky until then. They were flying 'wing lead' on a mission to bomb a bridge in Austria, so we were told. It was a useless loss of lives at that late date. 20 of the crew bailed out and were in a POW camp unbeknownst of each other. The flight commander and flight engineer were never found. Families went to Europe several times following the end of the hostilities, but to no avail. Their ship never blew up. P51's reported 4 chutes and some 2 chutes, but would not swear to anything under the conditions. All other crewmen were identified. Most of the crew were in England from Oct. 1944 thru April 1945 and were due to be returning home.

The plane was hit after getting a recall due to inclement weather. AA guns from a ball-bearing factory got a direct hit on the turn they had to take to return to base. Report from hq. is all that we had to go on.

Will appreciate any bit of news. Some groups were scrubbed that day and they were sent in as an experienced crew. The 2 men who returned, the bombardier and the tail-gunner were pestered for info from all the families after returning home, and gave us some of this info.

Mrs. Marie Dennis
formerly
Mrs. Robert Peterson
(466th, 787th)
Millpoint Rd., Rt. 1
East Peoria, IL 61611



Dear Mrs. Cohen:

I am writing to let you know that we have moved house so future Journals of the 2nd AD Association will be sent to our new address. We have only moved down the road and we are still in the same village beside Watton airfield where the 3rd SAD was. Any mail sent to our old address still gets to us. You may need my old address to locate me in your files to change it to Willow Run (after the B-24 factory in Detroit) from Old Timbers, Backwater Corner, Griston, Thetford Norfolk, IP25 6PT. ENGLAND.

I really enjoy the journals and I have now cycled to more than 25 old American airfields, many more than when you made me, very kindly, a member. I still write to many 8th AF veterans and I am looking forward to May when the 2nd AD Association comes over.

Stuart J. Wright, aged 14
Willow Run
Church Road
Griston
Thetford, Norfolk
U.K. IP25 6QA



Dear Mr. Henry:

I received information that you are Vice President of the 44th Bomb Group association. Didn't know that there was an association. Would like more information. I flew the Consolidated Mess for about twenty missions until she was grounded. Thirty Five missions in all.

Let's tighten up the formation!!!!
Gerald W. Folsom
954 Lowell Avenue
Salt Lake City, Utah 84102
801-359-6159



The Memorial Trust of the 2nd Air Division U.S.A.A.E. A UNIQUE OPPORTUNITY....

To obtain your very own video copy of the two films made recently in honor of the 2nd Air Division Association.

"REMEMBER THEM". The color film made specially for the 1983 Convention in Norwich. Shots of them and now of all the 2nd AD Bases, combat shots, and film of the unique Memorial Room in the Central Library. A story to remind your family and friends.

"A VILLAGE REMEMBERS". Made in 1984, this unique film incorporates the wartime film made by Lt. Col. J.D. Mahoney, Deputy Group Commander of the 467th Bomb Group at Rackheath. Wartime combat shots as well as the village in 1943. Modern film of the village, memories of villagers, shots of the old huts still in use at RAF Neatishead, comments by Group Captain Joan Hopkins, and finally film of the unique Memorial Room in the Central Library.

Both films available in NTSC (USA version) in VHS or Betamax.

At 60 dollars each plus 7 dollars postage and insurance. Total 67 dollars. Orders to DJ Associates, "Westering", Salhouse, Norwich, Norfolk, NR13 6RQ. England.

Name 001 _____

Address _____

Zip Code _____

Please supply _____ copies of Remember Them in VHS / Betamax. (Cross out as applicable.)

Please supply _____ copies of A Village Remembers in VHS / Betamax. at 60 Dollars +7 Dollars postage & insurance. TOTAL 67 DOLLARS. My check is attached.

The Homing Liberator

The U.S. Air Force jeep that squealed to a halt outside young Tommy Dungan's house brought with it grim Christmas tidings.

Tommy's gran answered the door to the duty officer of the nearby Rackheath base and a sergeant MP. They had come to pick up washing she had taken in for some of the bomber crews. This unexpected call could mean only one thing: the owners of the clothes were either missing or dead.

One of the Liberators lost on that Christmas day raid of 1944 was known to Tommy. The Bold Venture III used to stand roughly 400-500 yards from his gran's house on the edge of the base perimeter.

He'd often seen it as he carried out his work as a messenger between the local Home Guard and ARP units. Now the aircraft was gone. It was seen to be in trouble after falling victim to a fighter attack just inside the German border. It was to be presumed that the aircraft crashed somewhere on the continent or in the sea. But the truth was far stranger than that.

The full story of what local air historian Bob Collis has called "one of the war's strangest episodes" is still being investigated. Forty-two years on, Tommy Dungan, now 57 and a member of the 467th Bomber Group Association, is still trying to trace any survivors of the Bold Venture's last crew.

But with his help and the official combat reports, Bob Collis, assistant historian of the Norfolk and Suffolk Aviation Museum, has pieced together all that is known of the aircraft that flew home — on its own!

The story of Bold Venture III's last mission began on a frosty, mist-shrouded Christmas morning at Rackheath. The B24 was one of 30 bombers designated from the base to take part in a raid on German railyards in an attempt to wreck communications leading to the Belgian border where Hitler had launched the great Ardennes offensive.

Bold Venture III, captained by 1st Lieut. Paul Ehrlich, was lead aircraft. All went well until the bomber stream flowed across the German border. Then came the flak. It was sporadic, but one exploded close to Bold Venture's tail damaging the aircraft's rudder control. A few minutes later, after completing its bomb run and turning away, worse was to befall them.

A gaggle of Focke Wulf 190s streaked into the attack sending one B24 crashing in flames and spraying Bold Venture's port wing with cannon fire. One engine immediately "ran way". Smoke filled the waist gun positions, convincing the two gunners that the engine was on fire. Shortly afterwards, tail gunner Staff Sgt. Leo Feeney noticed two 'chutes fluttering earthwards.

Forward in the nose, the bombardier and navigator, 2nd lieuts., John Beyer and Kenneth Ryan had clipped on their 'chutes. In doing so they had severed their inter-phone connections for several minutes.

The aircraft appeared to be back under control. After helping another crew member adjust his 'chute, Ryan gave a new course for the pilot to steer. But there was no reply.

Bob Collis's investigation reveals what happened next: "Glancing up at the flight deck he was surprised to see that there were no feet on the rudder pedals... He alerted Lieut. Whitlam who, followed by Lieut. Beyer, clambered up to the flight deck to see what was amiss. An icy blast blew in through the still-open bomb bays, and the two men were horrified to discover that no one was at the controls!"

Ehrlich, his co-pilot, engineer and radio operator had baled out... along with the two waist gunners. The only thing keeping Bold Venture III airborne was the auto-pilot.

and, with an escort of Mustangs, succeeded in reaching friendly territory.

Over Le Quesnoy the last six members of Bold Venture III evacuated the aircraft safely. Then, states Collis, they "lost sight of their aircraft as it headed north west and assumed it had gone to a watery end."

In fact the battered B24 was to remain airborne for some considerable time longer... long enough to cross the Channel, the Kent coast and five English counties before a shortage of fuel stilled the engines. Only then did she fall to earth near the village of Vowchurch — on the Welsh border!

Incredibly, the aircraft was not totally destroyed. The rear fuselage was practically undamaged, and lay blocking the driveway to a farm. Both wings had been torn off and the nose crushed.

Bob Collis explains this seemingly incredible feat simply. "The aircraft would have been set to fly straight and level, and I suppose it maintained a kind of gliding attitude until it came down."



But what might appear to have been an act of desertion by the flight deck crew receives short shrift from Bob Collis. He doubts the idea that they simply panicked. He explains: "The Liberators' Davis wings had a reputation for not being able to take bad knocks. Once the wings took fire they came off rapidly, sending the aircraft into a spin. So if they had thought the engine was on fire the best thing to do was to jump quick."

The remarkable homeward flight of Bold Venture III, however, had only just begun. With no one able to fly the huge bomber, the auto pilot course was changed to take the aircraft over Allied lines where the remaining crew members planned to bail out. They flew through a flurry of flak

Of the original crew only two men suffered any injuries from this harrowing episode. One sustained a broken ankle and the other a sprained leg when they landed heavily.

Eventually, says Bob Collis, news of the Bold Venture III's landfall reached a startled Rackheath base office and the last remains of the B24 were dismantled and carried away.

But it has only been in the last four years that pieces of one of the most famous bombers ever to fly out of Norfolk of them all have been unearthed and brought "home" where they have been placed in the care of the Norfolk and Suffolk aviation museum.

THE PX PAGE

Altimeter Clock

Initial offering of this Altimeter Clock sold out quickly. New shipment of 8 arrived 1-15-87. Large, 6½ inch Altimeter face clock, battery powered (supplied) quartz movement mounted into a solid walnut plaque, size 9 x 12 inch with large 7 x 3¼ inch engraved plate as shown. Can be made with Airman's wings or as pictured with 8th AF cloisonne and B-24 with your Bomb Group colors on vertical fin. Guaranteed 100% satisfactory or your money back. Please give me as much information as possible. Check previous issues of *Journal* under "Custom Plaques". If you desire more info or colored photos of unit, write or call 301-766-1034. COST: \$85.00 plus \$2.50 UPS

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Have mailed a check to Dean Moyer, 2 ADA Treasurer for \$150.00 as profits made from sale of Custom Plaques and Altimeter Clocks. Total benefit to the Association treasury to date: \$1,872.00. Again, many thanks to all who have supported this program.



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