

Heritage Herald



Issue 10

January 1993

Change-Threat or Challenge

by Willis H. "Bill" Beasley
2ADA Liaison to the Heritage League and
Vice-President of the 492nd Bomb Group

It has been said that CHANGE affects us all. But it isn't change itself that is the problem, it's the FEAR of the impact of change. The Heritage League has celebrated its fifth birthday and has a new second generation Executive Committee. This is a major change. A change which should not bring about fear.

If you want change to succeed, you might help that process along by using visualization.

- Visualize increasing the membership in the Heritage League - Implement a recruitment program whereby every member gets a member.
- Visualize increased networking between the Heritage League and members of the Friends of the 2AD Memorial in England.
- Visualize obtaining a center where future generations can learn about World War II, the Second Air Division in particular. This center would be similar to the Memorial Room in the Library in Norwich, England complete with 2ADA memorabilia and references on East Anglia instead of America.
- Visualize a positive program in order to obtain the necessary funds for this center.
- Visualize increased interest by sponsoring essay contests and similar activities.

The success of the Heritage League rests with you of the League Executive Committee and with the interaction of the Heritage League members. On a pocket calendar I received for 1993, the month of March has an appropriate caption.

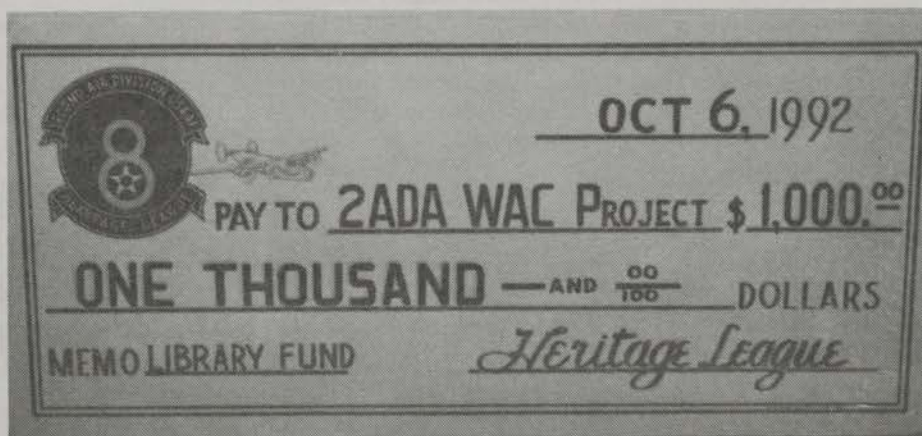
"My past is my Heritage - My present is my responsibility - My future is my Challenge."

A part of your Heritage is tied to the Second Air Division and what we members have accomplished during and after World War II. Now the present and future are up to you.

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Please submit material for the next issue of Heritage Herald by April 1.
Mary Beth Barnard, Editor



Donation for the Library-See page 3 for explanation.

Continuing the Commitment

This is the tenth issue of the *Heritage Herald* and my first issue as its editor, following the accomplishments of Norma Beasley, the founding editor. I am continuing her commitment of publishing 3 issues a year. To successfully accomplish this, I need help and the support of the Heritage League membership in submitting material for this your newsletter. The deadline for the next issue is April 1, 1993. I have tried to include material of interest to all readers and welcome inputs and comments.

The Heritage League has several programs and goals for 1993 and beyond. These are outlined in the new President's message. One program which is still continuing, but does not have a chairperson at this time, is the Pen Pal Exchange with British schoolchildren. If anyone is interested in becoming a Pen Pal, please send your name and particulars to me and I will forward it to the Friends in England.

I am second generation and have been attending 2ADA reunions since 1980 as an associate member of the 445th BG, and since 1984 have been the historian for this group. One of my accomplishments as historian for the 445th has been the creation of a photographic history of the people, planes and places of this bomb group. This history is contained in albums, which I bring to reunions for viewing.

The 445th albums have become a focal point at these reunions. Through the photographs, the veterans can relate to each other, their wives and children some of their experiences during WWII.

While looking through these albums at Las Vegas, Ed Zobac found several photographs of his late father that he never knew existed! They had been given to me by a radio mechanic of the 700 Squadron, who didn't remember the names of the crew.

I have presented copies of these albums to the Norfolk Gliding Club at Tibenham. In 1992, an American stationed at Bentwaters, visiting the area with his mother stopped by the Club. On this visit, it was mentioned that this airman's uncle had flown with the 445th. When the albums were shown to them, the uncle's crew was found among the crew photos of the 700 Squadron.

I feel privileged to have had a part of these experiences and am looking forward to my tenure as Editor of the *Heritage Herald* and as Vice President, Communications for the Heritage League.

-Mary Beth Barnard

Remembrance Sunday in England

At Tibenham Airfield

Sunday 8th November 1992 was a bright and pleasant Autumn morning. Tibenham Airfield, once the home of the 445th Liberators and now the home of the Norfolk Gliding Club, had been busy since early morning with gliders, motor gliders and powered aircraft taking off and landing. The air had been full with the sound of aero engines. By 10:40, an almost eerie silence had descended on the field as pilots landed and shut down their aircraft engines and along with visitors assembled at the 445th Memorial, as they have done each year since the Memorial was dedicated in 1987. They stood quietly and listened to the relayed Service of Remembrance from the Cenotaph in London. At the first stroke of 11 o'clock by Big Ben, heads were bowed for the two minute silence. A lone bugler marked the end of the silence with the Last Post. This was followed by a Prayer for the Fallen, read by Bonnie Wade, one of the Clubs' lady pilots. A wreath of poppies was laid by Evan Harris. Individual crosses were laid by Roy Woodhouse, Bruce Owen and Terry Jeffrey. Each year many Club members come to this service to pay homage to their American Allies who made the Supreme Sacrifice.

At Hardwick Airfield

At nearby Hardwick, from which the 93rd BG Liberators once flew and now returned to farming, David Woodrow and a group of Friends of the 2ADA Memorial assembled to hold their Remembrance Day Service at the Memorial on David's farm at 12 o'clock so the local village service could be attended first.

After the Tibenham service, John Barker and Evan Harris took off in John's World War II Tiger Moth and dropped poppies over those assembled at Hardwick during the 2 minute silence. All stayed on after the Service and enjoyed a buffet lunch provided by David and the Friends' Committee.

-Evan Harris



Norfolk Gliding Club members stand in silence at the 445th Memorial at Tibenham

Message from the President

I am the daughter of fallen comrade, William F. (Bill) Sheely, of Lake City, Florida. Bill was the tail gunner on the B-24 Liberator "Superwolf" piloted by Elmer (Tug) Smiley of the 492nd Bomb Group, 859th Bomb Squadron, stationed at North Pickenham, England. Only 2 crew members survived July 7, 1944, when "Superwolf" was lost on the mission to Bernberg, Germany—this date preceded my birthdate by 3 1/2 months.

Having been born in Lake City, Florida, I currently reside in Petersburg, Virginia with my two daughters, Elizabeth and Ashley; they are ages 16 and 11, respectively, and my husband, J. Edward Johnson. Ed is a native Virginian; he lost his dad in the Pacific when the USS Ross was destroyed by enemy torpedoes. I am employed as a school library-media specialist in an elementary school which serves military personnel stationed at Fort Lee, Virginia. I graduated in 1962 from Columbia High School where my dad had graduated in 1942, and from the University of Georgia in 1966.

I miss very much not having known my dad and am committed to seeing that the contributions of all 2ADA fallen comrades and veterans are not forgotten, thus my genuine interest in the 2ADA Heritage League. I strongly believe that only as we perpetuate the respect for and memory of those who served in the 2AD during World War II by instilling such respect in subsequent generations will their contributions be valued into perpetuity.

It is my sincere hope to make a meaningful contribution in this regard during my tenure as an officer of 2ADA Heritage League. I invite all of you children and grandchildren of 2ADA fallen comrades and veterans, as well as other relatives and friends of 2ADA to join with our current slate of officers in fostering these goals.

The newly elected 1992-1993 Executive Committee is the first to be made up primarily of children of 2ADA veterans. This Committee consists of a group of dedicated, talented and enthusiastic professionals representing several Bomb Groups and coming from different geographic areas of our vast country so that we can more easily increase the visibility of both the League and the 2ADA with positive public relations.



Ed Zobac, Rusty Chamberlain and Billy Sheely Johnson, newly elected officers for 1993

The League has arrived at a time when visibility and actively involved participation in positive programs is vital to insuring that 2ADA veterans lives are honored and memorialized within the boundaries of the United States of America; therefore the League's goals for this year include:

1. Investigation into the possibility of our honoring the 2AD veterans within the 8th Air Force Heritage Center is ongoing. Dick Kennedy advised us following his November Heritage Center Board meeting that we, like the 2ADA should not make a monetary commitment until it is definite that the Center will become a reality. He will contact us again, following another Heritage Center Board meeting, advising as to the status of the project and what we are to do next. We, unlike 2ADA, don't have funds waiting to be drawn upon; we shall have to raise funds for our envisioned tribute. We have several ideas in mind; we simply need to know if the Center is going to be built. If not, we have some other locations to explore.
2. As promised guidelines are included in this issue of the *Heritage Herald*. The contest is open to all grandchildren, great nieces and nephews (Grades 4-12) of 2ADA members. Contestants do not have to be Heritage League members. The guidelines are outlined for you so that you can notify any of your relatives who may wish to participate. The deadline for submitting essays for the 1993 contest is June 1, 1993. Essays should be sent to:

Billy Sheely Johnson
600 Sandhurst Drive
Petersburg, VA 23805

All essays will be forwarded to the Chairperson of the Judging Team; who will, in turn, send them to the members of the Judging Team. The Judging Team report is due August 1, 1993. Participants will be notified of the Judging Team's results; awards will be presented at the November 1993 2ADA Reunion in Hilton Head. Please advise all participants to follow the guidelines as outlined. We look forward to hearing from you young authors. You will surely make your veteran relative very proud! See *guidelines*, pages 10-11.

3. A promotional brochure which introduces the League to prospective members will be completed and mailed to various Air Force and aircraft related museums and other places of interest by June 1, 1993. This brochure will facilitate our becoming more visible so that visitors can be made aware of our existence and purposes.

The Heritage League was very pleased to be able to present \$1,000.00 toward the WAC project for shelving in the Norwich Central Library Memorial Room. We share 2ADA commitment to the support of this "living memorial", as well as continuing to foster bonds of friendship and commitment with our English "Friends of the Second Air Division Memorial".

- Billy Sheely Johnson

Profiles of our Heritage League Officers

This issue begins a series of profiles of Heritage League officers who were elected at the 2ADA convention in Las Vegas. In the next issue, Janice Bates and Rusty Chamberlain will be featured.

Irene Hurner, Executive VP

The day I was born dad's plane got shot up. Dad brought his plane and crew back to Old Buck, received a Distinguished Flying Cross for his efforts and had my birthday imprinted in his memory.

My youth was divided between week-ends at the ranch east of San Jose, CA and weeks in Los Banos in the central San Joaquin Valley where dad worked as a carpenter.

My life's plan was to become involved in agriculture. To begin attaining that goal, I attended the University of California at Davis, majoring in Agriculture. After two years, I married Keith Hurner, a rancher whose family had been neighbors and friends of my family's for more than fifty years.

Our first home was on a small ranch near Los Banos. Several moves brought us to central Oregon in 1976. We ran cattle, raised hay and had trucks for our own as well as commercial use. Our sons both graduated from college with Agriculture degrees, are married and live in California. Our daughter, Gretchen, is majoring in Agriculture as well. She raises and exhibits Hereford cattle. We travel with her to the various livestock shows whenever possible.

Currently Keith and I are working as a team driving long haul from the Northwest to the East Coast. In January, we will move back home to California, continue to drive part-time and begin developing land near Redding.

My association with the 2ADA began in the Spring of 1981, when a Real Estate friend, Ham Jackson, came out to the

house on business. Ham asked Keith if his father-in-law was the Albert Bill of San Jose, CA, who had flown with the 453rd. Ham had been a navigator with Albert Bill, was transferred and had lost contact. As Dad happened to be visiting at Paulina, we had a mini-reunion in our dining room. Ham told us of the Second Air Division Association and the annual reunions.

Mom and Dad invited me to accompany them to England in 1987. With a great deal of anticipation, I went along. What an introduction to the 2ADA! I still marvel at the planning and logistics involved in moving the small army of veterans and families around Norwich and the surrounding areas. The experience of visiting the Memorial Room, attending services at the Cathedral, and going to Cambridge, will not be forgotten.

I have made an effort to attend each reunion since this introduction. New friendships have developed. I have gained a larger understanding and deeper appreciation of what our Armed Forces experienced, and a desire to see that their gifts of love, courage and life (or part of) be remembered. It is because of this desire that I have accepted the office of Vice-President of the Heritage League. With your help and encouragement, I am certain that my fellow officers and I will work towards fruition of the dream which is shared by many - a permanent place for memorabilia from the 2AD and continued remembrance for a job well-done.

Edward Zobac, Treasurer

The nip of the zero degree wind chilled the nose, but not the fingers of a young newspaper delivery boy as he trudged along the South Chicago streets at the crack of dawn. He glanced down at the unusually shaped, but warm 3 fingered gloves he had borrowed from his father. The gloves were that of a B-24 waist gunner and I was that boy. Little did I realize that the seeds for my involvement in what would one day become the Heritage League were being planted.

At other times, my boyish imagination transported me to the skies of England as I donned my father's flight helmet, goggles and oxygen mask, but the picture beyond of what those missions, high over the skies of Europe, were really like was quite dim. My father rarely spoke beyond generalities concerning his war experience. That was of little importance to me until his sudden death in 1977.

My father, Robert W. Zobac, then a Sergeant, served as a waist gunner with the 445th Bomb Group in Tibenham, England from January to May, 1945. With his death, the war took on new significance for me. The seeds planted by the brief glimpse of his war experiences I had gotten while he was alive, spurred my interest to discover more about that time in his life. Two photo albums, without captions, and a

couple of boxes of memorabilia became my first clues in a search for more information. I began to look for books, museums and organizations that could fill in the details. And, I started looking for the rest of the crew members.

My search led me to the Second Air Division Association and in 1985, I became an Associate Member. Frank DiMola, then the 445th Group V.P., provided invaluable help and encouragement to me in "my project." As I have met more and more of the 2ADA veterans at various reunions and through letters, I've developed a growing appreciation for their role during the war and it's impact on their lives. They've been consistently generous in sharing their experiences with me and in providing encouragement for my quest.

Through my involvement, my brother and his children have begun to join me in the hunt to recapture the missing pieces of our father's story. One of my hopes for the Heritage League is that it will enable other families to discover, remember and honor what their relatives did during the war and preserve their heritage for the coming generations.

Piecing History Together for Lt. Joseph Gill, 445th Navigator

How it was done

The December 22, 1943 raid to Osnabruck Communications Center was the fourth mission for the 445th Bomb Group, newly arrived in the ETO. The crews were briefed on the target at 0700, among them Lt. John Allen's, one of the original 702 Squadron crews. Twenty-six B-24s took off from Tibenham at 1033. There was a low overcast of stratocumulus over the base area with a visibility of five miles. The 8th AF, also flying to Munster, had over 1,000 aircraft (bombers and fighters) in the sky over England on December 22. They made persistent exhaust contrails above 21,000 feet along the entire route, heavier over the enemy coast and target. From 1405-1434, the 2nd Bomb Division B-24s were over the target, following the 1st Bomb Division B-17s. Lt. Allen, already having problems with one engine due to intense flak before he reached the target, began having malfunctions with a second engine while over Osnabruck. He now found it impossible to keep up with the formation on its return to England and began to descend to a lower altitude. By 1500 and now in a heavy rain, the bomber had come to the southwest corner of the province of Friesland, where it apparently was attacked by German fighters. The pilot, now flying low, was presumably trying to find a place to crash-land. The last conscious memory of Lt. Joseph F. Gill, navigator on this crew, is of his trying to rotate the nose-turret with his hands to help Lt. Anthony Destro, the bombardier, who was lying wounded over the machine guns. Over two weeks later, Lt. Gill woke up in a hospital in Leeuwarden, Holland.

In 1989, I received a letter from Joe Gill, asking for information about the 445th. He had gotten my name from a Kassel Mission Memorial listing, of which I am also a Director, and was very curious about his old Bomb Group. I was able to give him much material on the 445th, even a photo of his crew. His last contact with any 445th members was in the German prison hospital of Obermassfeld, and these men were shot down on the February 24, 1944 mission to Gotha. This was the most I could be of help to him until September of 1991, when a letter from a Dutch researcher was forwarded to me via Frank DiMola and Chuck Walker. This researcher, Klaas Niemeijer, wanted more information on certain 445th crashes in the Netherlands. I recognized one of the crashes was that of Lt. Allen and that Joe Gill was a member of his crew and this was the mission on which he was shot down. I promptly sent a copy of the request to Joe as I knew he would want to reply.

In a return letter from Niemeijer, it was learned that there was an eye-witness to the crash. The following description explains what happened to Lt. Joseph Gill almost fifty years ago.

Lt. Allen, realizing the crippled bomber couldn't make it back to England and presumably to give the wounded a chance to survive, attempted to make an emergency landing, on unknown terrain and in terrible weather. Over Bakhuizen, two crew members, co-pilot Erwin Bevins (flying for the first time with this crew) and asst. engineer/gunner Sgt. Harry Henry, bailed out. Above the IJsselmeer the Liberator was turned back over the coast of Gaasterland. At that

moment, the top-turret gunner, Sgt. John Elder, left the plane and landed in the frigid waters of the IJsselmeer, where he drowned. After Sgt. Elder bailed out, Lt. Joe Gill, the navigator, also bailed out of the doomed bomber. By then the plane was flying so low that his parachute, upon opening, caught on the tail and he was carried along to earth in the wake of the rapidly descending bomber.

The nose of the bomber came to earth on the southeast boundary of the churchyard of Mirns, which is situated in a low chain of hills. The loud wrenching sounds of the engines tearing into the earth and the twisting, cracking metal created a terrible uproar. Impelled by its weight and speed, the bomber turned over and continued moving through a

Having created a fountain of mud, flying pieces of brick and broken tree limbs, the wreckage continued, disintegrating tombs and destroying the bell-cage of the church.

line of trees. Having created a fountain of mud, flying pieces of brick and broken tree limbs, the wreckage continued, disintegrating tombs and destroying the bell-cage of the church. The remainder of the wreckage continued

moving, overturning one more time in the midst of flinging beams, stones and branches. This twisted mass of metal and humanity went through the row of trees at the opposite end of the churchyard, across a road, and over a trench, finally stopping in a small meadow beyond the churchyard.

Somewhere along this horrifying path, Lt. Gill became separated from the bomber. An eyewitness to this horror found his body in the churchyard, and realizing he was still alive, brought the nearby priest to administer last rites to the unconscious airman. He was taken to a hospital in Leeuwarden, Holland as a POW. There, after he regained consciousness two weeks later, he was treated by a German doctor, whose treatment was excellent. In the German POW hospital, a British doctor continued his treatment.

Through my forwarding a letter, all of this information as to what happened on a day almost fifty years ago has become known to Joe Gill. Now his children and grandchildren can know his story and it has become part of their heritage.

- Mary Beth Barnard



The crew of Lt. Allen: Standing L-R James Owens, John Allen, Sam Ellicott, Joseph Gill, Tony Destro, Joe Pavelko
Kneeling: Romuald Firewicz, John Elder, Everett Odom, Harry Henry
On Dec. 22, Oscar Robbins replaced Firewicz and Erwin Bevins replaced Ellicott

Children of Pilots Killed over Germany Find Friendship While Searching for Past

Two people living worlds apart—one in Gaffney, SC and the other in Germany—have met through the war deaths of their fathers and found friendship.

Jima Schaen Sparks of Gaffney and Martin Brunotte of Hamburg, Germany, grew up half a world apart, but they shared a desire to learn more about their fathers, men they never knew.

Mrs. Sparks' father, 1st Lt. James William Schaen, was killed in a World War II bombing mission over Germany five months before Mrs. Sparks was born. Brunotte's father, a German fighter pilot, died in the same battle on September 27, 1944, before he could see his newborn son.

Mrs. Sparks' quest to learn more about her father led her to a 1990 reunion of American and German survivors of the World War II Kassel mission in the former East Germany. At the reunion she met Brunotte.

"It was a total coincidence or destiny that we met. If the older generation had not been able to overcome their animosity, we would never have met," Mrs. Sparks said. "The more we talked, the more we found out how much we are alike and how many parallels we have in our lives. We decided we should keep in touch."

Brunotte and his wife, Sylvia, visited Mrs. Sparks and her family over the Memorial Day weekend.

"We are both very curious people. Basically, we've lived very similar lives worlds apart," said Mrs. Sparks, who grew up in Mississippi but moved to the Upstate 21 years ago.

Mrs. Sparks and Brunotte said they had happy childhoods despite the loss of their fathers. Their mothers remarried when they were young and their stepfathers treated them well.

The similarities abound between Mrs. Sparks and Brunotte. Both were named for their fathers and both were their fathers' only children. Their mothers each had three children by their second husbands, and Mrs. Sparks and Brunotte each have two sons.

Mrs. Sparks teaches Spartanburg County School District 7 students how to improve their communications skills, and Brunotte, an electrical engineer, helps people talk by installing communication systems.

Mrs. Sparks' father was among 118 Americans killed in the mission. The 8th Air Force 445th Bomb Group was supposed to bomb Kassel but got separated from the main bomber stream and its fighter coverage by a navigational error. They met more than 100 German fighter planes, one of which was piloted by Brunotte's father.

After the air battle, the fathers of Brunotte and Mrs. Sparks were buried in a small countryside cemetery in Gerstungen. In 1950, Americans moved their dead out of East Germany to Arlington National Cemetery, where Mrs. Sparks could visit her father's grave.

But Brunotte never was allowed to visit his father's grave until shortly before German reunification in 1990.

During the reunion for the mission's survivors, families toured crash sites and the old villagers recounted the air battle. Mrs. Sparks learned from one of the villagers that a German man had been there looking for his father's grave.

The same day, she overheard a man about her age talking with a newspaper reporter about looking for his father's grave. After the interview she introduced herself to the man—Martin Brunotte.

"We started talking, and I thought it was very strange. I had never met anyone whose father had been killed the way my father had been killed," Mrs. Sparks said.

Mrs. Sparks and Brunotte have just begun their friendship. They plan to meet again at the 50th reunion of the survivors in 1994, and she plans to make a weekend visit to Brunotte's home.

"I never imagined this would happen," Brunotte said. "But that's how life goes. We met because our fathers were enemies. Now we, their children, are very good friends."

-Suellen E. Dean, Upstate Journal



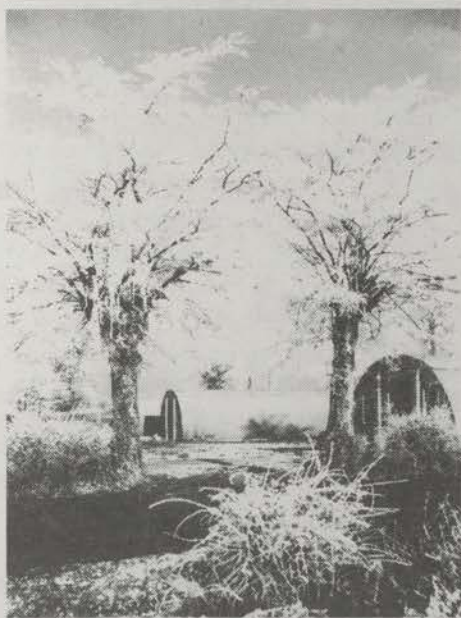
Martin Brunotte and Jimma Schaen Sparks discovered that their fathers died in the same aerial battle over Germany.
Steve Sparks photo



This story was left out of "A Reason To Live" by the publisher.

On a raid to Mannheim, a B-24 pulled up and placed his right tail in our number one engine, cutting his right vertical stabilizer off. Three airmen bailed out. The ship completed the mission lagging behind with his vertical stabilizer hanging and flying with one tail. Our number one engine never vibrated from the contact. It did upset our flight path but we quickly recovered. Number one engine never stopped running properly. When we returned to Tibenham, there was exactly three inches missing from each prop blade. This explained the lack of vibration. (Don't tell me that B-24s can't take as much as a B-17.)

-John Harold Robinson



Tibenham, Christmas 1944

Friends of the Second Air Division Memorial

To those of you who are new to the Heritage League, there is an organization in East Anglia known as the Friends of the Second Air Division Memorial. Since its inception over four years ago, this dedicated group of volunteers has supported the Memorial and offers their services to those American visitors who want to visit the old bases. Each of the bases has one or more Friends who are knowledgeable about that particular base, and will be pleased to show Americans around that area. All they ask is that they be given several days notice of intended arrival so that there will be someone available to be a guide.

Mr. Keith Thomas, the new Chairman of the Friends, has the theme of "Public Awareness" for 1993. He plans to have the Friends at every public function possible. They intend to have a photographic display of the "Friendly Invasion", and to sell mementos in support of the Memorial.

For more information or help in planning a visit to one or more of the 2AD bases, contact one of these Friends committee members:

Mr. Keith Thomas, Cannells Farm, Gt. Ellingham, Attleborough, Norfolk, NR17 1JA

Mr. John Page, 6 Meadow Way, Poringland, Norwich, Norfolk, NR14 7LZ

In the next issue, there will be a listing of Friends and the bases they represent.

Horsham St. Faiths Remembered

At the time of construction, I lived with my parents in Old Catton and attended school in Church Street. The Clerk of the Works responsible for the building of the airfield, moved into the house almost opposite to mine, so I became interested in the airfield from the onset.

My earliest memories of aircraft using the airfield was the 'fly in' of at least two Fairey Hendons, which came in from Bircham Newton. Various other aircraft came and went during the early years of the war, including Blenheims of various marks and designs, and Spitfires and Mosquitos.

At the time of the arrival of the 458th BG, I was a member of the A.T.C. and since I was now in uniform, found it possible to obtain entry to the airfield on many occasions. I eventually managed to obtain a flight in a Liberator on one of its many engine testing flights. One one occasion, I was a passenger accompanied by two friends in a B-24 that finished up at Exeter airfield for the day.

I think we were probably the only civilian personnel, although members of the A.T.C., who managed to get past the eagle eyes of Colonel Albert Shower at Rackheath. We flew one Saturday afternoon on a three hour instrument test flight.

We used to borrow a jeep which normally stood idling around the hangar, and journey around the perimeter track looking at the numerous aircraft

parked on their hardstands. On one occasion, we were cruising along at about 40 to 45 MPH when the "Snowdrops" (Military Police) drew up alongside us and suggested that perhaps we should reduce our speed a bit, to maybe, 25 MPH. This was readily agreed so they went on their way. Needless to say, we all breathed a sigh of relief.

I lived about 200 yards from one of the Command Sites, this could be reached from the back. I spent many an evening as a boy in the Nissen huts with the ground crews and often went to fetch fish and chips from the local shop for the men. They appeared to be men to a lad of 16 at the time although of course, many of them were only in their early twenties.

From a letter by Mr. L.L.G. Willis to David Neale, Editor of "Second Thoughts"



Norwich Cathedral

An Incident in Norwich during the Air Raids

One evening when the sirens sounded, the family went to the shelter with haste, leaving Mother to rouse father from his bath. "Won't be long," he said, so Mother followed the others to the shelter.

Soon searchlights, flares and gun flashes lit up the sky and the city. Bombs began to drop and the noise was dreadful. The bombs were shaking the earth and seemed to be getting closer. Mother was worried about Dad still in the house, so she braved the raid and went back to the house quickly to urge him into the shelter. He was still in the bathroom. "Come on, Dad. It's getting closer. Hurry up!" she shouted. He replied, "Shan't be a minute, I'm looking for my teeth."

An irate Mother shouted back, "Come on. They're dropping bombs, not ham sandwiches."

"Second Thoughts"

from The Mini Page by Betty Dobson - 1992 Universal Press Syndicate

Mini Spy . . .



Mini Spy and Basset are gathering newspapers to recycle, the way it was done in World War II times. See if you can find:



- word MINI
- key
- bird's head
- ladle
- pea pod
- pineapple
- paintbrush
- knife
- ice-cream cone
- number 8
- letter A
- cherry

BASSET BROWN



THE NEWS HOUND'S

from The Mini Page by Betty Dobson - 1992 Universal Press Syndicate

WORLD WAR II TRY 'N FIND

Words about kids in World War II are hidden in the block below. Some words are hidden backward or diagonally. See if you can find: VICTORY GARDENS, V MAIL, SAVINGS BONDS, RATIONING, REMEMBER, WORLD, WAR, RECYCLING, COLLECTING, PEARL HARBOR, AIR RAID, CONSERVE, BLACKOUTS.

KIDS COLLECTED PAPER IN WORLD WAR II, TOO!



BLACKOUTS Q L I A M V
C A J R Z R A T I O N I N G V
O C K S B G N I T C E L L O C
N V I C T O R Y G A R D E N S
S A I R R A I D D W O R L D L
E G N I L C Y C E R F M W R W
R P E A R L H A R B O R G A N
V H O X R E M E M B E R U Y R
E P S A V I N G S B O N D S I



Rookie Cookie's Recipe Meatless Spaghetti Sauce

You'll need:

- 1 16-ounce can tomatoes
- 1 6-ounce can tomato paste
- 1 tablespoon vegetable oil
- 1 onion, chopped
- 10 mushrooms, sliced
- 1 15-ounce can kidney beans, drained

What to do:

1. In a large bowl, combine tomatoes and tomato paste. Mix well.
2. Heat oil in a large frying pan over medium heat.
3. Add onions and mushrooms.
4. Cook 5 minutes.
5. Add tomato mixture and beans to frying pan.
6. Turn heat to low. Cook 15 minutes. Stir occasionally.

Makes about 3 cups.

This would have been a good World War II recipe.



from The Mini Page by Betty Dobson - 1992 Universal Press Syndicate

Recipes

Wacky Cake

- 1 1/2 cups flour
- 1 cup sugar
- 3 tablespoons unsweetened cocoa, stirred before measuring to remove lumps
- 1 teaspoon each baking soda, baking powder and salt
- 5 tablespoons oil or melted butter or margarine
- 1 teaspoon each vanilla and cider vinegar
- 1 cup warm water

In ungreased 8x8-inch pan combine well the flour, sugar, cocoa, baking soda, baking powder and salt. Make three holes in mixture; pour oil into one, vanilla into another and vinegar into the third. Add warm water and mix until well blended. Bake in preheated 350° oven 35 to 40 minutes or until pick inserted in center comes out clean. Serve as is or frost with favorite frosting.

(Believed to be a war-time recipe)

Cashmere Chutney

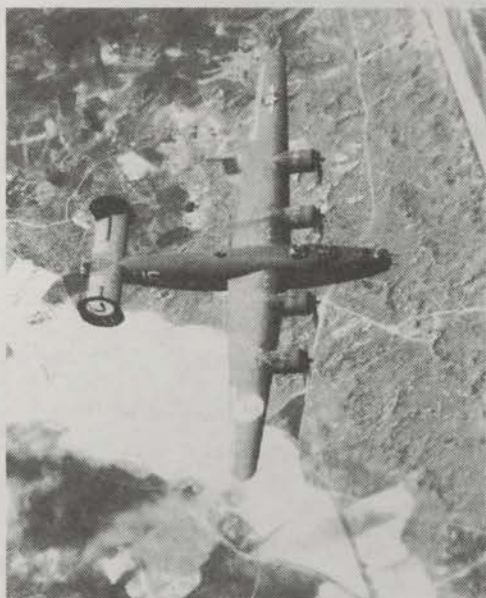
- 2 lbs. green apples or gooseberries
- 4 oz. preserved ginger
- 1 lb. seeded raisins 1 to 2 oz. salt
- 1 lb. brown sugar 1/2 tsp. cayenne pepper
- 1 lb. dates 1/2 oz. garlic
- Vinegar (malt)

Chop or mince (through machine) all ingredients. Core but do not peel apples. Boil garlic and apples in enough vinegar to cover. When soft add rest of ingredients. Boil 3/4 of an hour. Bottle hot and cover immediately.

Mae Thompson

This recipe was given to Norma Beasley by Mrs. Mae Thompson, who was Manageress during WWII of the "Reindeer Club", the American Officers Club in Cork Street, London. Regrettably, Mrs. Thompson passed away in December 1991.

Friday, Aug. 11, 1944



Song from the 453rd

1. There's a Bomber left England one day
Loaded full up in the bay,
500 and 50s and things unheard
She was the pride of the 453rd.

On the crew there was nary a grin
For the target that day was BERLIN
They'll surely come back
With a tail full of flak.

So cheer up my lads, bless 'em all.

Refrain: Bless 'em all...Bless 'em all...

The long and the short and the tall.
Bless all the pilots that handle the stick

Bless all the tail gunners who always
get sick.

2. As they took off the tarmac that day,
The crew chiefs had started to pray.
They'll surely come back
With a tail full of flak,

So cheer up my lads, bless 'em all.

Refrain

3. They circled the buncher that day
Around and around they did play
A five minute circle, then eight, then ten,
The 453rd was in lead once again.

The assembly was going quite well
The weather and contrails were hell.
All off together in spite of the weather,

So cheer up my lads, bless 'em all.

Refrain

So cheer up my lads, bless 'em all.

Straight From the Front

By Ernie Pyle

NORMANDY—Our front lines were marked by long stripes of colored cloth laid on the ground, and with colored smoke to guide our airmen during the mass bombing that preceded our break-out from the German ring that held us to the Normandy beachhead.

The dive-bombers hit just right. We stood in the barnyard of a French farm and watched them barrel nearly straight down out of the sky. They were bombing about half a mile ahead of where we stood. They came in groups, diving from every direction perfectly timed, one right after another. Everywhere you looked separate groups of planes were on the way down or on the way back up or slanting over for fire or circling, circling, circling over our heads waiting for their turn. The air was full of sharp and distinct sounds of cracking bombs and heavy rips of the planes' machine-guns and splitting screams of diving wings.

And then a new sound gradually droned into our ears. The sound was deep and all encompassing with no notes in it—just a gigantic faraway surge of doom. It was the heavies. They came from directly behind us and first they were the merest dots in the sky. You could see clots of them against the far heavens, too tiny to count individually. They came on with terrible slowness. They came in flights of 12—three flights to a group. And in the groups stretched out across the sky they came in "families" of about 70 planes each.

Constant Stream

Maybe these gigantic waves were two miles apart, maybe they were ten miles. I don't know; but I do know they came in constant procession and I thought it would never end. What the Germans must have thought is beyond comprehension. Their march across the sky was slow and steady. I've never known a storm or a machine or any resolve of man that had about it the aura of such ghastly relentlessness. You have the feeling that even had God appeared beseechingly before them in the sky with palms outwards to persuade them back they would not have had within them the power to turn from their irresistible course.

I stood with a little group of men ranging from colonels to privates back of some farmhouse. Slit trenches were all around the edges of the farmyard and a dugout with a tin roof was near by, but we were so fascinated by the spectacle overhead that it never occurred to us that we might need the foxholes.

The first huge flight passed directly over our farmyard and the others followed. We spread our feet and leaned far back trying to look straight up until our steel helmets fell off. We'd cup our fingers around our eyes like field glasses for a clearer view, and then the bombs came.

They began ahead of us as a crackle of popcorn and almost instantly swelled into a monstrous fury of noise that seemed surely to destroy all the world ahead of us.

From then on for an hour and a half that had in it the agonies of centuries the bombs came down. A wall of smoke and dust erected by them grew high in the sky. It filtered along the ground back through our own orchards, it sifted around us and into our noses. The bright day grew slowly dark from it.

By now everything was an indescribable cauldron of sounds. Individual noises did not exist. The thundering of motors in the sky and the roar of the bombs ahead filled all the space for noise on earth. Our own heavy artillery was crashing all around us, yet we could hardly hear it.

Ack-Ack Dots Sky

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 the smoke puffs from the planes.

And then someone shouted that one of the planes was smoking. Yes, we could all see it. A long faint line of black smoke stretched straight for a mile behind one of them and as we watched there was a gigantic sweep of flame over the plane from nose to tail. It disappeared in flame and it slanted slowly down and banked around the sky in great wide curves, this way and that way, as rhythmically and gracefully as in a slow-motion waltz. Then 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 black pillar of smoke. And then just as slowly it turned over and dived for the earth—a folded spearhead on the straight black shaft of its own creation—and it disappeared behind the treetops.

But before it was done 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 a plane. The men with binoculars could see him fighting to get loose until 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 others 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 the dreadful pall of sound as though they were seeing only something at a great distance and nothing existed in between.

(Tomorrow Ernie tells what it was like when the Yanks were bombed by their own planes.)

Essay Contest Guidelines

Foreword:

In the belief that the contributions of the Second Air Division during World War II are valuable cornerstones of the freedom we presently enjoy, the Heritage League will annually sponsor the Heritage League Essay Contest.

The purpose of the contest is to encourage today's youth in the development of their awareness of the contributions made by Second Air Division and, at the same time, to provide the participants with the opportunity to improve their skills in written composition, grammar, punctuation and spelling. A reminder of the courage and sacrifice displayed by those veterans who served during World War II to provide our most precious heritage of freedom serves to renew a dedication toward the value of the human spirit and its' freedom.

Contestants are urged to read and fully understand the following guidelines.

Section I: General Rules

The Heritage League Essay Contest is divided into three levels of competition - Grades 4-6, Grades 7-9 and Grades 10-12.

1. Contestants must prepare their essays without assistance other than that needed through personal interviews of veterans and etc.
2. Any quotations or copy-righted material used must be identified properly. The contestant shall be fully responsible for the use of such material. Failure to identify non-original material will result in disqualification.
3. The Heritage League shall have the right to edit, publish or otherwise duplicate any essay entered for use within the *Heritage Herald* and/or the 2ADA Journal without payment to the author.

Section II: Qualifications for Contestants

1. The Contest is open to all descendants of 2 ADA fallen comrades and veterans in the grade levels specified in Section I.
2. Participants must enter the Contest by submitting their essay to the Heritage League President who will forward it to the Judging Team.

Section III: Contest Rules

1. The official broad subjects for entries shall be chosen from the following list; topics may be narrowed as necessary:
 - A. What is the Significance of My 2ADA Relative's Military Service During World War II?
 - B. The Purpose of the Heritage League
 - C. A Day in the Life of a 2ADA Veteran During World War II.
 - D. Life at _____ Airfield During World War II.
 - E. Freedom, Our Most Precious Heritage (as it relates to WWII)
 - F. Why I Would Like to Visit the Old American Bases in East Anglia.
 - G. The B-24 Liberator (may be specific about particular positions and their duties and/or the role of the B-24 in WWII.)
 - H. Why I'd Like to Ride on a Restored B-24
 - I. What are the Ties That Bind the Americans and English Since World War II?
 - J. What is the Significance of the Memorial Library in Norwich, England?
2. Essays must be type-written (double spacing required) or neatly handwritten in ink.
3. Essays shall contain no less than 300 words nor more than 400 words (Grades 4-6), no less than 500 words or more than 600 words (Grades 7-9) and no less than 700 words or more than 800 words (Grades 10-12). In determining the number of words, every word must be counted, regardless of length. (In footnotes containing quotations, the quoted material must be counted as part of the text.)
4. Each entry must begin with a title page containing the following information: name, address and telephone number of the author, grade level and total number of words in the essay.
5. The chosen title should be on the top of the first page as well as on the title page.
6. Each page, including the title page, should be stapled together, not paper clipped, in the upper left hand corner.

Continued on next page

7. Each entry will be numbered by the Essay Contest chairperson on the title page and a corresponding number will be indicated on the actual manuscript. The title page will be detached so there will be no indication for the entries other than the chairperson.
8. Judging will be completed by a panel of three judges who will individually rank the entries. Their combined ratings will determine the winners.
9. Any protest in the conduct of the Judging Team must be made immediately after the condition is noted that brings about the protest. Protests received other than immediately after the winners are announced will not be considered. The Essay Contest chairperson will decide all protests in conformity with the contest rules. The decision of the contest chairperson is final and no higher appeals will be recognized.

Section IV: Scoring

Scoring procedures at all levels of the contest will be identical and will conform to the following schedule of points:

- | | |
|--|-----------|
| 1. Material Organization
(Interpretation of the subject, adherence to theme and logic.) | 40 points |
| 2. Vocabulary and Style
(Diction, Phraseology and Continuity) | 30 points |
| 3. Grammar, Punctuation and Spelling | 20 points |
| 4. Neatness | 5 points |
| 5. Adherence to Contest Rules | 5 points |

Section V: Penalties

1. Failure to write on one of the ten topics listed in Section III, or a topic closely related to one of the ten topics listed, will result in disqualification.
2. Failure to identify the total number of words in the essay: deduction of 5 points.
3. Failure to stay within the prescribed number of words: deduction of 5 points for each 25 words over or under the specified number.
4. Self-identification: deduction of 5 points.
5. Failure to double space (if typed) or write in ink: deduction of 5 points

Section VI: Awards

The following are the only awards to be given at various levels of the contest:

The Heritage League will award medals for the first, second and third place winners in each of the three grades designated grade levels.

In addition to first, second and third place medals at each level, first place winners will receive Savings Bonds as follows:

Grades 4-6	\$50.00
Grades 7-9	\$75.00
Grades 10-12	\$100.00

Heritage League Membership Application

I wish to become a member of the Heritage League of the Second Air Division (USAAF) and to support its purposes. I certify that I am eligible for membership under one of the categories indicated.

Name _____ Spouse _____

Street Address _____ Home Tel. _____

City _____ State _____ Zip _____ Work Tel. _____

2ADA Member (Sponsor) _____ Unit No. _____ Relationship _____

Membership Category (please check) ☐ Regular ☐ Associate ☐ New ☐ Renewal

Annual Dues: Regular \$6.00, Associate \$4.00 Signature _____

Send Remittance To: Heritage League of the 2AD, C.N. "Rusty" Chamberlain, III, 9635 West 73rd Avenue, Arvada, CO 80005

Regular Members: Spouses, brothers, sisters, children, grandchildren of former personnel, military and civilian, American and British, who, at any time served with the Headquarters organization of the 2nd Bomb Wing, 2nd Bomb Division or 2nd Air Division during WWII and any person who served with any bomb group or any other unit of the 2nd Air Division, USAAF, either assigned or attached. These shall be voting members.

Associate Members: Friends or associates of regular members who by their demonstrated interest in the League and who make literary, artistic, historical or other valuable contributions to the 2nd Air Division Association, The Heritage League of the 2nd Air Division (USAAF) and/or The Memorial Trust of the 2nd Air Division. These shall be non-voting members.

1993 Executive Committee

Billy Sheely Johnson (492nd) President
600 Sandhurst Drive
Petersburg, Virginia 23805
(804) 732-4234(H)

Irene B. Hurner (453rd) Executive V.P.
Star Route, Box 53
Livermore, CA 94550

Janice B. Bates (467th) Secretary
9535 W. Huron River Drive
Dexter, Michigan 48130
(313) 426-2746

Edward Zobac (445th) Treasurer
6510 Covington, Apt. 337E
Fort Wayne, Indiana 46804
(219) 432-8043

C.N. "Rusty" Chamberlain, III (489th)
Membership V.P.
9635 West 73rd Avenue
Arvada, Colorado 80005
(303) 756-4766

Mary Beth Barnard (445th)
Communications V.P.
73 Western Avenue
Sherborn, Massachusetts 01770
(508) 653-2714

Jeane M. Stites (453rd)
Past President
9334 Kahl Road
Black Earth, Wisconsin
(608) 767-2625

Ruth Hunter Berkeley (489th)
Past President
1049 Lawrence Avenue
East Aurora, New York 14052
(716) 652-7032

Vicky Brooks Warning (466th)
Past President
27736A North Dayton
Chicago, Illinois 60614
(312) 549-3546

W.H. "Bill" Beasley (492nd)
2ADA Liaison Representative
1525 South Garfield Street
Denver, Colorado 80210-3022
(303) 756-4766

John B. Conrad (392nd) 2ADA President
2981 Four Pines, #1
Lexington, Kentucky 40502
606) 266-5269

1993 Reunion Schedule

February 27

The 12th annual 2ADA Southern California Region reunion will be at El Toro Marine Base, CA.

Contact: Harry Orthman, 25382 Adriana, Mission Viejo, CA 92691. Phone (714) 581-0755

March 27

The 9th annual 2ADA Southwest Region Dinner will be at the Marriott Hotel, Dallas, Texas.

Contact: John Sanders, 5249 Zion Road, Garland, Texas 75043. Phone (214) 226-1623.

May 26-28

The 10th annual reunion of the 2ADA Midwest Region will be in Springfield, Illinois. Reunion committee chairman is Willis H. Kirkton, #1 County Road, Chatham, IL 62629.

Phone (217) 483-2114.

May 31-June 3

The 453rd Bomb Group Association will meet at Fairchild Air Force Base, Spokane, WA.

Contact: Wilbur Clingan, 8729 Samoline St., Downey, CA 90204. Phone (310) 806-1954.

November 4-7

The 2ADA Annual Convention, Hilton Head Island, SC. Contact: Evelyn Cohen, 06-410 Delaire Landing Road, Philadelphia, PA 19114

If you are in any of these regions, make plans to attend by contacting the individual listed for further information.



World War II interview tips

- Do some research to find out more about the war.
- Tape the interview with your video camera or tape recorder.
- Take notes and write up your interview in a special journal.
- Ask for photos to help tell the story.

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