

Heritage Herald



Issue 12

October 1993

THEY CAME AS FRIENDS THEY STAYED AS FRIENDS THEY HAVE REMAINED FRIENDS

and we and future generations will always remember the 2nd Air Division USAF with pride and affection.

Thirty years ago, to this very day, on June 13th 1963, a Book of Remembrance was dedicated and the 2nd Air Division USAF Memorial Room was officially opened. It is a tribute not only to those six thousand four hundred or more young American airmen who gave their lives for the cause of freedom while flying from bases in these parts, but also to all the men and women of the 2nd Air Division.

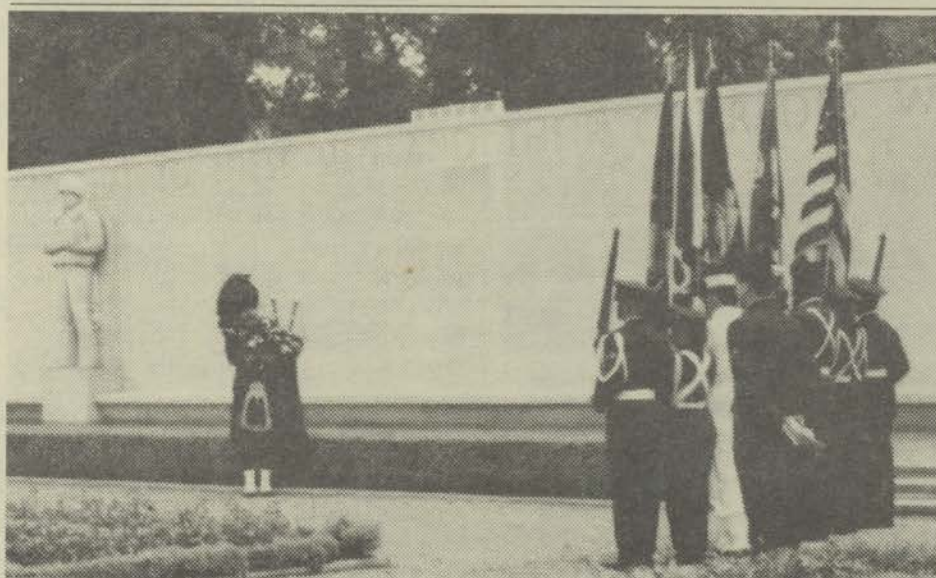
On Sunday June 13, 1993, a Service of Remembrance and Re-dedication of the Second Air Division USAF Memorial Room, Central Library, Norwich, was held in the Church of St. Peter Mancroft, Norwich, England.

Thanks to the hard work and devotion of the Governors of the Memorial Trust in Norwich, with generous financial support from the 2nd Air Division Association in the United States, the use of the Memorial Library has increased considerably over the past thirty years. More and more people make use of the room and its superb facilities.

The links of friendship established in 1942-1945 between East Anglia and the United States of America continue to be maintained and strengthened by the work of the Memorial Trust.

"This Memorial must be a spiritually living thing. The deep and sacred feeling giving birth to this Memorial, 'Our comrades' spirit of youth, hope and a desire for a world of decency, freedom, and peace must live on - must imbue this Memorial with that same sacred spirit dedicated to oncoming generations whose way of life they died to protect. This Memorial must be a haven wherein the flame of their principles must burn brightly and eternally, wherein the bewildered, stumbling footsteps of succeeding generations can be unerringly placed on the right paths."

Lieutenant General W.E. Kepner D.S.C., C.B.
Commander, Second Air Division USAF 1944-1945



A piper begins the annual Memorial Day Service at the American Cemetery, Cambridge

See related story on page 3.

In This Issue

Heritage Updates	2
Diamond Lil Story Continues	4
GI Wife During WWII	4
German Memorial to Airmen	5
Looking for...(A New Feature)	6
Bergman Crew's 24th Mission	7
Brief 492nd History	8
Moonlight Serenade	9
Christmas at Tibenham	11
Executive Committee	12

Please submit material for the next issue by December 1.

Mary Beth Barnard, Editor

Heritage League Updates

Since being elected in October 1992, the officers of the Heritage League have been working to carry out the goals set for strengthening the League and perpetuating the 2ADA and the Memorial Room.

An important goal has been to increase awareness of the existence of our organization. One way this has been accomplished is through a promotional brochure which explains the Heritage League and the 2AD Memorial Room. This is being placed in aviation museums, libraries, and distributed at air shows throughout the US. This increased awareness ties in with our next goal of increasing the Heritage League membership.

Membership is increasing through the placement of advertisements in various veterans' and military related publications, such as the Air Force Associations' *Air Force*. The Heritage League has been written up and our membership form included in the 2ADA *Journal* and in many of the separate 2AD Bomb Group newsletters.

The existing newsletter exchange with related organizations has been expanded.

An Essay Contest has been established. The entries received from this first contest were from Grades 10-12. Winners have been selected. They will be announced at Hilton Head. These winning essays will be published in future issues of the *Herald*.

The Pen Pals Program is still in operation and is currently headed by Lorraine Williford.

From past issues:

From the publishing of the Joe Gill story in Issue 10, Gill was contacted by a former 445th Navigator who had information on Bevins, another survivor of that crash. Bevins, who had bailed out before Gill, joined up with the Dutch Underground and stayed with them until war's end.

Inspired by the story of the needlepoint kneelers being made for the church at Tibenham, Ginny Belward organized the making of 2AD needlepoint kneeler covers to be placed in St. Paul's, London.

From the editor:

With this issue 12, I have met my goal of publishing three issues a year of the *Heritage Herald*. For 1994, issues are scheduled to be printed in February, May and October. I am seeking written contributions from the membership. Now is the time to put those memories/stories of your parents and grand-parents in print.

The next general meeting of the Heritage League will be called to order on Saturday, November 6 from 1-3pm at the Hyatt Regency, Palmetto Dunes, Hilton Head, SC. Please join us.



Iris and Keith Thomas at the Friends' Exhibit on display at the Norfolk Gliding Club, Tibenham

E. Harris Photo

Dogged Search Ends on German Hillside

Second Generation Crusaders Visit Uncle's Crash Site

Everette (Jim) Marsteller, New Park, PA and his cousin, Jim Morris, Fawn Grove, PA are namesakes and nephews of S/Sgt. Everette (Jim) Morris who was KIA on the Friedrichshafen mission March 18, 1944. S/Sgt. Morris was on the Books crew in the 579th.

Marsteller and Morris were aware from childhood of the part their uncle played in WW II, but the real search started some seven years ago with the death of their grandmother and the opening of a box of documents concerning S/Sgt Morris' fate. They combed Government archives, joined the 392nd BGMA and attended its meetings to interview Crusaders, and teamed up with Ben Jones, the young Englishman from Litcham who is also very interested in the 392nd. Last March, Jim Marsteller and his wife Karen, along with Ben Jones, culminated their search with a visit to the village of Hardt, Germany. It was near there that their uncle's plane crashed, and eerily they were there at the same date and hour, 49 years later.

The Friedrichshafen mission was the 392nd's costliest, 28 a/c were dispatched, 4 aborted, and 14 were MIA. Two landed at other English bases with dead and wounded aboard, and there were wounded aboard the a/c that were able to return to Wendling. (For further information, read Col. Bob Vickers' book, "The Liberators From Wendling" and Col. Myron Keilman's accounts as published in the 2AD *Journal* and later republished in Myron's WAR STORIES.)

Marsteller and Morris have amassed a wealth of information about the mission. After a long search, they located the sole survivor of the crew, S/Sgt Chester Strickler, who was able to parachute out of the stricken a/c and was POW. Strickler is alive and well and breeds horses at Reedley, CA.

Jim Marsteller while in Germany made the acquaintance of Carsten Kohlmann, a German archivist who has studied the four a/c that crashed near Hardt. With this connection, Jim expects to continue his research.

392nd BG Memorial Association NEWS

Memorial Day at The American Cemetery

Memorial Day Sunday, May 23, 1993 was a warm, sunny Spring day in England. Many visitors to the Cambridge American Cemetery took advantage of this as picnics were spread in the grassy areas near the parking lots. Mary Beth Barnard, Heritage League Communications V.P., and Ray Mackertich, Friends of the 2AD Memorial representative, participated in the Memorial Day Service by placing a wreath during the ceremony. During this presentation, over 80 wreaths from the various Bomb Group and military organizations were placed at the base of the wall of the Missing.

Cambridge Cemetery is located three miles west of the university city of Cambridge, England. The sloping site covers over 30 acres and has the graves of over 3,800 of our military Dead. The great wall of the Missing records the names of 5,126 who gave their lives in the service of their Country, but whose remains were never recovered or identified. Most of these died in the battle of the Atlantic or in the strategic air bombardment of Northwest Europe.



The "Diamond Lil" Story Goes On and On...

The 50th Anniversary Year of the 2nd Air Division USAAF arrival in East Anglia may be over, but the emotion aroused by the return of B-24A/LB30 Liberator "Diamond Lil" of the Confederate Air Force still continues and I thought you would like to know some more details as the whole project really sums up the deep affection that all of us hold for you.

As many of you know, we made a widescreen audio/visual show of the transatlantic flight and the project, including your Memorial Room in Norwich and the Trust. This was premiered last September at the Norwich Sport Village and we hired the 400 seat Central Arena. The showing was a complete sell-out and we had to repeat it for two more nights at the Village before the demand eased. Each night the audience ended in tears - such was the feeling this flight had generated. The bookings then started to pour in from all parts of Norfolk and I have averaged two nights a week since then, with bookings now being made for 1994! One week in December I showed the film five nights running, and even I began to wilt by the time Saturday arrived. Just a few examples for you: *Bungay* - Community Hall packed with people turned away; *Seething* - standing room only at the Village Hall; *Salhouse* - Village Hall packed; *Tibenham* - Norfolk Gliding Club room full to capacity; *Shipdham* -

Hotel lounge packed, standing room only; *Norwich Airport* - Airport Lounge filled to capacity; *Rackheath* - Church Hall full, and so it goes on. We go to Clubs, Aviation groups, Old Peoples Clubs, W.I., Rotary, Round Table and Local Societies, and I have never seen a film command so much interest. We have also just made a video of the project and this has sold out in just four weeks. This all goes to show that after 50 years, the feeling for you all is just as great as it ever was. The other good news is that at each showing we do ask for a donation to your unique Memorial Room here in Norwich, for the Capital Fund which is the one that actually runs your Memorial. I am glad to report that so far we have raised over £1500 by the time we reach the end of the year, I will not be surprised if we have not reached the £3000 mark. The other added bonus is the increased awareness of your Memorial which the film has generated and we can never thank the Confederate Air Force and the "Diamond Lil" crew enough for answering the plea of the Memorial Trust when the "All American" cancelled out. They certainly made the tribute to you complete in the 50th Anniversary year.

David J. Hastings
Vice Chairman
The Memorial Trust
of the 2nd Air Division
USAAF

A GI Wife During WWII

What was it like? First of all, you probably married after your husband was already in the service, so you started out with an abnormal way of life.

Private's - even sergeant's salaries were next to nothing. Even that income was long coming sometimes when the guys were moved around and the payroll took time to catch up to them. You had to be frugal to make it to the next pay check. Later they got it set up so dependents allotments came via the mail.

You still paid for your own doctor and hospital when you had a baby. This usually followed pretty regularly after a furlough. Chances were that the husband/father was elsewhere at the time of birth and may not see the baby for five or six months.

Then, of course, most everything was rationed - gas, shoes, coffee, sugar, canned goods, etc. If you could find them, new sofas and chairs were hard as bricks because they had no springs. Styrofoam wasn't invented yet; neither was television. You listened to the war news on the radio each morning. The first reporter to give the news made it sound very bad, and you started your day feeling pretty down.

Later in the day another reporter gave the same news almost word for word, but his tone of voice or something made it not sound so bad after all. This was all we had to go on as to what was happening - along with the newspaper.

One thing for sure, coming out of high school into this type of situation sure made you grow up fast. I hope there won't be a repeat for the young people, but I'm sure there will be. All you can do is pray and endure.

Virginia Bergman
389th BG

I Remember...

After 50 years the sands, winds, bugs, Arabs, and latrine conditions do fade away. But I remember, before landing on the steel netting runway of Benghazi, Libya, and then in Tunis, Tunisia, with the 389th, seeing all the burnt tanks, trucks, and equipment on the side of the desert roads.

I remember the "Axle Butter" but no toast to spread it on: I remember the extra cold nights and trying to stay warm after 130 degree + days; I remember waiting in line for our rations and 3.2 beer along with salt pills; I remember washing our mess kits in three barrels and then cleaning them with sand; I remember the aluminum surfaces of the B-24s so hot that the war seemed to stop every afternoon; I remember the cooking and frying eggs (borrowed) on top of the Davis wing, and the dust like flour on improvised runways.

From July 9th through the 19th our 389th BG had missions in support of Allied landings on Melambes, Crete, Messina-Sicily, and Greggio, Bari and Rome, Italy. I remember the low level practice missions over the desert for the August 1, 1943 Ploesti mission which was our 7th. After Ploesti we bombed Neustadt-Austria and Foggia, and Canello, Italy.

I remember wearing our overcoats and fleece lined jackets in September when we rejoined our outfit at Hethel Airdrome, Norwich, England.

Maurice G. Herbert
from the 389th BG Newsletter

German Man Dedicates Memorial to Three 445th Airmen

In August 1990, Walter Keul met several 445th veterans and their families, who had come to Bad Hersfeld, Germany to dedicate a memorial to all killed on the September 27, 1944 mission to Kassel. Through this contact, Keul was able to acquire more information about an event he had witnessed on February 24, 1944.

On that day in February 1944, Keul saw a B-24 crash into the forest near Rodenroth, having been shot down by the Luftwaffe. The B-24, 42-4759, was known as *Paper Doll* and carried the bodies of three of her crew. These men were Pilot 1st Lt. Alfred J. Looney, Co-Pilot 2nd Lt. James O. Dunmire, and Engineer/Top Turret Gunner T/Sgt Orville Last from the 702nd Squadron, 445th BG(H), stationed at Tibenham, Norfolk.

Over the years, Keul sought information about these Americans whose remains had been buried temporarily in the cemetery at Rodenroth. Many of the pieces of *Paper Doll* had found their way to a local museum in Hereborn, and this crash and the crew members' fate had become a part of the history of this place. Motivated by the Kassel Memorial, Keul set about planning a similar memorial to these three 445th airmen who had died near his home.

On November 17, 1992, several members of a local German civic group gathered in a forested area near Rodenroth to dedicate a memorial cross and plaque at the site where *Paper Doll* had crashed on February 24, 1944.



Walter Keul Photos

Lt. Looney's Original Crew
 Back (L-R) Charles Rust; Robert E. Baker, Bombardier;
 James O. Dunmire, Co-Pilot; Alfred J. Looney, Pilot;
 Robert L. Whittet, Navigator; William Drob
 Front (L-R) Charles T. Sherd, Waist Gunner; Wayne Bryant,
 Radio Operator; Thomas Dumas, Tail Gunner;
 Orville Last, Engineer



Fred Roughan Photo

Looking for...

Inspired by Joe Gill's unexpected contact from former 445th Navigator Warren Lee, I am starting a column of requests for information. The following are queries that I have received as 445th historian, but this column is for questions pertaining to all the 2AD bomb groups. Let's start the network going and see if anyone has any further information.

S/Sgt. W.D. West, 18171808, 701 Sq., was lost on the 20 March 1945 mission to Hemmingstadt. Glen West, his brother, would like to contact Capt. Donald H. Davis, a witness to the crash, or anyone from the other ten 445th A/C flying on that mission. (MACR #13563, Barker, John W., Capt., B-24JSH44-48851)

Glen West, Singin' River Ranch, 1870 Upper Bear Creek Road, Evergreen, CO 80439 (303) 674-6611

Eugene I. Pentz, 703rd Sq. Floriene P. Glass, his sister, would like any information about her brother and his service with the 445th.

Floriene P. Glass, 1560 W. Old Hwy Road, Morgan, UT 84050

1st Lt. William H. Moran, 0550458, flying as Co-Pilot on Speers' crew, was lost on a training mission on October 31, 1944. (MACR #10160, Speers, Edward J., 1st Lt., B-24J 44-40294) Moran's nephew is working on a family history.

John Moran, 5796 Northspring Dr., Ellenwood, GA 30049

1st Lt. Alfred J. Looney, 2nd Lt. James Dunmire, T/Sgt. Orville Last, 702 Sq. February 24, 1944. Mary Beth Barnard would like to locate the next-of-kin of these men to inform them of the memorial in Germany, made possible by Walter Keul (story on page 5). If anyone has any further information about Lt. Looney's crew or the Gotha mission, I will forward it to Walter Keul. *Editor*

Pearl Martin Stephens, who worked at the NAAFI on the base at Tibenham, is trying to find an American airman she met there during the war. Unfortunately, she can't remember his full name, only that he was called O.D. or Odie and was possibly a Navigator. If anyone remembers a young dark-haired English girl named Pearl at the NAAFI, I would be happy to forward your greeting to her. *Editor*

Photographs Wanted

Dr. Richard Carlisle, son of Capt. T.C. Carlisle, has no photographs of his father or his father's crew while he was with the 445th. Capt. Carlisle was lost on the August 16, 1944 mission to Dessau.

Dr. Richard Carlisle, 4707 W. Lovers Ln., Dallas, TX 75209

Bullet Serenade, #42-64439. Buddy Cross and Harold Robinson painted the voluptuous blonde "nose art" on "Bullet Serenade", a B-24 they flew 6 missions on before it was lost on February 20, 1944 with Lt. Kiser's crew on board.

E.O. "Buddy" Cross, 4810 Tulip, Amarillo, TX 79110

Consolidated Mess, B-24H 42-7568. Ian Mactaggart has been researching aircraft that crashed near the village of Gosfield during WWII. and would like to have a photo.

Ian Mactaggart, Craig-y-Llyn, Braintree Road, Gosfield, Halstead, Essex, CO9 1PR England

Aircraft/Nose Art



I have received many photos of this plane, but no one has given me any of her history. I would like to know her name, the artist and if she flew with any other bomb group. *Editor*

American Pen Friends Wanted

Carol Hunt,
65 Lloyd Road, Taverham, Norwich NR8 6LN
(14 year old girl)

Helen Votier,
Morden House, 20 Cliff Ave., Cromer, Norfolk NR27 OAN
(18 year old Chemistry and Archaeology student, also likes music and cinema)

Looking for... will be printed as demand and space allow, and is limited to personal requests for information and questions pertaining to the 2nd Air Division and the Heritage League. Requests of a commercial or political nature will not be printed. *Mary Beth Barnard, Editor*

Mission 24 for the Bergman Crew

The *Delectable Doris's* crew for this fight was pilot, Lt. S.P. Bergman; co-pilot, Flight Officer O. Laws; navigator, Lt. A.V. Malone; bombardier, Lt. S. Beno; radio operator, Tech Sgt. H.W. Jeffrey; engineer, Tech Sgt. W.C. Robertson; nose gunner, Staff Sgt. T.D. Hyde; waist gunners, Staff Sgts. C.L. Culley and G.E. Loeser; and tail gunner, Staff Sgt. C.E. Scarbrough.

Missions always started the night before the mission itself. The crew would read the mission bulletin board at the operations office to see if they were flying the next day. On January 4, 1945, the Bergman crew saw their names. They went back to the barracks to shave and clean up. This was done to insure that the oxygen mask fit properly the next morning. They spent a restless night before the CQ came to wake the pilot for the mission. Lt. Bergman had to sign a wake-up sheet so that the CQ had proof that he had awakened the pilot. The pilot then had to wake his crew. The first question the pilot would ask the CQ was "What is the gas load?". This gave him an idea of just how deep he would be going into Germany. The answer this morning was 2700 gallons so they knew they had a long mission. The crew then went to breakfast. This breakfast, as on all mission days, would consist of fresh eggs, bacon, etc. except for the powdered milk.

The crews boarded trucks outside the mess hall to take them to briefing. The crew met in the briefing room which had a map on the wall with a curtain covering it. When all had assembled, the curtain was rolled back to display the mission of the day. They were briefed by the commanding officer, weather man, and intelligence officer. The map would indicate all the mission fly-over points. It also showed all possible enemy fighter bases and flak batteries which had been reported from previous missions.

After the briefing the crew dressed for the mission. This consisted of a one-piece flight suit under the electrically heated suit under a leather flight suit. On their hands they wore a nylon liner then the electrically heated gloves topped with the leather fleece lined gloves. After dressing, the crew checked out their parachutes and saw the chaplain before going to the plane.

In the meantime, the gunners were briefed and installed their guns. The flight crew went to the hard stand and conducted preflight on the airplane. They also got a report from the crew chief.

On entering the airplane, the crew helped the pilot and co-pilot get into their 80-pound flak suits that were draped over their seats. Then there was a steel helmet that went over their flight caps. They always carried with them an extra pair of boots and a musette bag filled with trading goods such as chocolate, cigarettes, etc. in case they were shot down.

It was now time to start engines and taxi. On this flight the Bergman crew was deputy lead crew. This meant that they would take off first. The weather this morning of January 5, 1945, was sleet and snow so heavy that you couldn't see your hand in front of your face. The runway was covered with three inches of snow and slush. Lt. Bergman put the plane on the runway on a heading of 06. He had to do an instrument take off with the co-pilot watching out the window to help him stay on the runway. Half way down the runway, the plane had not reached take off speed because of the

runway's condition. At this point, Laws pointed out that they had reached the point of commitment. Bergman then asked for emergency power. This still didn't give them enough speed to take off and the end of the runway was fast approaching. They were still 15-20 mph too slow. Bergman then jerked the column back into his stomach as hard as he could. This raised the plane about three feet off the ground before it set back down, but it did give them five mph more air speed. After four jumps, she stayed up just in time because there was no more runway. *Delectable Doris* carried 10-500 lb. general purpose bombs.

The plane went right into the clouds and headed to South England to home on radio beacons to get into formation. When all the planes were in position, they headed for the target in Neustadt, Germany.

Everything went according to plan on the way to the target. They flew at an altitude of 23,300 feet. The target was a railroad junction located in Neustadt. On the bomb run, the lead ship had a malfunction, and the Bergman crew, as deputy lead, took over the lead on the bomb run. They hit the target which led to a lead crew commendation.

On the return trip, the trim tabs froze and the cables broke. This made the handling of the plane difficult. It had to be controlled strictly by brawn. On returning they shot an emergency red flare to indicate trouble and the need to land first.

At debriefing the entire crew was given the opportunity to tell the intelligence officer everything they had seen. This included flak, fighters, losses of planes and the number of parachutes seen. The debriefing officer then offered the standard post-mission shot of whiskey to anyone who wanted it.

This mission was typical of most of the missions flown by B-24 bombers.

Sylvester Bergman
389th BG

History of the 492nd Bomb Group (H)

The 492nd, activated as a Heavy Bombardment Group in WWII, traces its origins to 1920, when the Flying Club of Baltimore was organized for Reserve Officers of that city. This Club became part of the Maryland National Guard as the 104th Observation Squadron.

At the beginning of World War II, the 104th became part of the anti-submarine patrol used along the east coast. On 17 October 1942, the unit was designated the 517th Bombardment Squadron and on 29 November 1942 became the 12th Anti-Submarine Squadron. After being transferred to Blythe, California, the 12th was designated the 859th Bombardment Squadron (H) on 1 October 1943. This squadron was also designated as the cadre source for the new heavy 492nd Bomb Group - activated on the same date at Clovis Army Base, New Mexico.

In early January 1944, 20 crews were assigned to the 492nd from the 39th Combat Crew Training School at Davis Montham. On 27 January 1944, 16 more crews arrived from the 331st CCTS at Casper, Wyoming. These were supplemented on 26 January 1944 by 24 more crews from Casper and four from the 29th CCTS at Boise, Idaho, bringing the group up to full strength. Of the entire group, 32 crews failed the ORI (Operation Readiness Inspection) and were declared "not sufficiently advanced to fit in with the rest of the group." In early March 1944, they were exchanged for a like number of crews from the 330th CCTS at Biggs Field, Texas. The replacement crews had pilots who had been instructors in B-24 transitional training schools. They were captains and first lieutenants with many hundreds of hours flying B-24s. With this high level of pilot experience, the 492nd was able to: 1) complete their training ahead of schedule, and 2) move from Alamogordo to North Pickenham without loss or mishap.

Flyaway B-24s departed from Herington, Kansas 1-4 April 1944. After several days at Herington spent modifying and preparing the planes for combat, they departed for Morrison Field, West Palm Beach, Florida. From there to Waller Field, Trinidad, then on to Fonteleza, Brazil to Dakar, French West Africa to Marrakech, French Morocco to Valley, Wales and finally on 18 April 1944 home field at North Pickenham, England.

Practice missions were conducted 4-7-8 May 1944 and a full dress rehearsal on 10 May 1944, assembling 40 aircraft with the 2nd Air Division. The first mission was flown 11 May 1944 against the Marshaling Yards at Mulhouse, France. The 492nd finished the month of June as a (3) Squadron Group, for on the 19th of June the 858th was ordered to the 8th Air Force Composite Command.

Major Robert Hambaugh, the 858th commander, accompanied the men to their new station at Harrington. The 492nd flew its last daylight combat mission (89 days from start to finish) number 66 against Ostend, Belgium on 7 August 1944 and then were deactivated. The original 492nd was broken up and its personnel assigned to a variety of units in the 8th Air Force. With a few exceptions, all crews with less than 15 missions were assigned to the 859th Squadron. Lt. Col. Mahoney went with them. Twenty-nine crews in all to Rackheath where they became the 788th Bomb Squadron, 467th Bomb Group.

An official quote regarding the 492nd - "No other bombardment group in U.S. history ever lost as many aircraft in combat in so short a time." Not counting losses to accidents or crash landings, the 492nd lost 52 aircraft in almost exactly three months of combat operations. Killed in Action (KIA) were 530 personnel and Mission in Action (MIA) 58 personnel. A total of 3,643 tons of bombs were dropped during the 66 missions.

*Lt. Col. Henry G. Gendreizig, Retired,
856th Bomb Squadron
Submitted by
Bill Beasley*



Original "Happy Warrior" design by Sidney Leith. Modified, this design was later adopted by the 492nd.

Line art by Pete Barnard

The Refurbished Memorial at Wendling



Almighty God, who has blessed us with the will and courage to do our duty, we praise You for our comrades whose death kept freedom living. We praise You also for giving us the years we have lived since their departure. We pray that You will strengthen and sustain our devotion to truth and justice, so that we may be faithful beneficiaries of their sacrifice. Continue Your mercy to our comrades; keep them in Your care; and bring us all at last into Your presence there to rejoice eternally. Amen.

*Prayer composed by 576th pilot
the Very Reverend Robert C. Martin,
retired Dean of the Cathedral at Erie, PA.
392nd BG Memorial Association NEWS*

A plaque on the granite obelisk honors "747 airmen who gave their lives and all who served with them at this base July 1943 - June 1945"

Barnard Photo

Moonlight Serenade

"When I was young there were big bands. And a song called 'Moonlight Serenade.'"

TV was yet to be invented so we listened, on the radio, to the music of the big dance bands broadcasting from faraway romantic places like Frank Dailey's Meadowbrook, the College Inn in Chicago, and the Glen Island Casino "just off the Shore Road in New Rochelle, New York," as the radio announcer used to say.

Moonlight Serenade. The theme song, the song that identified Glenn Miller's big band in the late 30s and early 40s.

Willie Schwartz, a clarinetist in the Miller band, once said in an interview, "I don't know why, but to me there was always something sad about that song."

Sad? Yes. And to me and my generation Moonlight Serenade meant much, much more.

Moonlight Serenade. A whole world to discover out there - to high school students studying homework while glued to the radio. "How can you study and listen to the radio at the same time?", our parents would ask. High school swing bands playing copied Miller books while we learned to dance, awkwardly, at proms in the high school gym.

Moonlight Serenade. A vague longing. College dances, the sweet perfume of gardenia corsages, dancing so close that you caught the fragrance of your girl's freshly washed hair. Moonlight Serenade was the last dance, cheek to cheek. Moonlight Serenade was young love, found love, lost love, young love. It was Peggy and Cathy and Jean and Denise and Pat. Malt shops and juke boxes, record machines that played one record for a nickel and a quarter bought five plays. Saddle shoes, blue jeans, and Ford V-8s. Sitting at a desk overlooking a tree-shaded campus, studying for final exams and listening to music coming from the Cafe Rouge in the Hotel Pennsylvania in New York. It was a handsome young saxophone player named Tex who played haunting solos.

Moonlight Serenade. It sang of going off to war and the goodbye kisses. It was a Quonset hut in England, writing home and tuning in to the Glenn Miller 8th Air Force Band on Armed Forces radio. It was the Miller band filling hangars at U.S. air bases in England, galvanizing the troops. It

was returning from a combat mission in the skies over Nazi Germany, reaching the English channel, the radio operator finding Moonlight Serenade on the BBC and the pilot linking it into the airplane's intercom so the bomber crew could hear it too.

Moonlight Serenade. Emptiness. Loss. The BBC news broadcast announcing that Major Glenn Miller was gone, missing from a flight over the English Channel. Later, at the Rainbow Corner in Paris, after a parachute jump and a journey across France, listening to the great AEF band without Major Glenn Miller, we heard Moonlight Serenade as a requiem to a man and his music and as a goodbye to our youth.

Moonlight Serenade. Sad? Yes. And much, much more.

When I was young, there were big bands. And a song called "Moonlight Serenade."

Keith Roberts, poet, dreamer, ex-Sears store manager, ex-navigator on the 578th's Vickers crew, captivated his listeners at the farewell banquet of the Albuquerque reunion with this nostalgic comment on the Glenn Miller Orchestra's theme in the 40s.

392nd BG Memorial Association NEWS



Barnard Photo

Christmas at Tibenham

During November and December of 1943, the 445th's first priority was becoming operational as a Heavy Bombardment Group. The RAF, still in command of the base at the time, tried to make the Americans feel more at home by preparing a traditional American Christmas dinner. Under Commanding Officer S/Ldr G. L. Chesney, the RAF served roast turkey and all the trimmings to the 445th.

The Americans also felt the Christmas spirit and had planned a party for the local British children. In preparation, boxes for donations were placed at the PX. In two weeks, the 445th had filled ten large boxes with candy, cookies, chewing gum and small presents for the children. On the day of the party, the children were driven to the base on military trucks. They were met there by Santa Claus (Capt. Fenning), who flew in by B-24 for the occasion.



Marzipan

This 1941 recipe makes a good deal of the candy, and besides costing less, is fun to make.

- 1 pound blanched almonds
- 1 pound confectioners sugar
- 3 tablespoons cold water
- 1/2 teaspoon almond extract
- 1 teaspoon rose water
- Food coloring
- Whole cloves
- 8 ounces dipping chocolate (optional)
- Pitted dates, candied orange peel

Grind the almonds in your blender, and mix them with the sugar, water, almond extract and rose water. Knead the mixture until it becomes firm and smooth. You can add more water if necessary. Wrap in wax paper and store in a cool place. Color your marzipan whatever colors you wish, but leave the largest portion white. Mold the marzipan into the shapes you want and stuff the dates with marzipan as well. You can make "potatoes" by shaping the marzipan into irregular balls, using toothpicks to make depressions, and then making eyes with slivered almonds and rolling in dry cocoa. You can use the cloves to make realistic stems for pears or apples. And you can dip the marzipan in chocolate for an extra treat. Decorate with orange peel, candies or other nuts. This recipe appeared as a brand new idea in a recent issue of a popular gourmet magazine!

Second Thoughts

V-Mail (V Stands for Victory)

Mail was very important to the morale of the soldiers at the front and the people at home.

While people used their own envelopes and writing paper, many also used V-Mail. This was a way the Post Office cut down the weight and number of mail bags.

Here's how it worked:

A V-Mail blank was obtained at any post office. The blank was a piece of paper measuring 9.5 by 11 inches. After writing a letter on this, it then could be mailed free to a serviceman.

This letter had to pass through the military censors, who read it and blacked out any parts that they felt should be kept secret. After they had finished, the letter would be stamped and sent to be photocopied onto tiny film.

This film was then sent overseas. The original letter would later be destroyed. When this film containing letters arrived near its destination, it was enlarged back to full size by special machines. Now it could be delivered.

Mail coming into and going out of the country was censored. Servicemen and women also used V-Mail when writing from overseas.

*from The Mini Page
by Universal Press Syndicate*



via S. Grossman

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.
45415 San Antonio Valley Rd.
Livermore, CA 94550
(408) 897-3029

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

Edward Zobac (445th) Treasurer
2211 Foxboro Drive
Fort Wayne, Indiana 46818
(219) 497-0029

C.N. "Rusty" Chamberlain, III (489th)
Membership V.P.
9635 West 73rd Avenue
Arvada, Colorado 80005
(303) 420-7917

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

A Reminder

Dues are payable by January 1st for the calendar year 1994. You may pay for more than one year. The *Heritage Herald* is only sent to those whose membership is current.

C.N. "Rusty" Chamberlain
9635 West 73rd Avenue
Arvada, CO 80005



The Heritage Herald
First Class Mail
Forwarding and Return Postage
Guaranteed
Address Correction Requested

Of Interest

May 28-31, 1994

The 2ADA Annual Convention,
Kansas City
Contact: Evelyn Cohen,
06-410 Delaire Landing Road,
Philadelphia, PA 19114

To attend, you must be a member of
the Second Air Division Association.

Turner Publishing 2AD History

The 2nd Air Division Association and Turner Publishing Company have joined forces to publish an authorized history book about the people who make up the 2nd Air Division. This should be out soon as the second deadline for submittal is past. For further information: 2nd Air Division History Book, P.O. Box 3101, Paducah, KY 42002-3101

The Wall of Liberty

The Battle of Normandy Foundation is erecting the Wall of Liberty as a permanent recognition of all Americans who served in the ETO (includes North Africa, Mediterranean and Europe).

To commemorate the spirit and achievements of this mighty force, you are invited to place the name of an American veteran - living or dead - on this Wall of Liberty. The cost of registering a name is \$40. For further information: The Battle of Normandy Foundation, 1730 Rhode Island Avenue N.W., Washington, D.C. 20036

