

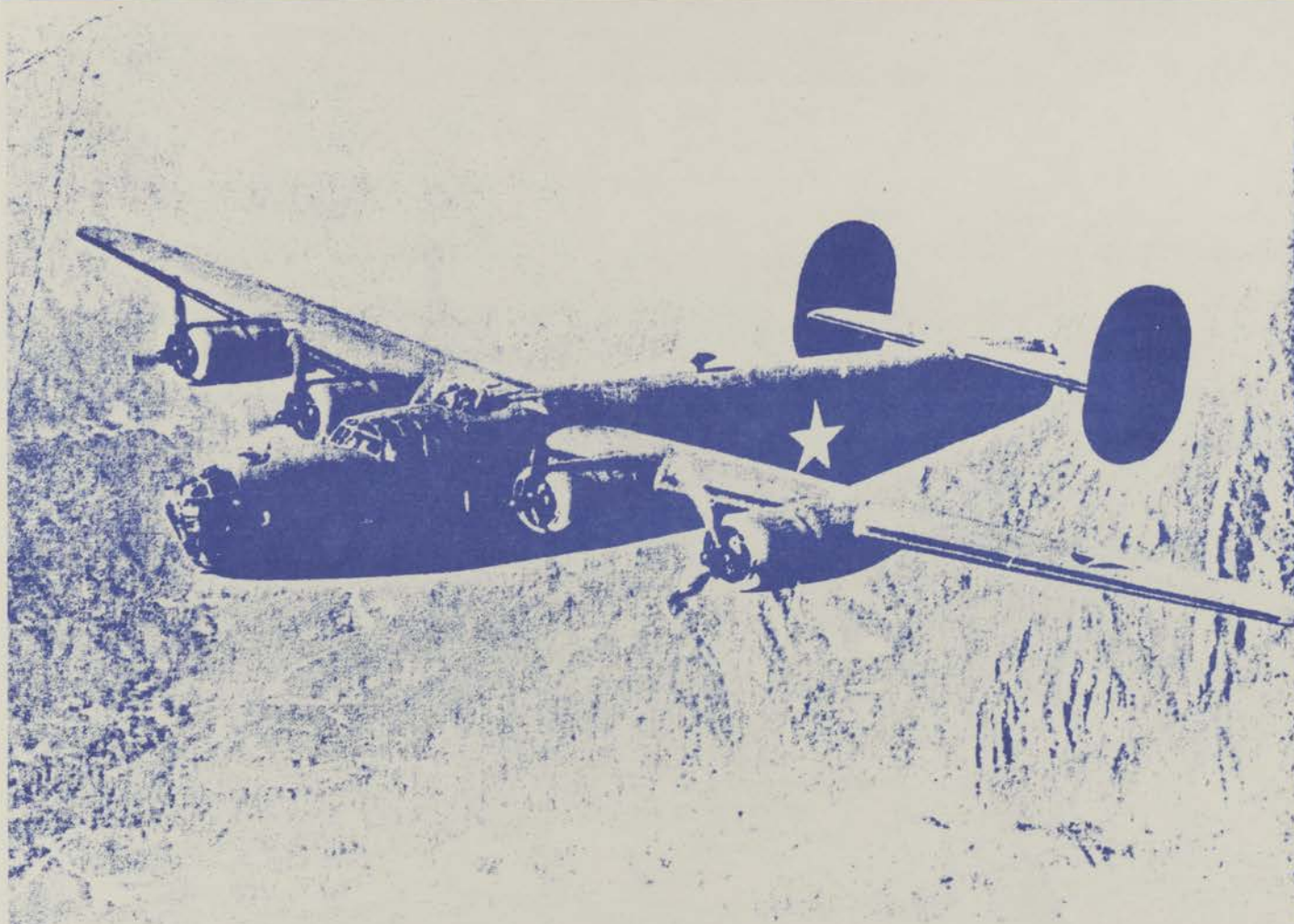


Heritage Herald



Issue 18

Spring 1996



Consolidated B-24

Next to the famed "Flying Fortress," the B-17, the Consolidated B-24 "Liberator" was our greatest heavy bomber of early World War II. It could carry over three tons of bombs for long ranges with ease and at speeds of better than 300 m.p.h. It carried a crew of ten and was armed with as many as ten heavy-caliber machine guns. Some models carried 20 mm cannon as well. It had a span of 110 feet and a length of 66 feet, 4 inches. Its weight was approximately 56,000 pounds. The big "barn-door" rudders were its trade mark and in spite of its heavy appearance it was very maneuverable and particularly rugged. It was built by many different companies during the war, for a total of many thousands. Used in all theatres of the war with great success. The four engines were Pratt & Whitney's of 1,200 h.p.

THE LIBERATOR ANNIVERSARY

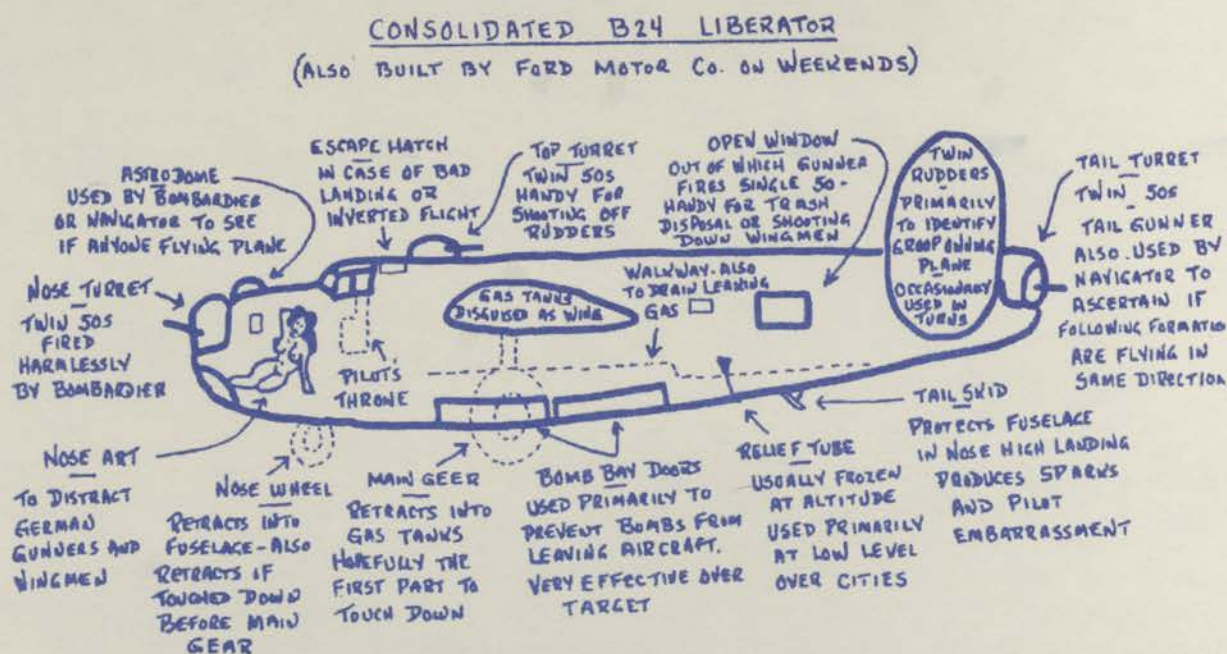
A World War II airplane that made a major contribution to winning the war was honored in 1989, the 50th anniversary of its first flight. It is the Liberator bomber, known as the B-24 by the Army Air Force and the PB4Y-1 by the Navy.

On December 29, 1939, the first of these four-engine aircraft, that were to be called the Liberator, became airborne from Lindbergh Field in San Diego, less than nine months after the prototype began to take shape from blueprints made by a company called Consolidated Aircraft.

More Liberators were built than any other American military plane. Factories located in San Diego, Fort Worth, Dallas, Tulsa and Willow Run made more than

18,000 by the end of the war in 1945. The Liberator became the workhorse in the struggle against Axis powers, and flew missions in the Pacific, Alaska, European, Mediterranean, S.E. Asia, North and South Atlantic areas.

As a land-based patrol bomber for the U.S. Navy, Canada and the Royal Air Force Coastal Command, it sank more Axis submarines than any other aircraft. Many were produced as C-87 fast cargo planes. Winston Churchill used a Liberator for his travels. The Liberator won honors--and respect--by flying longer missions, for longer hours, with greater bomb loads and cargo than any competitor until the introduction of the B-29.



ENGINES (NOT DEPICTED) WERE BUILT INTO WINGS TO KEEP GASOLINE FROM FREEZING.
ALSO INSURED ADEQUATE SUPPLY OF FUEL IN CASE OF ENGINE FIRE.

ALL UNMARKED AREAS IN DIAGRAM WERE FILLED WITH GAS FUMES.

TOM PARRY explains everything anyone needs to know about the Liberator in this drawing which accompanies the WWII section of his memoirs. He flew 33 missions with the 93rd BG and "can still smell the gas fumes."



Model Airman

Robert W. Smith of Hanover asked his grandson, Greg Hodges, to model his Army Air Corps uniform during a Veterans Day talk at Pope John Elementary School. Smith served with the Army Air Corps' Eighth Air Force in England during World War II. (Staff photo by Laura Hodges.)

World War II veteran from Hanover takes his story to students

By LAURA HODGES
Indiana News Editor

"Did you get scared a lot?"

"Did your plane ever get shot?"

"If your plane ever got shot, what would you have done?"

"Did you ever kill anybody?"

Those are the kinds of questions Robert W. Smith of Hanover got when he told third and fifth grade students at Pope John Elementary School about his World War II experiences.

Smith was an Army Air Corps bombardier and navigator who flew 27 B-24 bombing missions over Germany in 1944 and 1945. He is one of several World War II veterans who spoke to Pope John students during the week preceding Veterans Day.

Smith, the grandfather of Pope John fifth grader Greg Hodges, explained that World War II began when Hitler's German army invaded Poland, when he himself was a sophomore in high school.

"He had the largest army in the world — and the most airplanes. He came close to conquering England before we ever got in the war. He didn't conquer the British because they had an Air Force that wouldn't quit," said Smith.

As a high school student, he thought the war wouldn't last long enough for him to get involved, but he was wrong.

After graduation he got a job at Naval Ordnance, a defense factory in Indianapolis. Later he worked at a similar plant in New York City. He thinks he is one of the few men to have built the Norden bomb sight and later to use it during bombing missions. He called the then-advanced mechanism "one of our secret weapons" that made pin-point aerial bombing feasible.

After one and one-half years in defense manufacturing, he enlisted in December 1942, just after his 19th birthday. He was 20 when he was commissioned a 2nd lieutenant in the Army Air Corps on April 1, 1944. He was part of the 466th Bomb Group of the Eighth Air Force, stationed in Attlebridge, England.

Smith showed the children pictures of his first crew, recalling each of his friends by name and hometown. He explained that he flew his first 15 missions with this crew, then made a switch to become pilotage navigator with another crew.

In both jobs he sat in the glass nose turret of a B-24. The turret had electronic controls he said were predecessors of today's car window controls. "They could be whirled around and they were a lot of fun — except they were very small," said Smith.

He also explained that during the bomb release part of the mission, he actually steered the plane. Bombing missions could run as long as eight hours, with six or more hours flown over enemy territory.

He showed the children the detailed nylon map he carried in case his plane went down and he had to walk out of Germany. He said he was less scared about being lost in Nazi Germany than he was of having to ditch in the North Sea. Because it is so cold, servicemen were told they could survive in the water only three to six minutes.

"I planned to go down with the plane," recalled Smith. "As long as there was any piece of it left flying."

In answer to the girl who asked if he was scared, Smith responded, "If you weren't scared you weren't very smart."

To the boy who asked if he ever killed anybody, Smith said he never saw any bloodshed or even any Germans while on his high-altitude missions. His bombs were aimed to destroy the factories and transportation systems that were supplying weapons to the enemy. His first mission, for example, was against the Krupp Gun Works in Magdeburg.

Smith's biggest thrill as a serviceman was being in London on a three-day pass when VE Day was declared on May 6, 1945. Hitler was dead, the German army was crushed, and war-weary Londoners celebrated in the streets. Smith returned to Buckingham Palace several times during the day to see Winston Churchill and the King and Queen wave in triumph from the balcony. The King and Queen's two daughters were part of the waving group. "One of those little girls is now the Queen," he told the students.

Smith became a 1st Lieutenant and was awarded Air Medal/3 Clusters, Dist. Flying Cross, EAME Theater Medal/4 Bronze Battle Stars.

Article submitted by Mrs. Robert Smith, written by Laura Hodges, editor of the Madison Courier.

BRITS, YANKS SPEAK A DIFFERENT LANGUAGE

My wife and I spent 10 smashing lovely days on what Brits call Holiday, exploring the southwest of Britain. Confident that the island natives spoke our language, we expected few communication problems. We did, however, encounter a number of strange words and locutions that you should know about when you visit the U.K. (United Kingdom).

If you choose to rent an automobile in the U.K., with that "hired car" will come a whole new vocabulary. Be sure to fill it with petrol, not gas. Remember that the trunk is the boot, the hood is the bonnet (what the Brits call a hood is our convertible top), tires are tyres (and they have tracks, not treads), a headlight is a headlamp, the transmission is the gearbox, the windshield is the windscreen, a fender is a wing, the muffler is a silencer and the battery is the accumulator.

Station wagons (waggon in Brit-spell) that speed by you are called estate cars or hatchbacks; trucks are lorries and streetcars trams. Most British motorists belong to AA -- the Automobile Association, of course! Our busses are their coaches. When a hotel in the British Isles posts a sign proclaiming, "No football coaches allowed," the message is not directed at the Don Shulas and Joe Paternos of the world; it means "No soccer busses permitted."

While you are busily converting kilometers into miles, you must note that in matters automotive the Queen's English and ours diverge like the lanes of a "dual carriageway." A highway is called a motorway, a rotary is a round-about, an intersection a junction, and a circular road around a city (such as Route 128) is a ringway or orbital. A turnout is a lay by, the shoulder of the road is the verge, and a railroad (railway) crossing is a level crossing.

All the time, you must be sure to stay to the left, not the right! As the joke goes, why did the Siamese twins go to England? Answer: So that the other one could drive.

When you have to use the subway in London, you should follow the signs to the Underground (informally, the tube). The word "subway" refers to an underground passage across a road, not the subterranean train system.

When you get on and off the underground, you'll hear a polite voice on the loudspeaker warning you to "mind the gap." That means, "Look out for the space between the train and the platform." As you make your way up to the streets of London, be aware that "Way out" is not a vestigial hippie expression; it signifies an exit.

If you take a walking tour of the city, bear in mind that what an American calls a sidewalk is an English pavement, while an American pavement is an English roadway. If someone directs you to the circus, don't head for the big top. Rather, look for a large circle (Picadilly Circus is rather like Columbus Circle in New York), where several streets converge.

With the increasing influence of film, radio, television and international travel; the two main streams of the English language are rapidly converging, like the streets of a circus.

However, there are scores of words and phrases, spellings and constructions about which Brits and Yanks still don't agree. What can you expect in a country where the beer and Coke are warm and the toast cold?

Here's a pop quiz that will help you to discover how "bilingual" you are. *(answers on next page)*

1. What would the average Brit call each of these words and compounds?: aisle, apartment, bar, bathroom, bobby pin, clothes pin, elevator, hardware store, kerosene, period (in punctuation), quilt, shrimp, sled, specialty, telephone booth, thumb tack, zero.
2. What is the American equivalent of each of the following Britishisms?: advert, banger, bobby, chucker-out, don, draughts, dressing gown, fortnight, hoover, plimsolls, porridge, pram, queue, scone, spanner, starter, switchback, take-away, telly, waistcoat.
3. How would a speaker with the so-called standard British accent pronounce these words?: ate, been, bone, clerk, class, duty, either, fear, figure, garage, herb, laboratory, leisure, lieutenant, missile, patriot, privacy, schedule, secretary, suggest, tomato (and potato), vitamin.
4. How would these words be spelled in British English?: airplane, aluminum, behavior, check, defense, fiber, gray, inflection, inquire, jail, jewelry, judgment, marvelous, maneuver, organization, pajamas, plow, program, specialty, story (floor in a building), tire, tons, vial, wagon, whiskey.
5. There even exists differences between British and American usage. In what forms is each of the following constructions and idioms likely to appear in British English?: Japan is leading the world in exports; different from; in the hospital; living on Baker Street.

The Patriot Ledger
Mon. Oct 5, 1992
Richard Ledere

Answers to Brits/Yanks Quiz:

1. gangway, flat, pub, loo or W.C. (water closet), hair grip, clothes-peg, lift, ironmonger, paraffin, full stop, eiderdown, prawn, sledge, speciality, call booth or kiosk, drawing pin or push-pin, zed.

2. advertisement, sausage, policeman, bouncer, college teacher, checkers, bathrobe, two weeks, vacuum cleaner, sneakers, oatmeal, baby carriage, line, baking-powder biscuit, wrench, appetizer, roller coaster, take-out (food), television, vest.

3. ett, bean, bown, clark, clahs, dyutee, eyethur, feah, figger, Garage, herb (with the h sounded), labOratory (four syllables), lezhur, lieutenant, missile, pahtriot, prihvacy (short I), shejule, Secretee (three syllables), suggest, tomahtoe (but potaytoe), vihtamin, (short I).


4. aeroplane, aluminium, behaviour, cheque, defence, fibre, grey, inflexion, enquire, gaol, jewellery, judgement, marvellous, manoeuvre, organisation, pyjamas, plough, programme, speciality, storey, tonnes, phial, waggon, whisky.

5. Japan are leading the world in exports, different to, in hospital, living in Baker Street.



"NOW THEN..... TELL THIS COURT WHAT HAPPENED WHEN YOU ANNOUNCED TO THAT B-24 BOMB GROUP REUNION BUNCH THAT IN YOUR OPINION, THE B-17 WAS A BETTER BOMBER."

Borrowed from VAPORTRAILS, MASS CHAPT 8AFHS & OTHER SOURCES




PLEDGE

TO EVERY SOLDIER, SAILOR
AND MARINE WHO IS FIGHTING
FOR MY COUNTRY

*For you there can be no rest.
For me there should be no
vacation from the part I can
play to help win the war. I
therefore solemnly promise to
continue to buy United States
War Savings Stamps and Bonds
to the limit of my ability, &
throughout my summer vacation
and until our Victory is won.*

Norman Pearson

Witnessed by Doug Thompson Serial 5-25-42





Borrowed from 'HELL'S ANGELS - MIGHT IN FLIGHT' by Harry Gobrecht

President's Message

On behalf of your Heritage League Executive Committee, I sincerely hope you had a wonderful holiday season, and bring you greetings of best wishes for health and happiness in 1996.

Since the 48th Annual Second Air Division Association Convention held in July, 1995, the Executive Committee of 2ADA Heritage League is most proud to report that the leagues' membership has increased to 807 members; we have reached 10% of 2ADA membership within 8 years of becoming chartered by 2ADA. This is most gratifying, and we sincerely appreciate the support of each member. The league's leadership continues to believe that our organization will become increasingly viable as more and more first and second generation relatives and friends become aware of the tremendous contributions made by Second Air Division Association veterans and their fallen comrades. In view of increased public awareness and the league leadership's continued dedication to "carrying the 2ADA banner" into the 21st century, we are insuring that 2ADA veterans and their fallen comrades WILL NOT BE FORGOTTEN.

In 1992 the league's first executive committee comprised primarily of children of 2nd Air Division personnel took the helm of the league. At that time, we pledged to seek a location wherein 2ADA veterans and their fallen comrades would be paid homage to in a manner similar to the marvelous Memorial Room in the Norwich Central Library. As you are aware, the Mighty Eighth Air Force Heritage Museum will be dedicated in May, 1996; thus another of our primary goals will have been met on a short time basis. While having secured a location and a facility having been dedicated will represent a wonderfully deserved tribute to Eighth Air Force contributions and sacrifices, the really dedicated support of the long term goal must be ever ongoing, if we are to have their heritage become alive in the minds and hearts of American youth. The league pledges its continued support of the museum in whatever manner needed to insure their "living into perpetuity"!

Having received the previous issue of the Herald you became aware that the annual Heritage League Essay Contest produced two winners this year, each of whom received a \$100.00 U.S. savings bond and a medal. Please encourage your young relatives to participate in the 1996 essay contest. The deadline for receiving entries is April 1, 1996. All entries need to be forwarded to:

Billy Sheely Johnson
600 Sandhurst Drive
Petersburg, Virginia 23805

Essay guidelines are included herein; we look forward to receiving many entries. Awards will be presented at the 49th Annual 2ADA Convention in June, 1996, to be held in Milwaukee, Wisconsin.

Time is drawing near to nominate Heritage League executive committee members for 1996-1997. Installation of the elected members will take place at the 49th Annual 2ADA Convention at Milwaukee in June, 1996. If anyone is interested in offering their services to the league in the capacity of an office, please forward your interest to:

Jeane M. Stites
9334 Kahl Road
Black Earth, Wisconsin 53515

Once again, on behalf of the 2ADA Heritage League Executive Committee, SO PROUDLY WE HAIL and SUPPORT SECOND AIR DIVISION ASSOCIATION VETERANS and THEIR FALLEN COMRADES.

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.

(Continued on next page)

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.
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	40 points
(Interpretation of the subject, adherence to theme and logic.)	
2. Vocabulary and Style	30 points
(Diction, Phraseology and Continuity)	
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 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

CHANGES

Time is an elusive thing which we all talk about and yet cannot see. Our days come and go and with it Time. Another way to think about the passing of the hours is in the changes that occur in our lives. Changes can be major or minor, large or small, yet with each day there is some change to our lives.

Each of us will experience many things during the coming year which will be a change and will add to the memories that we have. My memories include the time spent these last few years involved with the Heritage League and the wonderful people whom I have met and become familiar with. These members were a great support while I served as Vice-President and will continue to be a chain of support in the future.

A good many members of the Heritage League experienced changes in their lives which included the Second World War. These were difficult times for everyone and yet there are good things committed to memory as well. Those years affect us yet today in many ways. Our Heritage League is committed to helping to preserve the momentos of that time in a way that will let future generations understand the effect on the lives of those living at that time and this will hopefully affect the lives of those who are living now and of those to come.

When we gather at the annual convention of the Second Air Division Association and our Heritage League members meet,

the time spent is a change to our lives. It is also a time of sharing for the older generation and a time of learning for the younger generation. It is a time to be savored. It becomes a new memory to add to our collection.

I hope that as many as possible will be able to attend the convention in Milwaukee this coming June. I am excited about the future. I am looking forward to meeting new friends and visiting with my old ones.

One of the best ways for me to greet all of our members is to sit at one of the tables during registration. There is quite a bit of time and work involved however, and the table time is one responsibility which needs to be shared. If there are any members who will be at the convention and would be willing to give of some of their time to help the officers with these duties, please let President Billy Johnson or me know. We would appreciate the help. If any members have ideas about activities which would be enjoyed by those present, please let us know. It is our wish to make the convention a memorable change to the lives of those able to attend. One which will become the catalyst for returning year after year to renew those friendships which have become an important part of our lives and our memories.

Irene Hurner

FOR VICTORY, BUY WAR BONDS AND STAMPS

A la Carte

FRUITS Stewed Fresh Rhubarb 15 Tomato or Prune Juice 15 Fresh Strawberries 25 Apple Sauce 15 Currant Jelly 15		Grapefruit, Half 15 Orange Juice 20 Pineapple Juice 15 Sliced Bananas 20 Stewed Prunes 15 Orange Marmalade 15 Strained Honey 15	
PRESERVES (All Cereals 25) Oatmeal or Cream of Wheat Grape Nuts Post Toasties		Rice Flakes Grape Nut Flakes Puffed Wheat Bran Flakes Wheaties Shredded Wheat Bran Crumbles Corn Flakes	
CAKES, WAFFLES, ETC. Cakes: Wheat, Corn or Rice 30; with Bacon (2) 45; Ham 55 Cream Waffles 30; with Bacon (2) 45; with Ham 55 French Toast with Jelly 30		EGG DISHES Eggs, Boiled or Fried (2) 25; Shirred (2) 25; Scrambled (2) 25 Poached (2) 25; on Toast 35 Omelettes: Ham or Bacon 50 Spanish 50 Ham and Eggs (2) 55; (1) 45 Shirred Eggs with Chicken Livers 50 Plain 40 Mushroom 50 Bacon (2) and Eggs (2) 40; (1) 30	
CHOPS, ETC. Broiled Ham 60; Reduced Portion 35 Broiled Bacon 45; Reduced Portion 25 Lamb Chops (2) 85 Calf's Liver with Bacon 65 Broiled Halibut Steak, Sauté Potatoes 55		POTATOES American Fried 15 Hashed Browned 15	
ROLLS, TOAST Rolls 10 Sweet Roll 10 Doughnuts (2) 10 Milk Toast 25 All Breads, Butter 10		BEVERAGES Coffee, per cup 10; pot 15 Postum, per cup 10; pot 15 Milk, bottle 10 Tea, per pot 10 Cocoa, per cup 15 Certified Milk 15 Buttermilk, bottle 10	

Breakfast Suggestions

(Including Parker House Rolls, Bread or Toast)

Wheat Cakes or Waffles with Syrup and Bacon (2)	45
with Ham	55
Boiled Salt Mackerel, Potato Natural	60
Corned Beef Hash with Fried Egg	40
Bacon (2) with One Egg 40; Two Eggs	50
Ham with One Egg 45; Two Eggs	55
Calf's Liver with Bacon	65
Kipperd Herring with Scrambled Eggs	60
Diced Ham or Bacon Omelette (3 Eggs)	50
French Toast with Bacon	45
with Ham	55
Grilled French Lamb Chops	85

Coffee, Tea or Milk 10

In addition to prices listed approximately 2% will be collected on account of the State Occupational Expense

Not Responsible for Loss of Wearing Apparel or Personal Effects unless Checked with Coat Room Attendant

"All prices listed are our selling prices or below. By Office of Price Administration regulation, our ceilings are based on our highest prices from April 4th, 1943 to April 10th, 1945. Records of these prices are available for your inspection."

Chicago Union Station Building

5-17

JUDGE HENRY X. DIETCH (RET.)
OF COUNSEL TO:
LAW OFFICES OF MARTIN D. COGHLAN

HOMEWOOD PROFESSIONAL BUILDING
SUITE 103
18161 MORRIS AVENUE
HOMEWOOD, ILLINOIS 60430-2109
(706) 799-8802
FAX: (708) 799-8805

November 16, 1995

"Heritage Herald"
c/o Ms. Caron D. Veynar
4915 Bristow Drive
Annandale, Virginia 22003

Dear Ms. Veynar:

In connection with the article that appeared concerning the Lotus team at Ketteringham Hall, you may be interested to know that those of us who attended the reunion during I believe, 1977 or 1978, were given the privilege of being a passenger in a Lotus racer around the track at 145 mph.

I can assure you that had I known what a hair-raising experience that turned out to be, I probably would not have done it. But it was exhilarating and is now part of my memories.

Very truly yours,

HENRY X. DIETCH

HXD/sas



B-24H Liberator

CHANGE OF ADDRESS

NAME _____

STREET _____

CITY _____

STATE _____ ZIP _____

If you have a change of address, please take a moment to fill out the form and send it to the membership VP. We can save \$.50 on each issue that does not need forwarding. Thank you.

I wish to thank you so very much for your prompt payment of dues and your generous donations to both the memorial room and the Mighty Eighth Heritage Museum. One favor I would like to ask of you is that you return the original dues notice back with your payment so that I can return it to you along with your membership card or cards, which is your record of payment. Remember that donations can be used as an IRS record. Thank you again for your patience and understanding whenever I have "goofed".

Caron D. Veynar
Membership VP

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) _____ Bomb Group or 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, Caron D. Veynar, 4915 Bristow Drive, Annandale, VA 22003

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.

1995-1996 Executive Committee

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In a note to Caron Veynar, Helen Low compliments the Heritage Herald on the "wonderful coverage for the activities of members in England this year."

Thanks Helen !!

*Keep
Them
Flying*

Thanks to everyone who contributed articles for the *Heritage Herald*. Please continue to send items of interest about members of the League or of a historic nature. We really need everyone's support. My thanks go to Kathy Jackson, daughter of Charles Yant (448th), who assisted me with this issue. *Mary Beth Barnard*

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