

Heritage Herald



Issue 28

April 2000



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RESEARCH

The Heritage League receives numerous requests for help in finding information about former WWII veterans. Scattered throughout this issue you'll find various sources; whether they be places to contact, web sites to check out or stories of the paths some people have followed while researching their loved ones. If you are looking for information, please look into any and/or all of these resources, you'll be surprised at what you'll discover !!!!!!!

If you need assistance getting to a web site, printing any of the needed forms, or in finding the correct contact person, please get in touch with the editor for help or copies. Here we go.....

Gather as much information as you can, talk to those who may know something, look for memorabilia, telegrams, government documents, etc.

If you know the Bomb Group, a good place to start is with the current Group VP or the group's historian.

Find and contact the rest of the crew members or their families.

Be sure to use the internet's search capabilities, yellow pages, discussion lists and message boards if you have access.

Good luck with your search!!!!!!!



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NOTES FROM THE 2ND AIR DIVISION ASSOCIATION

Jim & Mary Lorenz

2nd ADA Liaisons to the Heritage League

As you are all probably aware, the 2nd ADA is losing members at a rate of 12-15% per year. With that in mind, we have had discussions with Craig Beasley on some planning sessions to suggest a series of things to be done — towards the day when the Heritage League will be running their own meetings. These actions should be initiated while the experienced 2nd ADA officers are available to consult and advise. Speaking of plans, please note that the only 2nd ADA meeting in 2001 will be held in Norwich, November 1-9, 2001.

Our current 2nd ADA/Fulbright Librarian, Judy Jerome, had several operations late in December to correct gall bladder problems. She is recovering nicely now — her daughter had previously planned to be in England, so has been there with her mother. Judy's term is up in September, 2000.

Our new 2nd ADA Fulbright Librarian has been selected (there are always many qualified persons applying for this prestigious job!). Carson Holloway, who lives in Durham, NC with his wife, Elaine, and 8 year old son, is 46 years old. He may be at our Tampa Bay meeting, May 15-19, 2000.

Our daughter, Carol Kendrick, is the Heritage Observer for our position. She reports that the Wymondham College connection is on hold. The principal is leaving and they are "being wired" (for

computers) on their campus — which should make communications easier. A new teacher contact will be appointed next semester. Stand-by, Carol will keep in touch. David Hastings is on their board and is very helpful in this contact. As you have probably heard, Dr. Barry M. Buston, President/CEO of the Mighty Eighth Air Force Heritage Museum, left on March 17th to become Vice President for Institutional Advancement at the Savannah College of Art & Design.

Also, the 8th Air Force Historical Society has enlarged and expanded their Information Office at the Museum. They have a full time staff and are ready to field inquiries and supply information to all interested in 8th AF history and activities. Through arrangements with the staff of the Museum, archival materials in the Library archives will be at their disposal to retrieve information and give answers to those who call. Information office: 1-800-892-1942.

DID YOU KNOW? The Mighty Eighth Air Force is still a major factor in our air operations. Lt. General Thomas J. Keck has just been assigned as commander of the 8th AF operating out of Barksdale, Air Force Base, La. He oversees the warfighting capability of the 8th AF's B-1, B-2, B-52, F-15, F-16, A-10 and HH-60 aircraft.

Meeting Dates

8th Air Force Historical Society
October 1-4, 2000
Salt Lake City

2nd Air Division Assoc.
May 26-29, 2000
Tampa, FL

2nd Air Division Assoc.
November 1-9, 2001
Norwich

446 Bomb Group Assoc.
May 18-21, 2000
Washington, DC

44th Bomb Group Assoc.
September 1-4, 2000
San Diego, CA

448th Bomb Group Assoc.
August 27-30, 2000
Savannah, GA

453rd Bomb Group Assoc.
October 18-22, 2000
Savannah, GA

467th Bomb Group Assoc.
Sept. 30 - Oct 1, 2000
Dayton, OH

MAILBAG.....

My Father was shot down on March 24, 1945 during Operation Varsity, 445th BG, Tibenham, Eng. My Mother has just published a book about the war years. You might like to check it out at:

www.aampress.com

She loves hearing from others.

Love to you,

Jennis Strickland III

Hi! I'm from Bottisham and was wondering if you could help me out with information about the 361st, especially photos of the airfield.

Hope to hear from you soon!

Oli

Have you any information on Lt. Hugh Long, who was in the 492nd Bomb Group at North Pickenham? He was from the state of Louisiana. Thank you for any information you might be able to supply. **J.A.Reed**

Gentlemen and/or Ladies:

My daughter and I are planning a trip to England in May.

For two years I was stationed at Hethel Air Base near Wymondham, and we may want to look at what the area looks like now.

I am interested to know if the air base is still there and used for aircraft or what use it has currently.

If you have any helpful information about getting to the area and seeing where the old Hethel air base was, I should be glad to have it.

Bill Neubauer

I'm searching for details of the b-24-42 99966 the "Full House". This aircraft crashed in Valthe the

Netherlands on 7 July 1944, a half mile from my home.

The other plane is the b24h-25-FO 42-95080 the "Super Wolf". This aircraft also crashed in Valthe, one hundred meters from the "Full House" on 15 or 16 February 1945.

I hope that you can help me, when I find something about the planes I shall send it to you.

Greetings from the Netherlands

Joep Mittelmeijer

Dear Ms. Jackson:

My father, I believe was in the 8th, as a Master Sgt. His name was Joe C. Saia, from Shaw, Mississippi. He was also on the Ploesti mission. His plane was called The Yank. Any info you might have would be great. Thanks for your help.

Warm Regards,

Joe C. Saia, Jr.

Dear Enthusiast,

I am pleased to tell you that the research started 12 years ago in order to write a day by day chronicle of Jagdgeschwader 4 and its mother-unit, the Sturmstaffel 1, are finally ended: the second volume is now at print and should be available from end of February 2000. For further details and photos-sample, please have a look at my up-dated web-site:

<http://www.multimania.com/mombeek/>

Eric Mombeek

Thanks for a very informative site. My father (Ralph D. Tucker) served in the 8th Air Force, 732nd Bombing Squadron, 453rd Bombing Group; he was a co-pilot. He never told me much about the war, and recently I have

become interested in his service. Your sight gave me some information about the war that I didn't know. I have emailed other sites looking for someone who might have served with him.

Again, I enjoyed your site. If you can provide me any information about my father, I would appreciate it. Thank you.

Mary T. Edmondson

I have attached pictures of two of my father's crews. William J. Keeler (Sr.) was originally with the 492nd (BS-859) and had Henry H. Meyer as Co-Pilot (KIA 7/6/44) as well as a gunner by the name of Vince Bredecka. He transferred to the 44th (either 68th or 506th BS) in mid June of 44, being replaced by a pilot named Lt. Jacks. The photo by the fuselage is his first crew and the photo under the wing is of his crew with the 44th (note the "flying eightballs" on three of the flight jackets). I have also attached a copy of Dad's nose art ("Buffalo Bill" he was from Buffalo, N.Y.) although I don't know if he was ever allowed to paint it on a plane. I have a two page description of a May 19, 1944 mission to Brunswick, Germany (their first, titled "The First One") written by his bombardier (initials seem to be "JB") if you are interested. I believe they were attacked by the "yellow noses". I would like to figure out what BS my Dad was with while with the 44th and to know the names of his crews and his missions, if possible. Thank you.

William J. Keeler, Jr.

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(Continued from page 3)

Looking for the Norwich area base my father, Daniel F. Comingore (02059156) flew out of as pilot of a B24 from 14 Feb 45 to 21 April 45. I think he was with "Ted's Flying Circus" and I thought the 392 Bomb Group, 409th Bomb Squad. Planning a trip to visit the area and want to find the museum at Norwich.
D. Phil Comingore

Spent 4 hours on www yesterday. Found the answer, I think. The 409th Bomb Squad was not part of the 392 Bomb Group but instead part of the 93rd Bomb Group based at Hardwick.
Thanks and I hope I have not inconvenienced you.
Phil Comingore

Thank you very much for the reply. I would very greatly appreciate a contact person...and will indeed send a check into the 2ADA and Heritage League.

I also fly and put the bug into a German foreign exchange student who was here for a year. He has returned 10 times and earned all of his ratings and now flies Boeing 737-800's for some European line. Arno has literally begged my wife and I to visit him. I am retiring this June and was planning a trip to England in the fall.

Thanks for the information...I was seriously consider moving it up a year to take in the 2ADA program. What an experience. I'm sure it will be an emotional one!!

Phil

Thank you for the info, Kathy. I am very interested in the last reunion plans for Nov of 2001.

Phil Comingore

I was a member of the 446th bomb gp 705th sqdn. out of Bungay

England. Does the 2nd division USAAF publish a news letter? if so how can I obtain one.

A lot of members who have posted on the B24 Veterans site have requested information of members of the different bomb groups stationed in England during WWII. How can they find this information?

Cheers,

J.B.Foster

Thanks Kathy,
It amazes me that you would take the time to give out this very useful information. I am having lots of fun with the B24 Veterans site, I have met a school teacher in Bungay, Suffolk, who I found on this site. Before I go any farther, I was with the 446th BG 705th. Sqdn. early 1943 till about April 1945, and we were stationed at Bungay. Richard Smith is the school teacher's name, he has sent me numerous picture of the old buildings, and a map of the airfield, also he scanned a sheet from a book in the Memorial Library-2nd. AD USAAF 8th. Air Force Museum, at Norwich, this where I got this Web Address. Anyway. Thank you a gillion Kathy.

Please keep in touch,

Cheers

Jim Foster

Hello! My name is Kathy Grdenich Fleming and I live in USA. My father's brother was killed in WW2 we think in 1944. He was stationed May 15, 1944 in Wattisham England. His family received nothing from the Government stating what happened to his brother. He was found sometime around the end of 1948 or beginning of 1949. We would like to know where his remains were found. Please see if this information is in your records. My father has grieved his brothers death and asked me to find these answers before he passes away. Thank you

for any effort you may put forth. My father has spent his whole life reading every book he could to find his answers and got nothing. Please, if you would look I would be most grateful. If you do find his name would there be any way to get a copy of your list? Below is the information and my address. If there is a fee please email me with the amount and I will send it to you. Again, thank you.

2nd Lt. Frank Grdenich
Serial #0760456
479th Fighter Group
434 Fighter Squadron
Stationed Wattisham, Eng.
Reported missing June 1944
Very Truly Yours,
Kathy

Editors Note: I forwarded this email to Jim Lorenz, following is his reply and correspondence with Ms. Grdenich.

Kathy (J),

I can supply some info-this fighter group was assigned to the 2nd AD. I have an old roster which does show 5 members and addresses for the 479th FG.

Also I can give her a historian who specialized in fighter groups. I'll send a letter to Ms. Grdenich, copy to you.

Regards,

Jim

Kathy (GF),

Kathy Jackson has kindly forwarded your message to her concerning Lt. Frank Grdenich. I can give you a few suggestions. Also, as the 479th was assigned to protect the 2nd Air Division, we should — but do not — have his name on our Roll of Honor in our Memorial Room at the Norwich, England Library. We are doing more research on this now — maybe his name will show up in our research.

The 479th FG was station 377 (the

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old APO number) in the 65th Fighter Wing stationed at Wattisham, England from May 15, 1944 to November 1945. They flew P-38 and P-51 fighters. Both original 479th commanders, Lt. Col. Kyle L. Riddle and Col. Hubert A. Zemke were KIA in 1944.

Former 479th FG Veterans, listed in my 1986 roster are:

I suggest you write a letter to each address.

You can write to: Mr. John Johnson, Mortuary & Casualty Support.

TAPC Ped F-U.S. Army Total Personnel Command, Arlington, VA 22331-0482

Also write to Mr. Steve Blake, a west coast WWII aviation historian for the USAAF fighter pilots in the ETO. He usually has copies of the returning pilot's reports and MIA reports from most missions.

The Eighth Air Force Historical Society—some 20,000 members, has an office in The Mighty 8th Air Force Heritage Museum. Ask Kathy McCurry, PO Box 1787, Savannah, GA 31402; (912) 748-8884 for the contact person. Also, ask to be switched to the Museum curator archivist in the Museum Library.

Hope this is of help. Keep me posted on your results.

Regards

Jim

↑

Kathy (GF),

I am getting feedback on Lt. Frank much faster than I expected. I have a contact in England—one of our former Fulbright Librarians in our 2nd ADA Memorial room in the Norwich Library.

My contacts tell me they have checked the hand written mission debriefing reports and Lt. Frank crashed on June 19, 1944—the actual site is illegible, but near Avranches, France. He was still listed as unknown in 1946, but as you know, they did find him later. The

MACR—missing crew member record—is no. 5959, but we have checked this and I don't believe it would be worth your time to get it. These are hand written by the crews returning from the mission and all they know at that time is that he crashed in a certain area.

Frank was listed as an "Evader", this means, on crashing, he probably evaded capture by the German Army and found the French underground, who would try to return him to London. The underground in France was very good—they got \$500 for every crewman returned. We all carried a French ID card and our "Escape & Evasion" kits contained 500 French francs. We will find out more details later.

Right now, top priority for you, is to write to the Total Army Personnel Command, Mortuary Affairs Branch, sending Frank's full name, rank and serial number, and date of MIA. Request his individual Deceased Burial File. This should bring you up to date (there may be a charge).

I hope to get more info from the local city of village officials near his crash, these local people kept very good records of US men killed in their area.

I'll keep you posted.

Regards,

Jim

↑

Kathy (J),

Interesting--never know what we can do! I have written another letter and E-mail to Kathy F. My English friend is in contact with the French authorities. Looks like we can solve this one.

Regards,

Jim

↑

Dear Jim,

I just got your information back from my dad today. I opened a few different things that day and gave them right to my dad. He was

just so anxious to read anything about Frank, I had to give him time to ingest it. But I wanted to thank you so very much for your help. How in the world did you ever get so much information? You have given us tremendous help and now that I have your letter back in my possession I will write to these people. And please tell Kathy Jackson we are grateful for her effort. So far I have received the Missing Air Crew Report, which came the same day as your letter. That is why I had to just give everything to him. He just wanted to sit down by himself and read everything. Understandable! On yahoo I printed the three names I had and the first Robin Olds I picked was Frank's Commanding Officer. Talk about a shot in the dark? He put me in touch with Frank's best friend, Bud Grenning, who stood for Frank at his wedding in Ca. He has been getting some information together for us. As I read the MACR tonight I saw 2 names of men who were on the mission with Frank and I was wondering if they may still be living? The men's names were John T. Tipps and the other was Richard G. McChrystal. I will look on Yahoo for them after I send this to you. These 2 men gave statements as to approx. where Frank was last sighted. no information. I think the best bet would be finding who handled the Search and Recovery missions back then.

Sincerely,

Kathy

↑

Dear Jim,

As I look at the world atlas I realize the record must be wrong. This Missing Air Crew report states that he was last sighted in N.E. France. I received a copy of the pilots history book for the 75th mission flown June 19, 1944 and it stated that

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Second Air Division Association

53rd Annual Convention - May 26-29, 2000

HYATT REGENCY WESTSHORE, 6200 COURTNEY-CAMPBELL CAUSEWAY
TAMPA, FLORIDA
TELEPHONE (813) 874-1234

Schedule of Events

THURSDAY, MAY 25	Registration • Early Bird Party with Complimentary Buffet
FRIDAY, May 26	Registration • Golf Tournament • Cocktail Party Buffet Dinner
SATURDAY, MAY 27	Buffet Breakfast • Tours (see page 6) • Cocktail Party • Group Dinners
SUNDAY, MAY 28	Buffet Breakfast • Business Meeting • Men's Luncheon Ladies' Luncheon & Fashion Show • Cocktail Party • Banquet & Dance
MONDAY, MAY 29	Buffet Breakfast • Departure

Costs Per Person and other Important Notes

The costs listed below are for the entire package (5/26-5/29) listed above, including hotel room for three nights. For special arrangements, call Evelyn Cohen, (215) 632-3992.

Single Occupancy.....	\$605.00
Double Occupancy.....	\$460.00 per person
Triple Occupancy.....	\$410.00 per person
Quadruple Occupancy.....	\$385.00 per person

Deposit with reservations - \$50.00 per person - payment in full by April 1, 2000

Cancellation Policy: 60 days prior to convention - \$15.00 charge per person

30 days prior to convention - \$25.00 charge per person

FULL REFUND AT THE DISCRETION of the convention committee (if funds are available).

Extra Hotel Nights: \$89.00 + 11 3/4% tax (\$99.50) per night). All extra nights and incidental charges are to be paid directly to the hotel upon checkout.

Non-Smoking Rooms and Handicapped Rooms available.

Parking: Self Parking at no charge, valet parking available. Ample parking for oversized vehicles.

Reservations: Cut off date is **MAY 1, 2000** - after this date if space available.

Tours: See next page for information and reservation form.

Golf Tournament: Call or write Kurt or Vicki Warning, 2736A North Dayton, Chicago, IL 60614, phone (773) 549-3546.

53rd Annual Convention - Reservation Form

Name _____ Spouse _____ Group _____
 Address _____
 _____ Phone Number: () _____
 Group for Group Dinner Seating _____ Group for Banquet Seating _____
 Arrive _____ Depart _____ Single _____ Double _____ Triple _____ Quad _____ Will Share _____
 Special Requests: Non-Smoking _____ Handicapped _____ King Bed _____ 2 Double Beds _____
 Nicknames _____
 Names of 3rd or 4th persons in rooms _____
 Deposit _____ Paid In Full _____

DO NOT CALL HOTEL FOR RESERVATIONS, CHANGES, CANCELLATIONS, ETC.,
 ALL OF THESE SHOULD BE SENT TO:

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

Convention Tour Options—Please Read Carefully!

LUNCHEON BOAT CRUISE. Authentic paddle wheel excursion boat for a 2-hour tour along inland waterway. Choice of 5 entrees. **\$37.50 per person.**

JOHN F. KENNEDY MUSEUM EXHIBIT & YACHT CLUB LUNCHEON. This major interactive exhibit contains the largest collection of Kennedy artifacts in the world. Lunch at private St. Petersburg Yacht Club. **\$47.00 per person.**

Above reservations should be mailed directly to FLORIDA DESTINATIONS using the form below.

RESERVATION FORM — 2nd Air Division Association — Saturday, May 27, 2000

Name _____ Phone # _____

Tour 1 - No. of reservations @ \$37.50 per person _____ Total \$ _____ check enclosed

Tour 2 - No. of reservations @ \$47.00 per person _____ Total \$ _____ check enclosed

Mail this form with your check to: **FLORIDA DESTINATIONS**
P.O. BOX 3888
SEMINOLE, FL 33775

FANTASY OF FLIGHT, POLK CITY. Fantasy of Flight is an aviation-themed attraction featuring an array of vintage aircraft with flight simulators, etc. They are now working on the restoration of Delectable Doris (renamed Joe) in memory of Joe Kennedy. They hope to have this B-24 ready in time for our visit but cannot guarantee same. Trip will take place on Saturday, May 27, and lunch will be served with a choice of 2 items. **\$36.00 per person.**

Reservations for this trip should be mailed to
Evelyn Cohen, 06-410 Delaire Landing Rd., Philadelphia, PA 19114

Tickets for all trips will be available at the convention registration area on Friday, May 26.

NEWS FROM ACROSS THE ATLANTIC

Here in Norfolk everyone involved with the new Norfolk & Norwich Millennium Library project which includes the new 2nd Air Division USAAF Memorial Library is very excited and working hard as this £60 Million building begins to emerge from the ground. There is no doubt that it will be one of the outstanding new buildings in our City of Norwich, whose history dates back over 1000 years and a great way to mark the Millennium. Event Communications Ltd of London who have been given the contract to design the interior of the new 2nd Air Division Memorial Library have come up with a breathtaking layout after working closely with the Trust Governors and the Library staff.

On the new technology side a leading Flight Simulator company, The VIP Group of Canada have already delivered the 2nd Air Division B.24 Liberator for the Flight Sim and it is quite outstanding. I have already flown it from Horsham St.Faiths all around Norfolk at low level, plus a "Mission" to Stuttgart. They have captured the feel of the B.24, the

cockpit details are extremely good and the sound of the Pratt & Whitneys are tremendous. In the new Library it will mean that visitors can actually try their hand at flying a 2nd AD B.24! The entire programme has been donated at no cost to the Memorial Trust. We are also actively talking with one of our leading toy manufacturers, Corgi, to see if in 2001 they will add a 2nd AD B.24 to their historic aircraft collection.

This year Horsham St. Faiths, which is now Norwich Airport, celebrates its 60th anniversary and a big two day programme is planned for August 1st/2nd, with the 2nd AD and the 458th featuring. We had our first committee meeting this morning and it all looks good. This year is also the 60th Anniversary of the Battle of Britain, so we have a Spitfire in the August flying programme.

One sad piece of news was that over Christmas Judy Jerome, your 2nd Air Division Fulbright Librarian was rushed into hospital. I am pleased to say that she had made a full recovery from two major operations and was very brave.

In December we selected the next

2nd AD Fulbright Librarian who will take over from Judy in August and his name is Carson Holloway. He flew over last week to meet the Library team and is a great guy, so yet again we have been fortunate with our American Librarians. We gave him a tour of some of the old Bases and the HQ at Ketteringham Hall and you should meet him at Tampa.

Keith Thomas has been appointed as a Governor of the Trust which is wonderful news. Many of you know Keith and Iris and they have been tremendous supporters of the Memorial for many years, indeed Keith served as Chairman of the Friends. They will also be at Tampa. God willing Jean and I also hope to attend the Convention and I look forward to presenting my report to the Heritage League meeting for this is indeed the most important milestone in the history of the unique 2nd Air Division Memorial Library.

David.J.Hastings

Vice Chairman Memorial Trust 2nd Air Division USAAF.

Liaison Officer with the Heritage League.

With a very deep regret I have to tell you that John Whitehouse has just died.

We are all stunned by the news, although his transfer to Addenbrookes Hospital in Cambridge meant that the injury was extremely serious. When I spoke to his Company yesterday and they said he was very ill indeed we feared the worst.

To lose one of our "Bright Star young Trust Governors" is a very deep loss and for many of us who knew him well he was a future Trust Chairman in the making. The success of the Library Appeal was in no small part due to his hard work and

brilliant design on the brochure and we will all miss him terribly.

John and I had so many happy hours flying together when we were both involved with the Norfolk & Norwich Aero Club at RAF Swanton Morley where we taught him to fly. Only a few weeks ago we had planned another flying trip together when we were going to look at his Fishery Protection business in Scotland and fly a Patrol together.

Now he is gone and will join his elder brother who also died tragically a few years ago. He played such an active part in our community and was always so full of life

and zest for living. He will be greatly missed and our thoughts and prayers go out to Susie and his family at this tragic time.

Mike Green will be carrying on John's company Directflight so his memory will live on.

Donations, if desired, can be sent to: The Norwich Cathedral Appeal or critical care unit

*Norfolk & Norwich Hospital
% Peter Taylor Funeral Services
85 Unthank Road
Norwich, Norfolk NR2 2PE*

David.

HONORING THE PLANES THAT HELPED BUILD SAN DIEGO

Reunion: Some of the people who crafted B-24 Liberators during WWII get together for what may be their last major gathering.

SAN DIEGO—For a city so firmly linked to the Navy, it may come as a surprise that it was a plane built for the Army that forever changed San Diego. This was the city that designed and built the B-24 Liberator: less famous perhaps than other World War II warplanes but more widely used and devastatingly effective, even under murderous antiaircraft fire.

At the war's peak, 41,937 workers, one quarter of the city's adult population, were building the B-24 and a Navy plane called the Catalina at the Consolidated Aircraft Corp. plant along Pacific Highway.

Of those workers, 43% were females, or as a pamphlet given to the firm's male supervisors described them, "women in men's clothing".

Now it is 60 years since the Liberator prototype made its first test flight above Lindbergh Field, and several hundred of the men and women who built, flew and maintained Liberators gathered over the weekend for what may be their last major reunion.

"We used to say that the B-24 flew faster than the B-17 because every B-17 had an extra man aboard: a public relations man," said Dick Baynes, 76, of Irvine, who was 20 when he flew the first of 35 combat missions over Europe. "The B-17 got the glory, but the B-24 got the job done. It was a great, great airplane".

For three days, Baynes and others discussed the silvery bomber. It required 30,000 parts and 250,000 rivets, and could put four tons of bombs on targets that the enemy thought were beyond reach, such as the oil refineries

at Ploesti, Romania.

In all, 6,726 Liberators were built in San Diego between 1940 and 1945, more than one-third of the production nationwide. No city built more B-24's than San Diego, and no city may have embraced them more tightly.

"The work was extremely hard but we all felt very patriotic," said Anne Ivey, 72, who was a student at La Jolla High when she worked at Consolidated shooting rivets, filing down metal burrs and putting tracks on bomb bay doors. "We were all afraid to make a mistake because the bosses would bawl us out, just like they did the men".

Male and female, the Consolidated workers set records for productivity and quality assurance that matched or exceeded those at plants in Fort Worth, Tulsa, Dallas and Willow Run, Mich., where B-24's were also built.

As workers poured into San Diego - many from the Dust Bowl or other Depression-beset regions - the historically slow-moving city was forced to rise to the occasion. The school system expanded, cow pastures were turned into neighborhoods, and a shotgun marriage was arranged with water barons in Los Angeles.

The seeds of modern San Diego were sown during World War II, particularly along the mile-long assembly line at Consolidated. By mid-1944, the plant was turning out Liberators at the phenomenal rate of 270 per month.

"The Liberator changed everything in San Diego," said Ray Wagner, archivist at the San Diego Aerospace Museum.

The Liberator was born when the U.S. Army needed a bomber with greater range, speed and bombing capacity than the B-17 Flying Fortress.

More Liberators were built than any other World War II bomber of any

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MEDAL OF HONOR

Mary Walker was the only woman to receive the Medal of Honor. She graduated from Syracuse Medical College in 1855, and became one of the first women physicians in the country. She served on a volunteer basis as a field surgeon for the North in the Civil War. She requested a commission as an Army doctor but was rejected as "unqualified". After two years treating the wounded, she was captured by the rebels and imprisoned. Four months later she was traded for a Confederate officer. After the war she lobbied for promotion to Major in recognition of her services, but President Andrew Johnson disapproved the promotion but recommended instead that the Medal of Honor be awarded to her, which she received in January 1866. She would wear it with pride every day thereafter, but in 1917, two years before her death an Army review board rescinded Mary Walker's award. It was restored 60 years later, at the urging of a descendent.

Reprinted from the NJ News, 8th AFHS, New Jersey Chapter



EMERGENCY EXITS ON B-24'S

(Could you remember all of this in an emergency?)

1. The escape hatch in back of the Pilot on top of fuselage opens inward. Pulling the handle in-board releases the latch.
2. The main entrance door in the rear compartment may be used as an escape hatch. Pull the handle and lift up on the door. This door can be locked from the outside with a key furnished with the airplane; **ALWAYS UNLOCK BEFORE TAKE-OFF!!!**
3. The nose wheel doors provide an excellent exit for the Bombardier. Each nose wheel door is operated by a cable and lever located to the right of airplane centerline under Navigator's Station. To open the doors in an emergency, pull each lever through its entire travel. The emergency handles are held by lockwires, therefore, the pull must be sufficient to break the wires. If the lock wires are broken, replace before next flight.
4. The bomb bay doors may be used as escape hatches. A pressure accumulator provides hydraulic pressure for opening the doors. In case the bomb bay door accumulator fails, the doors may be opened manually by engaging and turning the cranks, located at each side of catwalk on vertical brace of bulkhead. The

bomb bay door hydraulic operating valve, either main or auxiliary must be in the "OPEN" position to allow bomb bay door jack to bleed and permit manual operation of the doors. The bomb bay door auxiliary hydraulic operating valve is located under the Radio Operator's floor on the right side approximately seven inches ahead of the forward bomb bay bulkhead. Its position is marked by an instruction plate in the hatchway edge.

5. The right and left SIDE DOORS unlatch from inside and swing in and up. Emergency exits for Tail and Bottom Gunners are through main entrance hatch and side doors.

You would have to do a lot of quick thinking, after you received the word to 'bail out'. I guess you would have had a few minutes to do this, flying at 20K. Who carried the key to the main entrance door?

In case of bomb bay door accumulator failure, it would take two guys to crank down the doors, after reading the instruction plate in the hatchway edge. I bet this cranking would have been done in haste, if not sooner.

Reprinted from Beachbell Echo, Vol. 15 No. 1, March 2000

LIBRARY CONSTRUCTION PICTURES ON THE INTERNET

The new Norwich Library, including the new home for the 2nd Air Division Memorial Library, is on the Internet. From 8 AM to 4 PM each working day (Norwich times), pictures of the construction going on at the site are available at the web site, taken every 15 minutes. Just type in:

<http://www.esnet.norfolk.gov.uk/millennium/lib/lib2.htm>

KASSEL MISSION WEB SITE

Oral historian and author Aaron Elson has created a World War II Oral History Web Site devoted to the Kassel Mission of 27 September 1944. Elson's fourth and newest book, *Nine Lives*, chronicles the stories of three people connected with Kassel, and he is continuing to gather accounts of the mission for a future book. Visit this web site at:

www.kasselmission.com.



The Heritage League :

<http://www.primenet.com/~hl-2ada>

email: hl-2ada@primenet.com

The Mighty 8th Heritage Museum:

<http://www.mighty8thmuseum.com>

2ADA Memorial:

<http://www.ecn.co.uk/memorial/index.htm>

"The Lib"

Until now her name's hardly been mentioned
Still they've praised all the others before
And to extol here is not my intention
Though her merits are more than a score

She was needed and born for a reason
And she has every right to be proud
To me it's almost high treason
To slander her good name aloud!

It's a visible fact she's no beauty
And her lines are no work of art
But she's up there doing her duty
A patriot right to the heart

She's a queen in the sky and she knows it
She ignores all ridiculous rib
She was named for a queen and she knows it
Perhaps that's why they christened her "Lib"

She goes where the going is toughest
Be it Berlin, Poelsti or Kiel
And she fights where the fighting is roughest
She's as hard as true tempered steel

When the haul is too long for the others
Or a load too heavy to pack
She's out there ahead of her brothers
Braving both fighters and flak

On a run she's as smooth and as steady
As the pillars of old Hercules
If it's bombing you want then she's ready
Just a few of her merits are these

I could list two or three dozen
Of her virtues that I've known and seen
As she fights along side her first cousin
The commendable B-17

Tis' said the queens live and die proudly
For freedom, for country and more
But none fight for these things more profoundly
Than our "Liberator", the B-24.

*Originally written by L. G. Young while a POW in
Stalag Luft III, Germany
Reprinted from The Briefing, no. 70 Fall 1999*

Heritage League New Members

ROSLYN DUGAN	453	THOMAS NEELY		LAURA CHANDLER	491
MARY LORENZ	466	BENDELOW	466	SUSAN MITCHELL	392
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KRISTINA WHITMER	466	DAN RAYMOND	389	ROBIN ACE	93
CHARLES WHITMER	466	JANETT RAYMOND	389	GARRY HONTZ	93
PAUL WHITMER	466	ELIZABETH DEVLIN	HQ	MARK HONTZ	93
DANIEL WHITMER	466	JOHN FULLWILER	93	CRAIG FITCH	44
JASON CHARLES		LINDA COTTON	445	RANDY RIPPS	445
WHITMER	466	W. ALONSO	453	SAM WEAKLEY III	458
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BENDELOW	466	CAROL HAMMOND	466		

(Continued from page 5)

the destination was the Cognac/Chateau Bernard Airdrome. They were to meet a box of B-17's near La Rochelle and see that they got back safely over the UK after having bombed their target. It stated they never found their target and never met up with the bombers. They did have radio contact with them but the bombers never found the site.

Two pilots, Lt. Donald D. McClear and Leland K. Horne collided in a turn over the rendezvous point and only one chute was reported, they were part of the 435th squadron. On the way towards Wattisham, but still in France, 2 pilots flying with Frank Grdenich witnessed this event. This statement was taken from the papers I received this week with the MACR. 2nd Lt. Richard McChrystal said that he was flying on Lt. Ward Kuentzel's wing (element) Frank was on Wards right wing. To the right of Frank was 2nd Lt. John Tipps. Tipps said they had climbed up through the overcast at 27,000 feet and were flying along straight and level. Central started into a slight turn to the right and going down. Tipps closed in on Frank Grdenich's wing and made about an 280 degree turn to the right and almost straight down when he broke away and went on instrument. Tipps said the last he saw of the flight, there were 34 ships in tight going almost straight down. Tipps climbed to 28,000 and headed home.

I spoke to Brig. General Robin Olds (Can you believe I found him??? His name was my first pick out of many Olds) anyway, he seemed to think Ward possibly lost his O2 and began to get anoxia. I can understand that. But why would Frank dive right with him? Was it the practice to follow a plane who was in trouble? I don't know who was the #3 ship but I will find out. That was why I asked you if the

plane near you in formation could hear if someone got hit. I believe the #3 bailed out and he was the only chute they reported. I think something caused them to go into this spiral dive. And being experienced pilots why wouldn't the other 2 eject? Do you think they were running low on fuel and got some garbage in the fuel line? I could see 1 plane but not all 3. It would really be amazing if someone saw this crash and the French recorded it, like you said. Now that would be something!

They were on the West side of France, not East as stated. The MACR stated Frank was last sighted about 20 miles N.E. of Rennes. And you were right about the town being Avranches. Which is North east of Rennes. How in the world did you know that? Other paper work said N. E. France. This could not be right because of where the target Cognac was and being 20 miles N.E. of Rennes. Now if he was able to fly a little further North he would have been to Carentan. And Blosville-Carentan, France is where his body was sent from back to the US. He went down in 44 but his body was not sent back till April 1949. So, I want to know if he was found in his plane, when and where was he found, if he was buried temporarily? I think if he was found in 1949 and returned to the US under the WW2 Dead program, somewhere, something has to be documented about where the death occurred.

I'm impressed that the French were so meticulous when it came to the American Soldiers. I just pray that they documented something on Frank. If he would have ejected and landed safely, that would have put him in the back yard of the Germans, near the German Army Group B. I just hope he wasn't tortured by the German infantry. It could have been, you know? Sometimes, I think he

could have ejected, then I think, how could he have pulled that plane out of such a dive?

I have done a loop in a bi-plane and you basically go into a dive first then pull straight up. So, could the P-38 be pulled straight up or would the force be too great? They were at 27,000 feet, not too close to pull out. That is a big mystery and it will take me a while to figure that out. Oh Frenchmen, where are you?? Ha. Ha. By the way, I was NOT flying the bi-plane, but was in the front holding the cross bars for dear life. I was disoriented and had vertigo for a little while after landing. I did remember the force you feel in your head when you dive down and back up. It's like things aren't real for a few minutes. Do you know that feeling?

I think what I need to find next is the French Authorities between Rennes and Carentan. I am assuming Blosville-Carentan, France is the same place as Carentan, France. Is that right? One other question, would you fly over water vs. flying over enemy territory? I guess he did fly over land.

Please let me know what information I can give you for the French Authorities. In the past 3 weeks I have his serial, and plane number. It was the 75th mission for the 479th, 434 squad. Approx. where he may have been found. So, I hope somewhere is the answer we are looking for and then WW2 can end in our hearts. That's my mission and I want you to know it's a great feeling knowing I have a fleet of escorts out there who are steering me in the right direction. That feeling of "Thank God you're here."

Love,

Kathy



(Continued from page 1)

National Personnel Records Center
(Military Personnel Records)

9700 Page Avenue

St. Louis, MO 63132-5100

(You need to fill out a form which can be found at heavybombers.com, be sure to follow the printing instructions carefully)

Each mission has its own folder with formation sheets, crew loadings and missing air crews (Service Records - 201 file)

National Archives & Records Administration
Textual Reference Branch

8601 Adelphi Road

College Park, MD 20740-6001

(MACR's, KU-Reports, Tactical Mission Summaries)

Air Force Historical Research Agency (AFHRA)
AFHRA/RSA

600 Chennault Circle

Maxwell Air Force Base, Alabama 36112-6424

Archivist Dave Giordano

301-713-7250 x 379

(Unit information, microfilm records purchasing)

Commander

U.S. Total Army Personnel Command

Attention: TAPC-PAO (FOIA)

200 Stovall Street

Alexandria, VA 22332-0404

(293 File, Individual Deceased Personnel File)

Accident Reports

1322 West Main Street

Millville, NJ 08332

(USAF & USAAF Aircraft Accident Reports

1918-1955)

The Mighty Eighth Air Force Heritage Museum

PO Box 1992

Savannah, GA 31402-1992

Air Force History Support Office (AFHSO)

AFHSO/HOS

Reference & Analysis Division

200 McChord St., Box 94

Bolling AFB, DC 20332-111

202-404-2261

Department of Veterans Affairs

The Origins of Taps

From Kay Sandhoff

Reprinted from Ringmasters, Volume 00 No. 1 Winter 2000

It all began in 1862 during the Civil War, when Union Army Captain Robert Ellicombe was with his men near Harrison's Landing in Virginia.

The Confederate Army was on the other side of the narrow strip of land. During the night, Captain Ellicombe heard the moan of a soldier who lay mortally wounded on the field.

Not knowing if it was a Union or Confederate soldier, the captain decided to risk his life and bring the stricken man back for medical attention. Crawling on his stomach through the gunfire, the captain reached the stricken soldier and began pulling him toward his encampment. When the captain finally reached his own lines, he discovered it was actually a Confederate soldier, but the soldier was dead.

The captain lit a lantern. Suddenly he caught his breath and went numb with shock. In the dim light, he

saw the face of the soldier. It was his own son.

The boy had been studying music in the South when the war broke out. Without telling his father, he enlisted in the Confederate Army. The following morning, heartbroken, the father asked permission of his superiors to give his son a full military burial despite his enemy status. His request was partially granted.

The captain had asked if he could have a group of Army band members play a funeral dirge of the son at the funeral. The request was turned down since the soldier was a confederate. Out of respect for the father, they did say they could give him only one musician.

The captain chose a bugler. He asked the bugler to play a series of musical notes he found on a piece of paper in the pocket of the dead youth's uniform. This wish was granted. This music was the haunting melody we now know as "Taps" and used at military funerals.

(Continued from page 9)

nation. Although it was primarily used by the Army Air Corps, the Navy had a variant for long-range patrols and antisubmarine warfare. Liberators were also flown by the Royal Air Force, as well as Polish, Australian, Canadian and South African forces. The German Luftwaffe envious of the Liberator's stamina and punch, repaired downed Liberators and put them back into the air to battle the Allies. Jimmy Stewart, George McGovern and Walter Matthau flew B-24's. Joseph P. Kennedy Jr. died when his Liberator exploded on a mission to knock out Germany's V-2 rocket launching sites.

Esteemed poet-novelist James Dickey wrote a poem about the chance downing (One shot, a great one/By accident takes place where the plane is") of a B-24: "The Liberator Explodes."

Churchill, Stalin and Mao used B-24's as their personal transport planes.

Two former Consolidated workers in attendance at the convention wrote a book about their experiences that was a local favorite during the final year of the war. "The book, "Slacks and Callouses," was republished last month by the Smithsonian Institution Press to memorialize the wartime efforts of the women known collectively as Rosie the Riveters.

The authors, Constance Bowman and Clara Marie Allen, were high school teachers who worked the swing shift at Consolidated during their summer vacation in 1943. Bowman was an English teacher, Allen an art teacher.

"In wartime San Diego there are just two kinds of women: The ones who go to work in skirts and the ones who go to work in slacks," they wrote.

The women in slacks were Consolidated workers in the blue pants and jackets that were the company uniform: "...Dust Bowl mothers buying butter and eggs for the first time, former dime store clerks making more money than Army majors, (and) war wives who feel they must keep them flying because their husbands are flying them."

While the book talks of the camaraderie and humor of the assembly line and the shared pride of contributing to the war effort, there are also incidents of sexual harassment: "... Men lounging on corners looked us over in a way we didn't like, from head to toe men grabbed us and followed us and whistled at us. They called us "sister" in a most unbrotherly way ...".

Ivey, too, remembers swinish behavior by male co-workers, including "a hillbilly with green teeth and a dirty mind" who kept saying salacious things until Ivey complained to a boss, who put an immediate end to the harassment.

As her personal good luck wish to the troops, Ivey scratched her name and address into the fire extinguisher door in hundreds of Liberators. She received dozens of letters from homesick aviators and kept up a correspondence with many.

"We were all just grandmothers or moms or school kids doing what we could to win the war," Ivey said. "It wasn't for the money, it was just the right thing to do".

Within months of the end of World War II, employment in the aircraft and aircraft parts industries in San Diego had declined by 80% and military payrolls were down by 66% as troops returned to civilian life.

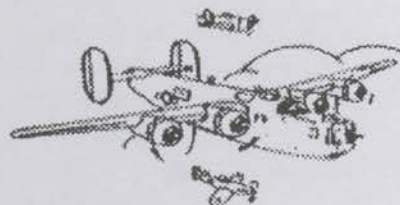
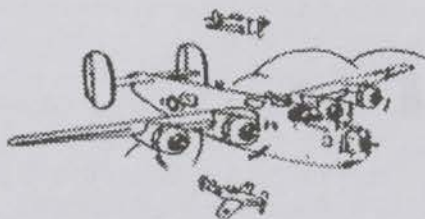
The women on Consolidated left the work force for marriage and motherhood - Ivey married an engineer, Bowman a lawyer and Allen a doctor - and a baby boom was launched. But San Diego would never again be as parochial or comfy.

"The San Diego of 1946 was a far different community from the one of 1940 which had been bypassed by the industrial revolution that had reached the West Coast," local historian Richard Pourade has written. "The winters were still warm and the summers cool, but the tempo of life had changed perceptibly."

Story by Tony Perry

Times Staff Writer

Reprinted from L.A. Times



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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 ☐ RenewalAnnual Dues: **Regular \$6.00**, Associate \$4.00 Signature _____

Send Remittance To: Heritage League of the 2ADA, Ruth Anderson, PO Box 7931, Boise, ID 83707

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.

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*Keep
'Em
Flying*



Thanks to everyone who contributed articles for the *Heritage Herald*. Please continue to send items of interest about veterans, members of the League or of a historic nature. We really need everyone's support. If you'd like more information or want to contact someone mentioned in this issue, please let us know.....Kathy Jackson

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