



HERITAGE HERALD

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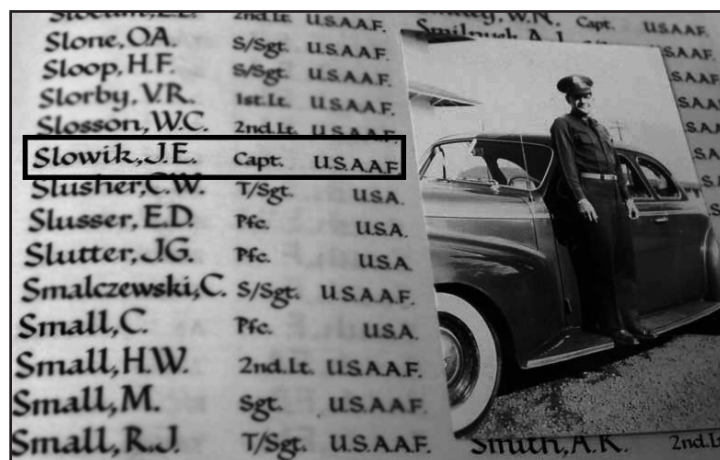
Bringing John Home

by Laurie Bedus

This May brought closure to a journey spanning the last thirteen years when I traveled to East Anglia to walk in the footsteps of my Great Uncle John Slowik, a navigator with the 392nd Bomb Group. My grandmother held onto his war journal until her own death in 2008 when it was passed on to me and although I began my search for information about him in 1999, my search was limited to the internet, yearly reunions and pictures of the places he mentions in his journal. After many years of saying "I will go to England next year," my participation in last year's Eighth Air Force Reunion prompted me to go, and it was the best decision I have made in as many years.

From the beginning I knew that this trip was going to be unlike anything else I had ever done. In choosing to go alone, I knew that it would be a time of reflection, inspiration and filled with "OH! NOW I GET IT!" moments. I walked around London with a renewed sense of purpose that bordered on myopia as I sought out the places John mentioned in his journal. The original Jule's Club, previously an officer's club is now a store called Pink. Wandering down Greek Street I looked for Joseph's Restaurant and went into Saint Paul's Cathedral and over to Regent's Park. I went to church-a lot. I imagined what London would have looked like under a cloud of planes buzzing overhead as people scrambled around in blackouts in the ancient war-torn city.

It wasn't until I set off toward to East Anglia though that I realized what it was that I was doing. Heading to Cawston where my friend and host for the next week John Gilbert lived, I saw a small road sign with the word "Wendling" emblazoned on it. It was enough to stop me in my tracks. As I sat there and stared at



A page in the Book of Remembrance at St. Paul's Cathedral in London England. Shown with his name is Captain John E. Slowik, a lead navigator with the 392nd Bomb Group. John was killed in action March 18, 1944.

the sign, then, taking in the beautiful English countryside, dark clouds and endless fields specked with church steeples and scattered with small town pubs, I finally understood why my great uncle was enamored with England. Within the first days of his arrival at Wendling he said,

"I like everything around here and have never been so much in love with life since I was a cadet. The countryside gets me. Everything captivates me and I literally walk on air. I intend to enjoy myself no matter how short or long my life is."

John is a dear friend of the 392nd Bomb Group and has hosted the numerous Americans who have returned to England over the years to honor loved ones who served during the war. Unlike any tour guide I have ever met, his love for East Anglia is contagious. After spending an hour with him it is apparent that

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Editor's Note



Laurie Bedus 392nd BG

Editor Laurie Bedus in front of Camden Lock in Camden England this past May

sponsibility of the newsletter last year, and now the layout design, I have found this position challenging. It has been enlightening and fun as enthusiastic contributors step forward to create an informative, fun newsletter that honors the memories of the airmen who served the 2nd Air Division in World War II- a dynamic time in history.

The Heritage League cannot do this without you. Part of perpetuating history is keeping it alive and current in schools, in households and in the community and igniting that curiosity in younger generations. This starts with you, Reader. Please share the Heritage League with your loved ones and friends, encourage them to join and come to a reunion. Experience the magic for yourself. I would like to ask you to contribute your stories, memories, articles, book reviews and always your feedback so that we can maintain this newsletter and wonderful organization for future generations. I welcome your thoughts and will accept refined submissions on an on-going basis. Please email me with any questions or submissions and I will do my best to insure that your article is placed in the next edition of the Herald. As a member driven organization, it is our goal to create a large member base and to produce great editions for the members and by the members. Don't wait. Please send me your articles and recruit others!

My email is laur.bee031844@gmail.com and my phone # is 860-519-6707.

It is my sincere hope that you will enjoy this edition of the Heritage League Herald. It has been and will continue to be my pleasure to serve as your editor.

Respectfully Yours,

Laurie Bedus, 392nd BG

Greetings from Connecticut. As we approach this years convention in Chicago, I am reluctantly coming off of the high that comes from traveling to foreign countries and achieving dreams. My dedication to the 392nd Bomb Group has never been stronger and my enthusiasm for the mission of the Heritage League is inspired. As a 3rd generation researcher I have worked hard to educate others about the importance of the 8th Air Force's work. I have learned about my great uncle at the same time and to share these experiences with others who care as much as I do is so rewarding. Having assumed re-

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PRESIDENT'S MESSAGE

July 4th is a day that is celebrated with cookouts, cocktails and spending time with loved one. It is also the time when we honor our fallen Veterans and our Independence. For some of us it is a day off of work, for most of us it is a great time to reflect on those family and friends that served and protected us for that very freedom we have today. My Dad was very adamant about not being called a "hero" even though he survived 31 missions. He always felt that the real "heroes" were the guys who never came home.

These holidays remind us to honor the estimated 7,000 airmen of the 2nd Air Division who sacrificed their lives in World War II. The Heritage League remembers those brave airmen every year on Memorial Day and D-Day by placing wreaths at

various cemeteries across Europe. On those wreaths we simply say "We are forever grateful". Somehow this seems inadequate when expressing our gratitude to those we have lost.

The Heritage League lost a true friend and a great supporter- Maxine Mackey. Maxine passed away in March and on behalf of the entire Heritage League, our thoughts and prayers are with Oak and his entire family. Maxine was a wonderful, vibrant woman who was dedicated to the 2ADA. She and Oak represent the 2ADA to the Heritage League and we will be forever grateful for all of her dedication and hard work for the 2ADAHeritage League and the 392nd. I will personally miss the numerous conversations we had and will always remember her caring ways. She was one of the Heritage

League's biggest fans and we will miss her tremendously.

As the Heritage League celebrates our 25th anniversary, we are preparing for the convention in Chicago in September. We encourage all of our Veterans and their families to join us in Chicago and consider joining our membership as we keep the memory of all who served in the 2nd Air Division. We are planning fun events. For more information, please visit our website at www.heritageleague.org. We value your continued support and welcome all who are interested.

Don't forget to renew your membership and bring in new members. We could not do this without you.

Stay healthy and well. Until we meet again...Marybeth Dyer

In acknowledgement of the special contributions made in honor of 2nd Air Division members who are no longer with us:

Douglas Dovey in memory of Arnold J. Dovey

Ann Gephard in memory of Donald C. Gephard

Norman Canfield in memory of Norman J. Canfield

Diane Marino in Memory of Carl Ernest Marino

Suzanne Strauss in memory of Lt.Col Wilson A Rapp

Katherine Hart in memory of Dean Hart

“Bringing John Home,” cont’d from page 1

he will always call it home. Within the first 48 hours of my arrival in Reepham, unprecedented excitement consumed the little marketplace and as much as I would like to say that I was the celebrity, alas, I was not. My second night was an early one with me drinking a pint or two in the bar as a bank robbery took place just outside the door of the B&B where I stayed. In the dark of night a pay-loader was driven into the near empty parking lot with its lights disabled; and in a carefully executed maneuver, the ATM machine was yanked from within its brick wall and hauled away in near silence. The next morning the town was buzzing with excitement as people stood around staring at the gaping hole in awe and it made international news. The culprit(s) have not been caught and the beautiful little town has a scar in the form of a boarded up brick building and it only recently had its phone lines restored. After the initial shock of seeing the damage from the robbery, John and I took off for Wendling.



A day of remembrance in East Anglia. 392nd BG Representative and native of Cawston, John Gilbert hosts Laurie Bedus, Great Niece of Captain John Slowik KIA 18.03.44 as she visits Wendling Air Base to pay tribute to the Books Crew...a dream come true!

Immersed in the bucolic countryside filled with so much history, John told me about cows rubbing on intact bombs dropped into fields. He pointed out churches, WWII era pubs and spots on otherwise nondescript road where the Germans strafed American convoys. I found it hard to breathe and keep up. But each night we paused long enough to have delicious homemade dinners with his lovely wife Doris and son Adrian. Having never experienced a traditional English roast, I was shocked by the quantity and variety of food and just when I thought I couldn't eat anymore

Doris delivered dessert-I found room. John made available to me his extensive collection of memorabilia and authentic pieces of Wendling; history including numerous original wartime photos and the original radio my great uncle used to listen to the German broadcasts on. While Adrian hunted on the internet, John and I read through my great uncle's journal and I finally understood what he was talking about when he said that he "*dressed up and pedaled into town about 6 miles*" to East Dereham. I also understand what he meant when mentioned the Piccadilly Commandos. Who would have thought he was talking about prostitutes?

Leaving no stone unturned, John arranged for a blessing to take place at the Memorial to the 392nd Bomb Group at Wendling in Beeston with Reverend Jonathan Boston presiding. Attendees included John Gilbert's friend Ernie Parke, who was sixteen during the war, and his nephew Sparta. We laid a handmade poppy wreath at the base while Reverend Boston a member of the Norfolk Army Cadet Force (The Royal Anglians)said his blessing. The wind whipped across the countryside as passersby looked on and Ernie matched John in British hospitality. He presented me a picture frame made from .50 Caliber machine gun shells and plastic found around the base he made as a child. Security officials at Heathrow International Airport were less than thrilled to see my picture frame, but after much debate, it was allowed to assume a place of honor on our mantle and I am forever banned from England.

Together John and I walked the runways of Wendling, visited the officer's mess hall and the old hut where Colonel Bush once lived. We ripped out old wires, took pieces of rubble from the hardstands where the planes once sat, saw the shooting butts used to warm up the guns on the planes and walked through Honey Pot Wood, an ancient forest that sits on the edge of the base. The Rowlands family, who now owns the land known during the war as site #8, allowed us to explore their farm. It still has an original Nissen hut and the remnants of old footpaths, an old bomb shelter turned into a giant aquarium for Mr. Rowlands' exotic Koi and the 17th century home where the Americans who lived there bought eggs from their family and milked their cows in the middle of the night.

With the passage of time, Mother Nature has slowly overtaken the structures that once made Wendling



Wendling Air Base, now just fields of brilliant yellow flowers, surreal to walk on the runway and imagine the bustling hub of activity from so long ago.

Airbase a small city. The evidence exists in the remnants of beautiful murals painted on walls, old huts converted into woodsheds, a parking area for the officer's bikes used as a driveway and it was enough to bring tears to my eyes. It was also unlike anything I ever expected to see.

John and I visited Norwich (pronounced Nawr-idge-

a bone of contention) where we lunched with Libby Morgan, Memorial Trust Librarian for 2nd Air Division Memorial Library and I met Kate Anderson, a fellow American who is working as an intern at the library. Her enthusiasm was contagious as she showed us their Book of Remembrance honoring the 2nd ADA Fallen. The final days in East Anglia were bittersweet and by the end I felt as though I left a piece of my heart behind.

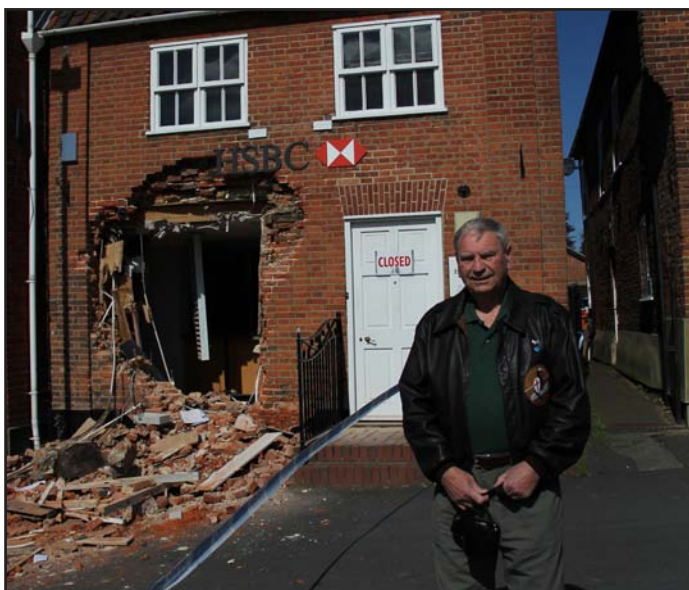
We finished up with a final trip to the base and as we walked the runway I looked back over Wendling Field one last time. I realized that to anyone else, the nondescript field full of bright yellow flowers was just that—a field.

But for me it was the place where my great uncle spent the last eight months of his life writing about his experiences in the air and on the ground in England, the country he loved with all of his heart. With a heavy heart and even heavier baggage, I left John Gilbert and East Anglia with my great uncle's journal in hand. It survived the war and now, seventy years later as I think about all of the things I saw and did in the two short weeks I was there, I realize that my Great Uncle John has always been with me but I cannot help but feel that we came home together.



John Gilbert paying tribute to the Books Crew KIA 18-3-44 at the 392nd BG Memorial in Beeston England. On the pedestal lays the casket flag of Navigator John Slowik, with a memorial wreath and newly blessed British Flag.

More Pictures from Laurie's Trip



John Gilbert standing in front of the Reephams Square where its bank was robbed on 15-5-12! A huge scandal for the ancient marketplace - news of the event reached international readers and cut off phone/internet communications until 20-7-12



Laurie and John visit with Libby Morgan, Memorial Trust Librarian for the 2nd AD Memorial Library in Norwich, England.



The empty Mechanics Hangar on the perimeter of Wendling Airfield and near the hut previously owned by Colonel Bush, a commanding officer during war.



Reverend Jonathan Boston, close friend of John Gilbert was kind enough to offer a blessing at the 392nd BG memorial in Beeston



The remnants of a magnificent mural in the Officer's Mess Hall, now a storage facility for Jaguar-Spears. Evidence that as time passes our history will disappear if it is not taken care of.



Warm and sombre. New friend Ernie pays tribute to the Books Crew at 392nd Memorial at Wendling Airbase.

All photos courtesy of Laurie Bedus 392nd BG.

D-Day Dedication in Garveston, England

Sachtleben Crew Memorial Unveiled

Readers will recall (Heritage Herald, #47, page 16) the story from Tony Cadney, Parish Councillor in a town touched during the war with the crash of a 492nd bomber that had fatal trouble during formation in the crowded skies, and never made its target. On D-Day this year, a marker was dedicated in the village green of Garveston, near where the plane came to its fiery end, taking with it two heroic responding firefighters from the 44th Bomb Group's nearby Shipdham base.

Under appropriate threatening skies, a large audience was present for the dedication. American Air Attache, Colonel Sonny Blinkinskop unveiled the attractive marker for several relatives and one widow of the ill-fated crew, a veteran of the 44th, male and female pilots of the present day 492nd Fighter Squadron, the 48th Wing Honor Guard, other USAF officers, and hundreds of East Anglians.



Union Jack and Stars and Stripes now frame handsome, dignified memorial in Village Green of Garveston, not far from the wreck some of them witnessed, and all 'remember,' 4-June-44



Two firefighters from George Washburn's 44th BG, at nearby Shipdham, were killed battling the fiery crash. This pilot's presence at the ceremony, and that of several commemorated Sachleben crew members, made for a most moving dedication, under aptly grey Norfolk skies, June 6, 2012.

Tony has shared with us a link to some of the TV coverage of the story and the dedication; see <http://www.itv.com/news/anglia/story/2012-06-06/d-day-bomber-crew-remembered/> before it fades away. Make sure you also follow the "Memorial is unveiled" story there, for an interview of Michael Garrod, one of the committeemen who heard the crash that day.

For more on the Sachtleben crew, see <http://www.492ndbombgroup.com/> and follow links to Crews, listed by pilot's name.

The volunteer committee that raised the funds, directed the design, construction and dedication, has a site at <http://www.garveston12.org.uk/>. They were focused, efficient and effective, and we heartily thank and congratulate them!



Ten year old Samuel DeBrular is the great nephew of S/Sgt. Edward DeBrular, KIA June 4, 1944, a 856th BS gunner with the hard-luck 492nd's ill-fated Sachtleben crew.

Pitch It to Pete

Dear Pete,

To read some accounts, mostly from the Pacific Theatre, or very early in the European and Mediterranean Theatres, one would get the impression that the Lockheed P-38 Lightning was the be-all and end-all in speed, firepower, maneuvering and toughness... but its short run with the 8th, early on, makes me wonder. Was it really a 'dog'?

While we are at it, I was wondering, did this fighter have any bad habits, for having double the rotating engine mass of a single engine light plane?

~Viscount Terrance O'Tation

Dear Count 'Ter' O'tation,

The Lightning was powerful, and dove fast enough—like the P-47 Thunderbolt—to get in trouble with the compression of air at near supersonic speeds. But its mass distribution hampered its agility in yaw (lateral turning) and roll, offsetting its straight speed. Critically so, when up against the single-engine Bf-190 radial-engined Luftwaffe fighter and the ME-109 water-cooled fighter.

It was tough, had desirable range, and was competitive against Japanese planes and pilots, who referred to it as “the fork-tailed devil.” It was a much better fit in the Pacific. It was no dog; some of the Eighth's early aces did well in it, by understanding how to use its strengths and compensate for its weaknesses, and our highest scoring ace, Richard Bong (operating in the Pacific) achieved his 40 ‘kills’ in the Lightning. See <http://www.bvhcenter.org/History.html> for more on this hero.

The first release of master aeronautical designer Kelly Johnson's radical design, designated P-322 was intended for France and England, but was taken over by the Army Air Corps in 1941 before Pearl Harbor was attacked. France was overrun in May of '40 and the Brits needed other material worse.

This precursor had un-supercharged Allison water-cooled engines which both rotated the prop in the same clockwise direction (seen from behind). That made for a lot of torque rebound, most noted as the plane lifted off and best countered with a judicious right rudder, not ailerons.

Wikipedia has an interesting article that digs deeper into things like ‘p-factor’ (tendency of thrust center of

a propeller to move from its actual center, when it has a positive angle of attack, as in take-off.) See http://en.wikipedia.org/wiki/Counter-rotating_propellers and follow links, if you are so inclined.

Many civilian aircraft, including all of the Piper twins, have found practical ways to deal with either supply burdens of having mirror-image engines or a direction-changing transmission on one engine, for the safety benefits Johnson and others prioritized in the past.

Multi-engine bombers were massive enough to not be thrown by the problems of having all turning the same way, but pilots did need to be aware of the handling and angular-momentum implications.

Omnidirectionally yours,

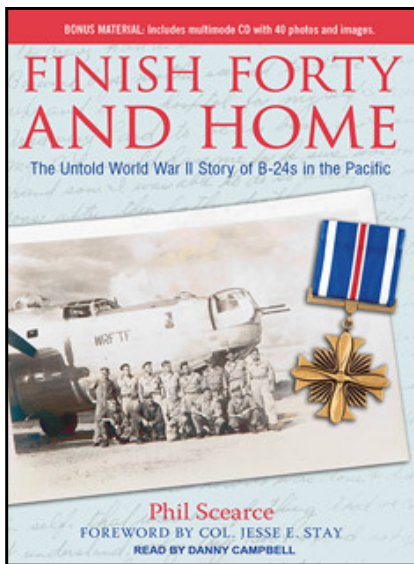
Pete



Picture courtesy of Google.

The Write Stuff

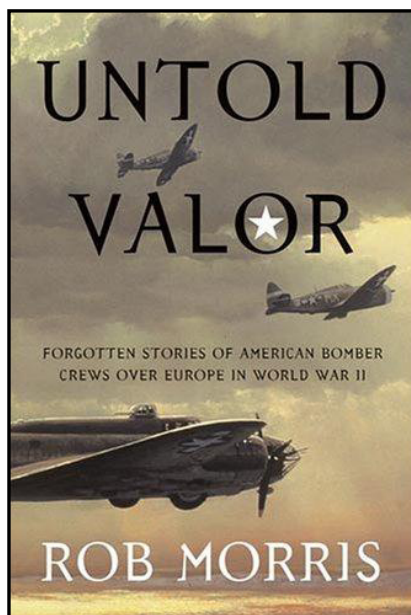
By Steve Puhl



FINISH FORTY AND HOME
The Untold World War II Story
of B-24s in the Pacific
Phil Searce
978-1-57441-316-8

For those wishing to gain an insight into the lives of those who fought in World War II in the lonely skies over the expanse of the Pacific Ocean, this is a worthy read. Phil Searce has captured the essence of the daily humdrum and frightening pathos as seen through the eyes of his father who entered the war shortly after Pearl Harbor in 1941 and survived his forty missions to return home in the spring of 1945. The rigors of training, air-sea rescue, combat, chasing the elusive “forty missions” and the “in-between” boredom while in the 11 BG are brought to light in Phil’s fluid prose. The stories of the B-24 bomber crews are both uplifting and heart wrenching as they fly their long missions over the Pacific. Two of the more gripping chapters were the ones on “Chance” and “Endings for Some.” Despite the technology of the day, training and robustness of the B-24s, “chance” played a huge role in completing forty missions.

For some, the “ending” came in front of the eyes of their comrades while others fell behind their formations never to be seen or heard from again. The book is well annotated and indexed including B&W photos from private collections. For all aviation aficionados, this book is well worth the read!



UNTOLD VALOUR
Rob Morris
978-1-57488-999-4

According to on-going statistics, VETS are passing at a rate of about a thousand a day. The opportunities to capture their oral stories for future generations are quickly waning! It is with this in mind that I read this fascinating book as Rob Morris has captured “forgotten stories of American Bomber Crews over Europe in World War II,” the event that defined the first half of the Twentieth Century. As one of many reviews says: It is about: “Flying at 26,000 feet, walking on flak, goggles fogging, the IP, the run, turn to RTB, more flak, the fighters, the hits, exploding planes, Bail out, possible capture and POW camps.” Rob Morris recounts it all through the words of those survivors “who were there.”

These stories are but a few of the many that could be told, but Rob got to the heart of them. Rob has captured in words the heart-wrenching stories of a Jewish crew member flying on a mission over Schweifurt, Gus Mencow, who was with the group that lost 228 B-17’s. He recounts the story of the painting, “The Hand” that was left unfinished for decades, the stories behind the “first B-17 to complete 25 missions over Europe and those who survived the rigors of sped-up training.” There are many more stories of these survivors, these “heroes,” who considered themselves “just doing their jobs against all odds.” Rob’s book is well indexed and annotated accompanied by photographs from both personal collections of these heroes and from Rob’s. Well worth the read, Rob has written a book about their “untold valor...” lest we forget!

Ford's Better Idea: A B-24 Liberator Bomber an Hour

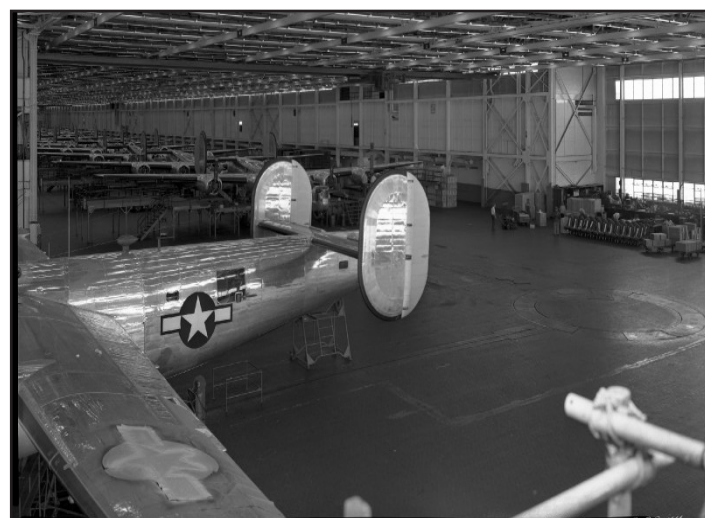
The Birth of Willow Run

By Steven Puhl

As the spreading “winds of war” begin to steadily blow over the shorelines of the United States in the late 1930s and early 1940s, the “unit production method” of the aircraft industry could not meet the growing requirements of President Roosevelt’s planned “arsenal of democracy.” Even though Boeing was already producing the B-17 Flying Fortress heavy bomber, Consolidated Aircraft in San Diego (plant code: CO) had developed and begun producing the newest heavy bomber, the B-24 Liberator. Consolidated’s plan was “to produce one B-24 bomber a day or 350 planes a year.” It was producing airplanes just as a “job shop” would custom make them. At the time, the expansion of the San Diego facility was not an option for various reasons having issues surrounding space, security and manufacturing limitations.

Along came Henry Ford who was open to the possibility of building airplanes with a “better idea!” He sent his manufacturing genius, Charles E. Sorensen, to San Diego in early 1941 to meet with the Consolidated people where Charles came up with an audacious plan. Using the tried and tested method of “interchangeable parts” and the “mechanized assembly process,” which he had honed over the years with the Ford Motor Com-

pany, Sorensen drafted a plan to build B-24 four-engine bombers similar to building Ford V-8 automobiles. In his own words, he planned to “break the plane’s design into essential units and make a production layout for each unit. Next, build as many units as required and then deliver each unit in its proper se-



9-11-44: A FO B-24L has just made a 90 degree right turn on the rotating turntable (the “tax turn”).

instead of a probable 500 a year!

The concept was spectacular, but the execution became monumental! Among the many challenges were: (1) the process of clearing the acquired property west of Detroit along a tributary called Willow Run, hence the name: the Ford Willow Run Plant (FO); (2) the construction of the 3,503,000 square foot factory in such a way that it would “reside in one county” as it was adjacent to two county lines along with the adjacent airport; (3) the massive hiring and training of both skilled and unskilled workers as well as the development of additional engineers; (4) the complexity of the initial design as received from Consolidated and continuous engineering changes required by the Army Air Corps,



6-29-44: A FO B-24J at the “Compass Rose” where every ship was checked on a “non-magnetic” turntable.

quence to the assembly line to complete the whole unit: a finished airplane. To house all of this and provide for efficient operation, a new plant would have to be designed to accommodate the progressive layout.” Instead of the Consolidated plan of “an airplane a day,” Sorensen envisioned “one B-24 an hour by mass production assembly lines.” When the vision was presented to Consolidated, Ford made it apparent that a contract was to be for “entire planes” and not just components to be shipped to other facilities. What Consolidated saw was a plan for the possibility of over 500 planes a month

later Army Air Forces (AAC/AAF); (5) the “material flow process” for both materials fabricated “in-house” and from the multitude of suppliers; (6) the testing and Acceptance Standards by both Ford and the Army before “flyaway” of each plane; and (7) the securing of all the miscellaneous personnel to run a “veritable city” which reached its manpower peak in the summer of 1943 at a daily average of 42,331 employees. Ford’s “Better Idea” struggled in the beginning causing it to earn the media nickname “Willit Run,” but by March 1944 the monthly production peak of 462 bombers, 62 over the original projected vision, was reached. By April 1944, 455 airplanes in 450 hours, one airplane every 59.34 minutes, was a reality. This is monumental when one realizes that the first fully assembled plane did not roll off the assembly until September 1942! Also, while FO produced the fully assembled B-24s (6792 plane), it continued to ship component kits, referred to as “Knock Downs” (KDs) to Ft. Worth (CF) and Tulsa (DT) totaling 1893 planes. Whether they were built in-house at FO or shipped, every airplane started out as a “kit,” only the distance varied.

The basic “assembly process” at FO consisted of two assembly lines initially sub-divided into two more lines which fed partially assembled planes (stations 1 – 14 known as “8 hour stations”) into the center of the two 150 wide bays at station 15. The four lines thru station 14 would accommodate the 55’ center wing section,



A FO B-24J at the “Gun Butt” where every 5th ship had all its guns fired.

the fore and aft fuselage and the tail assembly along with a myriad of sub-assembly components. At station 15 the outer wings were added. It was also at this point that the plane would begin to roll along

on its own wheels through station 28—these were referred to as “four hour stations.” It is during this phase that at station 20 the assembly line made a 90-degree right turn. The planes were pivoted on a large turntable for the final length of the assembly process. This became known as the “tax turn” because Henry did not



12-17-43: A group of WAFs in a PHOTO OP prepare to “fly-away” B-24Hs at FO

wish to pay taxes in two counties, which would have been the case if the original mile-long line had been straight as opposed to the redesigned “L.” During this final stretch, propellers, national insignias, camouflage, gas, oil and any other detailing were added. Final Inspections were also performed. Outside of the facility itself on the adjacent tarmacs, the compasses were calibrated at the “compass rose,” and every fifth plane had all .50 cal machine guns tested at the “gun butt.” At this point, they were ready for the Army Flight and Ford Tests, Acceptance and Delivery. “Flyaway” for delivery to any location was then accomplished by many women pilots as well as men from the Ferry Command.

In late 1944 and progressively thru 1945 production began to slow as the “new boy on the street,” the B-29 Superfortress, became “the go-to plane.” Finally, an era came to an end when on June 28, 1945 the last B-24 exited the FO hangar doors. Ford had taken a concept used in the automotive industry and had elevated it to unheard of heights in a relative short period of time. As a note to history, Kaiser-Frazer took over the plant and, along with cars, assembled the Fairchild C-119 “Flying Boxcar” in the late 1940s and early 1950s. In 1953 GM bought the plant to build automatic transmissions but also manufactured 20 mm cannons and the M-16A during the Vietnam Era. Prior to Willow Run’s final closure in December 2010, the plant was producing transmissions for the US Military HumVee. Finally, the long storied-tradition had come to an end.

All photos courtesy of Steve Puhl.

Convention 2012 Chicago!

Does it feel like déjà vu to anyone else? The Heritage League will be once again holding our annual meeting alongside the Second Air Division for what may well be their final party, in the town where it all started 65 years ago!

We know the town and how to have some fun there. Please join us as we ramp-up our own 'fun reunion habit' as we move from 'deputy lead' to 'formation lead' position. Your Executive Committee knows that our mission needs affordable social get-togethers and is prepared to run informative, entertaining, enjoyable reunions 'perpetually.' We will welcome all generations, and will make our hosted reunions as welcoming to the vets in the future as they have done for us, over our 25 years.

We were with the 2ADA in Oak Brook (suburb) in 2003, and then again in Oak Park in 2009. Besides pizza, jazz, museums, the Cubbies and other pro sports teams, the Windy City showcases some of our country's finest architecture from significant periods a century ago and then again from the 1960s through the 80s.

This year we have a great schedule packed with fun activities, informative sessions and plenty of time to catch up in our hospitality suite. Friday, right after the League's Annual meeting at Noon, we walk or van down the street to Giordano's, for great pizza and drinks at reasonable cost, then return to the hotel where Bob Books leads an informal panel presentation from 2—4 pm. Ben Jones

will tell all about the Honor Roll in St. Paul's American Chapel in London, and Greg Hatton, a 392nd researcher and son of a PoW, will present on Prisoners of War in Europe.

We are planning a day at the horse races Saturday, with accessible vans taking us To Arlington Park at 11:30 AM in style. \$30 covers admission and the ride, but lunch is on your own at the track. The only better game in town that day will be visiting vets and inquiring researchers in the Day Room at the hotel, which the League will operate throughout the convention during all 'down time.' Researcher, League newsletter editor, globetrotter, third-gen and bon vivant Laurie Bedus will be your hostess, and is keen to meet ALL the vets!

The Hilton Rosemont is near O'Hare Airport, has free airport shuttle service three times an hour, indoor pool, exercise facility, and gracious accommodations for us and our meetings.

Been a while since you came to a convention? Or have you been holding out for the 'right one'? This will be a great, historical one to attend! Besides our short-and-sweet annual member meeting, we promise to deliver you some Chicago fun, some WW II history, and a very warm welcome. We will offer volunteer opportunities and receive your energy and ideas for carrying our important mission into the future.



Chicago River and array of stunning architecture, spanning a century, rewards the casual stroller or the boat-tour guest.

Brian Mahoney, 492nd BG

Highlights of this years reunion in Chicago include:

Accommodations at

Hilton

5550 N. River Road

Rosemont, IL 60018

Phone Toll Free: 888-452-6943

Room Rate \$109 per night

RSVP by 08/21/12

Informative symposiums from 2nd Generation Researchers Ben Jones and Jim Marsteller of the 392nd BG

Legendary Chicago Style pizza at Giordannos'

A well accommodated hospitality suite to relax and reminisce in with friends and family

Horse Racing at Arlington Park

Chicago 2012 Schedule of Events

THURSDAY, SEPTEMBER 6th

- 2:00-4:00PM** REGISTRATION
- 5:00-6:00PM** COCKTAIL HOUR (Cash Bar)
- 6:00-9:00PM** DINNER

FRIDAY, SEPTEMBER 7th

- 7:00-9:00AM** BUFFET BREAKFAST
- 9:00-12:00PM** 2nd ADA BUSINESS MEETING
- 12:00-1:30PM** PIZZA LUNCH

Join us for pizza luncheon at Giordano's. Approx. cost will be \$10-\$15, drinks not included. The restaurant is little over a 1/2 mile walk, with transportation available if needed. All are welcome to join us-RSVP to smbdyer@sbcglobal.net and indicate if transportation is needed

- 2:00-2:30PM** Heritage League Annual Business Meeting (At hotel)
- 2:45-4:00PM** Heritage League presents: *The History St Paul's WWII Roll of Honor Stalag Luft Camps in WWII*

SATURDAY, SEPTEMBER 8th

- 11AM-4:00PM** HORSE RACING

Fun event! Join us for an afternoon at the horse races at ARLINGTON PARK! Cost is \$30 and includes Admission and bus. Lunch is on your own

Bus will leave promptly at 11:30 from the hotel to Arlington Park.

Return back to the hotel by 4:00pm in plenty of time before the final banquet

Prepayment is required. We have set up a link on our website to pay through Paypal or if you prefer to send a check: \$30 to Marybeth Dyer, 1020 Glacier Ave., Pacifica, CA 94044 **Deadline is August 26th.**

- 5:00-6:00PM** COCKTAIL PARTY (Cash Bar)
- 6:00-9:00PM** BANQUET

SECOND AIR DIVISION ASSOCIATION 65th ANNUAL CONVENTION

SEPTEMBER 6, 7, 8, 2012

REGISTRATION FORM

Name _____ Spouse _____

Bomb Group _____

Others _____

Address _____ City _____ State _____ ZIP _____

Phone _____ Fax _____ E-mail _____

Price for the Convention includes breakfast on Friday, Saturday, and Sunday. Dinner on Thursday, Friday, and Saturday. The price per person includes the \$20.00 registration fee to pay for Hospitality Room, Entertainment, and miscellaneous administrative expenses.

Price per Person _____ \$339.00 Number in your party _____ TOTAL \$ _____

Registration form and payment must be received on or before August 10, 2012.

Make your check payable to SECOND AIR DIVISION ASSOCIATION. Your cancelled check is your receipt. So sorry, but I have no facilities for credit card payments. Complete this form then mail your form and check to: Oak Mackey, Conventions Chairman 6406 E. Presidio St: Mesa, AZ 85215

The Hilton Rosemont Hotel provides complimentary transportation between Chicago O'Hare Airport and the Hotel. Complimentary parking is also provided at the Hotel.

Note: THE HERITAGE LEAGUE will be having their annual Convention in conjunction with this Second Air Division Association Convention.

Important Details About the 2ADA Convention

Price of the convention is \$339.00 which includes registration and the following meals:

Thursday Dinner

Friday Breakfast and Dinner

Saturday Breakfast and Banquet

Sunday Breakfast

If you do not wish to purchase the meal package, there is no registration fee. If ordering individual meals and the Saturday banquet, cost is \$75.00. The same price will apply for any other evening meals you want to attend. Breakfast is not included if package is not purchased.

Registration must be in hand no later than August 10th. If you are taking individual dinners, please indicate on the form which dinner you will be attending.

Form can be found our website: <http://heritageleague.org/reunion/2ADA%20Registration%20Form%202012.pdf>

Checks should be made payable to the 2nd Air Division. Please mail form and check to: **Oak Mackey, 6406 E. Presidio Street, Mesa, AZ 85215**

Renewal / Application for Heritage League of the 2nd Air Division (USAAF)

Please return this page with your check, payable to the Heritage League

Return to
Gaby Fischer- Membership- VP
1020 Glacier Avenue
Pacifica, CA 94044
gabyfischer@sbcglobal.net



NAME _____ SPOUSE _____

ADDRESS _____ TELEPHONE () _____

CITY, STATE _____ ZIP _____

E-MAIL _____ @ _____ Check if renewal _____

(If you are receiving the newsletter by email, please make sure you provide your email address above)

NAME of related veteran or HL/2ADA contact _____

Their BG or Unit No. _____ Their relationship to you _____

Membership type- Adult (PDF Newsletter via Email) \$15 ____

Membership type- Adult (Printed Newsletter send USPS) \$25 ____

Membership type- Youth Under 18 (PDF Newsletter via Email) \$8 ____

Membership type- Adult (PDF Newsletter via Email) \$25 ____

Veterans of the 2nd Air Division are eligible for Free Honorary Lifetime Membership

PDF Newsletter via Email OR - \$0 ____

Printed Newsletter send USPS - \$0 ____

ADDITIONAL CONTRIBUTIONS

Contribution to the Heritage League operations \$ _____

In Memory of _____ In Honor of _____

Contribution to 2nd Air Division Memorial Library (England) \$ _____

Contribution to the Mighty 8th Museum (Savannah, GA) \$ _____

TOTAL ENCLOSED \$ _____

We strongly encourage you to pay through PayPal. It is safe and secure way for you to pay your membership and contributions. If you prefer to pay by check, please send the check to me at the address below.

LOGON TO <http://www.heritageleague.org/>

Every Member-Get a Member (please put name of member who asked you to join)

Heritage League of
the Second Air Division (USAAF)
Marybeth Dyer (458th BG)
1020 Glacier Avenue
Pacifica, CA 94044

Address Service Requested

NON-PROFIT
ORGANIZATION
U.S. POSTAGE
PAID
WOODBRIDGE, VA
PERMIT NO. 547

www.heritageleague.org

Second Air Division Association
Richard C. Robert (453rd BG),
President
333 Lee Drive #206
Baton Rouge, LA 70808
(225) 769-2138
Robert453@msn.com

Acting 2AD Memorial Trust
Liaison to Heritage League
Matthew Martin, *Chair*
Dairy Farmhouse, Swardeston
Norwich, Norfolk
NR14 8LG, England
Mtmartindairy@aol.com



2012 Heritage League Executive Committee

President
Marybeth Dyer (458th BG)
1020 Glacier Avenue
Pacifica, CA 94044
(650) 355-8383
smbdyer@sbcglobal.net

Executive Vice President
Bob Books (392nd BG)
1432 Little Creek Drive
Pensacola, FL 32506-8257
bob@heritageleague.org

Secretary
Lisa Niehoff (Friend and Supporter)
P.O. Box 383
Huxley, IA 50124
(515)-597-3241
lisa@huxcomm.net

Treasurer
Sue Risley (446th BG)
682 Slade Avenue
Elgin, IL 60120
(847) 741-8692
skrisley@aol.com

Communication VP
Laurie Bedus (392nd BG)
46 Dewey Ave
Windsor, CT 06095
(860) 519-6707
hxwriter@gmail.com

VP for Volunteers
Chris Clark (489th BG and 44th)
8427 Willow Glen Court
Manassas, VA 20110
clarkhistory@aol.com

Past President
Brian Mahoney
197 Rollstone Avenue
West Sayville, NY 11796
bricamera@mindspring.com
(202)-232-1423

Past President
Irene Hurner (453rd BG)
46400 San Antonio Valley Road
Livermore, CA 94550
(408) 897-3029
ihurner@hotmail.com

Past President
Billy Sheely Johnson (492nd BG)
1526 Mt. Pleasant Drive
Colonial Heights, VA 23834
(804) 526-1624
bcsjohnson@comcast.net

2ADA Rep to HL
Oak Mackey
(392nd BG Vet)
6406 East Presidio St.
Mesa, AZ 85215
(480) 641-3033
oak.mackey@msn.com