



HERITAGE HERALD

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One Tough Mission, Many Men Saved **—Two B-24 crews (from the 93rd & 458th BGs)** **on Mission 798 to Hamburg**

by Tom Eisele with assistance from brothers Tim, Ted and Mike.

In the European air war, by late 1944, Allied bombing missions of 500-600 bombers were common, frequently with 300-400 escorting fighters. The 8th Air Force had grown steadily into three full Air Divisions, while the German Luftwaffe had been seriously eroded. The sheer weight of the forces that the Americans could throw against German air defenses meant the Americans had to prevail—right?

Well, perhaps on some Olympian level, this view makes sense. At the more personal level of individual fliers risking their lives, however, such a view likely would not resonate with the men who had to see that long fight through to its end. Missions involving flights of 6-8 hours through fighter-and-flak infested skies, even if commonplace in terms of logistics, were hardly routine in terms of personal survival. Consider, for the record, just one instance drawn from the air war in the late stages of World War II.

Mission 798 of the 8th Air Force took place on January 17, 1945. Almost 700 heavy bombers participated, covered by more than 300 fighters. The planes came from all three Air Divisions, the 1st, 2nd, and 3rd. The mission was split between a group of targets to the north in Germany, around Hamburg, and a group of

targets to the south in Germany, around Paderborn and Bielefeld. The southern targets were rail facilities, consisting of marshalling yards, switching facilities, and rail viaducts in that area. The northern targets were oil refineries and U-Boat bases in and around Hamburg.

The bulk of American planes flew against the southern targets in Mission 798, with over 450 heavy bombers and almost 200 supporting fighters engaged with those targets. A smaller group of 215-225 heavy bombers and roughly 100 fighters took on the northern targets in the Hamburg vicinity. This article focuses on that smaller group heading north toward Hamburg.

Elements from the 2nd Air Division in the northern group included, among others, planes from the 458th Bomb Group, flying out of Station 123 located at Horsam St. Faith, and planes from the 93rd Bomb Group, flying out of Station 104 located at Hardwick. The men on those B-24s were awakened around 4:00-5:00 am and given the regular pre-flight meal of steak and real eggs (unlike the powdered egg meals served on non-flying mornings). If the men kept their breakfasts down, fine; but some did not, with pre-flight jitters, and some would not later during the flights. There

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HERITAGE LEAGUE & 8 AFHS 2018 REUNION

October 10-14, 2018 See pgs. 9-12

2019 HERITAGE LEAGUE TRIP TO NORWICH, ENGLAND

June 9-14, 2019 Register by January 15, 2019

PRESIDENT’S MESSAGE

Hi Everyone,



Bravery comes in all different ways. Sometimes it is silent and not always known. I say this because our beloved President, Michael Simpson, who is the bravest man I know, is stepping down from the Presidency due to health issues. It was a hard decision for him and our thoughts and prayers go out to him and his family. The good news is that he will continue taking care of our website and work on Mighty D8a when he can. Mike, you will be missed and know that we will be here for you.

The Executive Board selected a committee to look for a new President. I volunteered to be Acting President until our next election in 2019. I am honored to take the position along with my Membership duties.

The 2018 Heritage League Convention in Dayton, October 10th through October 14th is just around the corner. As last year, we are again joining the 8th Air Force Historical Society. Our Heritage League annual meeting will be Saturday, October 13th at 10:30 am and we sincerely welcome all to attend. If you need information or want to sign up, please see our website at <http://heritageleague.org/2018-hl-reunion.html> or see all the information in this Herald. Hope to see you there!!!

We are very excited that our 2019 Heritage League Convention will be in Norwich, England--June 9th through June 14th. See inside for all the information. We ask that, if you are interested, please send in the deposit form as soon as possible so we can get a count. It will be a trip of a lifetime!

In our last Herald, we talked about Social Media and getting the next generation involved. We are happy to announce our new Director of Digital Marketing, Paige Hurner. You will find a great article written by Art Peterson in this Herald. Welcome, Paige. (BTW—Paige is the granddaughter of our Past President and Co-Chair of the 2019 Norwich Convention, Irene Hurner.)

As you can see there is a lot going on and I would encourage all of our readers to consider being a volunteer for the Heritage League. We have a form on our website with information about areas where we could use some help. <http://heritageleague.org/volunteers.html>

Our lives are filled with busy moments and events. Take some time to remember a Veteran and thank them for their service. It will mean the world to them.

-Marybeth Dyer
Acting President and Membership VP,
Heritage League of the Second Air Division (USAAF)

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were, of course, no facilities in the unheated and un-pressurized bombers suitable for peacetime amenities; the men in distress had to make do with any available helmets, buckets, cans, or bags, as needed.

After their breakfast and briefings, and the



Karl Eisele: A young airman, age 22 in uniform. Credit: From the collection of Karl Eisele.

ground crews preparing the planes, and the pre-flight inspections by the crew, takeoffs for Mission 798 proceeded apace. Archival materials indicate that takeoffs took place in the span, roughly, from 7:45–9:45 am. Planes in the 458th BG would have proceeded to their assigned assembly point due north of Norwich, out over the North Sea, whereas planes from the 93rd BG assembled due east of Norwich, again over the North Sea. Presumably, the assembly ships known as “Judas Goats” (brightly lit and painted B-24s whose high-intensity lights and colors made them easy to spot and to follow, especially in overcast or foggy conditions) would have been at work, helping the bombers to climb and collect themselves in their assembly areas. Within an hour, the respective bomb groups would leave the English coastline and proceed east toward their targets. On this day, for mission 798, the 93rd Bomb Group led the planes assembled from the 2nd Air Division. One of

the lead ships was a B-24J called the “Full House,” and it was indeed full of personnel: 12 men, including a major, two captains, three first lieutenants, and a second lieutenant, plus five sergeants. In a lead ship, experienced and reliable men were there to lead by example; as well, there had to be sufficient numbers (and some duplication of expertise) to ensure successful completion of the mission, just in case any casualties were sustained during the attack. This B-24J’s crew comprised a command pilot in addition to the regular pilot and co-pilot, two navigators, a bombardier, an H2X (“Mickey”) operator (who helped with both navigation and bombing accuracy), a radio operator, an engineer-gunner, and three additional gunners.

The 215-225 heavy bombers heading to the Hamburg area would have been strung out across the sky. The various high, low, or lead squadrons were configured in their defensive positions, which offered interlocking supporting fire, in case of German fighters. This day, as it happened, the Luftwaffe did not appear. Archival reports indicate light or no aerial resistance on this particular mission. The Allied newspaper, “Stars and Stripes,” took to calling the enemy the “jack-in-the-box air force,” sometimes the German fighters would pop up and appear; sometimes not. This pattern of hit-or-miss performance by the Luftwaffe had become more common after the New Year, when a German aerial sneak-attack on Allied airpower (called “Operation Bodenplatte”) had incurred significant German losses. While the Allies had suffered some short-term setbacks due to this sneak-attack, German losses of more than 200 pilots and machines meant that the Luftwaffe had to be quite selective in 1945 as to when it would challenge Allied bombing missions. For mission 798, the German fighters chose to stay home.

This does not mean that the Germans were defenseless from air attack—far from it. The German anti-aircraft defenses were second-to-none in terms of numbers and quality of ack-ack guns. The German 88-mm. was the premier anti-aircraft (and anti-tank) gun of World War II. Their other anti-aircraft guns (e.g., 105-mm. guns) also were very deadly weapons. And their gunners knew how to use them. Some targets—Berlin especially, but Hamburg being a close second—had reputations for being heavily protected by anti-aircraft units. In a memoir from Lt. Walter F. Hughes, one flyer in the 93rd BG who flew mission 798, we get a glimpse of Hughes’ reaction to news of the target at his briefing:

At briefing that morning they said ‘Hamburg!’ I began to sweat immediately. We had been there on the 6th of October, but that time we fooled them. The entire 450 planes of the 2nd Air Division divided up into 3 ship formations and came in on the target from every direction under the sun. Even so, every single flight had flak guns tracking them individually. Those Hamburg gunners were good, 150 targets and ever one had a few guns giving it undivided attention. We heard that the bombing results were not too good on that occasion.

“Memoir of Walter F. Hughes,” in 2AD Digital Archive, Norfolk Record Office, Norwich, England.

So, even though the Luftwaffe failed to show, the air crews flying toward Hamburg knew that they would have to run the gauntlet of intense anti-aircraft fire, in addition to any meteorological issues that might arise along the way or over the targets.

The planes from the 2nd Air Division began penetrating enemy air space around 11:00-11:50 am. Initial anti-aircraft fire was light and inaccurate, but it gradually grew in intensity and also began to find the range. As the B-24s cruised at an altitude of 22,500 to 23,000 feet and then, at the IP (“initial point”), turned into their bomb runs, the German ground gunners came on-target with a punishing barrage. Several mission 798 reports document the heavy action during this attack:

Flak was moderate and very accurate, —saw one ship explode in midair and another go down in flames. Our results were good, but, in general, poor.

“Extracts from Mission Diary” of Jerome M. Stedman, in 2AD Digital Archive.

Intense flak—heavy damage to aircraft.

“Memoir, briefing forms, mission maps,” Philip G. Buffinton, ibid.

Description of flak: Heavy tracking, changing to thick barrage. ... Gruener had to go to Sweden and flak was very intense. Visual run so they shot the hell out of us.

“Memoir of Walter F. Hughes,” ibid.

Entering this cauldron of flak, the B-24 initially leading the entire 2nd Air Division was forced to abort and turn back (cause unknown). Taking over immediately was the deputy Division lead B-24, the “Full House,” piloted by Capt. H. H. Gruener, along with co-pilot Lt. J. Harrington and command pilot Major J. W. Floore. While the planes were coming in on their bomb runs and targeting the oil refineries and U-Boat pens below, more than 400 Hamburg anti-aircraft gunners in their flak towers were equally targeting the lead planes above. It didn’t take long for dramatic events to occur. Shortly into its bomb-run, “Full House” was hit by a burst of flak. Soon thereafter, the plane faltered and lost power. Other planes in the squadron observed the “Full House” leaving the lead formation. Capt. Robert Oberschmid of the 329th Bomb Squadron reported:

I saw the aircraft smoking and a possible gas leak in the number 4 engine. The ship lost several hundred feet and then I lost sight of them at that time. The ship was evidently hit before ‘Bombs Away,’ but it seemed to be under control when it left the formation.

Missing Aircrew Report (MACR) #11742.

The time of its exit was put at 12:09 pm.

Similarly, planes from the 458th BG flew the same flak gauntlet. In one of those B-24s, the pilot, Lt. Roger Hicks, observed “flak so thick you could walk on it.” This posed a problem. In Hicks’ ship, there was no bombardier. Instead, as with many other planes, the bombs were dropped by the nose-gunner on cue, simply in sight of the lead ship when it was dropping its bombs. Formation flying would ensure a good pattern of saturation bombing. Yet, if flak obscured the vision of the crews in the following planes, they wouldn’t be able to drop their bombs in tandem with those of the lead plane, which would lead to poor bombing results.

This was only the fifth mission flown by Lt. Hicks’ crew, and most of their preceding missions had been ‘milk-runs,’ as the crewmen were fond of calling easy missions. Mission 798 was proving to be an education, not a milk-run.

In Lt. Hicks’ B-24H, the nose gunner tasked with dropping the bombs on visual cue was young 18-year old Bob Birmingham. Bob recalls that the black smoke from the intense flak barrage became so dense that he simply couldn’t see the lead plane. Initially, this visual obstruction caused Bob great anxiety, flying blind.

How would he know when to drop his ship’s bombs? But, he calmed himself, silently saying to himself, “Just do your job.” He concentrated his vision on where he thought the lead ship should be in all that smoke and chaos, and then suddenly a brief clearing allowed him to spot the lead ship dropping its bombs. Bob immediately toggled the bomb switch, calling out the familiar, “Bombs away!”

His relief was short-lived. The B-24 piloted by Lt. Hicks was hit by several flak bursts within seconds of its having dropped its bombs. First, there was a loud “Boom” and the plane jumped 10 yards up! Also, there was a flak burst that knocked out the #3 engine and reduced the power in the #4 engine to half of its original capacity. Third, just after the bombs had left the bomb-bay, a German anti-aircraft shell came through the still open bomb-bay doors, punching a hole in one of the gas tanks and severing some of the plane’s hydraulic lines. Catastrophic consequences seemed imminent.

There was, however, no ensuing explosion. Through some miracle, the gas did not ignite, the plane still responded to the pilot’s controls, and there was sufficient engine power to maintain flying speed. Lt. Hicks quickly determined, though, that the men would not be returning to England. Even though the plane was still airborne, if it headed for England, it would be bucking headwinds from the west, winds that earlier in this mission had been welcome tailwinds while the formation was heading east toward Hamburg. Heading west was out of the question. So, initially, Lt. Hicks turned their wounded plane north toward Denmark.

Now let’s return to the 93rd BG, and the B-24J named the “Full House,” injured by flak and under duress. Command pilot Major Floore and pilot Capt. Gruener assessed their situation as follows: Flak had seriously injured the co-pilot, Lt. J. F. Harrington, and also injured the ‘Mickey’ operator, Lt. C. L. Kline. Both the #3 and #4 engines on the plane were losing power, again due to flak damage.

One engine (no. 4) was entirely disabled while engine no. 3 was detonating to the extent that little power was available. ... [A] burst of flak exploded directly off the right wing.

S/Sgt. Vin Trone, MACR #11742.

Consequently, if this plane were to try to return to England, it likely would prove unfit to battle the headwinds. Given the very limited options open to the

crew, the pilots decided to head for the safety and security of internship in Sweden—if they could get there.

Well, could they get there? In today’s world, with all the available technology, it can still be difficult to deal with a crisis in the air. Imagine back then, in 1945, with far more primitive equipment, limited in terms of remaining fuel capacity, nursing an injured plane whose engines might lose power or even cease working, whose gas tanks might have been leaking or ruptured due to flak damage from which the leaking gas might ignite, and—oh, yeah—if you bail out over enemy territory, you are likely to become a POW under very grim conditions (if you survive the jump and don’t get killed in the capture by angry soldiers or citizens). Plus, there was a short period of time in which to make these life-or-death decisions. What to decide?

The men in the “Full House” remained convinced their best option was to try for Sweden. The navigators (Capt. R. E. White and 2nd Lt. Karl Eisele, Jr.) set the course, and away they went. As the plane was leaving German air-space, it began losing altitude; still, from 22,000 feet, it had some altitude to give. By coasting along on two engines, the “Full House” seemed to have adequate speed and range to reach Sweden. The pilots avoided flak batteries as best they could, and they were fortunate that the Luftwaffe had not scrambled its fighters; there were no prowling ME-109s or FW-190s waiting to pick off strays. As the plane approached the Baltic Sea, however, it passed near a German naval vessel, which sent some shells their way – happily, without impact or effect. Within an hour or so, the men of the “Full House” had crossed the sea and cruised into the nearest Swedish landing field, at Bulltofta. They were guided in the last few miles by Swedish fighters, which had met them as the plane neared Swedish airspace.

“Full House” landed at approximately 1:45 pm Swedish time, with two injured crew; these two members were then rushed to the hospital. One of the men, Lt. Harrington, died of his head-wounds a few days later. Both Maj. Floore and Capt. Gruener attended his funeral, held with full military honors. All other crew members survived, and were interned at the Humlebacken internment camp in Falun, Sweden.

Back to Lt. Hicks’ injured B-24H from the 458th BG. While initially the pilot turned toward Denmark and headed north, the crew thought of trying to reach sanctuary in Sweden; but the loss of gas from their fuel tanks indicated that they could not make it across the Baltic Sea. This is the moment when Sgt. Eddie



Crew Portrait: Photo of Karl Eisele's B-24J "Full House" crew in civilian suits purchased in Falun, Sweden—internment camp civvies. Credit: From the collection of Karl Eisele.

Quarford, the engineer, stepped in and went to work. Sgt. Quarford managed to jerry-rig some scarves and other paraphernalia that worked to secure the stricken hydraulic lines and the ruptured gas lines, reducing the loss of fluids if not fully stopping the leaks. Quarford worked prodigiously to cure the problem, and he succeeded. The plane, still at 20,000 feet, suddenly had the capability of flying far enough to escape German capture. A later report of this mission by Lt. Hicks is quoted in the 'Making for Sweden' book as follows:

From the re-assembly point on, [the] engineer was in the bomb bay without [his] electrical [flying] suit due to the fact that he was soaked with gasoline from trying to repair gasoline lines. It was due to the engineer (Sergeant Quarford) and his efforts in checking and repairing damage to gasoline lines under dangerous and most difficult circumstances that the aircraft managed to reach Sweden.

Making for Sweden, Part Two, p. 205 (1998).

Sgt. Quarford received the Purple Heart for the burns to his skin due to his exposure to abrasive gasoline fluid, but he otherwise did not receive official recognition of his remarkable bravery. Bob Birmingham, who witnessed Sgt. Quarford's efforts to keep their plane in the air, said that he believed Eddie Quarford deserved the Silver Star for his heroism. (Sgt. Quarford survived the war, but died soon thereafter in a mining collapse.)

Once the fuel and hydraulic fluids had been stabilized, the pilot re-routed the plane toward Sweden,

on a rough heading worked out by the navigator. The crew members, realizing that fuel consumption was crucial to making it across the sea, began lightening the load, throwing out guns, equipment, and anything else that might be disposable. Avoiding flak batteries as they flew, they lost altitude and crossed the Baltic. Nearing Falkenberg on the Swedish coast, Lt. Hicks ordered the crew to prepare for a landing. As the plane flew over the coastline, however, the engines began to fail. A crash-landing seemed far too dangerous to risk, given that the plane was soaked with gasoline. Lt. Hicks then changed his orders, telling the men to bail out. Most of the crew did so, but Bob Birmingham, who had left his nose-gun position to go to the back of the plane in preparation for landing, suddenly realized that he had left his parachute forward in the ship. Bob raced forward, as other men left the plane. Lt. Hicks spotted Birmingham making his way through the bomb bay, in a frantic search to get a chute. Hicks found a spare chute for Birmingham; Bob strapped it on himself and jumped out. Then he tried to open his chute, only to discover that his thick flight gloves were too large for him to get his hand through the parachute release lever. Bob Birmingham finally got his chute open, the chute swung once or twice in the air, and suddenly he was deposited on top of a large pine tree, from which he was able to lower himself to the



Bob Birmingham seen in 2018 with mementos. Note the parachute D-ring handle he is holding. Photo: Tim Eisele

ground.

You might think that these exciting events would end the story, but not so. Two crew members, waist gunners Sgt. Betz and Sgt. Bennett, had taken off their chutes in preparation for the landing earlier announced by Lt. Hicks. These two crew members never got the word to bail out. After the pilot, Lt. Hicks, left the plane, the plane started to pitch and roll. Then, incredibly, some vagrant fuel left sloshing around in the tanks, apparently re-started the motors, and those re-started engines, on their own, righted the ship. The plane, without pilot or co-pilot, safely crash-landed



Bob Birmingham's crew in front of plane 978. (B-24H) 458th BG. Bob's crew: Standing: unknown, W. Haslauer; J. Sirotnak, R. Hicks. Front row: J. Berdar, M. Bennett, R. Birmingham, R. Schauseil, R. Betz, E. Quarford. Not shown in photo from crew shot down on 5th mission: R. Brittain. Photo: USAAF, via Bob Birmingham.

near Falkenberg, and the two gunnery Sergeants walked away from the plane with a few minor bruises. Lt. Hicks and his crew were interned near Rattvik, Sweden for the remainder of the war. [See Case 234 in *Making for Sweden, Part Two* (1998).] Pause a moment and consider the possible outcomes, "what-might-have-been," in these two cases. What if the "Full House" had not taken over the lead heading into the bomb run? In his after-mission report, radio operator T/Sgt. Phil Golden mused about this point:

We were Deputy Division Lead. On bomb run, Lead aborted and we took over. All damage and casualties incurred as we led into target. If not for Lead's abort they might have been in our boots – and we might

have made it back.

[MACR # 11742].

In addition, on this particular mission only, it was the co-pilot who was sitting in the co-pilot's seat. "We had flown 9 prior leads with command pilot in co-pilot's seat—co-pilot standing by. This was first time he [Lt. Harrington] sat in co-pilot's seat – with command pilot looking on." [Sgt. Golden, *ibid.*] Also, when the "Full House" landed at Bulltofta, the B-24 is reported in Swedish newspapers as having barely stopped short, by mere tenths of meters, of hitting the surrounding houses. What if its inertia had carried it into those houses?

For Lt. Hicks' B-24H from the 458th BG, what if the shell burst had not simply punctured the gas tank, but instead had ignited it? What if Sgt. Quarford had not been able to secure the ruptured hydraulic and gas lines? What if Bob Birmingham had not been handed a parachute by Lt. Hicks, or had not been able to get the chute open, once he jumped? What if his chute hadn't caught on a tree, cushioning his impact? What if the remaining gas hadn't re-started the two functioning engines and righted the ship as it crash-landed, saving Sgts. Betz and Bennett?

We simply don't know, and can't know. We are left with this: regarding these two air crews, it is true that one man, Lt. Harrington, lost his life on mission 798. Yet, many more men's lives were saved.

Twenty-two men in two flak-damaged B-24s made it to Sweden on January 17, 1945. Two more planes from mission 798 (B-17s from the 452nd BG) also landed that day in Sweden. So, in total, four heavy bombers and more than 40 men survived a single harrowing mission, due to courage, ingenuity, perseverance, and a lot of good fortune. Or, as Bob Birmingham put it, many years later, "It wasn't luck; we survived by the grace of God."

93rd BG, B-24J Crew:

Maj. J.W. Floore	Command Pilot
Capt. H.H. Gruener	Pilot
1 st Lt. J.F. Harrington	Co-Pilot
Capt. R.E. White	Navigator
1 st Lt. T.G. Steph	Bombardier
1 st Lt. C.L. Kline	"Mickey" Operator
2 st Lt. K. Eisele Jr.	Pilotage Navigator
TSgt. P. Golden	Radio Operator
TSgt. W.E. Tipton	Engineer, Top Turret Gunner
SSgt. H.C. Busse	Left Waist Gunner
SSgt. A.W. Chipman	Right Waist Gunner
SSgt. C.J. Trone Jr.	Tail Gunner

458th BG, B-24H Crew:

2 nd Lt. R.F. Hicks	Pilot
F/O J.M. Sirotnak	Co-Pilot
F/O W.M. Haslauer	Navigator
Sgt. J. Berdar Jr.	Radio Operator
Sgt. E.L. Quarford	Engineer, Top Turret Gunner
Sgt. R.E. Betz	Right Waist Gunner
Sgt. M.W. Bennett Jr.	Left Waist Gunner
Sgt. R.C. Birmingham	Nose Gunner
Sgt. R.I. Schauseil	Tail Gunner
SSgt. R.F. Brittain	Radar Countermeasures Radio Operator



"Full House" with crew-members flying home in the repaired B-24J. Absent is co-pilot J. Harrington, KIA. Credit: From collection of Karl Eisele

We appreciate the generous gifts from members inspired by an individual to whom we are all connected. We wish to thank members who have given the Heritage League recent contributions as follows:

IN MEMORY OF		—Folded Wings—		
Alexander D. Ciurczak	by Alexis Ciurczak	William Dowden, Jr.	12/20/17	389 th
William F. (Bill) Sheely	by Billy Sheely Johnson	Ernie Haar	2/7/18	467 th /492 nd
Ralph Lynn (466 th)	by Elmo Maiden	Maurice Bason	5/8/18	445 th

2018 Heritage League Dayton Convention

Registration Deadline: Sept. 7, 2018

The Heritage League convention will again join the 8th Air Force Historical Society Reunion this October. This is a special opportunity to gather with our surviving airmen and next generation families, as well as visit



Memphis Belle B-17. The first aircraft to fly 25 missions in the European theater of operations. This is a special display just unveiled this year. Photo: AF Museum.

the extraordinary National Museum of the US Air Force which contains many related USAAF 8th Air Force exhibits and aircraft. We hope you can attend this event as it is at the cradle of aviation with the Wright Brothers' home plus the nation's largest air museum.

World War II's harrowing and courageous moments are captured in the museum's WWII Gallery, which houses one of the world's top collections of aircraft and a variety of engaging and evocative exhibits to tell the proud story of the US Army Air Forces during the war. The gallery captures the pivotal moments, campaigns and figures of the US Army Air Forces' air power in both the Pacific and European Theaters. Here is the link to view the WWII Gallery with the B-24D 'Strawberry Bitch' and 'Memphis Belle B-17': <https://www.nationalmuseum.af.mil/Visit/Virtual-Tour/Cockpit360/>.

We should point out a few important items concerning this year's reunion. First, the Crowne Plaza host hotel is sold out, but overflow hotel accommodations can be made at the Holiday Inn Express (More reunion information at the 8th Air Force Historical Society website www.8thafhs.org/new/reunions.php). At this time, no shuttle service is offered or planned between the overflow and host hotels.

Second, participants this year must also join the 8AF Historical Society (\$40) to attend the reunion events.

Most importantly, please plan on attending our Heritage League annual meeting on Saturday, October 13 at 10:30 am (before the tour). We sincerely hope all Heritage League members and those interested in recalling the missions and sacrifices of airmen in the Second Air Division of the US Army Air Forces can attend.

Registration deadline: Sept. 7, 2018. To signup, go to: <https://www.afr-reg.com/8afhs2018/>. Hotel Information: The host Crowne Plaza Hotel (HQ Hotel) has sold out with 230 reservations already made. The 8th Air Force Historical Society has made arrangements for overflow rooms at the brand new Holiday Inn Express & Suites Dayton Southwest (2410 South Edwin C Moses Blvd, Dayton, OH 45417). For reservations, please follow this link: <https://www.ihg.com/holidayinnexpress/hotels/us/en/dayton/dayds/hoteldetail>. Or call (877) 666-3243 and use code: AFR (Air Force Reunion) for the Dayton, Ohio property. If you would like to be placed on a waiting list for possible cancellations at the Crowne Plaza, email Donna at donnalee@afri.com. Please include your name, phone number, WWII Group, dates needed, bed type (only if absolutely necessary), and whether or not the occupant is a WWII Veteran. WWII Veterans will be accommodated first. At this time, no shuttle service is offered or planned. The Society reserved a block of rooms at the overflow hotel and should be contacted directly for other questions. Debra Kujawa can be reached at (912) 748-8884 or managingdirector@8thafhs.org.



WWII tower. Museum's recreation of the English Air Base control tower. Photo: AF Museum.

8TH AIR FORCE HISTORICAL SOCIETY
OCTOBER 10 – 14, 2018
CROWNE PLAZA – DAYTON, OH

SCHEDULE OF EVENTS

WEDNESDAY, OCTOBER 10

- 1:00pm - 6:00pm Reunion Registration
- 6:00pm - 7:00pm Welcome Reception with Cash Bar and Snacks, followed by dinner on your own
- 7:00pm - 9:00pm 8th AFHS Board Meeting
- 7:00pm - Until Hospitality Suites open

THURSDAY, OCTOBER 11

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests
- 8:00am - 11:30am Reunion Registration Open
- 9:00am - 2:00pm DAYTON CITY TOUR (description follows)
- 1:00pm - 6:00pm Reunion Registration Open
- 2:10pm - 2:50pm Curator's Corner
- 3:00pm - 5:00pm Seminar on Crash Site Excavations, Uwe Benkel & Maj Arie Kappert *
- 6:00pm - 9:00pm Cash Bar Reception
- 7:00pm - 9:00pm Buffet Dinner and World Premiere, "The Cold Blue" by Erik Nelson & Peter Hankoff *

FRIDAY, OCTOBER 12

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests
- 8:00am - 11:30am Reunion Registration Open
- 8:00am - 9:15am Group Meetings
- 9:30am - 2:30pm NATIONAL MUSEUM OF THE UNITED STATES AIR FORCE (description follows)
- 1:00pm - 6:00pm Reunion Registration Open
- 3:00pm - 4:30pm Q & A WWII Vets
- 6:00pm - 9:00pm Cash Bar Reception
- 7:00pm - 9:00pm Rendezvous Dinners

SATURDAY, OCTOBER 13

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests
- 8:30am - 11:30am Reunion Registration Open
- 8:45am - 10:15am General Membership Meeting
- 10:30am - 11:30am Heritage League Meeting **HL Members Please Attend**
- 11:30am - 12:00pm Box lunches available for pick up (pre-purchase only)
- 12:00pm - 3:30pm 8th AFHS Board Meeting
- 12:30pm - 4:45pm CARILLON HISTORICAL PARK / PACKARD MUSEUM (description follows)
- 5:00pm - 5:30pm Reunion Registration Open
- 5:30pm - 7:00pm Cash Bar Reception
- 6:30pm - 6:45pm WWII Veteran Group Photo (Tentative timing. Please check final schedule for update).
- 7:00pm - 10:00pm Gala Dinner and Program

SUNDAY, OCTOBER 14

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests

* Speakers are tentative at this time and will be confirmed prior to the reunion.

DAYTON CITY TOUR

Thursday, October 11

The birthplace of aviation, Dayton was once home to powered flight inventors, Orville and Wilbur Wright. Your guide will narrate the significance of the many interesting sites along this tour, including Oregon District, the city's oldest suburb; the Civil War Monument; the Flyover, an award-winning sculpture of flight; the Korean War State Memorial; and Memorial Hall, where veterans are remembered. Learn the history of the Miami Valley from the first settlers in 1796 to the influence of such entrepreneurs as Patterson, Deeds, Kettering, and Frazee. These notables and others made immense contributions to aviation, the arts, sports, government, and industry. There will be a short stop at the Esther Price Candy Store, now a successful candy distributor, which opened 50 years ago in Mrs. Price's basement. Enjoy lunch on your own at Dayton's upscale shopping and restaurant district, The Greene – featuring Cheesecake Factory, Chipotle, Panera, Subway, and many other dining choices.

NATIONAL MUSEUM OF THE US AIR FORCE

Friday, October 12

The United States Air Force Museum at Wright-Patterson Air Force Base is the oldest and largest military aviation museum in the world. The Museum tells the exciting story of aviation development from the days of the Wright brothers at Kitty Hawk to the Space Age. More than ten galleries showcase various exhibits including over 300 aircraft and missiles, plus historically interesting aeronautical displays. Exhibits are known to change and move, but lots of planes are on display, such as the P-51, P-47, P-38, B-24, and B-26. The newly refurbished B-17 Memphis Bell, one of the most recognizable symbols of WWII will be on permanent display at the museum. In addition, the Presidential Gallery is located here featuring a collection of presidential aircraft, some of which you can walk through. The museum also features an IMAX theater and flight simulators (admission on your own). Have lunch at your leisure in one of the cafes on the mezzanine or second floor. The buses will shuttle back to the hotel at 12noon, 1pm, and 2:15pm.



Aerial view of the National Museum of the US Air Force in Dayton containing the world's top collections of aircraft in these exhibit hangars. Fourth Hanger at right is latest expansion. Photo: AF Museum.



Dayton Holiday Inn Express, reunion overflow hotel.

CARILLON HISTORICAL PARK / PACKARD MUSEUM

Saturday, October 13

Carillon Historical Park celebrates the history of invention, transportation, and pioneer life in Dayton and the Miami Valley. It is home to a variety of collections, which document the area's history. While touring the Park, you may visit Newcom Tavern, Dayton's oldest standing building; view the Wright Flyer III; and board a 1903 Barney & Smith Parlor car. Antique automobiles, a working 1930's Print Shop, and vintage bicycles are some of the other exhibits you will see along the way. Continue the tour and step back in time at America's Packard Museum, where the Packard Motor Car Company comes to life again. Located in the original Packard Dealership Building, which was built in 1917, the museum has officially taken the name of the original dealership - The Citizens Motorcar Company - but has become known as "America's Packard Museum." View the world's largest collection of "Packard only" automobiles in the actual showroom. This unique museum showcases "the world's finest motor car" from its beginnings in 1899 to its demise in 1956. Note: This tour may be limited to the first 100 people, or different schedules may be followed. A lunch break is not included on this tour, so consider pre-purchasing the box lunch to eat before departure.



Lobby of hotel, which just opened for business this July..

8th AFHS ACTIVITY REGISTRATION FORM – OCTOBER 10 – 14, 2018

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will participate in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order. Your cancelled check will serve as confirmation. You may also register online and pay by credit card at www.afr-reg.com/8afhs2018 (3.5% will be added to total). All registration forms and payments must be received on or before September 7, 2018. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form. Returned checks will be charged a \$20 fee. Your contact information will be shared only with reunion attendees.

Armed Forces Reunions, Inc.
322 Madison Mews
Norfolk, VA 23510
ATTN: 8th AFHS

OFFICE USE ONLY
Check # _____ Date Received _____
Inputted _____ Nametag Completed _____

CUT-OFF DATE IS 9/7/18		Price Per	# of People	Total
DUES				
The principal attendee must be a member of the 8AFHS to register for this reunion. If you are not a member, please pay your yearly dues here.		\$40		\$
REGISTRATION FEE				
Includes meeting expenses and other reunion expenses.		\$45		\$
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel		\$30		\$
MEALS				
Thursday, 10/11: Dinner Buffet (Chicken w/ Honey Brie Dijon Sauce & London Broil w/ Chimichurri sauce)		\$42		\$
Friday, 10/12: Rendezvous Dinner (Rosemary Lemon Chicken)		\$38		\$
Saturday, 10/13: Box Lunch (sandwich, chips, cookie, water)		\$16		\$
Saturday, 10/13: Banquet (Please select your entrée below)				
Herb-Roasted Prime Rib		\$45		\$
Grilled Salmon w/ Creamy Leek Sauce		\$45		\$
Chef's Choice of Vegetarian Entrée		\$45		\$
TOURS				
Thursday, 10/11: Dayton City Tour		\$38		\$
Friday, 10/12: National Museum of the US Air Force		\$38		\$
Saturday, 10/13: Carillon Historical Park / Packard Museum		\$54		\$
Total Amount Payable to Armed Forces Reunions, Inc.				\$

Please Print. If a WWII Veteran is registering on this form, please list his name first.

MEMBER NAME (for nametag) _____

☐ 8AF VETERAN ☐ OTHER VETERAN ☐ NEXT GEN ☒ HERITAGE LEAGUE ☐ OTHER

IF A VETERAN, PLEASE CIRCLE: WWII Cold War Era Korea Vietnam Gulf War Desert Storm Iraq Other _____

WWII GROUP AFFILIATION FOR UNIT TOTALS & SEATING ARRANGEMENTS (please list BG/FG, not BS/FS) _____

SPOUSE NAME (if attending) _____

GUEST NAMES _____ ☐ NEXT GEN

PHONE # (____) _____ EMAIL ADDRESS _____ @ _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

DISABILITY/DIETARY RESTRICTIONS _____

MUST YOU BE LIFTED HYDRAULICALLY ONTO THE BUS WHILE SEATED IN YOUR WHEELCHAIR IN ORDER TO PARTICIPATE IN BUS TRIPS? ☐ YES ☐ NO (PLEASE NOTE THAT WE CANNOT GUARANTEE AVAILABILITY).

HOTEL RESERVATIONS SHOULD BE CONFIRMED BEFORE SUBMITTING THIS FORM. PLEASE CHECK YOUR CONFIRMED HOTEL:
☐ CROWNE PLAZA DAYTON ☐ OTHER _____

EMERGENCY CONTACT _____ PH. NUMBER (____) _____

HERITAGE LEAGUE to NORWICH June 9-14, 2019!

Biennial election meeting, tour of WWII bases, seaside excursion, 2nd Air Division Memorial Library, American Chapel, and St. Paul's Cathedral London



Ancient Tomblands neighborhood. Oldest continuously operated hotel in England, well modernized, Maids Head neighbors the Cathedral. At very left of photo, 'Sampson and Hercules' restored icons of former dance hall (aka 'Muscle Palace') look just as our vets saw them in 1944-45. Photo: Brian Mahoney.

The Heritage League is off 'across the pond' next June. We have reserved rooms at The Maids Head Hotel, where we stayed in 2014. We have lots of exciting activities planned. But also have left plenty of open time in this trip.

The convention starts Sunday, June 9 and we will end the events with a trip to St. Paul's London on Friday, June 14, 2019.

• Evensong at The Norwich Cathedral followed by a Welcome Reception in the Weston Room at the Cathedral. The cathedral construction began in 1096 and was completed in 1145 with the

Norman tower still shining high above the city. The spire is 315 feet tall and the second tallest in England.

- Annual Business Meeting in The Forum followed by a visit to the 2nd Air Division Memorial Library. The Memorial Library is a living memorial to honor the casualties of those in the 2nd Air Division.

- A visit to the Salle Park Estate as guests of Sir John White. The estate has a working farm and several beautiful gardens.

- The highlight of our trip will be our Base Day. We will visit four of the WWII bases near Norwich. We're still working on which bases we will visit. Our dear friend, Colin Mann

The 2nd Air Division Memorial Library houses unique collection of over 30,000 images of unique photographs, letters, memoirs and other documents. The Second Air Division Digital Archive documents the wartime experiences of Second Air Division personnel and their relationships with the British people in their 'home away from home' in Norfolk and beyond during World War II. Photo: Sue Risley.



from the Norwich area, is working hard to make sure that we make the most of this important day.

- One excursion will include going to the shore. We'll take a steam train between Holt and Sheringham. Holt is a small market town of 3,800. Sheringham is a seaside town with a motto of: "Mare Ditat Pinusque Decort," Latin for "the sea enriches and the pine adorns." The town boasts a traditional high street with a wide variety of privately owned shops, coffee shops, restaurants and pubs.



St. Paul's Cathedral. Seat of the Anglican Church in London. The American Memorial Chapel is located inside on the right of the photo. All the stained glass windows were blown out during the WWII blitz. They were replaced with clear glass with the exception of the American section which was replaced with stained glass of American scenery. Photo: courtesy of St. Paul's.

- Our annual banquet will be held in the Minstrel Room at the Maids Head.
- Another excursion will be a trip to St. Paul's Cathedral in London. We'll ride a chartered coach from Norwich to St. Paul's. We have arranged hotel rooms very near St. Paul's should you choose to stay in London or you can return to Norwich on the bus. We have arranged for tours of the Cathedral and a private Remembrance



Salle Park Estate. We will attend a hosted dinner at this estate in the country near Norwich as guests of Sir John White. Photo: Sue Risley.

service in the American Memorial Chapel. At the heart of the chapel, you will find a 500 page, leather bound book—the roll of honor listing the 28,000 Americans who were stationed in the UK and who gave their lives throughout WWII. The book was unveiled in 1958 at a service to dedicate the Chapel.

Rooms will be available at the Maids Head, at a discounted rate, beginning Saturday, June 8. You can extend the rate before and after our dates, according to availability. We have been assured that the Maids Head has been renovated with lots more ADA accessibility than in the past.

IMPORTANT: Registration/deposit form is on pg. 16. We are asking for your registration and refundable \$100 deposit by January 15, 2019 so that we can determine our group size for events and costs. Once our planning is complete, we will send out a separate mailing with all the details. We hope to see everyone in Norwich!



Bishop's Gate. Schoolboys arrive at The Norwich School within cathedral grounds. Norman tower of cathedral was completed in present form in the 1400s, having burned three times and blown over once since its first completion in 1145. Photo: Brian Mahoney.



Optional outing. North Norfolk Railway will take us to Sheringham on the North Sea in vintage cars towed by authentic steam locomotives.





CONVENTION 2019 – NORWICH, ENGLAND
I AM PLANNING TO ATTEND THE HERITAGE LEAGUE 2019 CONVENTION IN
NORWICH, ENGLAND FROM JUNE 9 THROUGH JUNE 14, 2019.

PLEASE RESPOND BY JANUARY 15, 2019

NAME: _____	BOMB GROUP: _____
ADDRESS: _____ _____	SQUADRON: _____
CITY: _____	FIGHTER GROUP: _____
STATE: _____ ZIP CODE: _____	SUPPORT GROUP: _____
CONTACT PHONE NUMBER: _____	DEPOSIT \$100/PERSON DEPOSIT WILL BE APPLIED TO REGISTRATION FEE
ALTERNATE PHONE, CELL NUMBER: _____	NUMBER ATTENDING: _____
EMAIL ADDRESS: _____	TOTAL DEPOSIT: _____
CK # or PAY PAL: _____	

VETERAN WHO SERVED IN 2nd AIR DIVISION: _____
NAMES OF ADDITIONAL PERSONS INCLUDED WITH DEPOSIT AND RELATIONSHIP TO VETERAN:

EMERGENCY CONTACT INFORMATION:

NAME: _____ PHONE NUMBER: _____

SPECIAL NEEDS: _____

Check payable to the Heritage League
Send with form by January 15, 2019 to:
Susan Risley, 682 Slade Avenue, Elgin, IL 60120 Phone: 847-571-4405



HERITAGE LEAGUE'S
VOLUNTEER PROGRAM

“MISSION BRIEFING”

by Chris Clark, Program Protégé &
Brian Mahoney, VP for Volunteers

Slowly, our program gathers steam, and it is very encouraging! Since the last publication, a few more souls have used the online form at <http://www.heritageleague.org/volunteers.html> to let us know what time and talents they would like to share with us in fulfilling our ‘honoring and remembering’ mission. Please fill out this form yourself, even if you are ‘pretty sure,’ we already know where to find you and which of your skills would match current or future volunteer opportunities. If you have already filled it out, there’s no need to do this again, although it is a very good way to update us if your availability or skill set changes.

It looks like we have two new high-value volunteers; one directing our new social marketing effort, and one with substantial expertise in periodical production. Thanks to all who have signed up already!

Here are a few of our many current ‘wish list’ items that are looking for you, so to speak:

- Photo sweetener for the newsletter (LightRoom, Aperture, PhotoShop, etc.)
- Researchers to field questions submitted on our web site
- Memorial Flower Program manager
- Researcher writers for newsletter feature stories
- Layout artist for newsletter (InDesign or similar)
- Data Manager protégé
- Book reviewers in airpower/WWII genres

You may have an idea that fits our mission, which you could implement under League auspices, that also needs volunteers...we are all ears! Our contact info is on the back page.

Shopping Alert

The Heritage League is participating in the Amazon Smile program. The idea is simple: you shop AmazonSmile and they donate a portion of the proceeds to the Heritage League of the 2nd Air Division—USAAF.



Here is how it works: visit <http://smile.amazon.com>. Log in with your Amazon account username and password. If you don’t have an account, create one.

Select the (charity) Heritage League of the 2nd Air Division—USAAF. In the future, whenever you shop Amazon, shop smile.amazon.com, the Heritage League (name) will be on the top.

Best part—every eligible purchase is a donation. It’s easy and we all win. To date we have received \$199.08. Thanks for the support and

KEEP SHOPPING!

Heritage League Places Flowers at American Overseas Cemeteries

By Beverly Baynes Tomb. Photos: by the American Battle Monuments Commission (AMBC) staff in that country, unless otherwise noted.



In The Heritage Herald issue 62, December 2017, you saw the list showing where the Heritage League places flowers each Memorial Day to honor and remember those in the 2nd Air Division of the USAAF who lost their lives during WWII and are buried in an American Cemetery overseas.

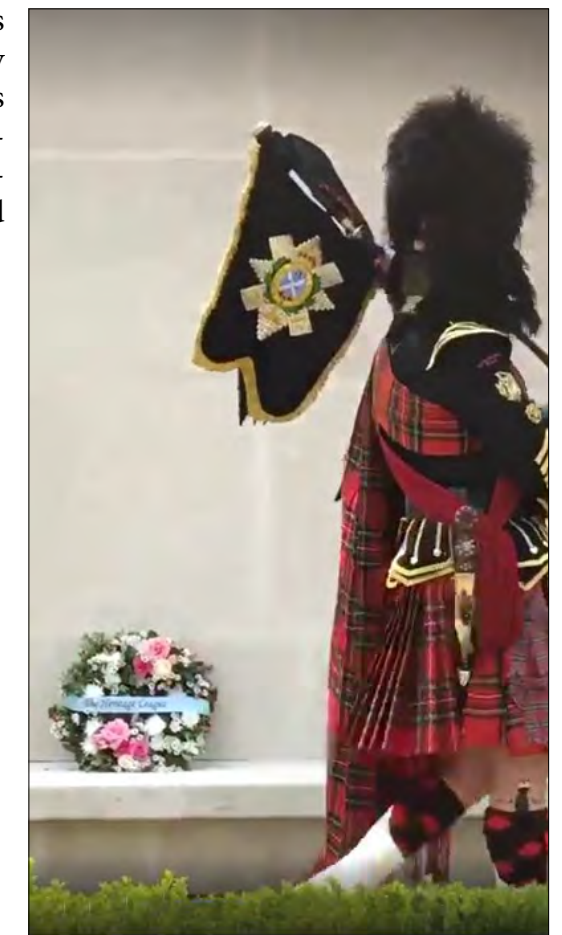
We like to have photos of those flowers to share with all of you, and when friends in a country placed the flowers, they sent lovely photos. But, we had struggled to get the florists to take photos of the flowers, in place at the cemeteries, where we didn't have a personal contact.



In place, the League wreath at Cambridge Wall of Missing. Photo: Colin Mann,

This year, thanks to Carol Tyler, External Affairs Assistant at the American Battle Monuments Commission (ABMC) headquarters in the DC area, and to the ABMC staff in country, we've had SUCCESS!

When I asked Carol if she could suggest some way for us to get photos of our flowers at the cemeteries, she immediately offered to help. With our list of cemeteries and what inscriptions would appear on our wreaths, she contacted each of the cemeteries and asked their staff to take the photos. And those wonderful people from France, Belgium, Netherlands, Tunisia, Italy and England sent us these photos.



At the close of the Memorial Day ceremony in Cambridge, a lone bagpiper walks the length of the Wall of the Missing playing Flowers of the Forest, a traditional song mourning fallen warriors. A frame from a video by Colin Mann catches the piper passing our Heritage League wreath. Photo: Colin Mann.



In the north of France, closest to England, lie 49 from the 2AD, while another 13 of their missing comrades are listed on The Wall. Our poignant message conveys the Heritage League mission on a wreath of red, white and blue.

Colin Mann, long-time friend and supporter of the Heritage League from Dereham, England, shares information about the Heritage League and the 93rd Bomb Group with the daughter of a 93rd BG veteran and Major General Jon "Ty" Thomas from HQ USAF Europe/Africa at the Cambridge American Cemetery.

At Henri-Chapelle, about 70 miles SE of Brussels, our Heritage League flowers display the flags of Belgium and the US and are placed with the lovely Angel Statue in the background.



Six fallen from the 2nd Air Division are commemorated on the Wall at the Rhone Cemetery in France; seven are in marked graves. Our flowers are placed by a section of the Wall of the Missing.



Of the 92 men from the 2AD at the North Africa Cemetery in Tunisia, only 34 are in marked graves, reflecting the long over-water missions or movements through the country of Tunisia.



A closer view of our red, white and blue flowers at Luxembourg Cemetery with our banner.



At the Normandy Cemetery in France, four of five of 'our' fighter groups, and ten of fourteen heavy bomb groups from the 2AD have dead buried here (100 graves) or commemorated as Missing (14 etched in the Wall). Our HL flowers with a stars and stripes banner are shown at the foot of the cemetery's iconic statue, "Spirit of American Youth Rising from the Waves."

Air Force airman officially presenting The Heritage League wreath at Madingley (Cambridge) ceremony. Behind him, on the Wall of the Missing, 902 names represent the Second Air Division. Another 537 are buried in marked graves. Photo: Colin Mann.





This portion of the Wall of the Missing at the Luxemburg Cemetery shows half of the ten 2AD fliers still Missing in action: George Nimmer (491st); Walter Sanders (93rd); and three 445th men lost on the fateful Kassel Mission of 27 September 1944: Charles Palmer, Jr.; John Tarrbert; James Triplett. In this view, note that five names have a copper star to their left. These represent instances where privously lost men have since been recovered and properly buried.

Ketteringham Hall England– 2nd Air Division HQ Armed Forces Day Visit

Story and photos: Derek Fulton

I have always been interested in WWII history, and living very near Hardwick Airfield, home of the USAAF 93rd BG for some 27 years, I have been aware that we are a type of custodian of the joint American and British history of this era.

I can't move too far from my home without coming across some evidence: the apple trees on the road between the Hardwick base and one of the local pubs are an American variety, said to be seeded from the apple cores thrown by the servicemen.

Surrounded by all this history I got interested in using living history to help maintain the enthusiasm. Being a WWII military vehicle owner, along with a group of likeminded people, we take period vehicles to support the various WWII USAAF airbase museums for open days and fund raisers.

With all this in mind, we realised that less was known about the HQ of the 2nd Air Division at Ketteringham Hall as it was in private ownership of the Chapman family—of Lotus cars fame. So, I contacted the owners to seek permission to bring a WWII convoy into the grounds as part of the annual Wymondham Armed Forces commemorations at the end of June, which they happily agreed to. Although the hall played a significant part during the war, comparatively little seems to be mentioned about it, so it seemed to be an ideal destination for our visit. Now in private ownership, permis-

sion was obtained to allow a convoy of military vehicles to enter the grounds via a scenic route and make the hall step back in time to the 1940s.

The convoy of military vehicles left the historic market town of Wymondham, and was marshalled by motorcycle outriders who proved their worth when the convoy was split in two by an automatic train barrier as a train approached. What are the chances of that happening on a Sunday! We arrived at the gatehouse and prepared ourselves for a grand entrance. It was the grandest of entrances as we swept along the private drive, motorbikes purring ahead of us, past the magnificent lake with gasps from our drivers and passengers and pulled up in front of the hall. Our outriders parked us perfectly with the most stunning backdrop. It looked like a film set with everyone dressed the part.

The hall is situated on an historic site dating back to the late 15th century and has been in private ownership for most of its existence. During the war years, the estate housed 300-400 personnel in Nissan huts next to the hall, with the main part of the hall being used as the headquarters offices. Nearby is Hethel Airfield Museum, home of the 389th Bomb Group.

The tearooms, nestled in the orangery overlooking the lake, were soon bustling with everyone enjoying the hospitality and surroundings. Some of our group were able to reminisce about their memories of the hall during the war and in later years when it was home to Lotus F1.

To commemorate our visit a wreath was placed on the memorial plaque to remember all those who served there and those who gave the ultimate sacrifice.

We wish to thank the Chapman family for allowing this visit and all who participated; it was a day to remember.



Fred Squires Hethel Museum curator with Jane Payton of the Chapman Family placing our wreath of remembrance.



Author Derek Fulton's wife Lynne Fulton (left) with friend Fiona in front of his 93rd BG Jeep.



Ketteringham Hall WWII Second Air Division Headquarters, war time look.

New Heritage League Project—Marketing for Younger Members

By Art Peterson, Executive Vice-President. Photo: Paige Hurner.



Paige Hurner. Our new director of digital marketing.

The Heritage League Board has approved a digital marketing project and selected a director for that initiative. The mission of the project is to bring younger adults into League activities, as well as membership

and leadership.

The action follows a three-month pilot project, created and financed by Kelly Stone, Chicago-based social media pro, which found several means to bring in younger adults. With the League's aging membership base, the board believes that bringing in young adults, on an ongoing basis, is critical for safeguarding the future of the organization. Social media advertising looks to hold the key for potentially making that happen.

At the July 12 meeting, the board unanimously approved creating the long-term Digital Marketing project. Following an extensive search, marketing pro Paige Hurner volunteered to head the project, and on July 20, President Marybeth Dyer appointed Hurner as the League's Director of Digital Marketing.

Hurner graduated in 2017 from Cal Poly San Luis Obispo with a degree in marketing. She has since worked in marketing for a business in San Francisco. Paige is a granddaughter of board member Irene Hurner, who is also a past president of the board.

The board, on July 12, set the project in motion for one year and designated member Beverly Tomb as the liaison between the board and the Marketing Director. Tomb, the past League president, before retirement had worked for IBM for 37 years, the last ten as a global mar-

keting lead, with the last five years focused on the internet.

Stone will continue to work, for a short time, with Paige Hurner, to appraise her of what the pilot project learned, and to help create initial goals and action plans. She also presented the board with an Executive Summary, which reviewed the pilot project's small scale advertising testing and results, and presented tactics for helping the long-term project find and recruit younger adults for Heritage League participation. Stone said the League could mount an effective advertising campaign for less than \$100 per month.

Some kind words:

Tomb said, "I'm delighted to have Paige Hurner volunteer as our first Director of Digital Marketing. And I look forward to her new ideas for helping us attract new Heritage League members in the younger generations."

Dyer said, "It is essential for the Heritage League to add this very important position and function to our Board. Growth is very important to our organization and to capture young adults (the 3rd and 4th generations) is exciting. We are looking forward to seeing the ideas, and hopeful that this will raise awareness to our mission."

Letter of introduction from Paige:

Thank you all again for the warm welcome! As the great-granddaughter of Albert Biel, a B-24 pilot of the 453rd BG of 2nd Air Division, I am overjoyed to work with such an incredible organization that respects veterans and keeps history alive for the next generations. History, World War II in particular, has always fascinated and humbled me, and I am excited to contribute my skill set to build awareness for the Heritage League through the marketing department.

To tell you more about my background, I graduated from California Polytechnic State University, San Luis Obispo, with a major in Business Administration and Management, a concentration in Marketing, and a minor in Integrated Marketing Communications. I was the VP of Marketing for the American Marketing As-

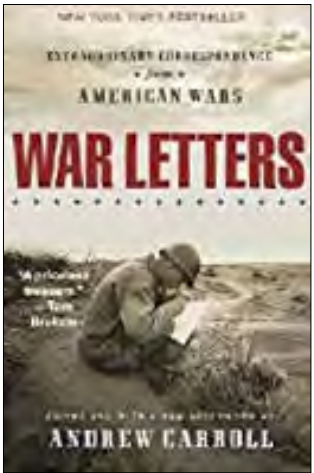
sociation on campus, and moved on to work with local clients, including many non-profits. I researched and presented brand/marketing strategies, and then helped clients execute achievable tactics and goals. Mainly my work included digital marketing campaigns, content creation, and social media management.

Currently I am working at Insight Global in San Ramon, California as a Program Coordinator. I help oversee 5 projects with Pacific Gas & Electric and am in charge of operation management, business documentation, training and on-boarding of new hires, event planning and team development, sales and marketing materials, and much more. I love the diversity of work my job requires, however I want to become more involved in non-profit digital marketing again as it is still a passion of mine. That is why when I heard of the opportunity for the Heritage League, I was ecstatic to get involved. By combining my experience in marketing with my interest for history, I hope to help the Heritage League build awareness and increase memberships.

Thank you again for welcoming me and I hope to add value to this wonderful group! —Paige Hurner

the write stuff

book notices
& reviews



War Letters: Extraordinary—Correspondence from American Wars

By Andrew Carroll, Ed. Published by Scribner, 2001, illustrated, indexed; foreword by Douglas Brinkley. 493 pp hardbound and other formats, new and used available at Amazon.com. Reviewed by Brian Mahoney.

This title is one of his three NYT bestsellers, and should be of immediate interest to our readership. The author has a strong academic background in history, and a personal interest in preservation of personal records, inspired by a fire that destroyed his boyhood home in 1989.

While none of his immediate relatives have served, he saw great value in personal correspondence, across American conflicts from the Civil War through the Balkan conflict. An appeal for war letters made by ‘Dear Abby’ (Van Buren) on Veterans’ Day in 1999 began a wave of donations that impelled the author to found a non-profit to conserve them, to advise individuals on ways to preserve papers. He also revitalized the WWII ‘Armed Services Editions’ program, getting donated titles into the hands of service members in all branches, for free. His early interest in American poetry and literature has seen his

involvement in many non-profit initiatives, promoting reading and understanding of our history from the home front perspectives.

The letters, with a few featured extended correspondences, personalize history. The times, the moral issues, the stresses of being in harm’s way and away from loved ones, all ‘come off the page’ and draw the history student in to specific times and places, as well as timeless and universal human experience.

Approximately 200 correspondences, organized by conflict, make for riveting reading. Transcriptions preserve punctuation, spelling and grammar of the writers, and lend an authenticity to every item. Readers who already experience history by imagining themselves in typical or actual situations, will be reminded of the power of individual witness and protagonist accounts; others used to the removed ‘objective’ record of events, will be pulled over the line into this more engaging mode.

The foreword and introduction serve to inspire the reader to participate in the preservation of personal accounts that otherwise are lost to the world with the passing of each generation.

This book will make an excellent addition to your library, and contribute to your understanding of humor, love, fate and loss as universal themes, whether or not you already have a focus on, say, airpower or WWII.

Update from New York State Southern Wing Chapter

By David C. Levitt



(Our friends at the 8th Air Force Historical Society have several active chapters. We occasionally run reports from this particular 8AFHS Chapter.—Eds.)

In May 2017, the New York State Southern Wing Chapter held another successful luncheon meeting at the Holiday Inn of Plainview, Long Island, New York. There were approximately 25 people in attendance, including three 8th Air Force WWII veterans.

Chapter president, Joseph “Pat” Keeley, led the Pledge of Allegiance and a touching candle lighting ceremony. As part of the theme of the build up to D-Day, Pat reported on the 8th AF mission that had taken place in 1944 on the same day as our luncheon. And it never ceases to amaze how dangerous each mission was how dedicated and brave the aircrews were.

As always, a highlight of the meeting was when each person got to introduce himself or herself to the group, and give a brief description of his or her connection to the 8th Air Force. We got to hear from new members Bruce Nocera and Bruce Smith. Both “Bruce’s” fathers were in 8th Air Force bomb groups. Bruce Nocera is the secretary/treasurer of his father’s bomb group association, the 351st. Bruce Smith wrote a lovely article about his father Harold Smith, a 448th BG navigator who received the French Legion of Honor in a ceremony at his nursing home.

B-17 pilot, Si Spiegel, gave a gripping account of his flights with his aircrew. Si conveyed how dangerous ice and other weather and mechanical problems can be for an inexperienced aircrew flying to England, even prior to entering combat over Europe.

We also had the pleasure of seeing and conversing with the members of a British veterans group from Long Island, New York, who now come regularly to our luncheon meetings.

Our new membership manager, David C Levitt, spoke about the build-up to D-Day and beyond from the ground crews’ perspective. David’s father was a B-24 mechanic in the 491st BG. The ground crews went 70 hours straight servicing their squadron’s bombers with only meal breaks and cat naps on the aircrafts’ hardstands.

We are currently planning a luncheon meeting at the Holiday Inn of Plainview on a Sunday in October 2018—after the Dayton, Ohio 8th Air Force Historical Society Reunion. Veterans of all ages and wars/conflicts and branches of the military, are welcome, as well as their family members and friends, and anyone who is interested in the 8th Air Force, WWII, and/or military history. The theme of this meeting will be a celebration of Veterans Day (November 11th).

During the meeting, we plan to commemorate New York State 8th Air Force Week, which we remember each October, paying tribute to the crews of the 100 heavy bombers that were shot down and lost during the week of October 8-14, 1943.

In remembrance of VJ-Day (Victory over Japan—September 2, 1945), we are working on a presentation about the 8th Air Force influence in winning the war in the Pacific. Aspects of this may include how General Curtis LeMay and then Col. Paul Tibbets (and others) served in the 8th Air Force with distinction in England, and then transferred to the Pacific Theater where they continued to play decisive roles. We also hope to have a speaker from the Air Force base at Okinawa, Japan, to discuss the history there. (Okinawa was invaded and captured after a hard fought, bloody battle there in the spring of 1945. The 8th Air Force was to be deployed there the following fall, however, WWII ended after the atomic bombs were dropped on Japan in August 1945.)

The New York State Southern Wing Chapter welcomes all veterans, their family members and friends, and all who are interested in the 8th Air Force and military history. During our luncheon meetings, in a friendly and interesting atmosphere, we hope to perpetuate knowledge of the 8th Air Force and the legacy of the 8th Air

Force today and for generations to come.

For more information about the New York State Southern Wing Chapter, and/or about the upcoming luncheon meeting, please visit our chapter's website: <http://blogs.ny8thswcafhs.org>.

The New York State Southern Wing Chapter will be having a Fall Luncheon this October. The date/time/program will be posted on the Chapter's site and also. Newsletter sent by mid-September: <http://blogs.ny8thswcafhs.org>.

Support Our Troops, Pat Keeley, Chapter President.

Invitation to 60th Anniversary of the American Memorial Chapel in St. Paul's Cathedral, London

by: *Peter Chapman, Lay Clerk* *St. Paul's Official Photos*



Paneling by the altar in the style of Grinling Gibbons includes birds, plants and flowers of America, and dates from the middle of the twentieth century.

On the afternoon of November 15, 2018, you are invited to a special Remembrance Service to celebrate the 60th Anniversary of the dedication of the American Memorial Chapel in St. Paul's Cathedral.

The chapel commemorates the 28,000 American servicemen who gave their lives for freedom in the 2nd World War whilst based in Britain and whilst serving with British, Canadian and United States armed forces.

Dedicated in 1958 in the presence of HM Queen Elizabeth II and US Vice President Richard M. Nixon, the chapel has been a place of pilgrimage for American visitors ever since. A beautiful and poignant Roll of Honour lists the names of those who died, with a page turned every day.

An annual remembrance service in November is attended by Governors of the 2nd Air Division Memorial Trust, including Beverly Tomb, the Governor representing the Heritage League. In most years, there have been WWII veterans present, too. This year, it will be a special service to mark the 60th Anniversary.

Earlier this year, also as part of the 60th Anniversary celebration, the Boy Choristers of St.

Paul's toured the USA under Director of Music, Andrew Carwood, singing eight concerts in various cities including New Orleans—at the WWII Museum (article in Heritage Herald issue 63).

That tour was undertaken under the auspices of the St. Paul's Cathedral Trust in America (SPCTA) who are raising funds for the Cathedral through its "Learning in Harmony" Campaign to enhance the boarding facilities for the choristers and to provide an opportunity to share the musical excellence with the wider community in London.

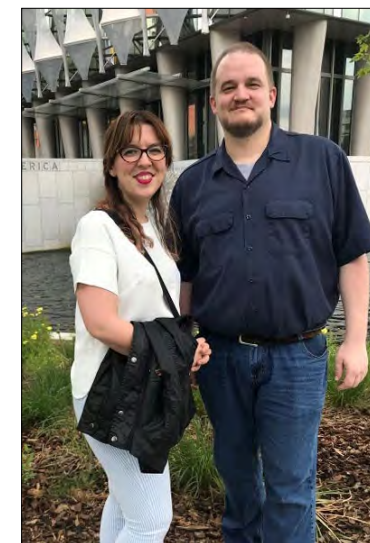
The chapel is very beautiful and it is most rewarding to visit. You can be assured of a warm welcome at any time, but we hope you might attend the Anniversary service on November 15, 2018. Do let Beverly Tomb know if you are considering attending at: bnbtomb@gmail.com.



American Memorial Chapel commemorating those Americans based in Britain who gave their lives in the Second World War. The Chapel was paid for entirely by donations from British men and women.

Farewell, American Interns, from 2AD Memorial Library

story and photos by: *Libby Morgan, 2nd Air Div. Trust Librarian, Norwich, England*



Interns Danielle Prostrollo and Don Allen in front of the new US Embassy in London

It's that time of year when our University of East Anglia (UEA) American Scholars move on. We have to say our goodbyes to Don Allen and Danielle Prostrollo. We will try to recruit them both to our small team of relief staff, and hopefully see them back with us on an occasional basis at the enquiry desk.

Our two new American Scholars, Francis Agnoli and Michael Strinden, will be joining us at the beginning of October and we look forward to welcoming them to the Memorial Library team.

Here are excerpts of Danielle and Don's final reports from their past two years...

Danielle Prostrollo: The last two years have flown by! When I started this journey with the 2nd Air Division Memorial Library I had only the smallest insight into what the American presence meant to East Anglia during the War, and the echoes of that presence that have manifested in the region since then. Since then, I have gotten to know the stories and reminiscences of American servicemen from local people—almost all of them sharing their fondness for my country. ...Memorial Day at Cambridge American Cemetery in Madingley, Evensong in the American Chapel of Saint Paul's Cathedral, and the more intimate experience of spending time with the

archival collection have offered me the chance to form a deeper connection with the thousands of servicemen who were here throughout the War.

I want to thank the Memorial Trust for offering me the opportunity...getting to know the library patrons...spreading the message of the library to new folks. The numerous lectures...

I organized Thanksgiving event that included a brief lecture from Don about the history of the holiday as well as a tasting event after. And I made pumpkin and sweet potato pie, as well as candied pecans and ginger spice cake for the event...organized an event exploring the history of roller derby as an American sport...and a musical event...which brought the singing duo Timescape to the library to sing 1940s-era...WWII songs...

Multiple trips to the 2nd Air Division airfields were a big highlight ...

I will miss my time behind the enquiry desk at the library...A special thank you to all of the library staff and Trust governors for being so warm and inviting, allowing me... to learn a deeper kind of empathy for our two nations' shared history.

Don Allen: ...It has been a great two years...I learned more about the history of my countrymen in this area during World War II...(and met) several heroes of the war, like Mr. Allan Hallett (453rd gunner)...I was also able to visit the 448th (Seething) museum and the Imperial War Museum at Duxford where I learned I was much bigger than most of the airmen if the size of their uniform jackets is any indication!

...The Memorial Day ceremony at the Cambridge American Cemetery in Madingley was an experience that I will never forget...was overwhelming...The day-to-day work, where Danielle and I, brought a live American presence to the living memorial that is the 2nd Air Division USAAF Memorial Library...Writing the occasional blog post, Tweeting and Facebooking, responding to email inquiries...far more fun than I expected. A little bit of me is sad to move on...a quick thank you to all who had a part in allowing me this journey...Andrew Hawker, Richard Middleton, and the rest of the Governors...keeping the Library and the memory of these amazing men and women alive. To Libby, Jenny (and) Danielle...I will look back fondly and gratefully (and hope) the Library but (and scholarship) remain for decades to come.

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