



HERITAGE HERALD

Issue Number 77, May 2023 • www.heritageleague.org
Periodical of the Heritage League of the Second Air Division (USAAF)

Pre-Travel Edition

We include articles and data in this *Herald* to provide you with background and context of some World War II 2nd Air Division events and localities to assist those visiting where our 'greatest generation' veterans were stationed and fought during World War II. We hope the enclosed background data on bomb groups, airbases, D-Day missions, bomb group casualties and the monuments dedicated to those fallen, will assist you in absorbing the inner historical and memorable value to enhance your visit. **This *Herald* serves as your Norfolk and Normandy mission planning guide.**

Norwich, London and Normandy—Here We Come! Retracing the footsteps of 2nd Air Division warriors

Lord Mayor of Norwich awaits to greet us. The Heritage League will "cross the pond" this July with many exciting activities planned on two continents. Two of our veterans plan to make the trip and we anticipate several "next-next generation" youth joining us. The Heritage League and 392nd BG Association have partnered in organizing this venture. Five days are planned for the Norwich area which will include an opening reception, visits to three airbases, an open day, annual members meeting, and banquet. A four-day excursion to Normandy and D-Day sites follows.

For the convention itself from July 23-28, we will stay at The Maids Head Hotel in Norwich, where we've stayed previously. This segment culminates with a trip to London and tour of St Paul's Cathedral.



We look forward to our next-next gens accompanying us this year. In 2019, fourth generation great-grandkids: Joseph Doyle, Elizabeth Doyle, Hailey Meier, and Emma Holdaway joined us: Photo: Matt Cormia.

Visits to Norfolk Suffolk Air Museum at Flixton/Bungay (446th), Seething Tower Museum (448th) and brewery, and Wendling facilities (392nd) are on the schedule. Some interesting optional side tours are also available. There's the Norwich Ghost Tour on Wednesday night. We'll leave it to your imagination what the tour is about. There must

be a minimum of 10 people to fill the tour. On the open day, Thursday July 27, there are two more options: A trip to Blickling Hall-Birthplace of Anne Boleyn, mother of Queen Elizabeth I (15 people needed) or visit Cambridge American Cemetery-Madingley. The burial place of WWII American military. It has an amazing visitor center. (15 people minimum).

After the Banquet Thursday evening, the group will bus to London Friday to stay at the Leonardo Hotel across



Norwich Lord Mayor Vaughn Thomas greeted top turret gunner Allan Hallett with his 2nd Air Division jacket patch and B-24 tie in 2019. We look forward to the same this year. Photo: Beverly Tomb.

(continued on page 11)

PRESIDENT'S MESSAGE

—Marybeth Dyer



Passionate. The definition in the dictionary describes it as "showing or caused by strong feelings or a strong belief." We all have certain things we are passionate about. For myself, I am very passionate about my family, my faith and the work I do for the Heritage League.

Like most of our Veterans, my dad never talked about his experiences in WWII. And then he did. Do you wonder how they did it at such a young age? Me too. I guess the answer is—they had no choice. They did what needed to be done. Some survived and some were taken too soon and too young.

When the stories dad was telling me really sunk in, and I found the Heritage League, I was determined to make sure that my dad and so many like him telling their stories and experiences would not be forgotten. It is also a commitment to tell the stories of those who never came home.

So, I dedicate this President's message to all the members of the Heritage League that carry the passion, and help us continue that legacy which all of our 2nd Air Division warriors so deeply deserve.

I especially want to thank the Executive Board for their dedication and hard work that keeps this amazing organization going. Your commitment inspires me every day. History is not made to be forgotten. The legacy will live on.

We aim to enhance our flower program this coming Memorial Day. You can read more about it in

this *Herald*. The story cites the 3,573 airmen of the 2nd Air Division who are buried and missing at the 13 ABMC cemeteries over there. This year, we hope to enlarge our presentations at the three cemeteries with the highest numbers. Also, we can't appreciate enough, the support of our very loyal friends who present our wreaths there.

This issue also contains articles which should be useful for those visiting East Anglia and Normandy this season by providing background on bomb groups, bases, and operations. View a chart depicting the achievements for each of our bomb groups, click on videos (such as the VE day 50th anniversary Norwich parade, and an emotional video of one veteran's visit to the Normandy cemetery). Also, you can see articles on airbase geography, a crossword for our youth about our 2nd AD airbases, plus a background story on the Normandy D-Day invasion. The League and 392nd Bomb Group will visit this July with about 40 people registered, including several next-gen youth. Can't wait.

We have no shortage of projects in need of helpers. More details are provided in our article about our volunteer program, or just use this link to our website to inquire: <https://heritageleague.org/volunteer/>.

We are still in our 2023 Membership drive. Of course, we always welcome all who are interested in our mission. Yearly dues are still only \$20. Please renew or join by using the form in this *Herald* or go to our webpage: <https://heritageleague.org/membership/>.

Finally, 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.

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D-Day at 79—Looking Back

Three Perspectives on the Normandy Invasion

Part One—Background. Courtesy of *American Museum News*, #90, June 2019

General Dwight D. Eisenhower advised Allied airmen, sailors, and soldiers amassed along the southern coast of England that the day they had long prepared for was upon them: "The eyes of the world are upon you."



D-Day at this landing zone as soldiers make their way inland later in the day. Omaha Beach was the bloodiest landing zone. Photo: National Archives.

The first hours of June 6, 1944, saw hundreds of troop transport aircraft drop thousands of Allied troops behind the Normandy beaches. Later, bombers intended to drop their ordinance on and behind the landing zones. The result was less effective than planned due to the drizzling conditions and abundance of caution not to drop short, where our forces were moving toward the shore.

Of the nearly 160,000 Allied troops who took part in the Normandy invasion, some were in their late teens or early 20s and many had not seen combat before. Some had never fired their weapons in battle. But as the ramps of landing craft dropped into the sea these young men had no choice but to become valiant warriors in the face of enemy fire.

Nazi artillery rained shells, machine guns dealt

death from inside concrete pillboxes, and mines both under the water and strewn across the beaches made each step a perilous one. Weighed down by heavy gear and soaked uniforms, dozen of the young men who had departed England a few hours earlier drowned only a few yards from the French coast. Others were cut down immediately upon emerging from the waves. Those who survived the hellish first minutes fought forward with tenacity and bravery.

Every inch of sand was fiercely contested on five beaches code-named Utah, Omaha, Gold, Juno, and Sword along 50 miles of French coastline. Reaching higher ground quickly became not just crucial to mission objectives but a matter of survival.

Achieving the beachheads resulted in fewer overall losses than predicted. The most difficult was the American landing at Omaha which had the highest casualties of any other landing zone. It was the most heavily defended by the Germans, assisted by the steep cliffs just inside of the beach. Preliminary air and naval bombardments failed to knock out the strong defense points and the obstacles on the beach were difficult to clear. It is not a surprise that the American Cemetery is located on the bluff behind Omaha beach.

In all, Allied forces suffered around 10,500 casualties¹, including 4,413 confirmed dead². On the upcoming 79th anniversary of D-Day, like every day, we salute those heroes. And we solemnly remember all the young men who never came home from the beaches, skies, or seas of Normandy—making the ultimate sacrifice so others could grow old in peace and freedom.

¹ Imperial War Museum, www.dday-overlord.com/.

² *American Museum News*



Vivid reminder. 150mm German gun above Omaha Beach. One of scores of tactically placed light and heavy guns that almost repulsed D-Day Allied landing. Photo: Beverly Tomb.



Above map depicts the five landing beaches with assigned units for OPERATION OVERLORD. It also depicts the location of significant towns and landmarks. Note the 101st and 82nd Airborne Division troop airdrop sites behind Utah Beach on the left side of the chart. Thanks to Rick Steves' *Europe*.

Part Two—Richard was Proud to Have Completed the Historic Mission

Normandy D-Day Invasion From 14,000 Feet by Richard C. Robert, B-24 Liberator Bomber, Tail Turret Gunner, 734th Bomb Squadron, 453rd Bomb Group, 2nd Air Division, 8th Air Force, USAAF Station 144, Old Buckenham, England. Reprinted from *2nd AD Journal*, Summer 2010.

The historic D-Day Invasion of Normandy, France by Allied Forces in World War II, took place on June 6, 1944. But in my mind, it seems as if it happened yesterday. I can never forget my bird's eye view of the tremendous Allied invasion from a B-24 Liberator bomber, some 14,000 feet above the English Channel between England and Normandy, France. This D-Day invasion was my sixth mission over enemy-occupied Europe as a 23-year-old B-24 tail turret gunner with the 453rd Bomb Group, 2nd Air Division, 8th Air Force at Old Buckenham Airbase in East Anglia, England. Our airbase was located near the Town of Attleborough, some 20 miles south of the City of Norwich, and about 100 miles north of the City of London.

Early on the morning of June 6, 1944, our crew was awakened by the squadron orderly and told to get ready for a 4:00 a.m. bombing mission briefing (we were not yet aware that the long-awaited Allied invasion of France was underway). We hurriedly shaved, dressed, and rode our bikes to the combat crew mess hall for a typical bombing mission breakfast of fried eggs, bacon and other greasy food. Immediately after breakfast we reported to the combat crew briefing room, along with

the other flight crews who were going on the mission, for a detailed briefing on our "target for today."

As soon as everyone was inside the briefing room, roll was taken, doors were locked, and the secret briefing began. The briefing officer was none other than our Group Operations Officer, Lieutenant Colonel James M. Stewart, the Hollywood movie star, who was now a highly respected B-24 Liberator Bomber Command Pilot. The large mission map was uncovered, and Colonel Stewart gave a very dramatic briefing on the Normandy D-Day invasion mission we were to fly later that morning. Everyone on the base had been anxiously awaiting the Allied invasion of France but did not know when it would occur. We NOW knew, and it was TODAY, and WE would be participating in a "history making invasion" of enemy-occupied France. This was cause for considerable excitement among the combat flight crews in the briefing room.

Irregular Mission Profiles

For D-Day, there was a change in 8th Air Force bombing mission operations. Normally, all planes from a bomb group would take off one behind the other, as-

semble as a group and bomb the same target. Not so today. Our 453rd BG was divided into four Flights, with each Flight having a different target and take-off time. Our crew was assigned to "C" Flight, which would fly the third mission from Old Buckenham that day and bomb enemy communications at Caen, France. The 453rd BG put up a total of seventy B-24 heavy bombers, each with a crew of ten men, and flew four complete missions on D-Day: St. Laurent, St. Lo, Caen and Coutances, France. The Eighth Air Force, in a maximum effort to support the invasion, put up a grand total of 2,587 heavy bombers, of which 1,212 were B-24 Liberator bombers. On the morning of D-Day, there were 11,000 aircraft in the air over southern England. From our B-24 formation altitude of approximately 14,000 feet enroute to our target at Caen, it appeared that the entire English Channel between southern England and Normandy, France was completely full of ships and boats, all headed for the D-Day invasion area. It was truly an amazing sight, and one that I will never forget. As our bomber approached landfall over the invasion beaches, we were very apprehensive as to how much enemy opposition awaited us. Fortunately, we encountered no flak (anti-aircraft artillery) and no German fighter planes on our six-hour long, extremely exciting bombing mission in support of the Allied invasion of Normandy, France on D-Day.

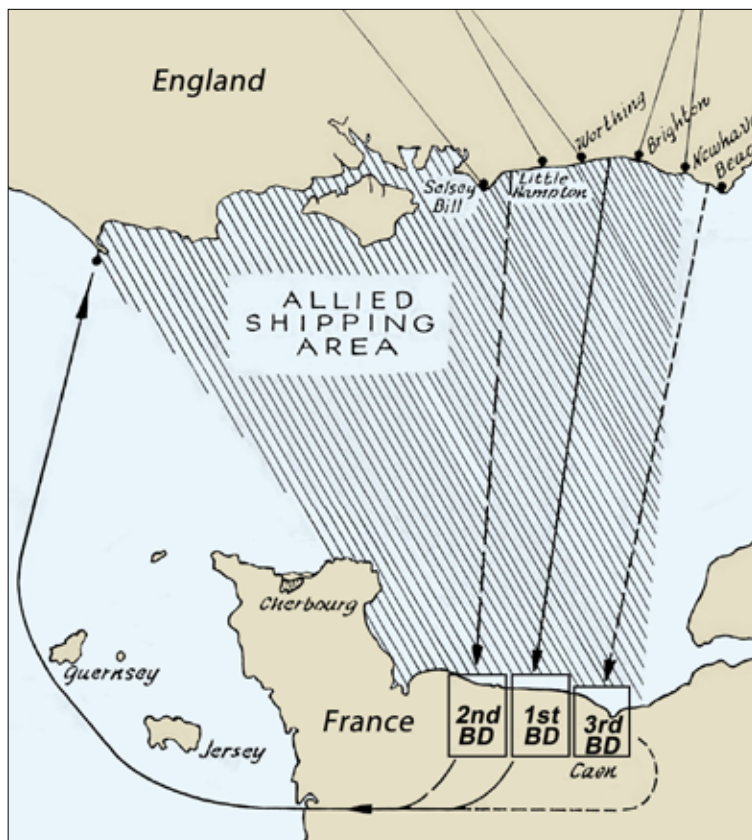
I am proud to have been a part of that momentous historical event of World War Two.

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Part Three—Elaborate Mission Planning Details but Disappointing Results

Excerpts from article by Will Lundy, 44th BG: *Bombing Eisenhower's Beaches* (Heritage Herald #67, Aug 2019).

For me, it is difficult to watch the TV re-runs of the valiant attempts of our troops to make the difficult landing on Omaha Beach in France. It is difficult to watch, to view our soldiers being under such intense and accurate fire. Seemingly, they did not have a chance to gain a foothold under such withering streams of projectiles that were cutting them down. There were no bomb craters or protection of any kind for these men to gain shelter, so they were forced to run through it all, headed for possible shelter of the cliffs. It appeared to be nearly hopeless for anyone to cross that wide expanse of beach and get out of the direct line of enemy fire.



Planned D-Day mission profile for all 8th Air Force bombers. Takeoff and rendezvous tracked Westerly toward Ireland then Southeast to the Initial Points on the English Channel coast for the final Southbound bombing tracks. The chart shows 2AD track on the left toward Omaha landing zones with parallel tracks assigned to 1st and 3rd Air Divisions. Each track expanded to four columns for the target run-ins between 14,000 and 17,000 feet altitudes. Fighter groups flew cover just outside these paths over the Channel and France to provide protection. Map from 44BG's 8 Ball Tails and Roger Freeman.

Reports made after the Omaha beaches were secured stated that there was little evidence of bombs hitting any of the assigned fortified targets on Omaha beaches.

At the same time, my stomach always gets that weak feeling, as I cannot forget that my 44th BG had been assigned to bomb this same general area at 0600 earlier that morning. Had we really failed so miserably to knock out any of those strong enemy defenses? It surely appeared so, as the slaughter continued. When our planes returned that morning, our airmen were elated that they had done a fine job of bombing; no one was wounded, very little flak damage. Even before these first crews returned to base, another formation was already in route to other targets inland from the beaches. Everyone was preparing for additional missions that day; and in fact, a total of four were to be flown.

Mission plan—three wide bomb run corridors 2nd Division was first in

The 2nd Bomb [Sic] Division Liberators were scheduled to bomb their targets within the time period of 0555

to 0614, bombing within the altitudes 14,000 to 17,000 feet. The 1st Division was to follow approximately 30 minutes behind the Liberators of the 2nd Division, and to bomb their assigned targets east of the Liberators at Gold Beach and the western section of Juno, from 0658-0730, etc. The 3rd Division's targets followed in time of bombing, for a short interval, eastward from where the 1st Division's assigned targets ended.

In essence then, the English coastline was the Initial Point (IP) to begin the individual bomb runs on their specific targets. From there on, all the leading pathfinders (PFFs) zeroed in on their assigned targets, fanning out as necessary, flying directly and individually to these beach targets [PFFs were lead aircraft with advanced radar and navigational equipment—Ed.]. So, from the southern English coast to the coast of France, each PFF aircraft and his pod was on his assigned 'bomb run' of approximately 25 minutes. Then the following two groups (or three) with their six 'pods' were to line up on these same targets of the leading pod groups, utilizing their conventional navigating procedures. To be specific, the 14th Wing would be leading the third column with six pods. The 392nd BG was to follow the 44th BG with their six pods, and the 492nd BG was to follow the 392nd BG with their six pods. Both trailing groups had been assigned the exact same targets as the 44th, so they would have to spread out and navigate from the English coast to get in line with the correct 44th BG's six PFF pods.

2nd Division Assignment—Omaha Beach

When the 2nd Division's four columns reached the IPs on southeast coast of England, east of the Isle of Wight, they were to make synchronized turns to fly nearly due south. Their specific assigned targets on Omaha Beach would be spread out along the French coast directly in front of the four leading groups with their pathfinder. Each of the lead bomb groups, those with the PFF aircraft, would be first to bomb their respective targets spread out from west to east along the French Coast. So, it would be a simultaneous bombing all along the Omaha Beach targets. The following groups in each of the four columns were to utilize their navigators with conventional equipment, to locate and then follow the leading PFF pods to their respective targets. They would be using the flares dropped by the leading PFFs to determine the specific location to release their bombs.

Clouds in the Way

However, with all targets in the Omaha Beach area being obscured by cloud cover, their bombing could not be visual. All four columns then had to depend on their respective PFF aircraft for the initial bombing on their assigned targets. Due to favoring winds aloft, the leading PFF bombing took place approximately five minutes early in all four columns and the following aircraft continued to bomb for about 25 minutes. The orders were very specific that no bombing would be made after 0625 hours. If any aircraft arrived later than that, they **MUST NOT BOMB**.

But why was there no evidence of damages or destruction to these German 'Defended Localities'? Surely, it had to be due to these critical items in the Orders. To quote: "In conjunction with Headquarters A.E.A.F., it was decided that if cloud covers should prevent visual synchronization, bombs would be dropped on Pathfinder indications in the normal manner, **EXCEPT THAT THE RELEASE WOULD BE DELAYED SO THAT THE MEAN POINT OF IMPACT WOULD BE NO LESS THAN 1000 YARDS FROM THE FORWARD WAVE OF THE WATER BORNE ASSAULT FORCES.**"

Cloud Cover Was a Determining Factor. This seems to guarantee that no target within a half mile of the sea would be hit! No wonder the beaches were clear of bomb craters! It appears that this delay was established in the official orders. "If the cloud cover prevents synchronization on target or shore, bombs will be released normally on PFF. Bomb release will be delayed as the landing craft approach the beach; no less than 1000 yards (over half a mile) from the forward wave of the assault forces."

Reports made after the Omaha Coast was secured stated that there was little evidence of bombs hitting any of the assigned fortified targets on Omaha beaches. The videos [sic] and photographs taken of the assault forces conclusively proved the enemy had not been weakened to any degree. D-Day planning provided it was better to miss completely than take any action that could possibly result in damage and injuries to those ground forces and their equipment. Records show that well over 100 Liberators did not release their bombs.

Even with these difficulties, by the end of the day, beachheads had been established and the liberation of northwestern Europe had begun. 🇺🇸

Did the B-24 crews have fewer battle casualties than B-17 crews in 8th Air Force?

8TH AF BATTLE CASUALTY REPORT

REPRINTED FROM THE 8TH AF NEWS, JULY 1986 and 2nd AD JOURNAL, NOV 2012.

Your editor recently read an interesting report on the 8th AF casualties in June, July, and August of 1944.

This 65-page report is Chapter IX (pages 547 through 611) of a report, Wound Ballistics, prepared by the Medical Department, U.S. Army, Office of the Surgeon General, Washington, DC. The book may be identified by Library of Congress Catalog Card Number 62-600002.

Due to the need for data on air combat casualties, the Chief Surgeon of the ETOUSA, on 1 June 1944, appointed Major Allan Palmer to be chief of a Medical Operations Research Section. From the report they produced, it appears that the Medical ORS was located on the grounds of the Cambridge American Cemetery. In his report, Palmer states that those three months in 1944 were chosen in the belief that they would "yield a satisfactory sample of casualty data..."

For the record, the report noted that the 8th AF was served by the 1st, 7th, 65th, 91st, 97th, and 184th General Hospitals, and by the 49th, 121st, 136th, 231st, 280th, and 303rd Station Hospitals. It is a shame to note that we are only in contact today with members of the 65th, the 231st and the 303rd. It would be interesting to know the location of each of the hospitals.

The report covered casualty statistics for the 12, 14, and 14 heavy bombardment groups in the 1st, 2nd, and 3rd Bomb Divisions respectively. This force conducted 69,682 combat sorties during the period under study.

A survey of their findings produces the following data by type of aircraft:

	B-17	B-24
Sorties	39,724	29,958
Man-combat missions	357,516*	299,580*
A/C MIA	390	303
Crew MIA	3,510*	3,030*
A/C Ret w/casualties	624	320
Crew WIA	673	334
Crew KIA	69	41

*The report states that the B-17 carried an average of nine crew members during the period, while the B-24 carried an average of ten crew members. It also stated that the 8AF had estimated that 40% of the MIAs in the first six months of 1944 were KIA.

Ed. Note: In the 13 months of combat by members of the 466th BG, 428 men were MIA on combat missions. Of these, we have found through MACRs that 222 were KIA. That rate is 52%. This may indicate that the 8AF KIA estimate for MIAs was low.

Another look at the figures in this report shows the following data, by Division:

	1st BD	2nd BD	3rd BD
Sorties	23,488	24,448	21,746
A/C MIA	237	272	184
Av. # WIA, per group	32.17	20.21	24.14
Av. # KIA, per group	3.42	2.36	2.57

A breakdown by crew position shows relative casualty percentages among crewmembers:

Bombardier.....	17.6%
Navigator.....	12.2%
Pilot (2)	14.0%
Top Turret.....	8.4%
Radio Operator.....	8.5%
Ball Turret.....	5.9%
Waist Gunner (2).....	20.9%
Tail Gunner.....	12.5%

It was interesting to learn that 94% of the casualties brought back to the UK during this period were the result of flak: 4.5% were due to fighter attacks, and 1.5% due to unknown causes.

The most remarkable statistic in this report was the fact that during the study period the battle casualty rate (MIAs and those casualties returned to the UK) was 1.87 per 1000 man-combat missions in B-17s, while it was only 1.25 per 1000 man-combat missions for those fortunate crew members who flew combat in B-24s. This report makes you wonder where all those fables about the perils of B-24 life came from.

Accordingly, it seems to have been safer to have been assigned to the 2nd Bomb Division during this period. In regard to the data on the casualty rate by position, it appears to have been safer, during this period, to have had a crew position nearest the center of the aircraft.

All in all, this report should be of high interest to many 8th AF historians.

Terms:

A/C=aircraft

KIA=killed in action

MIA=missing in action

WIA=wounded in action

2ND AIR DIVISION BOMB GROUPS RECORDS

The information below was gleaned from Roger Freeman's "Mighty 8th" books, Lloyd's *Liberator Global Bomber*, 8AFMMF: "Project Bits and Pieces" and Air Force's *History of WWII Combat Units*.

Combat Wing Group	2 nd 389 th	2 nd 445 th	2 nd 453 rd	96 th /2 nd 489 th	14 th 44 th	14 th 392 nd	96 th /14 th 491 st
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Tail Markings (Late)



Background Color	BLACK	BLACK	BLACK	GREEN***	WHITE	WHITE	GREEN
Wing Letter (Early Tail)	C	F	J	W	A	D	Z
Airfield	Hethel	Tibenham	Old Buckenham	Halesworth	Shipdam	Wendling	Metfield/ North Pickenham
Arrived in Europe	11 June 43	4 Nov 43	22 Dec 43	1 May 44	11 Sept 42	1 Aug 43	25 Apr 44
First Mission	9 July 43	13 Dec 43	5 Feb 44	30 May 44	7 Nov 42	9 Sept 43	2 June 44
Total Missions	321	282	259	106	343	285	187
Total Group Sorties	7,579	7,145	6,655	2,998	8,009	7,060	5,005
Bomb Tonnage	17,548	16,732	15,804	6,951	18,980	17,452	12,304
Aircraft Combat MIA	116	108	58	29	153	127	47
Other Losses	37	25	25	12	39	57	23
Enemy A/C Claimed	209	89	42	1	330	144	9
Last Mission	25 Apr 45	25 Apr 45	12 Apr 45	10 Nov 44*	25 Apr 45	25 Apr 45	25 Apr 45

Combat Wing Group	14 th 492 nd	20 th 93 rd	20 th 446 th	20 th 448 th	96 th 458 th	96 th 466 th	96 th 467 th
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Tail Markings (Late)



Background Color	WHITE	YELLOW	YELLOW	YELLOW	RED	RED	RED
Wing Letter (Early Tail)	U	B	H	I	K	L	P
Airfield	North Pickenham	Hardwick	Bungay	Seething	Horsham St Faith	Attlebridge	Rackheath
Arrived in Europe	14 Apr 44	6 Sept 42	4 Nov 43	30 Nov 43	29 Jan 44	7 Mar 44	12 Mar 44
First Mission	11 May 44	9 Oct 42	16 Dec 43	22 Dec 43	24 Feb 44	22 Mar 44	10 Mar 44
Total Missions	64	396	273	262	240	232	212
Total Group Sorties	1,513	8,169	7,259	6,774	5,759	5,762	5,538
Bomb Tonnage	3,757	19,004	16,819	15,272	13,204	12,914	13,333
Aircraft Combat MIA	51	100	58	101	47	47	29
Other Losses	6	40	28	34	18	25	19
Enemy A/C Claimed	21	93	34	44	28	29	6
Last Mission	7 Aug 44**	25 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45

* 489th BG returned to States for B-29's. ** 492nd BG disbanded. *** All yellow while in 20th Combat Wing.

Ed Note-major 2AD movement order of August 10, 1944, dissolved 96th wing and 492nd BG, and reassigned 489th and 491st BGs.

Happy Birthday VETS!

The Heritage League is pleased to acknowledge our Veterans' birthdays who have recently, or are about to celebrate their 'special day.'

HELP! We have been able to get photos of some, but not all of our Veterans who served in the 2nd Air Division. We strive to highlight more Veteran birthdays as a regular feature, but we need your help as we do not have photos of all. If you have a fairly recent photo of your Vet, please email it with '2AD VET Birthday' in the subject line to: ddovey@hotmail.com.

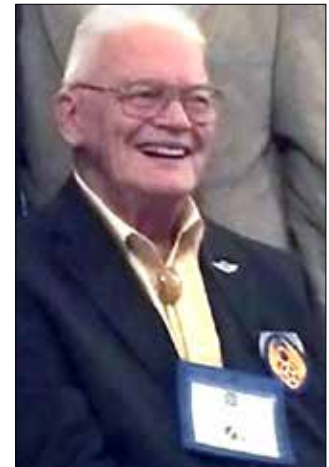
Our country is filled with much promise for tomorrow's generation, all because it was shaped by legends like you who risked your lives defending our nation. **HAPPY BIRTHDAY!** We honor you and thank you for our freedoms today.



Congratulations to 93rd BG pilot Bill Brown. Happy birthday, 103 years this July. He completed 35 combat missions and last year received the French Legion of Honor. Photo: Jim Root, 93rd BG.



93rd Bomb Group veteran Harl Burnell reaches the 101 year mark this September. Photo: Mary Evans.



453rd BG bombardier Francis Cartier will mark his special 100th this July. Photo: Irene Hurner.

466th BG veteran Earl Wasom, always beaming, and inspirational when pressed into Chaplin duties by his groups: Heritage League, 8AFHS, and 466 BG. He will celebrate his big 100th this September. Photo: Doug Dovey.



446th BG nose gunner/bomb toggler Keith Babcock, marks a youthful 99 years this August. Photo: Babcock family.

Whatever you guys are doing—keep it up!

Illinois Senator's Personal Best Wishes to a 2nd AD Vet's 103rd Birthday

Janelle Walker, Shaw Local News Network



Edward "Bud" Berthond greets U.S. Sen. Tammy Duckworth ahead of his 103rd birthday with friend, Ole Sinberg, and Duckworth's husband, Bryan Bowlsbey looking on. Photo Janelle Walker.

A casual conversation among friends last November brought a surprise for Edward "Bud" Berthond on his birthday – a visit from a U.S. senator.

The Illinois man from Fox River Grove turned 103 last November. A friend, Ole Sinberg, was talking to his daughter-in-law and mentioned his friend's upcoming birthday. "Wouldn't it be nice, if Senator Tammy Duckworth stopped by to wish the World War II veteran a happy birthday?" he noted.

Berthond received his pilot's wings in September

also admits his memory fails him when thinking back to details from 78 years ago. He knows they were flying under 10,000 feet in the days before because they didn't need oxygen in the cabin. He also remembers how many missions he flew as a U.S. Army pilot. "We were supposed to fly 25," he said. "As they were getting ready [for D-Day], it was 30." He said it went up to 35 before his flying days were done.

A Chicago native, Berthond came back and looked at getting his commercial pilot license. But the airlines wanted people with instrument flying experience, which he did not have. He ended up working for Electrolux in Peoria right after the war. A girlfriend at the time decided she didn't want to get married and move. "That was the end of that," Berthond said.

When Senator Duckworth and her husband arrived, most of the conversation centered on their love of aircraft, flying and the different types of military aircraft they had all flown. Duckworth was a Black Hawk helicopter pilot before she was shot down in Iraq on Nov. 12, 2004.

Berthond told the senator of the missions he flew, noting many of them were shorter, bombing the Germans ahead of troop movements. For much of that time, he was out of the Royal Air Force base in Tibenham in the U.K., Berthond said. He was with the 445th Bombardment Group, 701st Bomb Squadron.



Berthond points to photo of crew. Reaching 103 years last November Bud, shows a photo of him with his crew 80 years ago. Photo: Janelle Walker.



1943 in Tuscon, Arizona. He was 24 years old and flying a B-24 bomber in the days leading up to D-Day on June 6, 1944. His job was to clear the air and ensure that when soldiers landed on Normandy, they had "showered the Germans" from the air, Berthond said.

At almost 103 years old, Berthond lives alone. He

Senator Duckworth asked whether Berthond ever got to go back to Normandy on the annual D-Day memorial. When he said he had not, she suggested Berthond and his daughter reach out to her office before the 2023 event to get him there. "They will roll out the red carpet for you," Duckworth said. 🇺🇸

(Norwich, London and Normandy, cont'd from pg. 1)

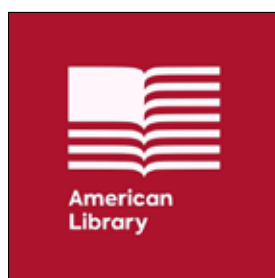
from St Paul's in London. The afternoon will consist of a special ceremony at the American Chapel and Evensong in the main cathedral. It will culminate with dining arranged at the Côte Brasserie Restaurant near St Paul's.

The four-day add-on trip to Normandy D-Day sites and countryside will depart London the next morning for the ferry travel to Calais and check-in to our hotels in Bayeux, France. Visits are planned to landing beaches, cemeteries, museum and villages associated with D-Day. On the final day we visit Mont-Saint-Michel. The planning committee has arranged a dedicated tour guide to accompany us for this entire special add-on event.

That is our plan in a nutshell for a memorable two country visit. 🇺🇸

News from Norwich American Library

By Orla Kennelly



A busy Winter saw the library commemorate Holocaust Memorial Day by hosting a talk from our former Scholar Suzanne Solomon who reflected on the experience of her father Flight Officer Eugene L. Solomon as a Jewish airman

in WWII. He was a B-17 pilot in the 8th Air Force, 1st Air Division, 384th Bomb Group in WWII, based in Grafton Underwood, England, and Istres, France. During Black History month we welcomed Dr. Joel Young of UEA for a history of the African American choir of the 923rd American Air Force engineers based in East Anglia in WWII. In March the library hosted Brian Early for a discussion on Ukraine and the humanitarian work he has been carrying out there over the past two decades. The Winter talks programme was attended by over 100 people in person and online.

The American Library has launched a brand new Reading Group collection which makes available new and classic American literature to book groups all over Norfolk. This is one of the ways we are spreading the word about the variety of fiction available to borrow. A new E-audio collection for digital borrowers has also launched at the online American Library and our magazine collection has expanded with the addition of some new titles. In the Fall we will be organising a Norfolk wide reading promotion with new US titles added to the collections at all 47 local libraries as well as online and at the mobile libraries.

We are planning for Summer, and library team currently have plans to visit open days at Hethel and Seething as well as the Sheringham 1940s weekend.

We'd be delighted to hear from you about any more events that you would like us to join you at in East Anglia or virtually.

Fact sheets detailing different aspects of 2nd Air Division History are newly available in the American Library and will soon be online. The content was created by the library, and they were designed by Ugly Studios, the Norwich based interpretation company who worked on the library transformation project. We are also currently planning for the 2nd Air Division History Seminar to take place on Saturday November 18th so keep an eye out for the call for papers on www.americanlibrary.uk.


Information on all upcoming talks, workshops and other events can be found on americanlibrary.eventbrite.com.

Heritage League Welcomes Scholarship Intern



Hello! My name is Rex Rowley. I have been at the American Library as an American Scholar for about six months now. I grew up mostly in the western United States, predominantly in Seattle and Salt Lake City. I am currently pursuing a PhD in Creative and Critical Writing at the University of East Anglia.

I have loved my time in Norwich and at the library so far, exploring the unique memorial and impressive collection. My great grandfather served in WWII as member of the Navy, on the Pacific Front, so I have always found an interest in the history of that time. Learning more about the 2nd Air Division and 8th Air Force has been fascinating to me, especially being here

in Norwich. The rich connections and interwoven history between Norwich and the United States, via the military and other cultural connections, is indeed unique and quite rich. I feel grateful for this opportunity and look forward to continuing to explore and learn from the resources and people we have here at the American Library.
Rex Rowley. 

**We appreciate gifts from members inspired by
 an individual to whom we are all connected. We wish to thank
 members who have contributed to the Heritage League**

IN MEMORY OF...

Donors

Franklin Bachman (491st)	Lenore Bachman
Albert (453rd) and Claire Biel	Barbara Mello
Albert (453rd) and Claire Biel	Irene Hurner
Frederick Bromm (445th)	Jacqueline Bromm
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Major Alred F. Brunner (489th)	Patricia Botic
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Bernard L. Dispenza (389th)	Lee Dispenza
Robert J. Drummond (445th)	Joseph Drummond
Karl A Eisele, Jr (93rd)	Tim Eisele
LT.COL. Duane G. Fair (RET) (458th)	Robert Fair
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Johnnie H. Martin (491st-KIA) & Martha Martin	Johnny Sadlin
Al Lo Guidice and Sam Mastrogiacomo (445th)	Randy Riotto
Sam Mastrogiacomo (445th)	Joan Mastrogiacomo
Dean Moyer (Hdqrs)	Barbara Coverdale
Russell C. Philpott (93rd)	Janet Leavitt
Staff Sgt. Robert E Peterson, Sr. (466th)	Art Peterson
1st.LT. Arnold A. Piskin (458th)	Hannah Piskin
1st.LT. Arnold A. Piskin (458th)	Brenda Piskin
Maj. Kenneth W. Root, Jr. (93rd)	James Root
Staff Sgt. Gale M. Rucker (491st)	Stephen Rucker
LT. COL. John E. Stevens (467th)	Judi Palmer
Jack (John) Stevens (467th)	Pam Stevens
Eleanor J. Storms (2AD Hqs)	Kate Storms
Stanley Stupski (392nd)	Cathy Stupski
J. Fred Thomas (392nd)	Terry Johnson

BG Units not provided

CAPT. Alexander Ciurczak	Alexis Ciurczak
USAF, DFC	
Peggy Learman	Richard Learman
Charles Lynch	Cathy Lynch

—Folded Wings—

John D. Foster	10/11/16	489th and 93rd BG
Colin N. Jones	3/27/17	93rd BG
Donald Allen	2/1/22	448th BG
John Curcio	3/22/22	458th BG
William J. Long	9/8/22	3rd SAD (Watton)
Gerald Gersten	11/9/22	392nd BG
John P. Harper	11/10/22	492nd BG
Wayne Baker	12/6/22	93rd BG
Stanley Goldstein	12/18/22	466th BG
John Birkhead	12/22/22	448th BG
Robert J. McCormack	1/5/23	389th BG
Robert C. Birmingham	1/24/23	458th BG
John Ray Lemons	2/7/23	445th BG

Folded Wings Report

Please report the death of a member or spouse and provide a copy of the newspaper obituary if possible.

Name of deceased _____ Unit/Sqdn. _____

Address _____ City _____ State/Zip _____

Date of death _____ Survivors _____

Reported by _____

Address _____ City _____ State/Zip _____

Please return to: Marybeth Dyer, 6410 Valley Oak Plaza, Martinez, CA 94553

or Email to: smbdyer@sbcglobal.net.

Normandy—My Visit to the American Cemetery and Omaha Beach

Story and photos by Beverly Baynes Tomb

While on a vacation river cruise with my husband Doug, we visited the Normandy American Cemetery in Colleville-sur-Mer on Sunday, October 22, 2017. I was honored to participate with two WWII veterans in a ceremony at the Memorial there, placing flowers at the foot of the statue "Spirit of American Youth Rising from the Waves." The ceremony was arranged with the cemetery staff by our cruise line, Ama Waterways. The US National anthem was played on the carillon while visitors stood facing the American flag and the expanse of white grave markers and beautifully manicured grounds. Then, we three participants turned and picked up the flowers and walked to the base of the statue to place them. The sounds of a bugle playing taps closed the very emotional and fitting tribute to the service and sacrifice of those commemorated at the Normandy cemetery.

Before and after that ceremony, instead of touring the visitor's center, I found and photographed as many 2nd Air Division grave sites on the west side of the memorial and names on the Walls of the Missing in the semicircular garden on the east side of the memorial as I could before our bus left for the next stop. At each grave or name on the wall, I spoke the name aloud, and thanked them for their sacrifice to assure our freedom.

The other stops by our bus that day allowed us to step foot on Omaha Beach and gather a bit of sand to bring home, to walk into and around German gun bunkers at Longues-sur-Mer, and to visit the museum in

Arromanches which highlighted the incredible artificial "mulberry harbor" created there within days of the D-Day landings to supply the allied troops as they pushed into the continent to liberate France.

Our tour guide was wonderful, giving us background information on D-day during our bus ride from the ship and sharing visuals of the traps set on the beach by the Nazis, visuals of the gun bunkers, and maps of the beaches; so, we were well-informed when we arrived.

It was incredibly special to visit the D-Day sites for the first time. My visit was more poignant knowing that 114 Second Air Division souls are buried or commemorated at the Normandy American Cemetery among the nearly 9,400 buried there, and the over 1,500

on the Walls of the Missing. Having a chance to pay respects to many of them and participate in the memorial ceremony made the experience a highlight of my vacation. While the lives lost are sobering, I'm very grateful for the successful outcome of D-Day, and for the freedom we enjoy because of it. 🇺🇸



During a 2019 visit to the Normandy American Cemetery, Beverly Tomb, U.S. Governor on the 2AD Memorial Trust, viewed one of 100 Second Air Division gravesites. Above, paying respect to Leo J. Manley, 467th BG, KIA August 13, 1944. There are 9,385 American KIAs total at this cemetery; 114 of them from 2nd Air Division. Photo: Doug Tomb.



Symbolic barriers on the beach. Sculptures named 'Les Braves,' were commissioned for the 70th anniversary of D-Day in 2014. By sculptor Anilore Banon, it was planned as a temporary installation and lies in front of the strategically key village of St. Laurent-sur-Mer near Omaha Beach. Photo: Beverly Tomb.

Explore East Anglia and Normandy—Our Plan

Our Norwich-based 2023 annual convention, membership meeting, museum and airbase visits, and trip to London are scheduled for July 23-28,



The Bishop's Gate entry to the Norwich Cathedral where our first event commences on Sunday evening for Evensong followed by a special reception. Photo: Brian Mahoney.

2023. With the summer timeframe, we hope to attract more 3rd and 4th generations (our kids and grandkids) to attend. Five days are planned for the Norwich area which will include an opening reception, visits to three airbases, an open day, an-



"Rock of my heart." Art Peterson gazes thoughtfully in 2014 at the Attlebridge runway (466th BG) from which his father departed, for the last time. His father Robert and crewmates on B-24 Black Cat were killed on April 21, 1945, the last Allied combat aircraft loss in the European Theatre. Photo: via Art Peterson.

nual members meeting, and banquet. Lodging will be at the Maids Head Hotel, Norwich, and Leonardo Hotel across from St Paul's in London.

Deposits for the trip closed May 1st with final payment due May 15th. Registration forms, latest pricing, schedule, hotel reservation information and optional tour information are available at the Heritage League website: www.Heritageleague.org.

The Heritage League and 392nd BG Association have joined together in organizing this venture and will tour together. Visits to Norfolk Suffolk Air Museum at Flixton/Bungay (446th), Seething Tower Museum (448th) and brewery, and Wendling facilities (392nd) are on the schedule. A free day is also provided with options for a trip to American Cemetery at Cambridge/Madingley, or tour of Blickling Hall—birthplace of Annie Boleyn, mother of Queen Elizabeth I. Our convention banquet will be at the stately Dunston Hall, Norwich, on Thursday July 27. The visit concludes with a trip the next day to London and special ceremony on behalf of the 2nd Air Division at the American Chapel in St Paul's Cathedral.

A four-day optional trip to Normandy D-Day sites and countryside will depart London the next day for



A fitting reminder of the era, a damaged B-24 propeller outside of the Hardwick Museum in 2014. Photo: D. Dovey.

hotels in Bayeux France. Visits are planned to landing beaches, cemeteries, museum and villages associated with D-Day as well as a trip to Mont-Saint-Michel on the final day. The planning committee has arranged a dedicated tour guide to accompany us for this entire special add-on event.

We look forward to an informative and rewarding social and historical fact-finding experience. ✈️



On Wednesday evening there's an optional Norwich Ghost Tour. We'll leave it to your imagination what the tour is about. There must be a minimum of 10 people to fill the tour. Photo: Norwich Visitor's Center.



Mont-Saint-Michel will be one of the stops during the Normandy add-on.



Nose gunner Bob Birmingham, father of Heritage League VP Jim Birmingham, visits 458th BG base in 2014. On his fifth mission in Jan 1945 his B-24 was badly flak damaged and crash landed in Sweden where he got one swing of his parachute before landing in a tree. He spent the remainder of the war interned in Sweden. Sadly, Bob folded his wings last January 2023—he will be missed! We should pass by his base, what is now Norwich Airport, on our way to the Norfolk Suffolk Museum at Flixton. Photo: Marybeth Dyer.



The ornate and spiritual setting of St Paul's Cathedral. Behind the high altar is the American Chapel. Note the special oval stained-glass windows above the altar containing the emblems of each U.S. state. Photo: Deborah Simms-Watson.

REGISTRATION and RESERVATION INSTRUCTIONS

2023 Heritage League and 392nd BG to Norwich and Normandy
July 23rd to July 28th. Add on trip to Normandy, July 29th to August 2nd

FIRST, THE CHECKLIST

1. Refundable deposits of for the trip (\$100 Norwich, \$50 Normandy) were due by May 1. It can be accessed on our website at www.heritageleague.org.
2. Make your full payment and complete registration form by May 15.
3. Make your reservation at The Maids Head Hotel by May 15.
4. Make your reservation at the Leonardo Royal Hotel London by June 20.
5. Hotel reservations in Normandy must be made thru Ralph Winter at: rewcts@gmail.com.
6. Book your flights—be sure to consider your return city if you're going to Normandy.
7. Travel insurance is **highly** recommended (see item VII below).

II. DEPOSIT

By May, you should have reserved your spaces with the deposit form with \$100.00 per person plus a \$50.00 per person deposit if you're interested in the Normandy add-on.

III. COMBINED REGISTRATION FORM

The Basic Registration England package is **\$475.00 per person**. For the add-on Normandy tour, the registration fee is **\$350.00 per person**. **IMPORTANT NOTE:** The Tour to Normandy has a **maximum limit of 49 people** and will be filled on a first come first served basis. If we exceed the limit, we will put people on a waiting list in case of any cancellations.

Deadline for the Registration Form with fees is **May 15, 2023**. You can also apply and pay online at: www.heritageleague.org or in the form of a check or money order made out to:

Heritage League: Susan Risley, 682 Slade Avenue, Elgin, IL 60120

Your deposit will be applied to your Registration. If you pay online, there is a surcharge that the League must pay. There is NO service surcharge if you pay by check. Please give us an email address or phone number to be able to reach you. Please note: if your entire registration amount is not in hand by the final date of **May 15, 2023**, your reservation will be canceled, and your deposit will be refunded.

IV. YOU MAKE ENGLAND HOTEL RESERVATIONS

For the **Maids Head Hotel** to receive the group rate the group **ID code is: 2307THEHER**. Reservations must be made no later than **May 15, 2022**. **By phone:** call from the US: 011 44 1603 272007 (5 hour time difference from US eastern time) or e-mail: reservations@maidsheadhotel.co.uk. The mailing address is The Maids Head Hotel, Norwich, Norfolk, NR3 1LB, England. The group rate is available from July 21–August 1, 2023 if you wish to arrive early to adjust to the time change or participate in events the 392nd Bomb Group has arranged.

Maids Head Hotel in Norwich is known to be the oldest hotel in the UK dating back over 800 years. We have the following rooms blocked – Classic Single Rooms: £107.00 Sunday – Friday. £137.00 Saturday. Classic Double Rooms (double occupancy): £115.00 Sunday – Friday, £145.00 Saturday

Double executive/twin rooms (double occupancy): £135.00 Sunday – Friday. £175.00 Saturday. Please note that all rooms include breakfast but are not lift accessible; please contact the hotel if accessibility is necessary. Room rates are stated in pounds. To check the exchange rate use: www.exchangerates.org.uk. The rate on December 18, 2022, was \$1.22. Payment may be made by credit card directly to The Maids Head Hotel upon the end of the stay.

Leonardo Royal Hotel London St Paul's, July 28th – 29th, 2023. Use promo code: LHTHEH280723

If you are going to join the optional Normandy add on, you need to only book this hotel for one night. If you are not going on to Normandy, you have the option to stay at this hotel at our group rate through July

31st. To secure your reservation, a credit/debit card must be provided. Reservations must be made by **June 30, 2023**, to receive the group rate. Daily rates are £239 king and £269 for double.

Their Website: [Heritage League Special Rate](#). Note: since the webpage automatically opens to a 3-day reservation, just click on the “Search Again” box to customize it for your date. Or try their basic website at: www.leonardohotels.co.uk. Again, the **group rate ID code is: LHTHEH280723**.

By phone: from the U.S. call 011 44 161 774 1742 Monday to Friday 9am to 5pm UK time (5 hour time difference from US eastern time) or front desk at: 011 44 207 074 1000. Individual cancellations can be made 7 days prior to arrival date.

V. NORMANDY HOTEL RESERVATIONS ARE MADE THROUGH RALPH WINTER

Contact him at: rewcts@gmail.com. Please note this Normandy booking process is different than England. The Normandy add-on has a maximum limit of **49 people** and will be filled on a first come first served basis. If we exceed the limit, we will put people on a waiting list in case of any cancellations.!

The Normandy group leaves from the Leonardo Royal Hotel London St Paul's on July 29 (see attached itinerary). The \$350 registration will include transportation between all points in the tour, all admission fees to museums and attractions, the cost for a dedicated guide, three box lunches and a Farewell Dinner. The cost for the hotel for four nights including breakfast daily will depend on which of the two hotels in the plan are selected and the room type you book. The two hotels: Churchill Hotel and Hotel Bayeux Reine Mathilde are about a 5-minute walk apart. Approximate four-day totals are: \$737-\$966 for a Single and \$829-\$935 for a Double.

The hotels in Normandy require us to submit a rooming list, with full payment for the entire group, in one transaction. Therefore, attendees must contact Ralph Winter who will explain the availability and cost of rooms that meet your occupancy needs. After you book with him, he will add your name to the rooming list and advise you of the charges. You must then pay the HL the full cost of your rooms. We will make all room reservations directly with the hotels in Bayeux and pay them in full. We know this is cumbersome, but it is what the Normandy hotels require!

VI. FLIGHT ARRANGEMENTS

You will need to make your own travel arrangements. There are several ways to get to Norwich. KLM has a flight that includes a short connector hop to Norwich from Amsterdam from major US international airports. The common alternative is to fly into London and take the train or bus to Norwich. For the adventurous, one could rent a car and drive the distance. Better choice is to hire a car and driver to get you to Norwich. People have indicated that they might want to travel with others. If you are traveling single and are interested in traveling and sharing a room with someone, please let us know and we will get you connected.

If you are adding the Normandy trip, you might consider flying home from Paris. There is train service from Bayeux to Paris and Charles de Gaul airport.

VII. INSURANCE

Attendees are responsible for finding your own travel insurance. Most travel insurers require that you pay for coverage very soon after your first payment for your trip – *especially if you want pre-existing conditions covered*. The “hold my place” non-committal deposit of \$50.00 that you have made should not count as your first payment. You can visit these websites to shop for insurance:

[10 Best Travel Insurance Companies of 2023 | ConsumersAdvocate.org](#)

[Compare and Buy Travel Insurance Online](#)

<https://www.aardy.com/blog/aarp-travel-insurance/>

Cheers from your 2023 Convention Committee! See you in Norwich!! Jim Birmingham, Marybeth Dyer, Irene Hurner, Colin Mann, Sue Risley, Beverly Tomb & Ralph Winter

HERITAGE LEAGUE OF THE SECOND AIR DIVISION (USAAF) AND 392nd BOMB GROUP CONVENTION - Norwich UK July 23rd through July 28th 2023			
DAY	DATE	PLACE	ACTIVITY
SUNDAY	7/23/2023	The Maids Head Hotel	Registration open: 1:00 - 2:00pm
	3:00pm	Norwich Cathedral	Meet at Cathedral entrance area / group to be seated in reserved area
	3:30pm	Norwich Cathedral	Evensong
	5--8:00pm	Maids Head Hotel	Reception / Finger food & Drink
			Dinner on your own
MONDAY	7/24/2023	The Maids Head Hotel	Board Bus for The Forum
		The Forum	Annual Business Meeting -Vernon Castle Rm
		The Forum	American Library visit
			Lunch on your own
		The Forum	Board Bus to return to Maids Head Hotel
		The Maids Head Hotel	Arrive hotel
			TBD- Possible Dinner arrangement
TUESDAY	7/25/2023	The Maids Head Hotel	Board Bus for Flixton
		Flixton	Tour Norfolk Suffolk Air Museum
		Buck Inn	Lunch near the Norfolk Suffolk Air Museum
		446th Memorial	Place wreath on 446th Memorial
		446th	Tour base - if possible
		448th	Board Bus to Seething
		448th	Tour Tower, Museum and Brewery
		Norwich	Return to Maids Head
			Dinner on your own
WEDNESDAY	7/26/2023	The Maids Head Hotel	Board the bus
		Wendling Village	Maids Head to Wendling Village Hall
		392nd Memorial	Bus to the 392nd BG Memorial - dedication
		Longham	Bus to The White Horse at Longham for lunch
		Wendling Airbase	Bus to Ben Burgess John Deer Company
		Wendling Airbase	Honey Pot Wood - base bomb dump site
		Norwich	Return to Maids Head
			Dinner on your own
			Optional - Evening Ghost Tour of Norwich ***
THURSDAY	7/27/2023	A day on your own or	Optional Tour to Blickling Hall - birthplace of Anne Boleyn, mother of Queen Elizabeth I ***
			Optional Tour to Cambridge American Cemetery at Madingly ***
			Visit a base of your own special interest - we will provide contact info for you to arrange
		The Maids Head Hotel	Board bus to Dunston Hall
	7:00pm	Dunston Hall	Banquet (dinner pre-ordered with registration)
		The Maids Head Hotel	Bus Leaves for The Maids Head Hotel
FRIDAY	7/28/2023	The Maids Head Hotel	Optional - Bus to London / box lunch included
		The Leonardo Hotel	The Leonardo Hotel- St Paul's - -Check-in
		The Leonardo Hotel	Walk to St Paul's Cathedral
		St Paul's Cathedral	Special Tour of Cathedral & Memorial Service
	5:00pm	St Paul's Cathedral	Choral Evensong
		Côte Brasserie Restaurant	Dinner (preordered, prepaid)
		Côte Brasserie Restaurant	Board bus for those returning to Norwich
SATURDAY	7/29/2023	Optional Add on Tour to Normandy begins	
*** There will be an extra charge, over and above the registration fee.			

HERITAGE LEAGUE OF THE SECOND AIR DIVISION (USAAF)/ 392nd Bomb Group NORMANDY--Optional Add-On tour July 29th through Aug 2, 2023				
DAY	DATE	TIME	ACTIVITY	REMARKS
Saturday	29-Jul-23	8:30am - 8:45am	Board the bus	
		8:45am - 10:45am	London to Dover	
		10:45am - 12:00pm	Sightseeing and lunch on your own	
		12:00pm - 12:15pm	Regroup and prepare to board the ferry	
		12:30pm - 3:00pm	Ferry from Dover to Calais	1.5 hours. Time zone change
		3:00pm - 7:00pm	Bus Calais to Bayeux, France	
		7:00pm	Check into hotels. Evening on your own	Charming bayeux hotel Rooms at the Churchill Hotel (hotel-churchill.fr)
Sunday	30-Jul-23	8:00am - 8:45am	Breakfast at the hotel	
		8:45am - 9:00am	Board the bus	
		9:00am - 9:30am	Bayeux to Pegasus Bridge	
		9:30am - 1:00pm	Tour of British and Canadian Beaches	Box lunches
		1:00pm - 2:00pm	Lunch in the area on your own	
		2:00pm - 2:30pm	Bus back to Hotel	
		2:30pm - 3:00pm	Freshen up at hotel	
		3:00pm - 5:30pm	City tour of Bayeux	Tapestry, Cathedral, Battle of Normandy Museum, CWGC Cemetery (Commonwealth Graves Commission)
		5:30pm - 6:30pm	Beer at a local pub	
Monday	31-Jul-23	6:30pm	Dinner & evening on your own	
		8:00am - 8:45am	Breakfast at the hotel	
		8:45am - 9:00am	Board the bus	
		9:00am - 9:50am	Bayeux to Omaha Beach & American Cemetery	
		9:50am - 5:00pm	Tour of American Beaches and lunch in the area	
		5:00pm - 6:10pm	Bus back to Hotel	
		6:10pm	Dinner & evening on your own	
Tuesday	1-Aug-23	8:00am - 8:45am	Breakfast at the hotel	
		8:45am - 9:00am	Board the bus	
		9:00am - 10:30am	Bus to Mont St. Michel	
		10:30am - 4:15pm	Tour Mont-Saint-Michel and lunch on your own	
		4:15pm - 4:30pm	Board the bus	
		4:30pm - 6:00pm	Bus back to hotel	
		6:00pm - 6:30pm	Freshen up and prepare for dinner	
Wednesday	2-Aug-23	6:30pm - 8:00pm	Farewell dinner	Included
			Checkout and departure	Onward travel not included



Churchill Hotel in Bayeux, France. Hotel photo.



Hotel Le Bayeux. Hotel photo.

Memorial Day: HL Honors 3,573 2nd Air Division Airmen Heritage League Flower Program Sets Wreaths at 13 Cemeteries

—By Brian Mahoney, Beverly Baynes Tomb

The Heritage League will again present wreaths on Memorial Day at the 13 European cemeteries where 2nd Air Division airmen are buried or listed on walls of the missing. Managed by American Battle Monuments Commission (ABMC), the cemeteries plus two additional are listed below with the number of 2nd Air Division airmen at each cemetery. The two additional cemeteries contain a total of 31 listed as missing at WWII East Coast and Honolulu cemeteries. (Source: Brian Mahoney, *Heritage Herald*, Spring 2014):

This season, we will strive to enhance the program by going “bigger” at the three cemeteries with over 500 of our fallen airmen. Our dedicated friends in-country will be able to present larger flower displays: at Cambridge—Colin Mann, at Ardennes—Luc Dewez, and at Netherlands—Arie-Jan van Hees.

Additionally, we are soliciting additional participants in the Europe region to show presence at other locations. As before, we hope to receive photos of our wreaths at these cemeteries from followers in the area, and we ask that they please share them with us on our Facebook Page: (<https://www.facebook.com/HeritageLeague2AD>) or our Website: www.Heritageleague.org.

Many thanks to all who donate to the Heritage League Flower Fund which makes Memorial Day special at the ABMC Cemeteries. We are also very grateful for the support of other friends in-country who make the effort to personally place wreaths and flowers at individual base memorials.

Cemetery	2AD Buried	2AD missing	2AD Total
Cambridge	537	905	1442
Ardennes	635	59	694
Netherlands	330	268	598
Lorraine	240	5	245
Normandy	100	14	114
Epinal	94	11	105
North Africa	34	58	92
Henri-Chapelle	41	44	85
Brittany	49	13	62
Florence	2	39	41
Luxembourg	24	10	34
Sicily	11	7	18
Rhone	7	5	12
Honolulu	--	1	1
WWII East Coast(NY)	--	30	30
2nd Air Division TOTALS	2104	1469	3573

ABMC Memorial Day Ceremonies

Site	Country	Ceremony Date	Ceremony Time	Address	Email
Ardennes American Cemetery	Belgium	27-05-23	10:00	164, route de Condroz, 4121 Neupre	ardennes@abmc.gov
Brittany American Cemetery	France	28-05-23	16:00	50240 Saint-James	brittany@abmc.gov
Cambridge American Cemetery	England	29-05-23	11:00	Coton, B23 7PH, Cambridge	cambridge@abmc.gov
Epinal American Cemetery	France	28-05-23	10:30	385, rue de la Rondenolle 88000 Dinoze	epinal@abmc.gov
Florence American Cemetery	Italy	29-05-23	11:00	Via Cassia snc, 50023 Impruneta (Firenze)	florence@abmc.gov
Henri-Chapelle American Cemetery	Belgium	27-05-23	16:00	159, rue du Memorial Americain, 4852 Hombourg	henri-chapelle@abmc.gov
Lorraine American Cemetery	France	28-05-23	11:00	Avenue de Fayetteville 57500 Saint-Avold	lorraine@abmc.gov
Luxembourg American Cemetery	Luxembourg	27-05-23	14:00	50, Val du Scheid, L-2517 Luxembourg	luxembourg@abmc.gov
Netherlands American Cemetery	Netherlands	28-05-23	15:00	AM Begraafplaats 1, 6269 NA Margraten	netherlands@abmc.gov
Normandy American Cemetery	France	28-05-23	10:30	14710 Colleville-sur-Mer	normandy@abmc.gov
North Africa American Cemetery	Tunisia	29-05-23	11:00	Carthage, BP 346, 2026 Sidi Bou Said	north-africa@abmc.gov
Rhone American Cemetery	France	28-05-23	10:00	553, Boulevard John F. Kennedy, 83300 Draguignan	rhone@abmc.gov
Sicily-Rome American Cemetery	Italy	27-05-23	16:30	Piazzale Kennedy 1, 00048 Nettuno (Roma)	sicilyrome@abmc.gov



Wall of Missing in Tunisia, North Africa, commemorates 58 2nd AD men from four of our bomb groups and one of our fighter groups, beginning with Ploesti raid of 1 Aug 1943.

A 2nd AD airman listed halfway down on this wall segment is Adolph Aguirre of 44th BG. The copper rosette to the left of the name Adams, Samuel, indicates his remains have been identified. Another 34 from 8 of our BGs lay in marked graves.

Many buried and listed here were lost in accidents on way to England via southern route. Photo: ABMC staff.

Videos We Like

By Lisa Niehoff

We present these videos which are relevant to the upcoming Heritage League trip to Norwich and Normandy this summer—ED.



Top 10 Places to Visit in Norwich/England

This video highlights ten places to see while visiting Norwich. These are some of the best and most stunning locations in Norwich. Color/4:23. <https://youtu.be/YXspTUUiVAg>.

Hymn to the Fallen

A D-Day survivor visits his fallen comrade's grave at the Normandy cemetery. 'R.I.P. you will never be forgotten'. Reminds us of the great cost of this country's freedom. A high quality Hollywood production with music by John Williams. Color/6:58. <https://youtu.be/Tz8TlJyfhMc>.

The American Chapel at St Paul's Cathedral London

In this short film, The History of the American Chapel, you'll find the multi-decade story of the American Memorial Chapel within St Paul's Cathedral, a very special place of worship, respect and remembrance which honors the 28,000 Americans who lost their lives in World War II while based in Britain. The St Paul's Cathedral Trust in America is a US-based 501(c)3 public charity that funds vital education for the St Paul's Choristers and works to conserve England's greatest symbol of hope. Color/9:50. <https://www.stpaulstrust.org/the-memorial>.

The Haunting Real Ghost Voice Recordings at Norfolk Airfield

This video is a literal 'haunting' account from an airfield called Bircham Newton, Norfolk in eastern United Kingdom which served as an airfield during WWII.

When you consider the number of men in their prime who never returned from war and whose bodies never received a proper burial, what are the chances of a haunting really happening for all to hear? Take a listen. It should come as no surprise that so many airbases are said to be haunted considering the tragic events that occurred throughout the war years.

Black & White with some color/8:24. <https://youtu.be/1ZSClao0LeI>.

Return to Norwich, 1995—the celebration parade 50 years after VE by our 2nd Air Division veterans and more—PARADE

Hundreds of 2nd Air Division 8th United States Army Air Force veterans return Norwich, England, to celebrate the 50th Anniversary of Victory in Europe, VE Day, on May 7th, 1995. Then in their 70s, they march the victory with hundreds of British veterans in a parade along the path of the original parade in 1945. Uphill and down through the narrow, winding, cobblestone streets of Norwich to the cheering of thousands of spectators all the way to the ancient Norwich Cathedral. PARADE is one of many television documentaries and one of over hundreds of videos produced about the 2nd Air Division and their British friends by the Joseph Dzenow-agis (467th) family. See many of our vets looking sharp!

Color/56 minutes. <https://youtu.be/xkEiI-xs36s>. 🇺🇸



—by Pete O'Tube, Expert

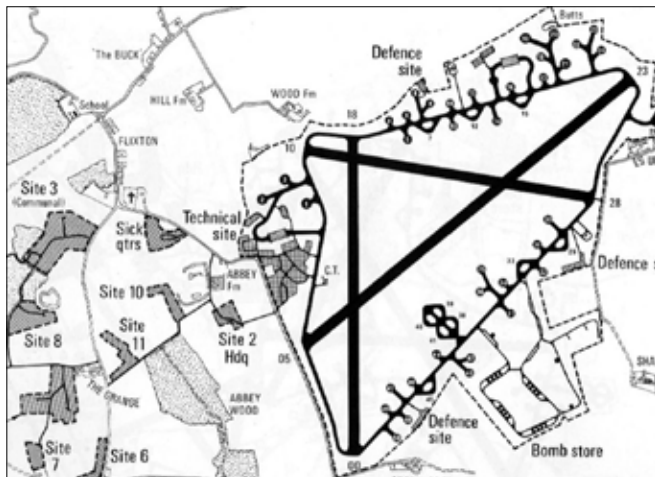
Dear Mr. O'Tube,

I am chomping at the bit to go to East Anglia for my first time, with the Heritage League in May next year! I am reading up on the lay of the land, particularly my dad's old base. I want to get a 'then-and-now' sense, so I can hit the ground running. What can you tell me about 'Class A' USAAF airfields of WW II? How big were they? What do they look like now?

R. Periwinkle Track

Dear Peri-Track*,

Forgive me, but I refashioned your name into the Brit originated term for the taxiing 'road' that ran around the three intersecting runways comprising the airfield site at a 'Class A' field.



Drawing: Bungay during the war, per illustration by late Norman Ottoway for one of the Mighty Eighth books by late Roger Freeman.

Bases had many kinds of sites, named for their function: living, mess, technical, airfield, communal, and so on. Headquarters and sick sites were closest to the airfield, and tech was inside it, where planes

could taxi or be towed to the 'T-2' hanger (which could just handle two of the Liberators) and the specialty repair and maintenance shops. The specification for these fields was somewhat loose, and interpreted, based on the lay of the available land at any particular station, in very distinctive ways. None of the 14 airbases for our 2nd Air Division were close to identical, though in the literal and figurative fog of war they could all 'look like home,' if a damaged Yank or RAF plane needed 150 foot wide paved runways and connected 'hardstands'—think 'assigned parking.'

The standard nominally wanted the main one runway (aligned with the site's prevailing wind) to be at least 6000 feet long. (Not all were, but a few exceeded it, such as Hardwick.) Consolidated called for planes to takeoff with about 1500 pounds less load, and on no less than 6000 feet in ideal conditions. So, the specification was barely adequate, and in practice, some fields did not even meet the specified minimum length. Takeoffs were always a nail biter. Even if there was a well-aligned, helpful, and strong headwind, and the air was not too hot, all that was needed to ruin everyone's day was a weak or failed engine during takeoff and climb out.

Bomb dispersal, fusing sheds and firing butts were always arrayed on the far side of the airfield site from the living sites. Survivors of the bomb dump explosion at Metfield (491st) appreciated this.



Similar size and orientation view of same location in 2014, via Google Earth. Most runways, virtually all of the service roads, seemingly all of the structures are now gone. Astounding how many of the original field-to-forest boundaries persist, aiding in spotting minor USAAF remnants when walking the grounds.

Stories and photos of bicycles at the airbases give you a clue to the distances between the various sites...bring sturdy shoes and boots! In terms of what you will still

find, there is a wide range, from bases with many preserved buildings and no appreciable runway to those that have some restoration. Bungay is an example of one where little remains; see the Google Earth screenshot and try to find remnants compared to the period map. Changes that return the last physical remnants to other uses are accelerating in recent years; a third of the main runway at North Pickenham has since gone back to arable land.

During Pete's last overflight in 2001, the remaining open portions of all runways have been fully built over with Bernerd Matthew's turkey sheds.

Glad you are taking this chance to see the bases, before all details, and the locals who still remember operations on them, fade away.

Bon Voyage! -Pete

*Peri-Track is the British term for frontage road along the perimeter of the base.

By Brian Mahoney, reprinted from *Heritage Herald* Issue 52 • June 2013.

Editors Note: For more background on airbase orientations and archaeology, see Herald Issue 47, September 2011, page 6. Past Heralds are located at: www.heritageleague.org. 🛩️

FLASHBACK IN TIME—1985

Jimmy Doolittle Honored With 4th Star



June 13, 1985. President Ronald Reagan, left, and Senator Barry Goldwater (Rep, Ariz.), right, present the honorary four-star rank to General James Doolittle, age 88, during a ceremony at the White House, Washington, D.C. Photo: White House via National Archives.

Doolittle was leader of the Tokyo Raiders during the first four months of WWII for which he received the Medal of Honor. He was a pioneer test pilot in the 1930s, advancing from lieutenant colonel in 1942 to the command of 15th Air Force in the Mediterranean and then assuming command of 8th Air Force in Europe and the Pacific.

The honorary promotion took many years of pushing through administrative red tape led by Senator Goldwater who was then Chairman of the Senate Committee on Armed Services, and supported by the President. Doolittle passed away in 1993 at age 96 and is interred at Arlington Cemetery, Washington, D.C. 🛩️

D-Day: the Definition

Many misperceptions surround the meaning of the "D" in D-Day. It does not stand for "departure" or "designated," as some theories go. Rather, in a rare example of straightforward military jargon, "D" means "day".

There were many "D-Days" throughout the War. The term was often used when the exact date was either secret or not yet known. The days leading up to planned invasions are numbered in descending order—D-2, D-1, and the days afterward are D+1, D+2, etc.

So, June 6, 2023 is technically D+79 years. It is also a day to remember and honor all brave Americans who served.

Courtesy of *American Museum News*, #90, June 2019

Nose Art

Edited by Lisa Niehoff

In our continuing series on nose art, we strive to uncover the rationale and motivations behind these symbols and note they varied with the crew's personal tastes. Many chose pin-up girls or good luck symbols such as four-leaf clovers, winning poker hands, or horseshoes. Others displayed tough-guy masculinity, political assertions or personal traditions. Many also added maternally related names such as: *Our Mom*, *Mother of Ten*, and *Maternity Ward*. The three nose arts presented below fit into these categories.

Earthquake McGoon (389th BG)

The crew christened their ship after a masculine character in the Li'l Abner comic strip. *Earthquake McGoon* billed himself as "the world's dirtiest wrassler." This bearded, bloated McGoon appeared as a traveling



exhibition wrestler in the late 1930s, and was reportedly partially based on real-life grappler "Man Mountain Dean." (Check out Dean's story at Wikipedia). McGoon became increasingly prominent in the Li'l Abner Cream of Wheat print ads of the 1940s. 'Earthquake' was the nastiest resident of neighboring Skonk Hollow—a nightmarish, notoriously lawless community.

Earthquake McGoon had its last flight on November 21, 1944, the result of a mid-air collision on departure with 565th BS plane *Old Glory*. The impact damaged both airplanes resulting in violent spins. The pilot of *Earthquake McGoon* on this day was LT. Alfred Brooks who was the only survivor from his aircraft, and only two survived from *Old Glory*. In all, seventeen were killed in the collision and their names are listed on a memorial at the Carleton Rode Church near where the collision occurred.

Sources: Portsmouth Virginia Naval Shipyard Museum website and American Air Museum, Britain website.

Meat around the Corner (458th Bomb Group, 754th Squadron)



Nose art depicts Elmer Fudd holding the severed head of Adolf Hitler. It was later determined the depiction could aggravate survival if shot down in Germany. Co-pilot's armor plating affixed after the original paint covers the word 'meat.' AAF photo via 458th.com collection.

Someone gave this plane the odd name of *Meat around the Corner*. This political artwork depicted a shotgun-wielding Elmer Fudd holding the freshly severed head of Adolf Hitler. However, authorities



Nose art modified so Elmer holds a more "suitable" skunk, although looks rather snakelike. AAF photo via American Air Museum.

feared that should the crew be shot down, the nose art would not be taken well by the Germans, and it was later modified. Elmer was left holding a skunk by the tail. To be honest, this writer doesn't think the stinkpot looks anything like a skunk, but that's just my opinion.

Overall, Goldsmith's crew took off 19 times in *Meat Around the Corner* and completed 15 combat missions in this aircraft. Meat crashed on May 11, 1944, but not in Germany. Her crew bailed out over Jegenstorf, Switzerland. Source: American Air Museum in Britain website


YMCA—*Flying Service* (392nd Bomb Group)

This nose art expresses personal thanks. For months, through snow, slush and wet weather, American airmen at Wendling airbase in East Anglia were cheered by regular visits of a YMCA tea car manned by volunteers who greeted their returns from missions.



The airmen wanted to show their thanks, so they named their Liberator *YMCA Flying Service*, decorating the fuselage with a large red triangle. There was an actual christening ceremony where 17-year-old local Norwich girl, a YMCA tea car worker, broke a cup of tea over the front turret of the bomber and ground crews raised their cups in salute (pictured).

Editor's note: The Young Men's Christian Association, or YMCA, is an international association founded in London by George Williams in 1844. During WWI and WWII, the British YMCA developed the concept of a mobile canteen, painted green, serving tea, sandwiches, cigarettes, chocolate, cake etc. to troops; and were also present in cities providing support for those dealing with the aftermath of bombing raids. The Red Cross had similar setups for American aircrews at their airbases during WWII. Source:

American Air Museum and RAF Commands newsletter website. 

Share Your *Herald*.

Rather than recycling your *Herald*, please consider sharing your copy with family, friends or neighbors.





HERITAGE LEAGUE VOLUNTEER PROGRAM —MISSION BRIEFING—

Brian Mahoney, VP for Volunteers

Newsletters of 2nd Air Division Bomb Group Associations are Archived and Available!

The two categories detailed in the previous edition, relating to the News from the Greatest Generation Project, are still in need of volunteers.

First—we ask for your help finding someone who can help us 'design' the best way to use the internet so that our members—and all interested researchers—can search our huge collection on their own.

In essence, we ask you to help us find a technical-type who fits the bill, if they are not able to help on a volunteer basis perhaps on a reduced fee basis. It is a notch or two above 'web developer,' although it is worth asking any web masters you may know, whether they can point us to such an individual. Please help us 'network' this search. We are ready to discuss actual task specifications. While we still hope to find a volunteer with the needed skills and availability, the board has indicated it might pay a professional or firm to do the work; if we can identify them and justify the cost.

Second—and this will have a very familiar ring! —let us know if you are willing to do powerful searches within this very magical collection, as may be requested by Heritage Leaguers or others. We would set you up with an external drive containing it all. It is intuitive, easy, and fun; and helps someone search for information on a subject dear to them. (I have done a few requested searches and demonstrated several others as examples. Give me a call, I can demonstrate for you.)

The Volunteer Program has the potential to 'extend our reach' as we find meaningful ways to fulfill the Heritage League mission:

The Heritage League's purpose is to perpetuate the memory of the Second Air Division of the 8th Air Force (USAAF) and honor the efforts and sacrifices of its members during World War II on behalf of freedom and peace. Through the work of its members and other entities it supports, the League promotes educational, social, cultural, and commemorative activities which compellingly present this rich history to succeeding generations.

Your energy and ideas will keep us fresh and healthy. While our officers and board members have always done tons of heavy lifting, much of it behind the scenes, you do not have to be on the board to make an important contribution, as several of our members continue to show.

A good way to tell us a bit about your own volunteering ability is by using the online form at <https://heritageleague.org/volunteer/>, but of course it is also fine for you to contact me directly (info on back cover).

Heritage Herald Staff

Published three times a year, the *Heritage Herald* is the official publication of the Heritage League of the Second Air Division (USAAF). The mission is to educate future generations about the sacrifices of our forebears of the bomb and fighter groups of the 2nd AD in WWII. Membership is open to all those who follow this ideal.

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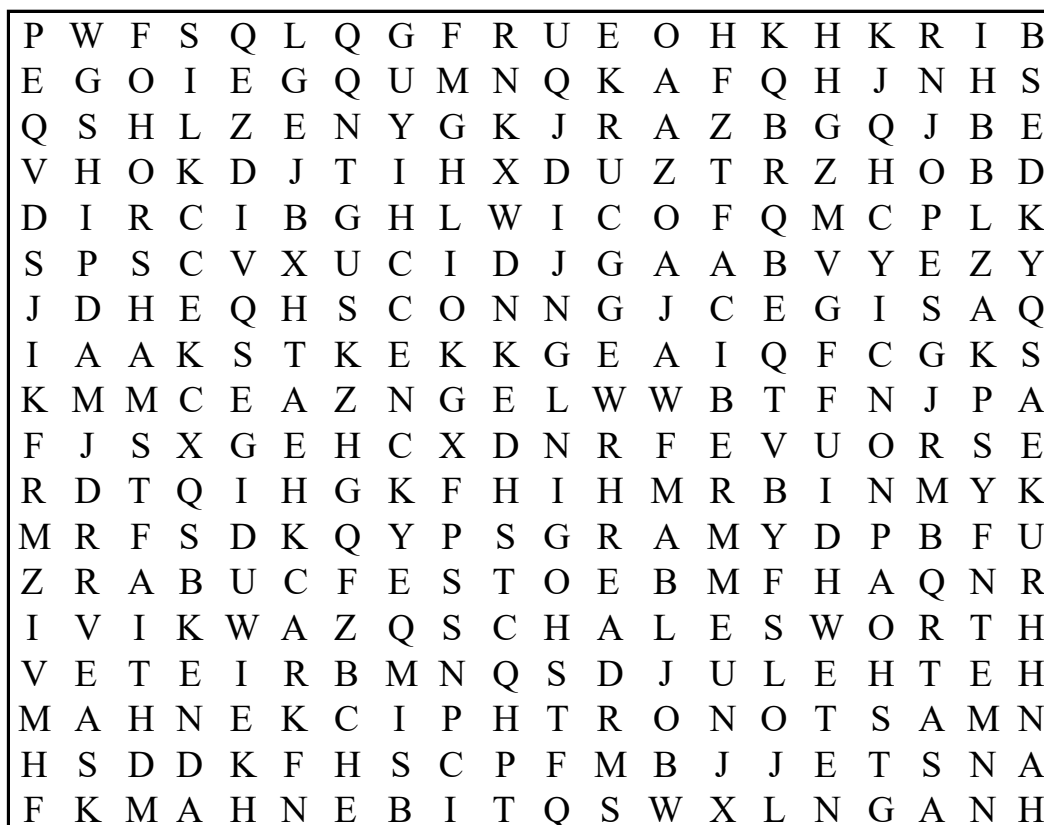
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Youth Corner—Word Search —By Sue Risley

Here is a list of the 14 Bomb Group airbases in the East Anglia area of Britain where the 2nd Air Division groups were located. Can you find the airbase names hidden in the grid? Read backwards or forwards, up or down, or diagonally. The words will always be in a straight line. Circle or cross them off the list as you find them. For additional reference and details, see the “Bomber Record” chart in this *Herald*.

Airbases of the 2nd Air Division, USAAF

Shipdam	Home of the 44th bomb group	Tail color – black vertical stripe on bare metal
Hardwick	Home of the 93rd bomb group	Tail color – black vertical stripe on yellow
Hethel	Home of the 389th bomb group	Tail color – white vertical stripe on black
Wendling	Home of the 392nd bomb group	Tail color – black horizontal stripe on bare metal
Tibbenham	Home of the 445th bomb group	Tail color – white vertical stripe on black
Bungay	Home of the 446th bomb group	Tail color – black horizontal stripe on yellow
Seething	Home of the 448th bomb group	Tail color – black diagonal stripe on yellow
Old Buckenham	Home of the 453rd bomb group	Tail color – white diagonal stripe on black
Horsham St Faith	Home of the 458th bomb group	Tail color – white vertical stripe on red
Attlebridge	Home of the 466th bomb group	Tail color – white horizontal stripe on red
Rackheath	Home of the 467th bomb group	Tail color – white diagonal stripe on red
Halesworth	Home of the 489th bomb group	Tail color – white vertical stripe on green
Metfield	Home of the 491st (then to North Pickenham)	Tail color – white horizontal stripe on green
North Pickenham	Home of the 492nd (then 491st bomb group)	Tail color – black diagonal stripe on bare metal



Nissen and Quonset Huts

—By Annette Tison, 392 BG

The names Nissen and Quonset are often used interchangeably with regard to half-oval metal structures, but their differences are greater than their similarities.

The Nissen Hut

In mid-April 1916, Major Peter Norman Nissen,



Top photo: Lt Col. Peter Nissen (left) and one of his huts in 1917. Middle: two 392nd Nissen huts. Bottom: the Station Orderly Section on 20 Feb 1945. The interior framing is clearly visible, as are dormer windows, doors at the back and side, and a stove. Photos: Top: Wikipedia. Middle & Bottom: 392nd BG archives.

29th Company Royal Engineers of the British Army, began to experiment with a new design for military huts. His assigned parameters: the structure had to be built from relatively few (and inexpensive) materials that were easily portable and could be erected quickly by just a few workers.

The concept that would later bear his name was a prefabricated semi-cylindrical structure with an in-

ternal framework to which metal sheeting was attached. Production began in August 1916, with at least 100,000 made in WWI. Their design meant that as battle lines changed, they could be quickly taken down, packed in a standard Army wagon, moved, and then erected again. It usually took six men about four hours to put one up, but the record was just 1 hour, 27 minutes.



Interior of a Nissen hut being used as a barracks. The men's attire (or lack thereof) shows the photo was taken on a hot day! Note also the one stove, hardly adequate to heat the room completely in cold weather. Photo: 392nd Archives.

They were also mass-produced by the thousands in WWII. By then, Nissen huts came in three internal diameters—16, 24 or 30 feet. The bays came in six feet lengths, so the completed cylinder's length could be any multiple of six feet. Walls at each end were made from a wooden frame with weatherboards nailed to the outside. Windows and doors could be added to the sides by using specially-formed metal sheets.

Most, if not all, of the curved structures at Wendling airbase were Nissen huts.

Quonset Huts

In 1941, the George Fuller Co., a major construction firm, was building key facilities for the U.S. Navy at Quonset Point, Rhode Island. Realizing that troops and their supplies would soon have to be transported and then housed/stored around the world, military officials approached Fuller's chief engineer Peter Dejongh and architect Otto Brandenberger and tasked them to design a Nissen-hut type structure for US needs.

They had just two specifications: the new huts should be arch shaped, for strength and deflection of shell fragments, and able to be quickly and simply assembled. The first design used a T-shaped steel and iron arch to which were connected steel and iron frames spaced four feet apart. Stainless steel



The difference in curvatures between a 392nd BG Nissen hut (top) and a Quonset hut (bottom) is the easiest way to tell them apart. Photos: Top: 392nd BG archives; Bottom: Wikipedia.

ly used variant, employed lighter-weight materials such as half inch plywood and a lighter-gauge galvanized siding, with factory-curved panels only along the ridge line; the rest of the panels were shipped flat. This change meant that there was no longer lost floor space due to the curvature of the arch.

Eventually, between 150,000 and 170,000 Quonset huts were built.

sheets were then laid across the frames and affixed with nuts and bolts. The sheets were laid in a continuous arch, so the walls and roof of the hut became a single structural member.

While the design resembled the Nissen hut's, the Quonset plan included several significant improvements, including interior Masonite lining, insulation, and a plywood floor on a raised metal framework. They were named "Quonset" huts in honor of their place of origin.

The original Quonset design had a 16 by 36-foot footprint, later expanded to a standard 20 by 48-foot general purpose size with some 86 different interior configurations (for barracks, medical facilities, chapels, classrooms, repair and supply functions, offices, mess halls, bakeries, etc.) as well as warehouse styles called Elephant huts.

During WWII, the Quonset design evolved through five different models, each one becoming cheaper and/or more adaptable. The final, and most widely



The above "Elephant Hut" was an enlarged version of the Quonset Hut, with dimensions of 40' x 100'. A construction team of ten men could build one shed in under 300 hours, an impressively small amount of manpower and time considering the building's size. It could also be shipped to any location in 23 crates and took up little room in a ship's cargo hold." This according to: <http://quonset-hut.blogspot.com/p/morphology.html>.

Summary

Nissen and Quonset huts housed people and supplies around the globe in WWII. When the war ended, excess military huts were sold to civilians or organizations and repurposed. Many were used by colleges and universities as housing and classrooms for the large influx of veterans attending under the GI Bill; others were adapted for use as churches, supermarkets, barns or farm storage structures, retail spaces, restaurants, garages, and industrial buildings.

These shelters, iconic emblems of two world wars, proved useful for decades—and the designs for Nissen and Quonset huts are now reappearing as modern "tiny houses" and garden sheds. 🏠

Note: For more information, see:

<http://varnumcontinentals.org/2016/04/the-quonset-hut-a-rhode-island-original/>

<https://nissens.co.uk/>

<https://390th.org/anaomy-of-a-bomber-base-nissen-hut/>

On Another Note: Update on Nissen Hut Renovation located behind Ketteringham Hall

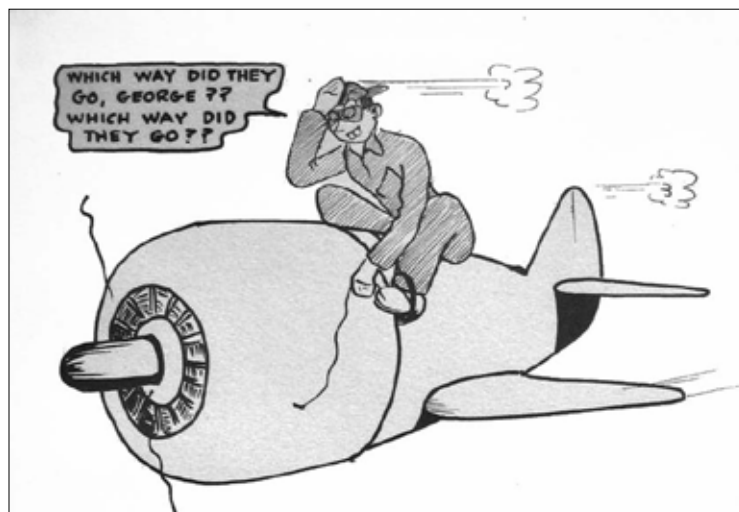
Two years ago, a family interested in renovating the last standing Nissen hut located behind the former headquarters of the 2nd Air Division, reached out to the Heritage League for possible background information on this hut. They wish to keep as many of the original features as possible.

We contacted Lucy Gowing to find out how the project is progressing. Their family owned the land and received approval to convert it into the family home. She stated that it is going slowly and new windows have been installed in the structure. She is still interested in any background information from our readers pertaining to this hut as to its function or how it was furnished. Email Lucy Gowing at: lucyvictoriagowing@hotmail.com.



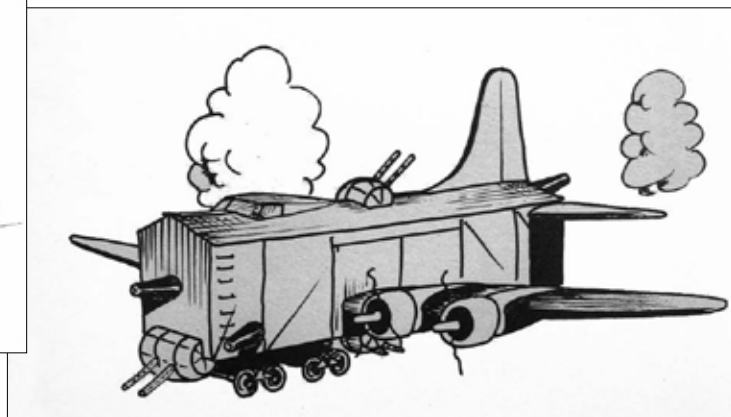
Preservation challenge and opportunity. Retaining original design features and refurbishing for a future home, here is the current progress of the Gowing family's rehabilitation project. We look forward to their success. It is on grounds of Ketteringham Hall former headquarters of the 2nd Air Division. Photo: Lucy Gowing.

• • • • •



Twin Engine Man's Conception of a Fighter Pilot

One of many cartoons (including one from Milton Caniff) in "The Echelon," class book of Pilot Class 44G, Perrin Field, Sherman, Texas.



Single Engine Man's Conception of a Bomber Pilot

Courtesy of Mike Voisin, curator/webmaster of the Army Air Forces Collection, <http://aafcollection.info/>. Visit the website to see the full yearbook and many other fascinating documents.

8th Air Force Historical Society Reunion

49th Annual 8th Air Force Historical Society Reunion will be held at the DoubleTree by Hilton Ontario Airport, Ontario, California on October 18-22, 2023

We provide the following abbreviated schedule and hotel information for the reunion. More details and registration form are located at their website: 8thafhs.org. The Heritage League will not be formally attending as our annual meeting will be held during our visit to Norwich this July.

REUNION SCHEDULE

Wednesday, October 18

8:00am — Reunion Registration open

6:00pm — Welcome Reception, followed by dinner on your own

Thursday, October 19

8:30am — *March Field Air Museum & Planes of Fame Museum ~ Includes Lunch*

7:00pm — Buffet dinner and program: *Greg Stathatos ~ B-17 Archaeology Founder*

Friday, October 20

7:45am — Group Meetings

9:00am — *Palm Springs Air Museum ~ Includes Lunch*

7:00pm — Rendezvous Dinners

Saturday, October 21

8:45am — General Membership Meeting

12:00pm — 8th AFHS Board Meeting

11:00am — *L. A. Farmer's Market & Hollywood [Includes Grauman's Chinese Theatre]*

7:00pm — Gala Dinner and Program ~ *Col Erik L Aufderheide, USAF AFRC 452*

Latest Hotel Update (as of April 2023)

The 8th AFHS has room block at the **Ontario DoubleTree Hotel** is **filled** on Wednesday, October 18, 2023. Ample rooms are still available at the reunion rate of \$179 on Oct. 19-22, Thursday, Friday, and Saturday at the DoubleTree. There are rooms at the DoubleTree on Wednesday, Oct. 18, but at their standard rate of \$249+/- per night (plus tax) for 2 QUEEN BEDS. This unfortunately requires you to make TWO [2] separate reservations: one on Wednesday, Oct. 18, at the higher rate and the second for Oct. 19 and beyond (at the reunion \$179 rate). **Reservations:** (800) 222-8733.

Another option:

The 8th AFHS has secured a backup hotel with additional rooms:

The Best Western Plus hotel is located directly across the street from the Ontario Double Tree!. Room rates at Best Western Plus:

KING ROOM- \$129 per night plus tax for a total of \$146.74 (includes breakfast)

2 QUEEN BEDS- \$139 per night plus tax for a total of \$158.11 (includes breakfast)

You have the option to reserve a room on Wednesday at Best Western Plus and then relocate across the street to the reunion hotel, **Ontario DoubleTree** on Thursday afternoon, or continue your stay at the Best Western. Ontario Best Western Plus reservations are made **DIRECTLY** with the hotel—this is NOT a call center: (909) 937-6800

*Simply request the 8th Air Force Historical Society Reunion Rate (listed above).

BOTH hotels have complimentary shuttles from the airport as well as FREE parking.

If you have ANY questions or concerns, please contact Debra Kujawa directly:

(912) 748-8884 or managingdirector@8thafhs.org

Again, we apologize for any inconvenience.

Summer/Fall 2023 Heritage Calendar

and Historic Events of note

May

1945-German surrender, Victory in Europe Day, V-E Day, May 8.

Coronation of King Charles. May 6. London.
2nd Air Division Trust Governors' mid-year meeting. May 15, Norwich England

Memorial Day, Monday May 29:

—**Ceremonies at overseas American Battle Monuments Commission Cemeteries.** Dates vary from May 27-29 and are listed in this *Herald* or check their website at: <https://www.abmc.gov/cemeteries-memorials> for latest information. Heritage League will provide wreaths to the 13 overseas cemeteries containing 2nd Air Division airmen.

—**Flags For the Fallen, Mighty 8th Museum** Special Event, 26,000 flags placed to remember fallen 8th AF airmen. Pooler (Savannah), Georgia. May 26-29. Info at: www.mightyeighth.org.

June

1941-US Army Air Corps becomes the US Army Air Forces, June 20.

1942-General Eisenhower takes command of US forces in Europe, June 25.

1944-D-Day invasion. June 6. This year is the 79th anniversary.

July

1943-President Franklin Roosevelt announced the end of coffee rationing which limited people to one pound every five weeks since it began in Nov. 1942. July 28.

Heritage League Convention and annual business meeting in Norwich, July 23-28.
www.heritageleague.org.

Heritage League/392 BG follow-on Normandy D-Day locations tour, July 29-Aug 2.

Airshow at Old Buckenham. July 29-30, 2023.
<https://www.oldbuckenhamairshow.com/> or email: airfield@oldbuck.com. Museum once again open.

August

1943-Operation Tidal Wave, raid on Ploesti oil refineries is conducted by B-24s. Losses were high, approximately 30%. August 1.

National Museum of US Air Force, Dayton OH. Visit inside the B-24D *Strawberry Bitch*. August 13: www.nationalmuseum.af.mil/.

September

1944-Operation Market Garden begins with Allied airborne forces landing in the Netherlands, September 17.

467 BG Association Reunion and visit to Norwich, England. September 18-22, 2023
Info at: www.467bg.com.

US Air Force Association National Convention, September 9-10, Gaylord Resort and Convention Center, National Harbor, MD. (Washington, DC.). Info at: www.afa.org.

October

1943. High losses suffered (approximately 29%) from the mission to Schweinfurt, resulted in sharply reduced bomber operations.

8th Air Force Historical Society Reunion. Ontario Hilton Garden Inn. October 18-22. Details in this *Herald* and at: www.8thafhs.org.

November

93rd Bomb Group Association Reunion, Hilton Garden Inn DFW Airport. November 9-13. Info at: <https://www.93bg.com/>.

Norwich England events around Veterans Day. Known as **Remembrance Day** in the U.K., **Saturday** Nov 11. American Library, events TBA.

General 2023 activities

93rd BG Hardwick Museum opens for the season on the 3rd Sunday of each month. Info at: www.93rd-bg-museum.org.

448th BG Seething Airfield Control Tower Museum. Control Tower Museum opens for select Sunday visits. Info at: www.448bombgroup.co.uk.

453rd Bombardment Group Museum & 8th AF Heritage Gallery, Old Buckenham. Open all year Friday, Saturday and Sunday 10am to 4pm, and by request other days. Contact: James Clarey, Museum Curator, email: curator@453museum.com. Telephone: 01366 386119.

American Library. Monthly webcoffee. The Norwich U.K. Library hosts a regular web-based activity 'Coffee Afternoon' the second Saturday of every month on Zoom at 11 AM U.S. Eastern time [16:00 British time]. Hosted by library assistants Jane Appleton and Linda Sheppard, it is an opportunity for 2nd Air Division families and friends on both sides of the Atlantic to get together. Email for an invite at: americanlibrary@norfolk.gov.uk. Additional library presentations can be found at: www.Americanlibrary.uk.

Mighty 8th Air Force Museum weekly webcasts. 'Target for Today' lecture series digging

into the history of the Eighth Air Force. Each Thursday at 2pm ET via 'Mighty 8th Vimeo' or 'Mighty 8th Facebook'.

More info at: www.mightyeighth.org.

National Museum of US Air Force, Dayton OH. 2023 marks the museum's 100th Anniversary! Since 1923 the museum has grown from a small engineering study collection to the world's largest military aviation museum and is a world-renowned center for air and space power technology and culture preservation.

<https://www.nationalmuseum.af.mil>.



New Feature—WWII Aviation Trivia Quiz —By Lisa Niehoff

1. How many groups were assigned to Horsham St Faiths airbase (currently Norwich airport) during WWII?

- ☐ Two
- ☐ Three
- ☐ Five

During the war years Horsham St. Faiths was home to American fighters and bombers. Between April 19 and Nov 1942, it hosted the 319th Bomb Group (M), with its B-26 Marauder medium bombers. Between April and July 1943, the P-47 Thunderbolts of the 56th Fighter Group were in residence. From early in 1944 the base was home to the B-24 Liberator, heavy bombers of the 458th Bomb Group, of the 2nd Air Division, which flew its last mission from there on April 25, 1945. On the northern perimeter of today's airport, you will find the Norwich Aviation Museum which has an extensive display of preserved, historic aircraft, with a display which features the presence of the 458th Bomb Group (H) during the war years. Answer: **Three**

Source: <https://www.discovernorfolk.co.uk/story/usaaf-wwii-air-bases-196/>.

2. When did the B-24s fly their first mission in Europe?
- ☐ July 1942
 - ☐ October 1942
 - ☐ July 1943

The 93rd Bomb Group known as "Ted's Traveling Circus," arrived at Hardwick airbase in September 1942 and flew the first missions on October 9th, 1942. Next was the 44th Bomb Group "Eight Balls" on November

7th out of Shipdham. Eight months later the two groups plus 389th from Hethel deployed to Libya to prepare for operation TIDAL WAVE to attack the oil fields at Ploesti Romania. Answer: **October 1942**

Source: "Bomber Record" from *2nd Air Division Journal*. You can see this table in this *Herald*.

3. Either due to a really good public relations agent or just fate, the B-17 was more famous than the B-24. Despite that, which was NOT an advantage the B-24 had over its more famous sister?

- ☐ The B-24 was faster
- ☐ The B-24 could carry a greater bomb load
- ☐ The B-24 had a greater range
- ☐ The B-24 was significantly cheaper to build

Not all agree on the exact numbers, but all agree the B-24 scored higher in each of the three key categories: speed, range, and bomb load. Answer: **The B-24 was significantly cheaper to build**

4. What device on the B-24 was known as the "putt putt"?

- ☐ Hydraulic pump for brakes
- ☐ Ball turret swivel motor
- ☐ Auxiliary power unit

Top turret gunner with the 389th BG, Allan Hallett relates that his task before landing was to start the putt putt which was the auxiliary power unit located in the nose wheel area of the plane. It supplied supplemental electrical and hydraulic power and sounded like a putt putt when running. Answer: **Auxiliary power unit**



Please renew your membership for 2023. Help us to continue our work by encouraging all generations in your family to join in our mission.



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Please RENEW ONLINE and pay through PayPal. It is a safe and secure way for you to pay your membership and contributions. LOG ON to <https://heritageleague.org/membership/> OR return this page with your check, payable to the Heritage League Membership, 6410 Valley Oak Plaza, Martinez, CA 94553. If you have questions, please email: smbdyer@sbcglobal.net.

VOLUNTEER YOUR TIME AND TALENT. We are very appreciative of the strong financial support you have shown for The League and related entities. Would you also be able to share your time and talent with us? You can fill out a form at: <https://heritageleague.org/volunteer/> that lets our expanded Volunteer Program pair you with work supporting our mission!

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NAME of related 2nd Air Division Veteran _____ VET Birthday Date: _____

Vet's Bomb Group or Unit No. _____ Their relationship to you _____

Dues for friends and relatives of 2nd Air Division Veterans (check one):

____ PDF Newsletter via Email—provide email address above—\$20 \$ _____

____ Printed Newsletter sent by US mail—\$30 \$ _____

2nd Air Division Veterans are eligible to be an Honorary Lifetime Member (check one).

____ PDF Newsletter, via Email—provide email address above—\$0 (free)

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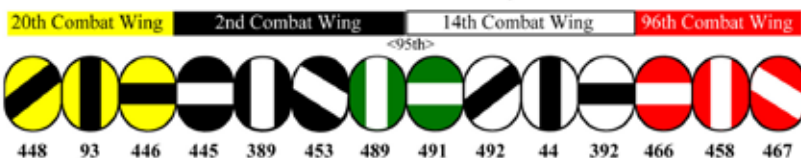
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