



HERITAGE HERALD

Issue Number 79, April 2024 • www.heritageleague.org

Periodical of the Heritage League of the Second Air Division (USAAF)

BOMBING BREMEN

Restarting the Bomber Offensive After Black Week

— By Tom Eisele

When we look back on the events and struggles of World War II, it can seem to us today that our victory over Nazi Germany was assured. The USA and the U.K., in alliance, had the weight of industrial might on their side and the support of the vast commonwealth of nations. What could go wrong?

In 1942, however, the outlook for the Allies was bleak. Hitler held the continent of Europe in his grasp, he was pushing forward in Russia at a breathtaking pace. His minions were swooping through North Africa toward the Middle Eastern oil fields—everywhere, the Nazi war machine was winning.

Except for the island nation of Great Britain which, against all odds, managed to survive the repeated German air onslaughts from 1940 into 1941. If, after fighting the air war to a standstill, Great Britain could manage to survive the Battle of the North Atlantic (which began in 1939 with considerable ship losses in 1941-42)¹ and get the war supplies that it needed. Then perhaps, there was some hope for the Allies.

Then in December 1941, Pearl Harbor happened, and suddenly the USA was injected actively into the fighting. Compounding matters, Hitler then foolishly declared war against the United States on December 11, 1941.



B-24Js releasing 500 lb. bomb salvos on a clear day over Bremen later in the war. Only light flak was present which allowed bomb run at medium altitude. A smoke marker behind the center aircraft's left wing marks bomb release aim point. AAF photo.

Going into 1942 then, America and England were once more joined at the hip in fighting a European conflict in the twentieth century.

Air War Beginnings—a gloomy picture

Neither the U.S. Navy nor the U.S. Army ground forces were in any position in 1942 to intervene

(continued on page 3)

1. Clay Blair, *Hitlers U-boat War*, Vol I 1939-42, Cassell Pub. 1996.

Mark your Calendars

Heritage League 2024 Convention—Oct. 17-21, 2024 Colorado Springs, Colorado

With 93rd BG and 467th BG Reunions, optional extension October 21-22. See pg. 10.

PRESIDENT'S MESSAGE

—Christopher D. Clark (489 & 44 Bomb Groups)



Photo: Wendy Dwyer.

If you are reading this, you have an interest in World War II aviation. I want to take the time to show all readers the Heritage League's "mission" statement. Please read every

word and see how you can help.

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.

This statement is more than just words. The Second Air Division founded by our vets in 1947, ceased operations in Chicago in 2012, and the Heritage League has been in its place for 12 years now. If the words above mean something to you, and you want to be part of something bigger than yourself, then please volunteer by going to our Heritage League website and click on the Volunteer tab: <https://heritageleague.org/volunteer/>

We are looking for help with several projects. One is our Memorial Day wreath placement at the overseas ABMC cemeteries. We have loyal volunteers placing at three of the 13 locations and hope that anyone near

or visiting the ten remaining can do the same. Are you good with Facebook or Instagram? We can really use help reaching younger audiences.

The recent airing of *Masters of the Air* on Apple+ TV showcasing the personal trials and hardships of bomber crews in WWII 8th Air Force's 100th Bomb Group faced with high loss rates, reminds us of their sacrifices. Again, please think about being part of something bigger than yourself. We can use a protégé for almost all jobs on the Heritage League's Executive Committee. There is a fit for you!

I am pleased to report that several of our ongoing projects are progressing. The Library of Congress in D.C. is in the process of cataloging the newsletters of 14 bomb and group associations we delivered to them last August as part of their veteran history program. It is a slow and deliberate process, and we hope to report to our members around the end of the year how they can search for specific names, events, etc., contained in that large assembly of newsletters. Also, in this *Herald*, we provide a point of contact listing for those 2nd Air Division bomb and fighter group associations that we know about. We list 14 points of contact, but it is a work in progress. We hope this will be a useful tool for our members on whom to contact for details concerning their group.

Lastly, we hope you can join us at our annual convention this October 17-21 in Colorado Springs, Colorado, home of the U.S. Air Force Academy. The theme is "The 'Wild' Blue Yonder" in recognition of the establishment of the United States Air Force Academy in 1954—70 years ago. We are joining the 93rd and 467th Bomb Group Associations for a combined event. More details follow in this *Herald* and on our website.

Please consider us as 'Ambassadors' for the valiant efforts of the men and women of the Second Air Division—

let us not forget them!

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offensively in the European theater. It would take time for both branches of these American armed forces to put themselves in a position from which they could project any offensive power. Yet, it was thought, the Army Air Forces just might be able to use the British Isles as an unsinkable aircraft carrier, capable of flying offensive air strikes against the Nazi-held continent of Europe. With the B-24 Liberator and the B-17 Flying Fortress available, we had the 4-engine bombers capable of reaching Europe with a substantial bomb load.

The aim was to base the Eighth Air Force in England and engage in daylight precision bombing targets in Germany and other areas of the continent.

It took much of 1942 simply to produce the planes and the flying units necessary for this ambitious plan, and then to fly or ferry the men and machines over to Great Britain. The buildup was slow and painstaking. In the Eighth Air Force (AF), what came to be known as the 2nd Air Division (AD), did not fly its first mission until October 9, 1942. Eventually, the entire 8th Air Force would fly almost 990 missions,² and the 2nd Air Division would fly 493 of those missions.³

By 1943 an adequate number of American men and bombers were in England to put the idea of daylight strategic bombing to a reasonably sustained test. Early results were not promising. Bomber crews were being savaged by both flak and fighters. Many flyers among the crews rated their chances of completing the requirement of having flown 25 missions (in order to return to the States), as certainly less than 50%, and likely less than 30%. It was not a pleasant outlook.

The two Schweinfurt raids, one in August 1943, the second in October 1943, seemed emblematic of these terrible odds. In each raid, 60 or more bombers were lost, meaning that, in each raid, more than 600 airmen had either died, been captured, or gone missing in action.

Black Week. In fact, the second Schweinfurt raid on October 14th put an emphatic period to a terrible week of losses for the 8th Air Force. In the seven days from October 8-14, 1943, the Eighth lost 154 planes and more than 1,500 airmen. "This traumatic time became known as Black Week when its fortunes sank to their lowest point, and its future and that of the daylight bombing offensive, once more hung perilously in the balance." Eighth Air Force halted bomber operations for several weeks to reassess tactics. [Graham Smith, *The Mighty Eighth in the Second World War* (Countryside Books, 2001), p. 122.]



Dramatic photo of enemy fighter rolling in on a B-17 (top) during mission on Dec 20, 1943. AAF photo.

After Black Week—The need for a New Course of Action

After Black Week, the 8th Air Force made a course correction. Rather than trying to end the war by means of a few spectacular, major raids (e.g., Ploesti or Schweinfurt), the Eighth decided to try sustained, incremental bombing raids, such that they might wear down the German war machine by attrition. It wasn't an exciting or sexy course of action, but it just might work.

There were many available targets, both within Germany and within German-held territory on the European continent. Berlin and Hamburg were two of the most important among those available targets, but each of those cities posed problems: both were formidable distances away from England's airbases, and both held formidable anti-aircraft protective defenses once the bombers got there. There also were targets in enemy-held areas of France, most notably those areas holding U-boat facilities, and those areas in and around

2. Mission data and information taken from Roger A. Freeman, *Mighty Eighth War Diary* (Jane's Publishing Inc., 1981), 508 pgs.

3. American Library, Memorial to 2nd Air Division, 2nd AD History.

Normandy which were pegged for a future invasion attempt in 1944. And then too, there were the "usual suspects," those many German cities that collectively formed the industrial heart-and-soul of Nazi Germany—cities such as Frankfurt, Munster, Brunswick, Dortmund, Koblenz, Osnabruck, Magdeburg, Kassel, Bielefeld, Hanover, Paderborn, Essen, Bremen,...and the like.

Bremen Selected. It was accessible to the North Sea by way of the Weser River, and had once been a part of the Hanseatic seaports. Bremen was well-placed to serve the German U-boats that were putting to sea to strangle (if possible) the British Isles and allied shipping in general. In addition, Bremen held a major Focke-Wulf assembly works, and the FW-190 was the best piston-driven German fighter of WWII. Third, in the vicinity of Bremen were several synthetic fuel sites. So, if the Americans were to bomb Bremen, they would simultaneously be bombing the U-boat arm, the German fighter defense arm, and the oil/



Bremen objective. Aerial view of the river, canal, industrial buildings, docks and sub pen areas. AAF photo.

fuel industry of Nazi Germany—as well as bringing home the war to German civilians and workers. That was a good bang for the American buck. (Of course, it would be *our* flyboys who would have to pay.)

The flight to Bremen from the 2nd Air Division airbases around Norwich and East Anglia was a manageable 300-350 miles; whereas Hamburg would be another 50-100 miles farther to the northeast, and Berlin was at least 550 miles away from any of the 8th air bases scattered throughout England. So, Bremen made sense as a target in late 1943, especially since the American flyers were feeling quite vulnerable after the daunting losses of Black Week. Still, Bremen did boast

hundreds of flak batteries situated around the city and its environs; plus, the Luftwaffe usually contested vigorously any daylight bombing runs against the industrial areas of the Third Reich. As a target, Bremen would still be a difficult mission to fly.

Restart—Bomb Bremen (Nov.–December, 1943)

As the 8th Air Force recovered from Black Week and gathered itself for another round of missions, Bremen became a focal point for the might of the American bombers. More and more heavy bombers were available in England at this time for the Americans. In fact, the first 1,000-bomber raid took place in early November 1943 (bombers and fighters came from Eighth and bombers from the Ninth Air Force. Graham Smith, p.130). Also, greater numbers of the necessary escorting fighters were becoming available – mostly P-47 Thunderbolts, but also a growing number of P-38s, and even a few P-51s, were starting to accompany the bombers on their missions into Germany.

For the planners and strategists in the 8th Air Force, then, it became of question of, what was a feasible goal for the group as a whole? Could a concerted effort against a single target—say, Bremen—gradually grind down the German defenses and make a real difference, without the bombers suffering catastrophic or prohibitive losses?

During the concluding two months of 1943, six missions were flown against Bremen by the Eighth, testing this modest proposition.

1. Mission 130. Nov. 13, 1943:

This was not an auspicious start. The weather did not cooperate; high winds and icing conditions in England made take-off and assembly precarious. In fact, four B-17s from the 1st Air Division crashed during assembly of the formation, to such an extent that the 1st AD was recalled before its assembly was completed, and many 1st AD planes complied. The 2nd AD carried on, regardless of the weather, and four Bomb Groups from the 2nd AD (the 44th, 93rd, 389th, and the 392nd) managed to dispatch more than 110 planes. The U-boat, shipping, and seaport facilities in Bremen were their target. Because of the recall of the 1st AD, it was the 2nd AD that suffered the most casualties over Bremen, losing 13 planes. Still, with 272 planes being dispatched from all three air divisions, the loss rate proved to be an acceptable 6%, although bombing results were mixed.⁴

4. Freeman, p. 138.

2. Mission 138. Nov. 26, 1943:

A more robust bombing raid was launched against Bremen two weeks later, with all three air divisions participating. They mustered 505 planes dispatched, which was one of the largest raids to date by the 8th Air Force (although fewer than 450 planes managed to finish over the target). On this raid, various industrial areas (including the Focke-Wulf assembly plant) were targeted, and the defending Luftwaffe forces were

very aggressive. The 2nd AD contributed 100 planes to an acceptable loss rate of 5%.⁵

3. Mission 140. Nov. 29, 1943:

This mission consisted of 1st AD and 3rd AD planes only, with a total of 360 bombers dispatched, 13 of which were lost (loss rate=3%). The shipyards in the port of Bremen were the target, but high clouds frustrated the B-17s in their ability to put their bombs on target. Only marginal damage was done.⁶

4. Mission 154. Dec. 13, 1943:

This was the first mission for the 8th Air Force where it alone dispatched more than 600 planes. This large force of bombers split its attention between the port facilities in Bremen and in Kiel. The 2nd AD put up 116 planes against the Kiel U-boat and port facilities, and they only lost one plane. In addition to the "old reliables" of the 44th, 93rd, 389th, and 392nd Bomb Groups from the 2nd AD, this was the first combat mission flown by the 445th BG, based at Tibenham. Total loss rate for the entire Mission 154 force was 1%. This was a very welcome sign of improvement in the fighting conditions (and the odds) that bomber crews faced.⁷



Dense anti-aircraft flak over Bremen surrounds the bomber formation forcing apart the formation, increasing its defensive vulnerability to fighter attack upon leaving the target's flak zone. AAF photo via National Archives.

5. Mission 156. Dec. 16, 1943:

Mid-December saw another large force, numbering 631 bombers dispatched from all three air divisions, targeting the city of Bremen and its industrial centers. For the 2nd AD, its five Bomb Groups (44th, 93rd, 389th, 392nd, and 445th) were joined by a sixth Bomb Group, the 446th out of Flixton/



Danger close. Flak vests on. Hope the flak-pieced holes in the aircraft skin aren't near you. AAF photo Amer. Library.

Bungay. These six Bomb Groups dispatched 119 B-24s and, remarkably, this force suffered no losses. For the entire attack force, the loss rate was 2%, with only 10 planes failing to return from the mission. In addition, the fighter escort for this mission included 39 of

5. Freeman, p. 142.

6. Freeman, pp. 143-44.

7. Freeman, pp. 150-51.

the new P-51 Mustangs. On the whole, it appeared that the escorting fighters were affording the bomber crews a new level of protection from the Luftwaffe.⁸

6. Mission 159. Dec. 20, 1943:

The Eighth put up 546 planes, drawn from all three air divisions, for this mission against the port, shipyard, and U-boat facilities around Bremen. The 2nd AD contributed 127 bombers to the attacking force and they ended up losing 7 planes. Overall, the 8th Air Force lost 27 planes in this raid, which was a loss rate of 5%. Also, for the first time on an 8th Air Force mission, 'chaff' (aluminum foil strips dropped in bundles out of the bombers) was used to obscure the tracking radar scopes for the German defenders. The chaff seemed to confuse the Germans, although it would not prove to be a panacea for reducing the dangers of daylight strategic bombing.⁹

Were these raids on Bremen effective?

To an extent, yes. They certainly showed that loss rates could be held within a manageable range of 1-6%. As compared to the extravagant losses suffered in the Ploesti Raid (50%), or in the two Schweinfurt raids (25-30%), these rates of planes lost were acceptable.¹⁰

It must be admitted that the Ploesti Raid and the Schweinfurt raids covered much longer mission routes and they presented obstacles (foreseen and unforeseen) almost unique to those particular targets. Still, what the 8th Air Force planners and strategists wanted to know was whether loss rates could be held to acceptable levels, given a more reasonable or normal target.

The answer was, it seemed they could.

Lessons Learned

The six bombing raids to Bremen in November–December 1943 illustrated the growing size and strength of the 8th Air Force. Swarms of bombers, now consistently numbering in the range of 400-600 planes, meant there was an increasing chance that German defense forces could be overwhelmed, thus bringing down the bomber loss rate. Notice that, in these six raids, the loss rate fluctuated from 6 to 1%. This kind of improvement would never prove to be a straight-line graph showing

steadily diminishing losses—war is never that simple or straight-forward. Still, these six raids, taken together, illustrated that it was possible for the Eighth to achieve a far better loss rate among the attacking bombers, than had been experienced during the terrible days of Black Week.

In addition, the lower loss rate of bombers was also related to the growing ability of friendly fighter planes to protect the heavies. The Thunderbolt P-47 was a fine fighter, but it was severely limited in range; it was the biggest and heaviest fighter in WWII, and the P-47 consumed fuel quickly. In late 1943, P-38s were beginning to appear in greater numbers in Europe, and their twin-boomed engines could stretch the field for America's bombers. And even the sprightly P-51 was appearing on the scene in late 1943. As the P-51 Mustang began to flood the market by early 1944, the bomber crews were delighted to see their "little friends" accompanying the bomber stream deeper and deeper into Germany.

Fighter escorts staying longer with the bombers became one of the decisive factors in the 8th Air Force gradually reducing its loss rate.



Ruins of Bremen in 1945. AAF photo via worldwarphotos.info.

Then too, the 8th Air Force itself was not standing still. It was inventing new ways of fighting, including the ability to fight and bomb accurately through the cloud cover, with new radar equipment that allowed the bombers to put more bombs on the target. And the Eighth was still growing. For example, the 2nd Air Division was expanding, as shown by the six raids


8. Freeman, pp. 152-53.

9. Freeman, pp. 153-54.

10. This remark is made in the voice of an historian, or a planner/strategist. No loss of human life is "acceptable" when we confront the matter simply as human beings. Yet, in wartime, again and again it seems that individuals are expendable to protect the needs of a nation-state or a society.

against Bremen. On Mission 154, the 445th Bomb Group flew its first combat mission. On Mission 156, the 446th Bomb Group flew its first mission as well. Both groups then, received their baptism by fire over Bremen.


This was fitting in a sense, because Bremen had been (and would continue to be) a favorite target of the Allied air forces during World War II. It was situated in a reachable area of northwestern Germany, accessible from American and British airbases in England and Scotland. Partly because of this accessibility, the city of Bremen and its environs were visited approximately 35 times during the war, by the night-time bombers in the RAF and by the daylight raiders in the 8th Air Force. Some of these attacks were quite small or quite limited in scope. Still, as detailed earlier, to attack Bremen was to attack the sea, air, and land strength of Nazi Germany's armed forces. So, Bremen made an attractive target.

Bremen seemed fated then, to receive pitiless attention from the Allied bombers. In suffering such a fate, however, Bremen helped to prove that the 8th Air Force could undertake effective daylight bombing—which the Eighth did, one step at a time, until victory came in May 1945. 

Murphy's Law of Combat

Or: Never forget weapons are made by the lowest bidder

By Dave Patterson (445th BG). From Second Air Division Journal, September 1992.

1. You are not Superman. (Freshly graduated recruits from Marine boot camp and all fighter pilots, especially, take note.)
2. If it's stupid but works, it isn't stupid.
3. Don't look conspicuous - it draws fire. (For this reason aircraft carriers have been called "bomb magnets.")
4. When in doubt, empty the magazine.
5. Never forget your weapon was made by the lowest bidder.
6. If your attack is going really well, it's an ambush.
7. No plan survives the first contact intact.
8. Try to look unimportant, because the bad guys may be low on ammo. (Trivia devotees will recall the sudden disappearance of rank and distinctive caps on the uniforms worn by Soviet officers in Afghanistan.)
9. The enemy diversion you are ignoring is the main attack.
10. The important things are always simple.
11. The simple things are always hard.
12. The easy way is always mined.
13. If you are short of everything except enemy, you are in combat.
14. Incoming fire has the right-of-way.
15. No combat-ready unit has ever passed inspection. (Note: No Marine unit has ever failed a combat readiness inspection, which suggests peacetime inspections are to readiness as mess hall food is to cuisine.)
16. If the enemy is in range, SO ARE YOU.
17. Beer math is 2 beers times 37 men equals 49 cases.
18. Friendly fire— isn't.
19. Things that must be together to work usually can't be shipped together.
20. Radios will fail as soon as you need fire support desperately. (Corollary: Radar tends to fail at night and in bad weather, and especially during both.)
21. Anything you do can get you shot—including doing nothing.
22. Tracers work BOTH ways.
23. The only thing more accurate than incoming enemy fire is incoming friendly fire.
24. If you take more than your fair share of objectives, you will have more than your fair share to take.
25. When both sides are convinced they are about to lose, they're both right.
26. Professional soldiers are predictable, but the world is full of amateurs. 

My First Mission—Bremen...

I wasn't yellow!

— By George E. Moffat

The following account of his mission to Bremen, October 8, 1943, during Black Week was written by S.SGT. George E. Moffat, B-17 ball turret gunner [-Ed] ⁽¹⁾

On Thursday evening, October 7th, we were down at the Non-Commissioned Officers' Club eating sandwiches and playing cards. Someone was pounding on the old dilapidated piano; "Pistol Packin' Mamma" was



A collision of the aircraft in formation to Bremen resulted in the death of the tail gunner of this 392 BG aircraft, Dec 20, 1943. AAF photo via B24.net.

the tune. Tobacco smoke filled the room and there was talk of previous missions or hometowns. I was munching slowly on a corned beef sandwich and gazing at some combat photos on the wall and wondering what it would be like tomorrow. We were scheduled for our first mission in the morning. Would I be scared? I knew I was going to be, because that happened to everyone, but would I stand the test of fright? Would I turn yellow? I didn't think so, but anyway tomorrow would determine that. I decided to go back to bed, as they would wake us up at about 2 A.M.

Someone was shaking me when I awakened. It was Jazz, the Charge of Quarters. I bounced out of bed. This was it by God! Ellsworth Beans, Don White, Lloyd Cain, Harry Stotler, and Bill Galba were already dressing and discussing the possibilities of our first mission. Some of the remarks were quite pessimistic, and I contributed my two cents worth. Beans wanted my blouse, and I wanted Whitey's footlocker if in the event one or another of us didn't make it back.

Someone hollered that the trucks were waiting, so

we buckled on our Colt .45 semi-automatic pistols and lit a cigarette as we stumbled out of the barracks and up the pitch-black lane. It was 2:30 A.M. We climbed into the truck and tore for the mess hall. Inside it seemed more friendly and warm, as we made bets on the target for today, and ate a special mission breakfast of fried fresh eggs, bacon, toast, and strong coffee.

Bremen: Oh No! We've had it!

After breakfast, at 3:30 A.M. we went down to the briefing room and got our equipment out of our lockers, checked the electric cords in our heated suits, the carbon dioxide capsule in our Mae West life preserver, and sat around smoking until 4:30 A.M. when briefing began. Major F. J. (Jiggs) Donohue was briefing us. He was the type of man you got courage from before leaving on a mission. He was confident, cheerful, and seemed to have all the faith in the world in "His Boys." I felt better, just listening to him. He finally unveiled the target map, and everyone yelped and groaned. It was Bremen! I heard someone next to me swear and say something about "Little B. God-damn." Major Donohue told us there were 250 flak guns there and 350 single and twin-engine fighters within a 150-mile radius of the city. Even to me that sounded like one hell of a lot of opposition, and I groaned along with the rest of the gang. Beans said, "Well old boy, we've had it." He said that on every mission we made.

After briefing, we loaded our stuff on the truck and went to our B-17. We got our guns out of the armament shop and installed them. After putting on our heated suits, we sat under the wing, smoking and wondering what in blazes we were really up against. At 7:30 A.M., we started engines and at 7:45 taxied out in line for takeoff. I stood in the radio room and could see the ships all lined up. They sure were a grand sight. Crowds of mechanics, other ground-crew personnel, and Red Cross girls stood at the side, sweating out our takeoffs. We were carrying 10 high-explosive 500 pounders.

Finally, our turn came to take off and the engines roared as we picked up speed. It seemed ages before she became airborne because of the weight of the bomb load. We roared over the end of the field and began climbing for altitude. We were off. I felt very relieved somehow. I was actually looking forward to the mission now.

At 25,000 feet altitude, we made our formation. I

was sitting in the waist with Harry Stotler and Ellsworth Beans. At that altitude, I was using a walk-around oxygen container. After meeting the other bomb groups, we left the English coast on-time. I crawled down in my turret, closed the door, and plugged in on oxygen, hooked up my mic and earphones and checked in, "ball turret, OK." Then made my adjustments on my Sperry gunsight and waited. Out over the channel, I test-fired my guns. They worked good and fast. I still wondered what we were getting into and how I would react when the shooting started.

Entering Enemy Territory

I looked out at 12 o'clock and saw for the first time, the enemy coast. It looked black and barren from that altitude, and my spine tingled with excitement. As we passed over the coast, I saw 2 or 3 puffs of flak. So that's what it looked like; black, oily puffs with a crimson flash in the center. They were quite a way off and I watched them with interest.

A group of P-47s were escorting us part of the way, and way out I could see vapor trails from them several thousand feet above us. I felt better. I never lost that feeling of security when those boys were around. They saved us many times, but that will come later. About 100 miles from the target, the P-47s left us because they had reached the outer limits of their range and were no sooner out of sight than we were jumped by enemy fighters: Me-109s, Focke-Wulf 190s, and Me-110s, mostly. I watched them swarm around for a number of minutes and I was scared and confused. I was more intent on watching them approaching than shooting, for a few minutes only though, and then as if everyone had been doing the same thing, our crew began to function. Fighters were being called out at all angles of the clock. I blazed away and smelled the powder smoke. It smelled



Bombs 'raining' down on target Bremen during resumption on Nov. 13, 1943. AAF photo via National Archives.

good and I felt good too, though still scared a lot.

The fighters after their initial few attacks then went out to about 2,000 yards, out of our range and some of the crippled Forts fell back. Then the fighters would all jump one crippled Fort. I was so mad I saw red. Some of the Forts back of the formation caught fire. I saw 2 or 3 parachutes come out as the fighters swarmed over them, and the chutes floated gently down. I wondered what was in store for those poor beggars.

Heavy Flak. Then I turned to 12 o'clock and my mouth dropped open and my eyes nearly popped out. The sky was absolutely polluted for miles with flak shells bursting. **So this was combat! My God!** I was renewed with fright. I couldn't see how we could possibly get through that barrage. The sky was absolutely black.

The group ahead of us was already in it and suddenly I saw a black streak come down and crash into one of the Forts. It made a terrific explosion with all those bombs in her yet. It must have been an enemy fighter whose pilot had misjudged his attack. We flew through the black smoke that had erupted, and then

we were in the flak. Flak kept bursting all around and under us angrily, some coming so close it would lift me off my seat. I tried to make myself smaller and hide, but there was no place to hide. I waited for some of that hot steel to come ripping through my turret, into me. I could hear it pinging on the fuselage. The bomb-bay doors began to open. Flak was making the ship jump and groan, then I heard Marshall Thixton say, "Bombs Away." What a relief that was. I followed the bombs




Bombs away. B-24s from the 446 Bomb Group salvo their load of 20 x 250 lb bombs. Cloud cover over the target required the lead aircraft to have the then new targeting radar known as the 'Mickey' (not shown). AAF photo.

down and watched them hit the ground and explode. Columns of smoke rose up toward us. We were still in the flak and ships were going down, burning, wings off, broken-in-half. A few chutes floated down. It was an awful sight.

More Enemy Fighters! As we left the flak, I took my first (I believe) breath for 30 minutes and then, in came more enemy fighters again. And again, the sky was filled with tracers, 20 mm puffs of exploding cannon shells from enemy fighters, falling until we once more met our P-47s. The enemy fighters disappeared as if they had been but a bad dream. I could see many holes in our B-17, even from my position, and although we didn't appear to be hit anywhere seriously, we had certainly been hit hard everywhere.

When we landed, we tumbled out and kissed the old ground. If that's what missions were like, we didn't like them. We counted 134 flak holes in our B-17, two of which were in my turret. We went to interrogation, chow, and cleaned our guns. We then fell into bed so very tired. Only 24 more missions to go to complete our tour of 25 missions and go back home. I found out what I wanted to know. *I wasn't yellow!* I was already looking forward to tomorrow's mission. I was really glad to know that, for I had wondered about it a lot. It's difficult to say how any man will react in combat.

(1) Thixton, Moffat, O'Neil.; *Bombs Away by Pathfinders of the Eighth Air Force*. 1998, FNP Military Division, Trumbull, Connecticut. Chapter 3. p. 27. 

Upcoming Heritage League 2024 Convention* Colorado Springs, Colorado October 17-21, 2024**

*With 93rd Bombardment Group Association and 467th Bombardment Group Association Reunions. **Optional extension October 21-22.



This year we will gather in Colorado Springs, Colorado in mid-October. Our hotel is the Embassy Suites Colorado Springs located about three miles from the United States Air Force Academy. Two airports are available: Colorado Springs Airport (COS) located 18 miles away with taxi and Uber services, and Denver International Airport (DEN) located 80 miles away. Complimentary shuttles are not available from either airport.

The Embassy Suites is an all-suite hotel with both queen and king rooms. Our rate for either type is \$155.00 plus tax totaling \$174.38 per night with made-to-order breakfast included as well as a 7-day per week complimentary evening reception.

Reservations: Please make as soon as you can. They can be made by calling the hotel directly at (719)-599-9100. Ask for the 93rd Bomb Group Association Reunion block. Our Point of Contact is Sheri Neely. Ask for her assistance if you encounter any difficulty. The negotiated rate is available three days before and after the reunion. The rate will be available until September 23. Reservations can be canceled without penalty up to 48 hours prior. If you are considering attending, make your reservations now. You can cancel without penalty if your plans change.

Our theme this year is "The 'Wild' Blue Yonder" in recognition of the establishment of the United States Air Force Academy in 1954—70 years ago. We will develop the theme through presentations and speakers to explore the academy's importance to today's Air Force. Veterans of the 8th Air Force were advocates for the establishment of a school dedicated to the study of war in the air. If you receive this invitation and know of someone else who may be interested, please share the information.

The optional extension builds on the success of our optional extension in Boston in 2022. With only 3½ days available for our main event, we can't begin to see all that Colorado Springs has to offer.

Our two day extension will include the Pikes Peak Cog Railway and the Royal Gorge Route Railroad. A more comprehensive schedule will appear in the next *Heritage Herald*.

2024 Reunion/Convention

Colorado Springs, CO (Draft)

Day 1 – Thursday, Oct 17

| | |
|--------------------|--|
| 10:00 AM – 5:00 PM | Memorabilia & Research Room Setup – Everyone is welcome! |
| 1:00 – 5:00 PM | Registration |
| 2:00 – 3:00 PM | Officer's Reunion/Convention Update |
| 6:00 – 9:00 PM | Welcome Dinner – Hotel |
| 7:00 – 8:00 PM | Attendee Introductions |
| 8:00 – 9:00 PM | Guest Speaker |
| 9:00 – 10:30 PM | Memorabilia & Research rooms open |

Day 2 – Friday, Oct 18

| | |
|------------------|---|
| 7:30 – 9:00 AM | Breakfast – Hotel |
| 9:00 – 9:30 AM | Travel to Air Force Academy |
| 9:30 – 10:15 AM | Air Force Academy Visitor's Center |
| 10:15 – 11:15 AM | Air Force Academy Planetarium |
| 11:15 – 11:30 AM | Walk to Bronze Statue of B-24 |
| 11:30 – 12:00 AM | Observe the Cadet's Lunch Meal Formation |
| 12:15 – 1:30 PM | Air Force Academy Club - Lunch |
| 1:30 – 1:45 PM | Drive to Air Force Academy Cemetery |
| 1:45 – 2:15 PM | Wreath Laying Ceremony at Cemetery |
| 2:15 – 3:15 PM | Travel to Hotel |
| 3:30 – 5:30 PM | Memorabilia & Research rooms open |
| 3:30 – 5:15 PM | Business Meeting – Heritage League |
| 5:30 – 8:00 PM | Walk to Restaurant – Chicago Pizza, Outback, The Margarita, 49ers (On your own) |
| 8:00 – 10:30 PM | Memorabilia Room & Research Rooms open - Movie Night |

Day 3 – Saturday, Oct 19 (Hotel all day)

| | |
|---------------------|---|
| 7:30 – 9:00 AM | Breakfast – Hotel |
| 8:30 AM – 12:30 PM | Pueblo Weisbrod Aircraft Museum – 467th BG |
| 9:30 AM – 10:30 AM | Business Meeting Session #1 – 93rd Bomb Group |
| 10:45 AM – 12:00 AM | Business Meeting Session #2 – 93rd Bomb Group |
| 12:00 – 1:00 PM | Lunch - Hotel |
| 1:00 – 2:00 PM | Educational Session #1 – 93rd |
| 2:00 – 3:00 PM | Educational Session #2 – 467th |
| 3:00 – 4:00 PM | Educational Session #3 – Heritage League |
| 4:45 – 5:30 PM | Group Photo |
| 5:30 – 6:00 PM | Reception |
| 6:00 – 8:00 PM | Memorial Dinner – Hotel |
| 8:00 – 10:30 PM | Memorabilia & Research rooms open |

Day 4 – Sunday, Oct 20

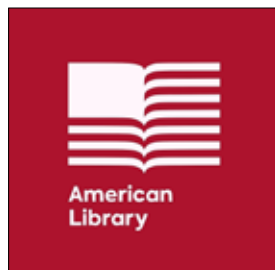
| | |
|---------------------|---|
| 7:30 – 9:00 AM | Breakfast - Hotel |
| 9:00 – 10:00 AM | Religious Service (non-denominational) |
| 10:15 – 10:30 AM | Travel to Off-Site Activity |
| 10:30 AM – 12:30 PM | Tour – National Museum of WWII Aviation |
| 12:30 – 12:45 PM | Travel to Lunch |
| 12:45 – 1:45 PM | The Airplane Restaurant (on your own) |
| 1:45 – 2:00 PM | Travel to Garden of the Gods |
| 2:00 – 4:00 PM | Tour – Garden of the Gods |
| 4:00 – 4:30 PM | Return to Hotel |
| 6:00 – 8:00 PM | Dinner - Hotel |
| 8:00 – 9:00 PM | After-Action Discussion – Everyone is welcome! |
| 9:00 PM – 11:00 PM | Memorabilia & Research Rooms Pack-up – Everyone is welcome! |

Day 5 – Monday, Oct 21

| | |
|----------------|--------------------------|
| 7:30 – 9:00 AM | Breakfast – Hotel |
|----------------|--------------------------|

News from the American Library, Norwich

By Orla Kennelly, Trust Librarian



The Second Air Division and artificial intelligence (AI) have been in the news. We have been working with our partners at the Norfolk Record Office to bring new AI technologies to use as part of a pilot project with Microsoft. We

have extracted individual names from the documents already on the Second Air Division Digital Archive, 14,000 names, 10,000 individual names. This will allow users to look up the name of a single serviceman and immediately be given access to all the documents in which that name appears. This is just the start of our journey with AI and we are excited for the possibilities it brings.

The American Library recently welcomed the Norwich city hosts, the Cambridge city library trainees, and a visiting U.S. teachers group. We have also welcomed visits from local tourism organisations who are coordinating with regional USAAF sites of interest to promote Norwich and Norfolk as a destination to American visitors in the U.K.

"Their Finest Hour," a January partnership event with the University of Oxford, saw us digitising local WWII memories and introducing new volunteers. In February 2024 we commemorated the anniversary of Big Week, Operation Argument, with our partners in the Royal Photographic Society East Anglia Documentary Group. The American Library hosted an exhibition and film launch with Eric Ratcliffe and Richard Jefferies.

On Wednesday 17 April, we hosted an online workshop titled "Researching WWII 8th AF Personnel." Author Mike Peters will join us online on Thursday May 16. Reserve at: [Bomb Group the 381st at Ridgewell](#). In June, Sheryl Fiegel joins us to talk about her book *Champions of Flight*.

Over the Summer we will be stepping outside the library to visit airbases and 1940s festivals all over Norfolk. In September we will host a special event at the library on the landscapes of the American airfields with Dr. Steve Nunn.

If you know anyone considering a PhD in the UK, please make sure to remember the scholarships offered by the Memorial Trust of the 2nd Air Division, which include a placement in the American Library.

Visit the 2nd Air Division Digital Archive at: <https://digitalarchive.2ndair.org.uk/>.

Heritage League Welcomes Eric Nichols, the UEA American Library Scholar 2023/2024

My name is Eric Nichols and I am a PhD student in Mathematics at the University of East Anglia (UEA).



I was born and raised in Iowa, USA, where my wife and dog still live. I have a passion for set theory, a branch of mathematics that studies the nature and properties of sets and

collections of objects that share some common features. I am also the 2023/2024 UEA American Library Scholar, a role that involves supporting the activities and events of the library.

I decided to pursue my PhD in Mathematics and I was attracted to UEA and Norwich by the opportunity to work with my advisor, a renowned expert in set theory. I also found out about the American Library scholarship, and I have a strong connection to the US military, as some of my family members served in the Pacific with the US Navy.

As a UEA American Library Scholar, I help with events and activities and am a regular, friendly face at the library desk. I enjoy being part of the library community and contributing to its overall goals of promoting cultural exchange, education, and remembrance. I am also keen to bring my STEM expertise as the first mathematics scholar, and to share my knowledge and enthusiasm for mathematics with a wider audience. I am excited to continue working with the American Library, the Memorial Trust and partners organisation like the Heritage League.



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.



Joe Haenn. The most senior in the group of our birthday veterans. Joe was crew chief at 467th BG Rackheath airbase and hit 107 years in April. Wow! Photo D. Dovey.



B-24 pilot and Captain, Leland Spencer, 93BG Hardwick, celebrated his 102nd birthday this past February. Photo: C. Dubishar.



Also from Hardwick airbase, 93BG pilot Bill Brown reaches 101 years this July. He completed 35 combat missions and received the French Legion of Honor medal. Photo: Jim Root, 93BG.



453rd BG Old Buc airbase bombardier Francis Cartier marks 101 years this July. Photo: Irene Hurner.



Our youngest Vet of this group is Allan Hallett, 389th BG Hethel, top turret gunner. He celebrated his 98th in April. Photo: Doug Dovey.

Whatever you guys are doing—keep it up!

Heritage League Flower Program Prepares for 2024 Memorial Day Presentations

Could you present a wreath at an overseas cemetery?

The Heritage League Flower Fund provides floral arrangements for placement at 13 overseas American cemeteries each Memorial Day to honor and remember those from the Bomber and Fighter Groups of Second Air Division (2AD) of the USAAF who lost their lives during WWII.



Standard wreath from Heritage League. This one was placed at ABMC Lorraine. Photo: via ABMC.

We greatly appreciate three dedicated local friends of the Heritage League who personally place our wreaths at three cemeteries holding the majority of 2AD airmen: Colin Mann (Cambridge U.K.), Luc Dewez (Ardennes Belgium), and Arie-Jan van Hees (Netherlands). At the other ten cemeteries, we ask ABMC staff to send us photos of our flowers.

This year, we hope to boost volunteer support for the other ten cemeteries.*



Large wreath display presented last Memorial Day at ABMC Ardennes Cemetery. Thanks to Luc Dewez. Photo: via Luc Dewez.

In 2023, we expanded our presence at the Netherlands American Cemetery with a large standing wreath placed in the Court of the Missing with the U.S. Ambassador to Netherlands and the American Military Attache.

We also connected with members of the Daughters of the American Revolution who live in Italy, and who place a wreath at Florence

American Cemetery each Memorial Day. We look forward to working with them more closely this year.

Lastly, we ask our readers who may be traveling overseas and visiting an AMBC cemetery over Memorial Day to volunteer to place a Heritage League wreath on behalf of our fallen heroes.

Many thanks to all of you who donate to the Heritage League Flower Fund, to the cemetery staff who sent us photos and to Colin, Luc and Ari-Jan who arrange for and physically travel to place our flowers and honor our fallen heroes. Also thanks to the Heritage League's past president and Trust Governor Beverly Baynes Tomb for her vigorous support of our program.

- * The ten cemeteries where we need volunteers are:
- France (5): Brittany, Epinal, Lorraine, Normandy, Rhone
 - Italy (2): Sicily-Rome, Florence
 - Belgium (1): Henri-Chapelle
 - Luxembourg (1): Luxembourg
 - North Africa (1): Tunisia

For more about the overseas cemeteries and dates of Memorial Day activities, please go to the American Battle Monuments Commission website at: <https://www.abmc.gov/>.

Large wreath presented by Mr. and Mrs. Arie-Jan van Hees at ABMC Netherlands. Photo: via Jan van Hees.



**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 |
| Richard C. Baynes (466th) | Beverly Tomb |
| LT. Albert (453rd) and Claire Biel | Irene Hurner |
| LT. Albert Biel (453rd) | Irene Hurner |
| LT. Albert H. Biel (453rd) | Greg Hurner |
| LT. Albert (453rd) and Claire Biel | Barbara Mello |
| Robert C. Birmingham (458th) | Jim Birmingham |
| Robert C. Birmingham (458th) | Marybeth Dyer |
| Francis P. Birmingham (458th) | Marybeth Dyer |
| Frederick Bromm (445th) | Jacque Bromm |
| William L. Brooks (466th) | Kurt & Vicki Warning |
| Edgar M. Byers, Jr. (44th) | Karen Cavanaugh |
| Norman J. Canfield (491st) | Norman Canfield |
| Michael Caputo (467th) | Yvonne Caputo |
| C.N. "Bud" Chamberlain (489th) | Dana Chamberlain |
| Charles Franklin Clark (489th & 44th) | Chris Clark |
| William Croft (453rd) | Carol Wagne |
| Charles E. Cupp, Jr (448th) | Sally Duran |
| LT. Col. Dario A. De Julio (458th) | Diane DeJulio |
| Robert J. Drummond (445th) | Joseph Drummond |
| Edward W. Goodnow (44th) | Paula Renkas |
| David Hart | Brian Mahoney |
| Paul Harwood (93rd) | Richard Harwood |
| Frank (392nd) and Helen Koza | Susan Scavone |
| 1.LT. Ralph Lamma (392nd) | Ralph Winter |
| Peggy Learman (So.CAL 2ADA) | Richard Learman |
| Burton Madison (453rd) | Deborah Simms-Watson |
| Carl Ernest Marino (445th) | Ernest Marino |
| Stanley L. Marr T-5 (93rd) | John Marr |
| Sam Mastrogiacomo (445th) | Joan Mastrogiacomo |
| Winfred G. Maxwell (453rd & 389th) | James Benz |
| Oliver (Mo) Morris (453rd) | Larue Carpenter |
| Henry Nykamp (93rd) | Jean Koznarek |
| Donald W. O'Reilly (44th, 491st) | Oswego Vill. (Pamela Knox) |
| Donald W. O'Reilly (44th, 491st) | Beverly Tomb |
| Russell C. Philpott (93rd) | Janet Leavitt |
| 1.LT. Arnold A Piskin (458th) | Brenda Piskin |
| Major Kenneth W. Root, Jr.(93rd) | James Root |
| Jack (John) Stevens (467th) | Pam Stevens |
| S.SGT. Gale M Rucker (491st) | Stephen Rucker |
| Paul Steichen (93rd) | Thomas Steichen |
| Paul Steichen (93rd) | Susan Steichen |
| LT. COL. John E. Stevens (467th) | Judi Palmer |
| Fred Thomas (392nd) | Terry Johnson |
| David E. Tuckwiller (389th) | Carol Tuckwiller |
| Dushan Vekelich (453rd) | Dan Vukelich |

IN HONOR OF...*Donors*

| | |
|-----------------------------------|---------------------------------|
| Allan Hallett (389th) | <i>David Long</i> |
| Jim Lorenz (466th) | <i>Mary Lorenz</i> |
| Jim Lorenz (466th) | <i>Carol Kenrick</i> |
| Matthew Martin (American Library) | <i>Kurt & Vicki Warning</i> |
| Colleen Mersman (491st, 44th) | <i>Susan Risley</i> |

—Folded Wings—

| | | |
|----------------------------------|----------|-----------------|
| <i>Fred H. Hayes, II</i> | 5/28/07 | 93rd BG |
| <i>Dan Raymond</i> | 11/14/09 | 389th BG |
| <i>John W. Morgan</i> | 12/2/10 | 389th BG |
| <i>Robert K. Renn</i> | 11/16/13 | 458th BG |
| <i>James Misuraca</i> | 2015 | 448th BG |
| <i>Leonard Walcoff</i> | 10/4/15 | 389th BG |
| <i>Frederick Porter</i> | 9/18/17 | 467th BG |
| <i>Vincent S. Cahill</i> | 10/26/17 | 491st BG |
| <i>Ivy 'Byrd' Griffin</i> | 11/22/19 | 458th BG |
| <i>John G. Ross</i> | 11/4/20 | 458th BG |
| <i>Dan McGrew</i> | 2/7/21 | 448th BG |
| <i>Kenneth C. Holcomb</i> | 3/14/22 | 458th BG |
| <i>Robert L. Traeger</i> | 9/17/22 | 492nd, 466th BG |
| <i>John F. Kraeger</i> | 10/5/22 | 446th BG |
| <i>John L. Garrity</i> | 1/28/23 | 448th BG |
| <i>Vernon O. Mason</i> | 3/10/23 | 467th BG |
| <i>Howard Tinkham</i> | 3/23/23 | 458th BG |
| <i>William B. Meharg</i> | 4/27/23 | 448th BG |
| <i>John W. Golden</i> | 6/23/23 | 491st BG |
| <i>Donald A. Carlson</i> | 9/16/23 | 466th BG |
| <i>Fred Becchetti</i> | 10/24/23 | 445th BG |
| <i>Donald W. O'Reilly</i> | 3/29/24 | 44th, 391st BG |
| <i>Charles E. Reeves</i> | Unknown | 489th 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.

Three 2nd Air Division Airmen Missing in Action Recently Identified

The Heritage League intends to follow and respect final resting of their remains

By Doug Dovey

LT. William B. Montgomery, 489 Bomb Group, Halesworth, Jan. 10, 2023

Last September, representatives from the Heritage League attended the final resting of LT. William B. Montgomery, a 489 Bomb Group (Halesworth) pilot at Arlington National Cemetery; the final resting place for over 400,000 serviceman and families. On a bright and beautiful day in September 2023, the Chapel service and full honors burial ceremony were attended by family, relatives and representatives of the Defense POW/MIA Accounting



ed the event. Also, a Halesworth based heritage group followed and honored his journey. On the same day as the Arlington burial, members of the 489th BG gathered at their Memorial on Halesworth Airfield to re-



Honor flag presentation to family. Photo: D. Dovey.



LT. Montgomery's casket prepared for transport from Arlington Chapel to gravesite. Photo: D. Dovey.

Agency Department (DPAA) personnel. Heritage League President Chris Clark and Doug Dovey attend-



U.S. Army band accompanies Montgomery's casket to burial site. Photo: D. Dovey.

member LT. Montgomery and his crew members who lost their lives. A poppy wreath was placed on the memorial in tribute.

Chris Clark, whose uncle also served in 489 Bomb Group, came across general orders and unit historical documents relating to Montgomery's service and presented them to family members after the ceremony. The family was unaware until Chris pointed out, that a Halesworth museum and heritage group existed over



Heritage League President Chris Clark presents official records of Montgomery's service to family relatives. Photo: D. Dovey.

there and were involved in monitoring the recovery and later they memorialized him at Cambridge American Cemetery last Memorial Day. Members of that group made a special 489 BG presentation by James Sellers, the son of the farmer who observed the crash on their

farm in 1944. Now, his name on the 'Wall of the Missing' appears with a bronze rosette added to signify that he has been recovered, identified and laid to rest...after 79 years.

Shot up and returning from a mission in June 1944, while crossing the English Channel on the south coast, the pilot ordered the crew to bail out and most did, but the struggling B-24 tragically crashed into farmland near Arundel, Sussex, burning for days. LT. Montgomery was one of two killed in the fiery crash. Most who bailed out landed in the channel and were picked up, but flight officer Crowther fell to his death when his parachute failed to open. Two of the crew remained unaccounted for until recovered by DPAA from the crash site in 2021 and forensically identified. Crewmate T.SGT. John Holoka Jr. was buried recently by family in Portage, Pennsylvania.

Second LT. Kenyon Brindley, 445BG, Tibenham. DPAA news release, Nov. 20, 2023

The Defense POW/MIA Accounting Agency (DPAA) announced that U.S. Army Air Force 2.LT. Kenyon Brindley, 23, of Little Rock, Arkansas, killed during World War II, was accounted for Sept. 21, 2023.



In early 1944, Brindley was assigned to the 703rd Bombardment Squadron, 445th Bomb

Group. On Feb 24, Brindley, a bombardier onboard a B-24J Liberator, was killed in action when his plane was hit by heavy anti-aircraft fire over Gotha, Germany. One of the surviving crewmembers reported seeing the plane on fire and in a steep dive, before eventually exploding on the ground. While two crewmembers survived, the others, including Brindley, were killed in the incident. German forces garrisoned in the area documented the crash site north of Leimbach Bahnhof, near Bad Salzungen, Germany. After the crash, German troops recovered the remains of the ball turret gunner and buried them in a local cemetery. The other six crewmembers, including Brindley, were unaccounted for, following the war.

In March 1952, the American Graves Registration Command (AGRC), the organization that searched for and recovered fallen American personnel in the European Theater, took custody of comingled unidentified

remains recovered from Bad Salzungen Cemetery. These remains were believed to be those belonging to 2nd LT. Brindley's downed aircraft. At the time, identification of these remains was not possible, and they were interred in the Ardennes American Cemetery, Belgium.

In June 2021, DPAA historians and American Battle Monuments Commission personnel, exhumed them from Ardennes American Cemetery and transferred them to the DPAA Laboratory for analysis and identification. To identify Brindley's remains, scientists from DPAA used anthropological analysis. Additionally, scientists from the Armed Forces Medical Examiner System used mitochondrial DNA analysis.

Brindley's name is recorded on the Wall of the Missing at Henri-Chapelle American Cemetery, Hombourg, Belgium, along with others still missing from WWII. A rosette placed next to his name indicates he has been accounted for. Brindley was buried on Dec. 18, 2023, in Conway, Arkansas.

Staff SGT. Jack Coy, 445 BG, Tibenham. DPAA news release, Feb. 12, 2024

A tailgunner in 2.LT Brindley's B-24J, he was one of



the six crewmembers who were unaccounted for in the crash north of Leimbach Bohnhoff on February 24, 1944, and later interred in Ardennes American Cemetery. He was accounted for Sept. 20, 2023.

As with LT. Brindley and the rest of the crew, the comingled unidentified remains recovered from Bad Salzungen Cemetery were transferred to AGRC in 1952 and later to DPAA in 2021. Recorded on the Wall of the Missing at Henri-Chapelle American Cemetery, Belgium, along with others still missing from WWII, a rosette will be placed next to his name to indicate he has been identified.

Coy will be repatriated to Oregon, Ohio, and be buried with parents and siblings on May 25, 2024. The Heritage League is planning for a representative to attend the final resting.

• • • • •

The Heritage League is now monitoring DPAA identified remain notices of our 2nd Air Division WWII airmen and aims to provide a caring and respectful presence at the final services of our MIA veterans. 🇺🇸

Youth Corner Nose Art—Word Search

By Lisa Niehoff

Please share this page with your family and friends' children to continue our legacy to enlighten them about their ancestry's contributions to the victory of WWII.

In relation to our story on nose art planes and their background stories, can you find the names hidden in the grid? Read backwards, forwards, up, down, diagonal, **twists and turns**; no holds barred! The words will not always be in a straight line. Circle or cross them off the list as you find them.

COMMANDO

OUR GAL SAL

V FOR VICTORY

MARGIE DARLING

FLAMIN MAMIE

MY GAL SAL

MISS DALLAS

| | | | | | | | | | | |
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Oh, Those Names! Where did they come from?



The fighter aircraft nose art names were chosen by individual pilots. But when it came to the bombers, many times they were chosen by a crew committee and names were put into a hat. *My Gal Sal* was picked (probably inspired by a 1928 song and movie). As the pilot wanted the crew to be all in agreement, the name was changed to ***Our Gal Sal***. The same nose art was also on a B-17 with the 100th BG. This bomb group was recently the subject of the new drama *Masters of the Air* broadcast by Apple+ TV.

Probably the most pertinent nose-art in the European theater goes to the RAF's James Archibald Findlay MacLachlan's ***V for Victory***. MacLachlan lost an arm to a combat injury early in the war and had to fly with a prosthetic limb. His mosquito fighter plane's nose depicted the hand from his own amputated arm making the "V" sign.





One of the most prolific nose art painters of the war was Don Allen. Allen served as a crew chief with the 4th Fighter Group, 334th Fighter Squadron, in England during the war and painted more than 100 aircraft. Don never painted anything too raunchy. He said, "Some of them (the pilots) wanted outright nudes. I guess my background gave me a little bit of puritanism and I at least tried to keep the necessary parts covered even though I wanted to make a tease out of it." Don was also the crew chief of Captain Vic France's plane, who was killed in action to Don's bitter regret. He had painted *Miss Dallas* on his plane and was a close friend.

When it came to the era of nose art, it's important to note that not all the women were pinups. Captain Robert Shoens discovered an artist at Thorpe Abbots Airbase, with the 100th Bomb Group who painted his wife's face (not her profile) on his plane. He discovered the artist on his base was a portrait painter in real life and the plane became known as *Margie Darlin* with the caption beneath the sweetly smiling portrait: "She's cuter n' most kids!!"



Flamin' Mamie, another pin-up was probably influenced by the 1925 jazz song whose name struck a chord with lonely servicemen. Note the additional armored metal plate at the co-pilot's position with the lightening bolt above Mamie's right hand.



And now, with a nice tidbit-to-boot for our ending. *Commando* was the second production Liberator II, serial AL504. Similar to the Navy's PB4Y-2 version, it became the personnel transport of Prime Minister Winston Churchill for a time in July 1942. Its nose art name was possibly the first painted RAF Liberator nose art. Churchill also used a British Avro Type 685 York, christened, *Ascalon*, named after St. George's dragon-slaying lance, for his journeys.

For more information on Churchill's flights, go to: <https://wp.me/p2ETap-3e1>.



Videos We Like

By Lisa Niehoff

How to Ditch a B-24 Liberator

It's inevitable that if an aircraft needs to ditch, it's a bad day for all involved, even if it's a controlled experiment. You quickly learn the rights and wrongs of a water ditching B-24. A short official AAF instructional film for pilots. Chances are, this is something you won't be involved with any time soon!

1:57 Seconds/B&W Youtube. https://youtu.be/SOo2AnvgU54?si=f1EwLchGuv43PI_4.

How A WWII Bomber Became a 'Photo of Death'

This video tells the tragic story of *Extra Joker*, with perhaps the most famous photographs of Air Combat to ever come out of WWII. The photographer was Sergeant Leo Stautsenberger who normally flew with the crew of *Extra Joker* as their cameraman. But, on that fateful day in August 1944, they asked him to fly in another plane to take pictures of the '*Joker*' in flight. Because of this coincidence, Leo was still alive, and made a series of pictures of the loss. It is heartbreaking but also fascinating to hear the story behind the photos. Excellent narration.

13.31 Minutes/Color Youtube. https://youtu.be/PGpLWAb5Gh4?si=3PWUp_G1w9qgVpIq.

How Bouncing Bombs Were Used in WWII

Bouncy...bouncy goes the bomb, the actual footage of Barnes Wallis's Spherical Bomb — Surface Torpedo in action. The narrator tells us how the British experimented to build a bomb that would bounce, it had to be spinning.

3:38 Minutes/B&W Youtube. <https://youtu.be/o0sWefoW9m0?si=yUfrLljSRRxyZH8M>.

Churchill's Air Force One

This video centers on Churchill's aircraft the British built Avro 685 York named 'Ascalon'. He embraced more risky air ventures than other wartime leaders. He made numerous trips on board Ascalon, an Avro 685 York.

As Prime Minister from 1940 to 1945, Churchill made at least twenty-five trips outside Britain. He was by then neither young nor particularly fit. The fact that he worked long hours and hated exercise meant that he was ill prepared for travel under stressful circumstances. However, he persevered despite the inconvenience and danger, although Churchill was rarely in danger of German attack. The sheer tension of flying made planning for his trips complex and nerve wracking for his staff.

3:07 Minutes/B&W Youtube. <https://youtu.be/nEAC8ZEC5kU?si=5wrPeKaKWv2tP6yf>.



—by Pete O'Tube, Expert

Dear Pete,

How important was rubber during the war? Were there special requirements for airplane tires, given that they would spend hours in low pressure and exceedingly low temperatures, then have to do all the other amazing things expected of landing gear? How long did a main landing gear tire last on a Lib? How much did it weigh? Tell all!

*Your curious correspondent,
Nick Derwin Preshir*

Dear N. 'Der' Preshir,

Until you put me onto this very interesting research assignment, I held a handful of common misconceptions about the entire rubber situation...let me tell you about that now, and I promise to tell more about aircraft tires specifically in my *next* column! (Please don't be deflated!)

Turns out, some of the key planners, when they saw war looming and were building up reserves and manufacturing capacity for oil, steel, aluminum and specialized alloys, got a lot wrong on this very critical material. Despite input from military planners and the petroleum, chemical and rubber industries, Roosevelt's key man for building adequate material reserves, was way behind the curve. Immediately following Pearl Harbor (Japanese surprise attack on December 7th, 1941, that finally got the U.S. into the shooting match), 90% of our sources for natural rubber were lost with the fall of Indonesia. Our reserves on December 8th would not be enough to even get us through the first seven months of the war.

President Roosevelt implemented a rationing program limiting drivers to five tires and halting their sales on December 27, 1941. Substitutes were brought in for

rubber specifically, and after a few false starts, federal subsidy and corporate investment began building synthetic rubber manufacturing capacity, which required a few chemicals in quantities far beyond what had ever been needed before. We came to appreciate that even the most sophisticated synthetic rubbers would still require at least 30% natural latex (or an extract of the alternative guayule plant). By wars end, 1,340,000 tons of synthetics were produced by V-J Day but still, we would have run out of our strategic natural rubber reserves by 1946!

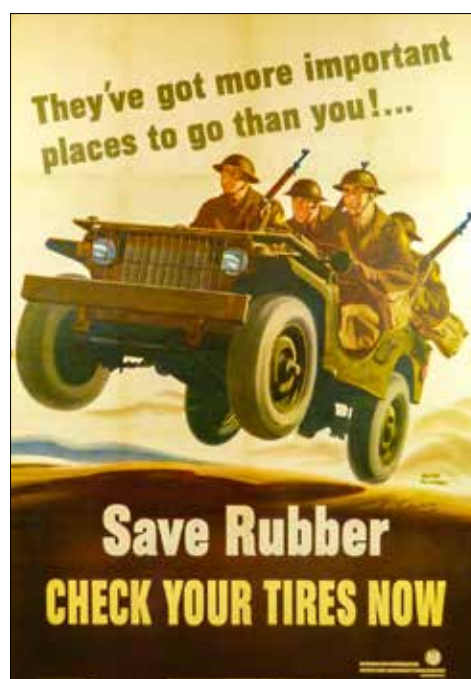
Synthetics did not make much of a dent in the need for rubber, but reducing domestic consumption, consisting almost entirely of auto and truck tires, was very helpful. Rationing of rubber, and a wartime speed limit of 35mph (more to save tires than gasoline!) effectively diverted critical supplies to essential military uses.

It turns out that the 1930 report to the Assistant Secretary of the Army by then Major Dwight Eisenhower nailed it: "Should our sea communications with [South-east Asia] be cut in an emergency, shortage of rubber in the United States would rapidly become acute."

The critical qualities needed for aircraft tires could not be met with any of the synthetics developed during the war; *only rubber construction would fill the bill.*

More next time!

-Pete



Second Air Division Bomber/Fighter Units Contact Listings

Here is a list of our 2nd Air Division contacts for those who desire information about the units listed below. You will notice several unavailables as we are still compiling this listing. Many of the units use their website as the contact address. We will print this in the *Herald* from time to time.

| | |
|---------------------------------------|--|
| 2nd Air Division Headquarters | Unavailable |
| 44th Bomb Group | https://44thbombgroup.omeka.net/contact . or Email: Maratruslow@gmail.com |
| 93rd Bomb Group | HOMEPAGE 93rd BG Association (93bg.com) |
| 389th Bomb Group | Contact Hethel389thBG |
| 392nd Bomb Group | Contact Us at the 392nd Bomb Group Memorial Association (b24.net) |
| 445th Bomb Group | Mike Simpson. Email: 445th.bombgroup@gmail.com |
| 446th Bomb Group | Harold Jansen. Email: 446bombgroup@gmail.com |
| 448th Bomb Group | Via Seething Museum. Email: info@448bombgroup.co.uk |
| 453rd Bomb Group | Jim Clarey (UK). Email: Curator@453museum.com |
| 458th Bomb Group | CONTACT 458th Bombardment Group (H) (458bg.com) |
| 466th Bomb Group | www.466thBGA.com (www466thbga.com) |
| 467th Bomb Group | 467th Bombardment Group - Contributors (467bg.com) |
| 489th Bomb Group | Marjorie Shiers (UK). Email: marjorieshiers@yahoo.co.uk |
| 491st Bomb Group | Ric Parsonson (UK). Email: Researcher.492@gmail.com |
| 492nd Bomb Group | Ric Parsonson (UK). Email: Researcher.492@gmail.com |
| 65th Fighter Wing Headquarters | Unavailable |
| 4th Fighter Group | http://www.4thfightergroupassociation.org/contact-us.html |
| 56th Fighter Group | nigeljulian@hotmail.com (Webmaster) or jgmccamish@darientel.net or 56th Fighter Group in World War II |
| 355th Fighter Group | Email: DavidCrow355thUK@gmail.com |
| 361th Fighter Group | Unavailable |
| 479th Fighter Group | Unavailable |

OTHER RESEARCH SOURCES

Heritage League Website for links to Bomb Group Websites and past copies of *Heritage Herald* and 2nd Air Division Association newsletters. [History and Research – Heritage League of the Second Air Division](#)

American Library Norwich U.K., Memorial to 2nd Air Division, 8th Air Force, United States Army Air Forces, WWII. 2nd Air Division Digital Archive. More than 30,000 images of original photographs, letters, memoirs, and others.

<http://www.americanlibrary.uk/article/1936/Archive-collections>

Norfolk U.K. Record Office. 2nd Air Division Archive at the Norfolk Record Office. [NRO's catalogue NROCAT](#). They have indexed and digitized online 30,000 2ndAD bomb & fighter group records. The Evelyn Cohen and Jordan Uttal Memorial Catalogue, the published catalogue (main reference MC 371) is available via <http://www.archives.gov.uk>.

American Air Museum. [Home | American Air Museum](#)

General info on visiting Airbases in UK. Mr. Colin Mann - colinjmnn64@gmail.com

Eighth Air Force Historical Society Reunions



Never short of words, the late Don O'Reilly (391 BG Metfield & 44 BG Shipdam) shared a tale with an Air Force B-2 bomber pilot at the Ontario reunion. Looking on is Memorial Trust Governor and past Heritage League president, Beverly Baynes Tomb. We are sad to report that Don folded his wings last March. Photo: C. Dubishar.

350,000 assigned airmen lost their lives in combat or were taken as prisoners of war.

Last October, the 8th Air Force Historical Society held their 49th Annual Reunion in Ontario, California. The reunion brought together descendants, veterans, and supporters to remember and honor the brave men and women who served in the remarkable air armada. There were about 225 attendees including six WWII veterans including the late Don O'Reilly (491st and 44th Bomb Groups). The 466th BG and 392nd BG were well-represented with hospitality suites and attendees. The reunion strives to keep their history and experiences alive, to uphold the values of democracy, patriotism, and honesty exhibited by their generation. Tragically, over 54,000 of the



Following the gala dinner, the six attending WWII Eighth Air Force veterans (L-R): Henry Cervantes (100th), Clarence Kooi (486th), the late Don O'Reilly (305/494/44th), Leland Spencer (93rd), Denny Thompson (487th), Laurence Stevens (95th) are backed by more than 50 recent veterans of all services. Behind Don O'Reilly is Heritage League VP Jim Birmingham (U.S. Navy, Vietnam) with Annette Tison (U.S. Navy, 392 BGA) same row right side. Photo: C Dubishar.

Next Reunion: New Orleans, September 25-29, 2024

The Historical Society's 50th Annual Reunion will be held at The Higgins Hotel by Hilton, New Orleans, Louisiana, September 25-29, 2024. The National Museum of WWII is located directly across the street from The Higgins Hotel. Registration deadline is August 23, 2024. Registration instructions and schedule can be obtained at their website: 8thafhs.org.

Heritage Herald Aviation Quiz

—Thanks to Barry Schiff and AOPA Pilot Magazine

1. What was the fastest production airplane of WWII? Also, what was the fastest climbing production airplane of the war?

Ans. The rocket-powered Messerschmitt Me 163 Komet is the answer to both questions. It held a world speed record of 702 mph and reportedly could climb at 16,000 fpm.

2. A fighter ace is a pilot who has made five kills (shot down five enemy aircraft). Who qualifies as an ace of aces?

An ace of aces is a title accorded to the top ace within a branch of service and during a given military campaign. For example, Captain Eddie Rickenbacker was America's ace of aces during WWI. In WWII the Army Air Force ace of aces was Major Richard Bong in the Pacific theater (40 victories). The 2nd Air Division had two notable aces from the 56 Fighter Group: LT.COL. Francis S. Gabreski (28 victories) and Captain Robert S. Johnson (28 victories).

3. "Mosquito" raids during World War II were...

Ans. A mosquito raid was a bombing and/or strafing raid by a single, small airplane. It had nothing to do with the famed DeHavilland DH-98 Mosquito, a British multirole combat aircraft.

4. The world's largest private collection of fighter airplanes is maintained in

- A. England
- B. France
- C. Mongolia
- D. United States

Ans. B. France. The French winemaker Michel Pont's collection numbers 110. They are parked for the public to see at his chateau in Savigny-Les-Beaune in the Burgundy region of France.

5. John Magee wrote his famous poem, *High Flight*...

- A. In a notebook while riding in a Lancaster bomber
- B. On an envelope while flying a Spitfire
- C. On a napkin in an airport restaurant
- D. In a German prisoner-of-war camp

Ans. B. Magee began the poem in a Spitfire and finished it on the ground.

6. Why is that life-saving device called a parachute?

Ans. Literally translated from French, parachute means "to guard against a fall."

7. Which of the following aviation movies was the only one to have won an Academy Award for Best Picture of the year?

- A. *The High and the Mighty*
- B. *The Spirit of St. Louis*
- C. *Twelve O'clock High*
- D. *Wings*

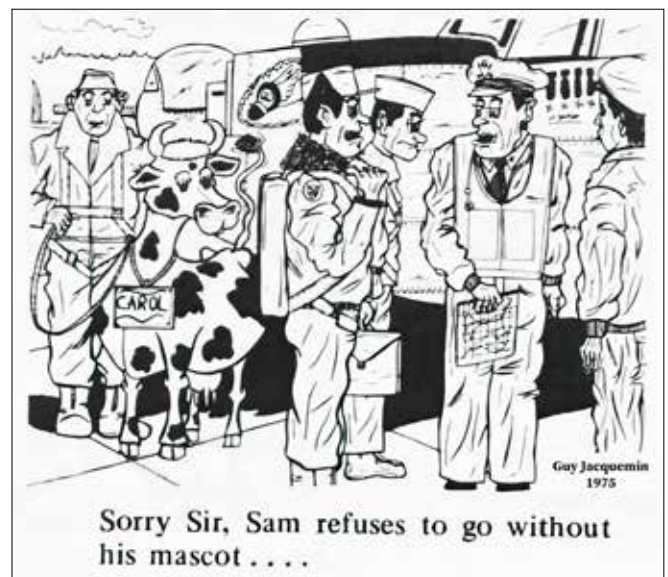
Ans. D. This 1927 WWI classic and Oscar winner starred Richard Arlen, Clara Bow and Buddy Rogers.

8. "Balls to the wall" means to exert maximum effort or power. How did this expression originate?

Ans. The knobs atop the engine-power levers of several older multi-engine airplanes consisted of a cluster of small, marked balls that were pushed fully forward (to the firewall) to produce maximum power. This is similar to the car related expression, "pedal to the medal."

9. True or false? Germany used V-1 buzz bombs and V-2 rockets to bombard cities in England. The V stood for the German word for victory.

Ans. False. The V stood for Vergeltungswaffen, which means revenge (or vengeance) weapons. The V-2 was a forerunner of long-range ballistic missiles.



Spring/Summer 2024 Heritage Calendar

and Historic Events of note

May 2024

1945-German surrender, Victory in Europe Day, V-E Day, May 8.
2nd Air Division Trust Governors' mid-year meeting.
May 13, Norwich England

Memorial Day, Monday May 27:

—**Ceremonies at overseas American Battle Monuments Commission Cemeteries.** Dates vary from May 25-27. Check their website at: <https://www.abmc.gov/> 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 24-27. Info at: www.mightyeighth.org.

June

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

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

1944-D-Day invasion. Normandy. The 80th anniversary. June 6.

Reading Pennsylvania. WWII weekend and airshow.

Carl A. Spaatz Field, Mid-Atlantic Air Museum and Jimmy Stewart WWII control tower (under construction). June 7-9, 2024. Info at: www.maam.org.

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.

Airshow at Old Buckenham. July 20-23. Tickets on sale. Contact: www.oldbuckenhamairshow.com or email: air-field@oldbuck.com.

Duxford Flying Days Airshow. July 26, American Air Museum: www.iwm.org.uk/airshows/events/july-flying-day-one.

August

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

1943-First Missions to Schweinfurt/Regensburg. Heavy losses. August 17.

September

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

US Air Force's National Convention-77th birthday. September 14-15, Air Force Association Convention, Gaylord Resort and Convention Center, National Harbor, MD. (Washington, DC.). Info at: www.afa.org.

National Museum of US Air Force. Plane Talks—77th Anniversary of the U.S. Air Force. Sept. 18. Info: www.nationalmuseum.af.mil/Upcoming/Events/.

8th AF Historical Society 50th Annual Reunion. The Higgins Hotel by Hilton, New Orleans, LA. September 25-29, 2024. Registration deadline is August 23, 2024. Instructions-2024.pdf (8thafhs.org)

392nd & 466th Bomb Group Association Reunions. To be held in conjunction with 8th AF Historical Society reunion in New Orleans. September 25-29, 2024.

October

1942-First missions of B-24s as they are part of 100 bombers attacking France.

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

Heritage League, 93rd Bomb Group and 467th Bomb Group Associations Joint Convention. Embassy Suites Colorado Springs, CO. October 17-21, 2024. Optional extension on October 21 & 22.

[2024 Reunion/Convention first notice – Heritage League of the Second Air Division](#) or <http://www.93bg.com/>.

November/December

1939-B-24 first flight. December 29.

1941-Rationing of tires in the U.S. went into effect. December 27.

1942-Rationing of gasoline in the U.S. went into effect. December 1.

1944-Largest bomber mission to date—2,055 attack targets in the Ardennes, Battle of the Bulge.

Norwich England events around Veterans Day. Remembrance Sunday. Nov. 10. (the Sunday over there before our Nov. 11 Veterans Day). Info: www.visitnorwich.co.uk.

2nd Air Division Trust Governor's meeting, Norwich, England, Nov. 11.

American Library, Norwich, England. Inaugural seminar commemorating the 60th anniversary of the American Library dedicated to the 2nd Air Division of 8th Air Force. Nov. 18. Info: www.Americanlibrary.uk.

General 2024 activities

American Library. Monthly web coffee. 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.

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

446 BG Norfolk and Suffolk Aviation Museum. Featuring artifacts from Bungay Airfield plus a lot more. Open Wednesdays, Saturdays and Sundays. Info at: <https://www.aviationmuseum.net/>.

448 BG Seething Control Tower Museum. Home of the Seething Airfield Control Tower Museum opens the first Sunday of each month. Info at: <https://www.448bombgroup.co.uk>.

453rd Bombardment Group Museum & 8th AF Heritage Gallery, Old Buckenham. Open all year Friday, Saturday and Sunday and by request other days. Contact: James Clarey, Museum Curator, Email: curator@453museum.com. Telephone: 011 44 (0)1366386119.

Mighty 8th Air Force Museum weekly webcasts. ‘Target for Today’ lecture series digging into the history of the Eighth Air Force. It broadcasts each Thursday at noon ET via ‘Mighty 8th Video’ or ‘Mighty 8th Facebook. More info at: www.mightyeighth.org.

National Museum of U.S. Air Force, Dayton OH. **Plane Talks** at museum—77th Anniversary of the Air Force, Sept. 17. Plane Talks programs occur in conjunction with the anniversary of a significant Air Force or military event. Info at: www.nationalmuseum.af.mil/Upcoming/Events/.

Military Aviation Museum, Virginia Beach VA, USA. Home to one of the world’s largest collections of flying vintage military aircraft. Includes over 50 aircraft from World War I and II. The museum is also home to a rebuilt control tower from RAF Goxhill. Info at: www.militaryaviationmuseum.org.

In Remembrance—Our Grateful Thanks

The Heritage League remembers and honors two of our departed veterans. They were volunteers for WWII. They chose to serve our country and as a result, we are a more vibrant organization and country for their doing so.

Veteran Don O'Reilly folded his wings in March 2024. Don was a military policeman at three bomb groups (305th, 491st and 44th BGs) in England. Don was very active with the Heritage League and Eighth Air Force Historical Society. He just attended the Historical Society's reunion in Ontario California last October. He also made two trips to England with the League and always contributed memorably to panels and discussions. To his daughter, Colleen Mersman, Heritage League Secretary, and family our highest respect and deepest sympathy.

Veteran Earl Wassom, pilot with the 466th BG, folded his wings last year. He served the Eighth Air Force Historical Society and the League as chaplain at banquets on both sides of the Atlantic and stepped up to leadership roles in the Second Air Division Association, 8th Air Force Historical Society, and 466th Bomb Group Association. We will always be grateful for his encouragement, his vision, his prayers, and the love he showed to each of us. When you spoke to Earl, you knew he was truly interested in you and what you had to say. His counsel and diplomacy were sought out frequently by these and other organizations.

Of special note, Earl's wife of 77 years, Cynthia has forwarded Earl's collection of documents to the Heritage League's 'News of the Greatest Generation' program. They will be scanned digitally and then passed on to

the Library of Congress along with the other Heritage League Second Air Division submissions.

On behalf of the Heritage League, we recognize and appreciate Don's and Earl's notable contributions to our Nation and our League.

We miss you both. Your memories will carry on.





*Please renew your membership for 2024. **Note:** dues have increased by \$5 and we have a new rate for students.*

Membership Application/Renewal for Heritage League

Please RENEW ONLINE and pay via 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:

smbdye@sbcbglobal.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!

NAME _____ SPOUSE _____

ADDRESS _____ TELEPHONE (_____)

CITY, STATE _____ ZIP _____

E-MAIL _____ @ _____

(If you receive the newsletter by email, please make sure you provide your email address)

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

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

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

_____ PDF Newsletter via Email—provide email address above—**\$25** \$ _____

_____ Students (up to age 25), PDF Newsletter via Email only—**\$20** \$ _____

_____ Printed Newsletter sent by US mail—**\$35** \$ _____

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

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

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

(If the cost of the printed newsletter causes a hardship, please let us know)

ADDITIONAL CONTRIBUTIONS (*We are a tax deductible 501(c)3 organization*)

Contribution to the Heritage League operations \$ _____

Contribution to American Library 2nd Air Division (Norwich, UK) \$ _____

Contribution to Flower Fund for Overseas Cemeteries \$ _____

If you like, we would be pleased to note your contribution as...

In Memory of (deceased) _____

OR

In Honor of (living person) _____

TOTAL ENCLOSED \$ _____

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