



# HERITAGE HERALD

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

## B-24 Liberators Strike Invasion Coasts Before D-Day Hitting all the Probable Invasion Areas

— By Walter Cronkite, *United Press Correspondent*

**W**ar Correspondent Walter Cronkite, assigned to report on American aerial activities, cited the raids on Europe before D-Day highlighting the ruggedness and staying power of Liberators. Here he describes the missions a month before the invasion to soften the battlefield. As a WWII correspondent for the United Press, he reported on several 8th Air Force missions. He was the anchor of CBS Evening News for over 20 years before retiring in 1982.

LONDON, MAY 6, 1944  
(United Press) American Liberators fought their way through the worst spring gales in years today to pound Germany's anti-invasion defenses in Northern France and sent the wars greatest air offensive into its 20th straight day. Defying weather that grounded most Allied planes, the four-engine bombers of the 8th Air Force sent another cargo of block busters crashing down on "military installations" in the Pas de Calais area across the Straits of Dover from England, a USAAF communique announced.

Mustangs, Lightnings and Thunderbolts of both the 8th and 9th Air Forces escorted the Liberators. At least two formations of bombers and fighters roared over London at breakfast time and later were heard crossing the Channel above clouds. It was the 8th Air Forces 15th operation in 15 days and 19th in 20 days.

In the Mediterranean theater, RAF Halifaxes and



Wellingtons attacked railway yards and oil storage tanks at Campina, 19 miles northwest of Ploesti, Rumania, in the pre-dawn darkness today. The raid, the first by RAF night bombers on the Rumanian oil fields, followed daylight attacks yesterday by American Flying Fortresses and Liberators on the Ploesti railway yards and the Danubian communications center just below the Iron Gate.

### Pace of aerial attack slowed by bad weather

Though American and British planes have been over Western Europe every day and night since April 17, the scale of their attacks has dwindled in the past week because of gradually worsening weather. Only a few hundred planes at most participated in yesterday's raids on France, while last night's RAF operations were confined to mine laying and a Mosquito patrol over southern France where three Junkers 88s were

*(continued on page 3)*

### Mark your Calendars

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

**With 93rd BG and 467th BG Reunions. Optional extension October 21-22. See pg. 12.**

# PRESIDENT'S MESSAGE

—*Christopher D. Clark* (489th Halesworth & 44 BG Shipham)



Photo: Wendy Dwyer.

The 80th anniversary of the D-Day assault on Fortress Europe to rid the world of forced oppression, slavery, work camps and ethnic cleansing had me glued to the TV, mainly C-Span and the BBC. While watching the veterans in their wheelchairs being pushed across the main stage meeting world leaders, I was brought to tears when one of the veterans, PFC Melvin Hurwitz, tried to kiss the hand of President Volodymyr Zelenskyy of Ukraine. I was not alone; this scene was playing out on all the monitors there. As the hand was being pulled back, not kissed, I could hear the veteran say to Zelenskyy that he prayed for him and Europe, now with war again on the continent. I was completely surprised, and my tears turned to tears of joy and extreme proudness as the veteran's military connection was none other than our own 8th Air Force. The emblem was there, big as life, on his jacket/coat. I even let out a yell—HE IS 8th Air Force!!!

The Heritage League's work is still moving forward with our "News from The Greatest Generation" project to compile as many 2nd Air Division related newsletters

and documents as possible and digitize them. We are entering phase two, a new round of assembling newsletters. They will then be transferred to the Library of Congress, which already is in the process of cataloging the 4,503 pages passed to them so far as part of its veteran's history program.

I was proud to present on behalf of the Heritage League an actual B-24 navigator's compass to the Freedom Museum in Manassas, Virginia last April. It was given to me by a 2nd Air Division veteran with the intent of preserving it for public view. See the "Promise Kept" story in this issue.

Our convention committee has been busy planning for our October 17-21, Colorado Springs joint reunion with the 93rd and 467th Bomb Group associations. If you are not yet sure about attending, please reserve your room as soon as you can anyway. The Embassy Suites reservation can be cancelled at no charge 2 days prior. The Air Force Academy has a football game and other Academy reunion activities going on that same weekend.

If you have not joined the American Library's Coffee and Conversation yet, I invite you to do so. I look forward to these, as ideas, stories and historical perspectives are exchanged that would otherwise not be heard. Everyone attending has a good time. The informal meeting is held via Zoom the second Saturday of each month at 11:00 AM Eastern time (8 AM Pacific). Request to join the meeting (you don't need the Zoom program in your computer or smart phone to join) by emailing: [americanlibrary@norfolk.gov.uk](mailto:americanlibrary@norfolk.gov.uk).

Remember to reserve your hotel room early for our October Convention as all hotels in the Colorado Springs area are expected to fill up.



8th AF Vet SSGT. Melvin Hurwitz. Photo: D-Day Veterans.

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shot up on airfields at Mont-de-Marsan, 70 miles south of Bordeaux. Coastal reports said winter conditions returned to the Dover Straits last night, with gales reaching an intensity of 60 miles an hour, rain squalls blotting out visibility, and the temperature dropping many degrees in a few hours.

The American and British air forces based in Britain barely managed to reach 10,000 sorties in the past week, less than the total recorded in three days of the previous week. American heavy bombers have not been out in large force since their raid on Berlin a week ago, though the RAF managed two large-scale attacks on anti-invasion targets in France. Travelers returning to Spain from France were quoted by Radio Ankara as reporting that Allied air attacks already had reduced the mobility of German troops 50 percent.

**Americans...build the finest aircraft...they know how to hasten the day of peace.**

"I have often wished," BGEN. Strahm cabled, "that the men and women back home could sit beside the pilot of one of those ships, as with engines churning up a cloud of desert dust, it takes on a ten-hour mission deep into enemy territory. At such a time the pilot always wonders if the ship will return safely. But an instant later his faith in his ship and in the conscientious craftsmanship of the people who built it asserts itself and he heads confidently off for the target. And if his mission is a tough one and his battered ship heads toward home with the lives of pilot and crew hanging on one slender thread of a well finished rivet or a well tightened nut, I am sure that as he searches the horizon anxiously for a sight of home there is in him a great sense of gratitude toward those Americans who far from the smoke and clash of battle build the finest aircraft they know how to hasten the day of peace."

From the *Montessen Daily Independent*, Monessen, PA, May 6, 1944 and reprinted with editing for clarity from *2nd AD Journal*, Spring 2011.

*Don't miss Cronkrite's interview of General Eisenhower 20 years after D-Day (1964) while both visit his D-Day headquarters and cross the channel to Omaha Beach. Details for this YouTube video are at page 26. —Ed.* 

## D-DAY—Perspectives From Seething & Mundham Villages

—By Pat Everson, 448 Bomb Group Seething

80 years ago in June 1944, many men and women were away either in the military or doing war work. We were used to having evacuees in school, Land Army girls working on farms and of course, providing the Home Guard. Came the blackout—the air raid sirens, search lights, German attacks on Seething airfield, explosions, aircraft crashing! There was movement of many aircraft and military vehicles.

Our neighbours, the American Servicemen of the 448th Bomb Group and their huge B-24 Liberator Heavy bombers just over a mile down the road and around 3,000 young Americans all made a big impact.

June 5th after they had returned from a mission to France, it was announced that effective immediately the officers and aero Clubs were closed for rest of the day plus movies at base theatre were cancelled indefinitely. All personnel restricted to base all airmen on a pass recalled to base. It did not take long to discover that the big moment had arrived.

**June 6, 1944.**

First mission briefed at 0030, 448th commander COL Mason stated the 448th planned to hit targets in France in support of D-Day. The briefing was very detailed as they would be bombing in close proximity to the ground troops. In case of low visibility, **if not able to bomb with PFF\* ship—bring bombs back.** All Allied air traffic to the targets that day were routed in a giant circle of one-way traffic.

The order was given. A total of 37 B-24 Liberator bombers took off in darkness for **mission No. 1** with 10 crew on each aircraft and joined the thousands of other Allied aircraft.

Quotes from returning aircrews of seeing the huge formations of bombers and a sea so crowded with ships and barges of every conceivable type.

**Mission No. 2** 12 B-24s and crews took off from 0636 but due to heavy overcast at target area it was too dangerous to bomb with the troops close by.



**Mission No. 3** 11 B-24s and crews left to bomb Coutances; they took off at 1105.

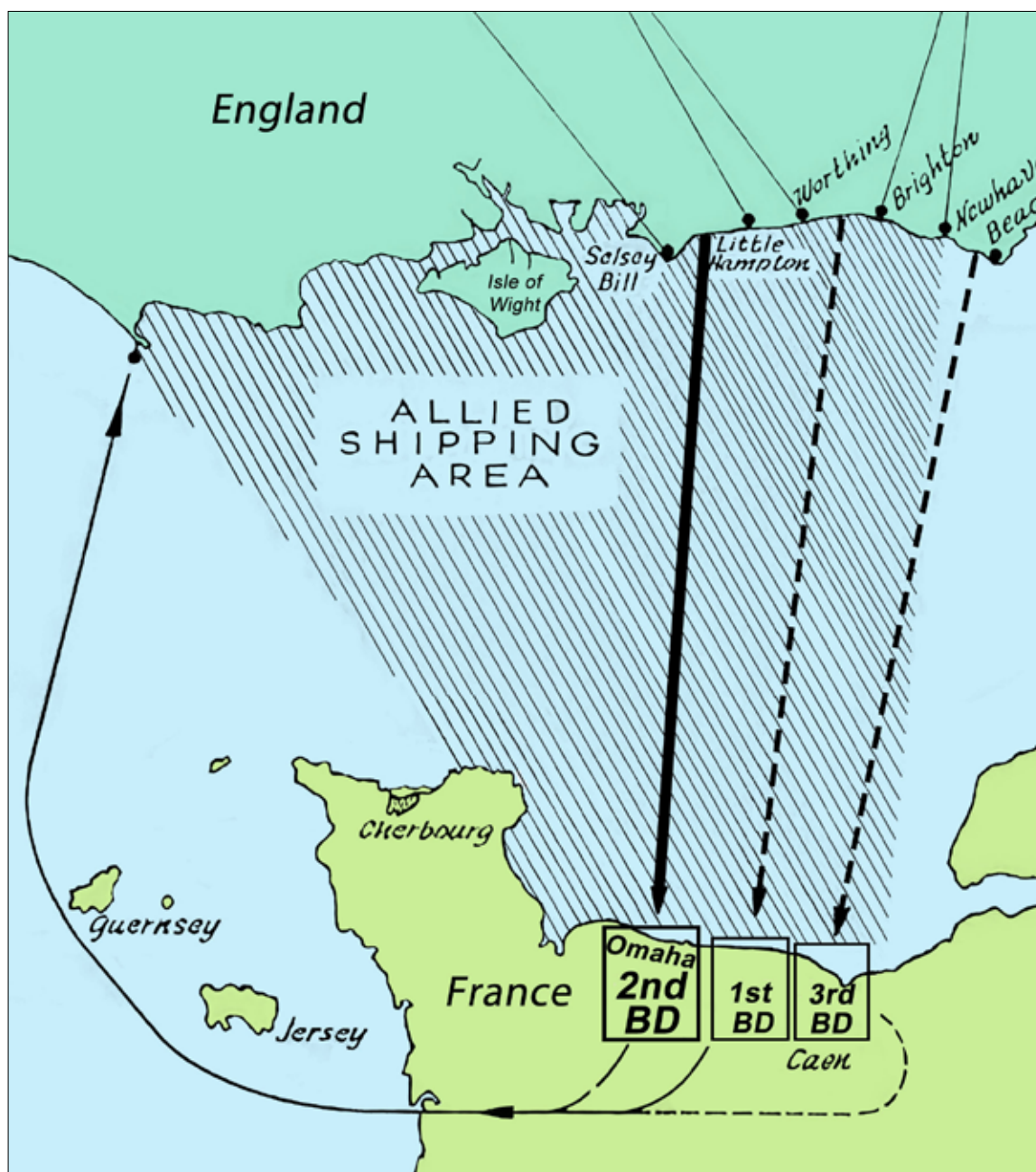
**Mission No. 4** 11 B-24s and their crews left also to Coutances. Airmen described the fighting going on below with flashes of naval gunfire slashing through the air and artillery fire battles between the beachhead forces and German defences.

Through all this back at base were the large team of men getting the aircraft, bombs, ammo, fuel and info ready and able for these men to fly today. Mess person-

nel had to be prepared to serve meals at any hour of the day and night.

June was a very busy month for the 448th flying 26 missions to France and 4 to Germany. Losses of personnel in operations were severe; the actual numbers MIA - a total of 15 crews who failed to return during June and whose fate unknown at that time.

*\*PFF. a 'pathfinder' formation lead bomber usually equipped with a targeting radar referred to as 'Mickey.' - Ed.*



2nd Bomb Division Liberators pound Omaha Beach target objectives on D-Day [Note: became Air Division in January 1945—Ed.]. The attack track at left was assigned to 2 BD groups with the other parallel tracks to 1st and 3rd Divisions. Takeoff and rendezvous headed Westward toward Ireland then Southeast to the initial points on the English coast for the final Southbound bomb tracks. Each track expanded to four columns for the target run-ins between 14,000 and 17,000 altitudes. Fighter groups flew cover just outside these paths over the channel and France providing protection. Map courtesy of 44BG's 8 Ball Tails and Roger Freeman's account.

# June 6, 1944

— By Bill Francis (93 BG). Written July 6 & 7, 1944



The late William H. Francis, 8th AF D-Day veteran. Photo: via Amer. Air Museum.

**June 6, 1944.** Today is D-Day and everyone is alert to the highest pitch. Although we've been waiting for this day for a long time, now that it is here everyone is talking about the invasion and giving his own individual opinion of what is to come. I've written this so that I could capture and retain my own thoughts and feelings on this eventful day.

For the past month bases have been restricted and then the restriction lifted only to be posted again. So when the restriction came yesterday, June 5, no one thought much about it. But when the reports came in that British Tommies [*nickname for soldiers—Ed.*] were called out and told to report to base, when we had three different alerts scheduled for today, when the first take-off was at 3:00 in the morning (unusual in that it was so early), it started us all to thinking that this might at last be it.

At 0300 this morning the new crew that was sleeping in the same Nissen hut with us, came in from guarding the planes. After being over here for a while, one gets used to having the lights turned on at all hours of the night and don't take notice or wake up from the lights being snapped on. Therefore, it was odd how everyone snapped wide awake at the click of the light switch, although they were all in the soundest of sleep. We must have gone to sleep thinking of the impending invasion and the new crew verified our suspicions by telling us the news just came through that this was D-Day.

Knowing we could learn no more; we all went back to sleep like veterans and a few of us got up for breakfast at 0630. After making a fire, heating water and shaving, I hopped on my bike and was over to the line in time to sweat the boys out. All our ships came back without as much as a flak hole. Evidently we caught Jerry [*slang for German soldier—Ed.*] with his pants down, for the expected stored up fighter opposition didn't materialize and I can't understand why there was no flak. In Operations a bunch of us were grouped around the radio (wireless) listening to Jerry broadcast, then the British where we heard the news of the events so far.

**June 7th.** The weather typically English with low ceiling and drizzling cold rain. Not very good for the boys on the other coast and worse for us, because we've got to go over and be the Flying Artillery in support

of those fellows on the beach heads. All day yesterday there was the steady drone of engines overhead and today it hasn't let up in spite of lousy weather. Four different missions yesterday from our Squadron and we were on the last one. Wasn't bad except for landing. Took off at 0520, climbed to 16,000 feet which is fairly low and it was warm upstairs with only - 19°. After we got up there, it was a solid undercast that looked as though a fellow could step out and walk on it.

After forming we started crossing the Channel. There was a steady stream of planes coming back and going over. Nearing the French coast, we could see breaks in the clouds and down below were thousands of ships of all kinds making a steady procession to and from the invasion coast. We were straining our eyes trying to see actual landings but were disappointed. While keeping a weather eye for Jerry and wondering where that stored up German Air Force was hiding, we crossed the coast and on into our target, dropping our bombs squarely and then out again without seeing fighters or flak. I couldn't understand why, but I'm certainly not mad that old Jerry didn't show.

The worst part of that mission was when we came back with a 500 ft. ceiling to drop through in the dark and then trying to find our field. After flying over a dozen different fields in an hour and a half of searching, we finally located ours and landed on a wet runway. That was one of the invasion missions and I only hope the ones to follow are easy.

My crew has been off a regular assigned crew for a month now and some of us have only made one mission during that time. It was because our pilot was made lead pilot and an old crew put with him. We try to kid each other that we don't care as long as we get our 4 hrs. in a month and say that we are glad we don't have to stick our necks out in this invasion. But I know that if I were not to fly a mission in the next week in the big push, I'd regret it for the rest of my life, and the others who spout off feel underneath the same way.

When I learned this morning that our original crew is practically all together again, making it probable that we will fly in the next few days if not today, my hopes mounted and I felt a hell of a lot better.

*Bill flew 27 B-24 missions over France and Germany as a tail gunner. He was awarded the Air Medal with 4 oak leaf clusters and Distinguished Flying Cross.*

*Reprinted and edited for clarity from 2nd Air Division Journal, 1992 Fall.*

*For two additional pilot views on D-Day air operations, see Herald #77, May 2023—Ed.* 🇺🇸



Omaha Beach on D-Day 1944. This reconnaissance photo, likely taken after the fog and drizzle cleared later in the day, probably from an altitude of around 10,000 feet. It highlights the challenge in target determination even with good visibility and this lower altitude. The width of the beach at this tide is less than 800 feet, smaller than the B-24's accuracy error factor of 1,000 feet. For reference, the length of the landing ship at bottom is approximately 400 feet.

Timing measures were established for safety to ensure bombers did not drop on our landing forces in case of low visibility, which was the case. As a result, most bomb loads fell well beyond the German forces near the beach and a number of bombers did not release at all.

AAF Photo via National Archives.



Omaha Beach on D-Day +2. Smoke trails from a fire, most likely from an artillery facility taken out above the beach. Note the narrowness of the beach at high tide, and how difficult a precision target aimpoint is at this altitude similar to what our B-24's flew at. AAF photo via Pinterest.



Today's view of that same Omaha landing area. Note the American Cemetery (arrow) now occupies the space where the trail of smoke came from. Photo: Google Earth 2022.

# 'Masters of the Air' — Movie Series

## A Pilot's Review. Featured on Apple+

### Immersive Cinematography Reaches New Heights

— By Emma Quedzuweit, Story & photos AOPA PILOT Magazine.



Major (Bucky) Egan, played by Callum Turner, caused his demotion from Group executive officer to squadron commander to be in the fight.

*Although not about a B-24 unit, this Steven Spielberg and Tom Hanks movie highlights the harsh air combat experiences our WWII airman faced over Germany by 1st Air Division's 100th Bomb Group, known as the 'Bloody 100th' due to their high loss rate during the early stages of the air war. Editor.*

**The Sound of FLAK** tearing into an aircraft has a way of going straight to your bones. It's a nauseating sound—something between shredding and shattered glass, a metallic splatter and demonic screeching that happens almost too fast to process.

My seat shook with the roar of a dying B-17's engines, but I hadn't been magically transported into an air crew in World War II—I was sitting in the 92NY theater in Manhattan's Upper East Side at an advance screening of an episode of Apple TV+'s *Masters of the Air*, two days before the official release of the new series produced by Tom Hanks and Steven Spielberg.

Based on the book of the same name by Donald L. Miller, the nine-episode series follows members of the 100th Bomb Group of the U.S. Eighth Air Force over Europe and is technically a third installment to the previous HBO World War II series *Band of Brothers* and *The Pacific*, also spearheaded by Hanks and Spielberg. Yet *Masters* goes above and beyond its predecessors in its breathtaking depth of intimacy. From its camera angles and shot compositions to scene choice, the feeling is continually that you are right there and involved.

The rich detail makes watching the show feel like a lived experi-

ence in a way that pilots will particularly appreciate—things like the crew going through a pre-takeoff checklist item by item with close-up shots of what they are doing. Several checklist walkthroughs appear in the first episode alone. The tension of holding formation in zero visibility, with an engine failure, was another pilot sympathy button.

**Combat scenes are some of the most visceral and affecting for their reality, and nothing is spared.**

*Masters* is slower in pace than most war films we might be accustomed to but makes up for it with tension and emotional involvement, more dramatic psychological thriller than action movie. Not that there isn't action, of course. The combat scenes are some of the most visceral and affecting for their simplistic reality, and nothing is spared. The viewer is forced to experience every excruciating second of a bombing run that feels like eternity and thus, has a deeper understanding for the strung-out crew fighting among themselves after landing.

I was lucky to be one of the few who will ever see this on the big screen. On this massive scale you can really feel the B-17's guns and engines punching through your chest and down to your bones. Each real-time minute of the hail of bullets and exploding flames compounds as you die with the crews—torn to pieces and burned alive—then cutting to an outside view as the doomed aircraft plunges through the cloud layer. And that's just the first episode.



## THE CAST'S PERSPECTIVE

The episode screening was followed by a panel discussion with host Josh Horowitz and Masters of the Air actors Austin Butler (MAJ. Gale Cleven), Callum Turner (MAJ. John Egan), Barry Keoghan (LT. Curtis Biddick), Anthony Boyle (LT. Harry Crosby), and Nate Mann (LT. Robert Rosenthal), and Executive Producer Gary Goetzman. The discussion was a mixture of friendly banter with the audience and sober acknowledgments of the responsibilities and challenges of portraying real people with such historical significance.

Boyle listened to recordings of the voice of the real Crosby for hours to prepare and read his memoir *On a Wing and a Prayer* "like a Bible, every night." Mann was voted most likely to become an actual pilot and expressed interest in doing so, and said that Isabel May, who appears with Butler in the beginning of episode one, is a certificated pilot. Most impactful to him was speaking to Rosenthal's family about what he was like, and asking veterans how they handled the pressures of combat, coming to realize they mentally fell back on their training to fly the airplane. "The machine was between them and death" he said. "And a lot of this was, OK, how do we maintain control?" Turner said he brought home and framed a copy of the takeoff and landing procedures from the set, recalling how long they trained to memorize them.

**It was a "great responsibility representing people that saved the world... and the toll that has on their mind and body and spirit."**

Butler described stepping into one of the set's B-17 Flying Fortress replicas for the first time as "incredible." The full-scale replicas were hoisted onto 50-foot gimbals and surrounded by a new type of high-definition screen that showed exactly what would be going on outside in the finished film.

"The crane was jostling us around," added Keoghan. "And we could see the flak coming at us. It was nerve-racking." The cast remained in these rigs for hours at a time, pyrotechnic explosions and all, with coffee passed up to keep them alert. Each of them insisted they never thought of complaining, saying it was nothing compared to what the real people they portray had endured. Keoghan put the collective sentiment in words, saying it was a "great responsibility representing people that saved the world...and the toll that has on their mind and body and spirit."

With thanks to *Aircraft Owners and Pilots Association Magazine*, *Apple Productions* and *Amblin Television*. Permission granted; all rights reserved. Based on the book of the same name by Donald L. Miller.



Comments? Contact the author at: [emma.quedzuweit@aopa.org](mailto:emma.quedzuweit@aopa.org).



The cast and executive producer described the project as a "great responsibility and inspiration" at a pre-release screening.



Squadron Commander Major (Buck) Cleven played by Austin Butler (right) poses with then Group Executive Officer Major (Bucky) Egan before a mission.





*Masters of the Air* focuses on the experience of a few key members of the 100th Bomb Group. Group executive officer later demoted to Squadron Commander, Major Egan played by Callum Turner. The crew leaves the aircraft after a tough mission.



The movie presented very realistic scenes of aircraft formations, dramatic damage scenes, and the crew struggling inside the aircraft. The details are so rich; one feels as if you are right there with them.

Fighters from 15th Air Force, 332 Fighter Group, Tuskegee Airmen Red Tails, also escorted 8th Air Force bombers after D-Day.





# A Promise Kept— A B-24 Compass Finds a Home

— By Christopher D. Clark (489th Halesworth & 44th BG Shipham)



The US Army Air force Type-12 direct reading compass was used at the navigator's station on the nav-table of the aircraft. It was a key tool used by the navigator on B-17, B-24, B-29 and transports including C-46, C-47 and C-54. Photo: Freedom Museum.

At the final convention of the Second Air Division Association before disbandment in 2012, I was fortunate to attend the farewell dinner honoring 2nd AD veterans. As the men who fought WWII in the air left the V.I.P. Table, I walked up and took the name tag of Ray Pytel, the editor of the Second Air Division Journal as a keepsake of the event. As I did this, I was approached by Neil Anderson, the lawyer in charge of the paperwork to dissolve the Association. Mr. Anderson asked me, as Vice President of Volunteers for the Heritage League, to find a good home for a B-24 compass from a veteran who wanted to be anonymous. I said, "Sure, I will do my best." It took twelve years to accomplish, but it took place this spring in my own hometown

of Manassas, Virginia.

The Freedom Museum, located in the Manassas Historic Olde Town District at 9129 Center Street, already had two parts of a B-24 Liberator: a Fairchild F-56 high altitude camera and the very famous Norden bombsight. The compass from that anonymous veteran will be a great addition to the collection. In addition to the Freedom Museum itself, the veterans that run the museum take the museum to the local schools. Their front nose section of a 1944, B-25-J airplane allows young students to see history with their own eyes.

On Saturday April 6, 2024, I was accompanied by Beverly Baynes Tomb, 466th BG Attlebridge, our Trust Governor representing the Heritage League on the Board of Governors of the 2nd Air Division Memorial Library Trust, in Norwich, England. We had a wonderful time at the museum especially focusing on the WWII section and the Army Air Force and B-24



Manufactured by the Bendix Corp. in 1942, it was entrusted to the League by the lawyer in charge of disbanding the 2nd Air Division on behalf of an unnamed veteran. Photo: Freedom Museum.



display areas. A B-24 model 'flew' above the WWII display panels, and we were invited to open its silk map, issued to airmen to help them escape and evade capture when caught behind enemy lines.

As we started our short ceremony to officially loan the compass to the museum, a young couple (both veterans) joined the museum staff as the audience. I for one felt, great comfort in knowing that school-age children will be able to see the compass and other parts of our beloved B-24 Liberator.

At last, "A Promise Kept."

For more information about the Freedom Museum go to: <http://freedommuseum.org>.



Heritage League President Chris Clark with past President and 2nd Air Division Trust Governor Beverly Baynes Tomb with Freedom Museum President Jim Porter by the B-24 display with the compass at bottom center. Note the 1940's radio--photo left. The two jars contain sand from the Omaha Beach D-Day landing site. Photo: Freedom Museum.



Display case with B-24 related items. Compass is at center bottom in front of B-24 painting. Photo: Freedom Museum.

## Did You Know?

— By Lisa Niehoff

### What made cockpit instruments glow in the dark?

The three basic rules that I taught my kids from an early age; flush the toilet, wash your hands and never eat aircraft instruments. World War II era aircraft gauges were painted with radium paint so they could be seen by pilots flying at night. This was nothing unusual. However, Radium is about 1 million times more radioactive than Uranium, so if all of the cockpit gauges were painted with radium, being shot down was not the only danger. Being at high altitudes exposes you to higher radiation levels and the radium dials are spewing out radioactive particles which will decay to radon gas. I hope their cockpits were well ventilated.



Watch hands and numbers and aircraft control instruments were coated allowing them to glow in the dark. Photo: Western Museum.

Radium's ability to glow in the dark was a fascinating feature to people living at the dawn of the electric age. The majority of the population still lit their homes with candlelight and gas lamps. Radium appeared as a magical element, glowing without any source of energy. As radium didn't rely on anything to glow, it was viewed as a safety element and as such was painted onto clock faces and dials so they could be read in the dead of night or in dark areas.

For more information, see: **Mysteries at the Museum**, TV show via Wordpress.

More about Radium, see related story in Western Development Museum's artifacts: "An illuminating time piece, Shining a light on radium." See: <https://www.wdm.ca/>.



# Heritage League 2024 Convention

## Colorado Springs, Colorado    October 17–21, 2024

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



This year the Heritage League has partnered with the 93rd Bomb Group Association and the 467th Bomb Group Association for our annual meetings. All three organizations share the same interest and enthusiasm in preserving the legacy and memory of the people who took part in the bombing campaigns in Africa and Europe. We are looking forward to making new friends and sharing time together.

Our hotel is the Embassy Suites Colorado Springs located about 3 miles from the United States Air Force Academy where we will visit on Day 2. 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.

**Hotel Reservation:** The deadline is **Monday, September 23**. After that date, the hotel will release any remaining rooms. Don't delay, the Air Force Academy is busy that weekend with a football game and class reunions. See reservation instructions and prices on the following instruction page. The negotiated rate of \$155 plus tax is available three days before and after the reunion and will be available until September 23. Reservations can be canceled without penalty up to 48 hours prior. If you are not firm about attending, make your reservations now anyway. You can cancel without penalty if your plans change.

Our theme this year is **Wild Blue Yonder** in recognition of the establishment of the United States Air Force Academy in 1954—70 years ago. The theme unfolds through presentations highlighting the academy's importance to today's Air and Space Forces. Veterans of the 8th Air Force were advocates for its establishment. If you know of someone else who may be interested in this event, please share this information.

**Please submit your registration form(s) and payment by September 25.** The cost is **\$410** which covers four dinners, two lunch meals, meeting room rental, transportation, museum entrances, Color Guard and their meals, speaker meals, memorial wreaths, photographer, and other incidental expenses.

The optional extension, **Colorado Springs Fall Beauty**, builds on the success of our extension in Boston in



2022. With only 3½ days available for our main event, we can't begin to see beautiful natural beauty of Colorado. We will ride the Pikes Peak Cog Railway, tour Seven Falls, travel to the Royal Gorge Railroad and conclude with a tour of the Cave of the Winds. This extension is open to everyone.

Transportation and event entrance fees are included in the **Fall Beauty Add-On**. Time will be provided for lunch and dinner on your own. Each participant will pay **\$310** for two days.

**B-24 replica on display near the Air Force Academy Chapel. Photo: John Hoffman.**



## Registration Instructions—Wild Blue Yonder

**Step #1—RESERVE HOTEL by September 23rd** to obtain the group rate.

**Hotel:** Embassy Suites Colorado Springs|  
7290 Commerce Center Drive, Colorado Springs, CO 80919. T: 1 (719) 599-9100  
The negotiated rate is available three days before and after the convention.  
The rate is available until September 23rd.

To secure the group rate, be sure to state you are with the 93rd Bomb Group Association Reunion Block. If you encounter any problems or need assistance our Hotel Coordinator is Sheri Neely, (719) 955-6807.

**Room Rate:** \$155.00 plus tax of 12.5% per night (\$174.38 inclusive). (Rate good from Monday 10/14 to Thursday 10/24). Our rate is the same for either King or Queen Suites. This includes: made to order breakfast, complimentary internet access, complimentary daily evening reception, fitness center, heated indoor pool, on-site laundry, and complimentary parking.

**Airport Transportation:** The hotel is 14 miles from Colorado Springs Municipal Airport (COS) and 60 miles from the Denver International Airport (DEN). There is no hotel shuttle service. Taxi, Uber or Lyft or Private Shuttle are available.

**Step #2—REGISTER by September 25th.** You have the option to register electronically or by mail.

### Electronically:

Attendees have the option to register online and make payment via credit card, debit card, or from your personal PayPal account. Please note that the registration process must be completed for EACH ATTENDEE. There will be a processing fee of \$15.00 added for each attendee in your group. Information is on our website – [www.heritageleague.org](http://www.heritageleague.org).

### By mail:

If you wish to mail your registration form(s) and pay by check, complete the form(s) and mail with your check, payable to the 93rd Bombardment Group and mail to:

Kim Whitney, 3253 Yorkshire Circle, Sanford, NC, 27332. 1 (716) 378-0560  
[stringquartet2013@yahoo.com](mailto:stringquartet2013@yahoo.com).

There are no processing fees. Both the check and the completed registration form(s) should be received before September 25th.

**Step #3—Make travel arrangements to arrive at the hotel in time for registration** between 2:00 - 5:00 PM on Thursday, October 17th. Our welcome dinner begins at 6 PM.

**Step #4—If interested in the two-day extension,** adjust your hotel reservations accordingly and **add \$310** per person to your payment.

### REUNION REGISTRATION REFUND POLICY

Last-minute cancellations can cause significant loss to the groups. This loss occurs because we must guarantee your attendance at the hotel relative to all meals and other related costs. When you don't show, we still are charged for meals and other expenses related to those meals.

We recognize that there will always be unforeseen events beyond your control, and we truly regret your personal inconvenience. However, your executive committee has decided that we must stay with our policy of "pay as you go" for reunion costs.

We have reviewed the choices: we can either add an extra amount to everyone's fees to cover last-minute cancellations, or we can set a deadline date for cancellations after which the fees paid cannot be refunded.

In order to keep our reunion fees as low as possible, your executive committee has chosen the deadline date choice. Therefore, a deadline date, based on hotel contract requirements for each reunion will be provided to you at the time you make your reservations, and included in our reunion announcements.

**No refund will be made after October 5th.**

**REGISTRATION FORM**

One per guest

**Please complete form and make payment for the total amount by September 25th.****A single payment for multiple guests is encouraged.**

Name: \_\_\_\_\_

Please indicate if attendee is under the age of 12 \_\_\_\_\_ - Contact Kim Whitney for "adjusted" Registration Fee

Organization (Circle all that apply):

Heritage League, bomb group? \_\_\_\_\_ 93<sup>rd</sup> Bomb Group      467<sup>th</sup> Bomb Group      Other Bomb Group \_\_\_\_\_

Address: \_\_\_\_\_

(Street)

(City)

(State)

(Zip)

Telephone: \_\_\_\_\_ Email: \_\_\_\_\_

**Emergency Contact:** \_\_\_\_\_

(Someone not traveling with you) (Name) (Phone Number)

**When do you plan to arrive/depart?** \_\_\_\_\_

(Arrival Time/Date)

(Departure Time/Date)

**If traveling by plane: Airline and Flight#:** \_\_\_\_\_**Are you related to a WWII veteran?**

Veteran's Name: \_\_\_\_\_ Rank: \_\_\_\_\_

Duty Position: \_\_\_\_\_ Squadron/Section: \_\_\_\_\_ Relationship to you: \_\_\_\_\_

**Meal choices: Circle one entrée per meal (Food descriptions follow):**

Special dietary requirements \_\_\_\_\_

**Thursday Welcome Dinner (Circle your choice):**

1. Chicken Breast

2. Pork Loin

3. Vegetarian

**Sunday Memorial Dinner (Circle your choice):**

1. Blackened Salmon

2. Chicken Cordon Bleu

3. Eggplant Parmesan

**Basic registration fee:**      \$410.00 x number of attendees \_\_\_\_\_ x \$410 =      \$ \_\_\_\_\_**Optional Add-On:**      \$310.00 x number of attendees \_\_\_\_\_ x \$310 =      \$ \_\_\_\_\_**TOTAL \$ \_\_\_\_\_**



## 93rd Bomb Group/Heritage League/467th bomb Group 2024 Reunion/Convention Schedule October 17 -21, Colorado Springs Colorado

### 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 – <b>Hotel</b>
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 – <b>Hotel</b>
8:45 – 9:30 AM	Travel to Air Force Academy
9:30 – 10:15 AM	Barry Goldwater Visitor's Center
10:15 – 10:45 AM	Walk/Bus to Honor Court
10:45 – 11:15 AM	Lay wreath at B-24 Memorial
11:15 – 11:50 AM	Travel to Eisenhower Golf Club
11:50 AM – 1:30 PM	Lunch at Eisenhower Golf Club
1:30 – 1:50 PM	Drive to USAFA Cemetery
1:50 – 2:20 PM	Wreath Laying Ceremony at USAFA Cemetery
2:20 – 3:00 PM	Travel to Hotel
3:00 – 5:30 PM	Memorabilia & Research rooms open
3:30 – 4:30 PM	Business Meeting – Heritage League
5:30 – 6:00 PM	Travel to Briarhurst Manor
6:00 – 8:00 PM	Briarhurst Manor Dinner
8:00 – 8:30 PM	Travel to Hotel
8:30 – 10:30 PM	Memorabilia Room & Research Rooms open - Movie Night

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

7:30 – 9:00 AM	Breakfast – <b>Hotel</b>
8:30 AM – 12:30 PM	Pueblo Weisbrod Aircraft Museum – 467th BG (separate activity)
9:30 AM – 10:30 AM	Business Meeting Session #1 – 93rd Bomb Group
10:45 AM – 12:00 PM	Business Meeting Session #2 – 93rd Bomb Group
12:00 – 1:00 PM	Lunch - <b>Hotel</b>
1:00 – 1:50 PM	Educational Session #1 – 93rd
2:00 – 2:50 PM	Educational Session #2 – 467th
3:00 – 3:50 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 – <b>Hotel</b>
8:00 – 10:30 PM	Memorabilia & Research rooms open

### Day 4 – Sunday, Oct 20

7:30 – 9:00 AM	Breakfast - <b>Hotel</b>
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 - <b>Hotel</b>
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 – <b>Hotel</b>
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## OPTIONAL EXTENSION COLORADO SPRINGS FALL BEAUTY OCTOBER 21 – 22, 2024

### Day 5 – Monday, Oct 21

7:30 – 9:00 AM	Breakfast – <b>Hotel</b>
9:30 – 10:00 AM	Enroute to Manitou Springs
10:00 AM – 2:00 PM	Pikes Peak Cog Railway
2:00 PM – 2:15 PM	Enroute to Seven Falls
2:30 – 3:30 PM	Lunch at Seven Falls
3:30 – 5:30 PM	Tour Seven Falls
5:30 – 6:00 PM	Return to Hotel
6:00 PM	On Your Own

### Day 6 – Tuesday, Oct 22

6:30 – 8:30 AM	Breakfast – <b>Hotel</b>
8:30 – 9:50 AM	Travel to Royal Gorge Suspension Bridge, 4218 County Road 3A, Canon City
10:00 – 11:00 AM	Explore the Suspension Bridge and Park
11:00 – 11:45 AM	Box Lunch – Panera Bread or similar
11:45 – 12:15 AM	Travel to Royal Gorge Railroad, 401 Water St, Canon City
12:30 – 2:30 PM	Ride Royal Gorge Route Railroad
2:30 – 3:15 PM	Travel to 100 Cave of the Winds Road, Manitou Springs
3:30 – 4:45 PM	Cave of the Winds Discovery Tour
4:45 – 5:45 PM	Travel to Colorado Springs Restaurant
5:45 – 7:00 PM	Dinner – TBD
7:00 – 7:30 PM	Return to <b>Hotel</b>







*We use this day to remind ourselves to protect the memory and sacrifices of our brave service members who gave their lives in defense of this nation. And with it, the reminder that our freedom is worthy of their sacrifice. As President Abraham Lincoln said at his 2nd inaugural address in 1865, "the nation has a duty to care not only for those who carried arms into battle but for his widow and his orphan."*

## Heritage League Flowers

— By Beverly Baynes Tomb 466th BG Attlebridge

Once again, the Heritage League funded floral arrangements for placement at 13 overseas American cemeteries at their Memorial Day ceremonies to honor and remember those in the Second Air Division (2AD) of the USAAF who lost their lives during WWII.

Dedicated local friends of the Heritage League personally place our flowers at the three cemeteries holding the majority of 2AD airmen: Colin Mann (Cambridge), Luc Dewez (Ardennes), and Ari-Jan van Hees (Netherlands). At the other ten cemeteries, we ask ABMC staff to send us photos of our flowers.

### 2024 Flower Fund Highlights:

**Florence Italy.** We were able to expand our presence at the Florence American Cemetery in Italy with a large standing



Extra large Heritage League wreath at Florence Cemetery, Italy. It reads: Heritage League of the 2nd Air Division, "We are forever grateful." 1LT. George Reuter, 93rd BG, Hardwick, is listed behind the wreath on the Wall of Missing. 39 2AD airmen are listed on Wall and two are buried there. ABMC photo.

wreath placed in the Court of the Missing, thanks to your generosity and guidance from the Pax Romana Chapter of Daughters of the American Revolution (DAR). Yes, DAR has chapters overseas, and the chapter in Italy places a wreath each year. They helped me order the correct size

wreath from a reliable local vendor.

**Normandy.** The impact of our flowers at the Normandy American Cemetery was dramatic this year. An email sent via our website arrived from Paul Stouffer, whose friend had sent a photo of the Wall of the Missing with our flowers placed under the name "LT. William J. McGowan" highlighted with sand from Omaha beach and bearing a rosette (for those identified). Paul's comment, "LT. McGowan is my uncle--and on behalf of his entire family we are touched with this gesture." He went on to explain, "KIA on D-Day, the remains of this P-47 fighter pilot were identified exactly 5 years ago, with the interment at the [Normandy American] cemetery taking place in July 2022. As a military historian I am well aware



**Normandy Cemetery.** Heritage League wreath placed by the Wall of Missing listing 2LT. McGowan, 366 Fighter Group, Thruxton. That line is darkened by sand from nearby Omaha beach. After his remains were identified, he was buried at the cemetery in 2022. 13 other 2AD airmen are listed on the wall and 101 are buried there. ABMC photo.

of the impact, and certainly the losses, of the 2nd Air in WWII. In this week between Memorial Day and the 80th anniversary of D-Day, my best wishes to all associated with the League." See: *LT. McGowan's burial at the ABMC story. Go to Videos We Like, page 26 and click on the YouTube link located at the "Our Promise: 100 Years of the American Battle Monuments Commission."*—Ed.

At **Rhone** American Cemetery in France, our flowers were carefully placed under two of the five from the 2AD on their Wall of Missing: 2LT. Leland Horne from the 479th Fighter Group (Wattisham) and 1LT. Melvin Johnson from the 44th Bomb Group (Shipdam).

**Ohio.** Additionally, the Heritage League provided a wreath at the memorial service for SSGT. Jack W. Coy, a tail gunner in the 445th Bombardment Group who has been accounted for and identified by the Defense POW/MIA Accounting Agency (DPAA). He was buried at Oregon, Ohio, May 25th. (See: Coy story on page 23.)



Many thanks to all of you who donate to the Flower Fund, to the cemetery staff who send us photos and to Colin, Luc and Ari-Jan who support our efforts in person as we place our flowers and honor our fallen heroes.



A very pertinent dedication leads the Wall at North African ABMC cemetery, Tunisia. White marker points to 2nd Air Division SGT Aguirre, 44BG. Notice the two rosettes indicating the two MIAs on this section have been subsequently identified. 58 Second AD airmen are listed on the Wall and 34 are buried there. ABMC photo.



Rhone Cemetery, France. Our wreath is in front of two 2AD airmen: 2LT. Horne, 479 Fighter Group, Wattisham and 1LT. Johnson, 44 Bomb Group, Shipdam. ABMC photo.

—We are Forever Grateful—



# Memorial Day at Cambridge American Cemetery

— By Marjory Shiers, 489th Bomb Group, Halesworth

*General John Pershing, the WWI commander, who established the American Battle Monuments Commission overseas cemeteries stated: "time will not dim the glory of their deeds." ABMC commissioner Michael E. Smith states: "It is our duty to protect the memory of our service members. As the number of WWII veterans dwindle, soon the stones will be all we have left. It is our duty to learn from their lives. Their sacrifice is their legacy. Our freedom is our inheritance. Now it is our turn to carry these values on."*



USAF airmen march to place 115 wreaths at the Cambridge American Cemetery Wall of Missing. A total of 1,442 Second AD airmen are there (537 buried and 905 listed on Wall of Missing). Marjory Shiers photo.

The sun shone over the Cambridge American Cemetery this morning and the Memorial Day Service of 2024 was, as always, very moving. We drove over from Halesworth, which takes about an hour and three-quarters. The car park was busy but there were plenty of personnel on hand to help. Our floral tributes were placed in

the garden beside the beautiful chapel, ready for the young wreath bearers to collect before the service.

Before the service began there was a fly-past of aircraft including those from RAF Mildenhall and RAF Lakenheath. After the arrival of the Official Party and the Presentation





Chairman of the Second Air Division Trust Governors, Mr. Richard Middleton, presents on behalf of the Trust. It reads: "In Remembrance of the 6821 men of the 2nd Air Division USAAF who gave their lives in World War II." R. Middleton photo.

of Colours, both of our National Anthems were played. This was followed by the Invocation by Chaplain LCDR Emily Rosenzweig, USN. The ABMC Superintendent Angel Matos then welcomed everyone. Following the Welcome, Brigadier Tim Seal, TD ADC DL VR, the Lord Lieutenant of Cambridgeshire who represents His Majesty the King on these occasions, gave his address. It was then, Colonel Ryan Garlow,

of the 100th Air Refueling Wing, gave a moving and poignant speech.

The floral tributes were brought in, each held by a young airman or woman, and they walked on in front of the Wall of Missing until almost the whole length of the wall was covered. There were 115 wreaths this year and the wreath presenters took their place in front of the wreath bearer carrying their wreath. The wreath bearers then marched off to take their place around the flag and the wreath laying began. After the Silence, there was a Firing of Volleys and then taps. The Chaplain gave the Benediction and the ceremony was over. The sun still shone over the Cambridge American Cemetery as we looked out over the beautiful white headstones.

The Cambridge ABMC website notes: "The cemetery contains the remains of 3,811 of our war dead; 5,127 names are recorded on the Walls of Missing. Rosettes mark the names of those since recovered and identified."

If you get a chance, have a look at the website: <https://www.abmc.gov/Cambridge#cemetery-info-anchor>. [Editor's note: a video on the 100 year history of ABMC overseas cemeteries is reviewed at *Videos We Like* on page 26.]

We hope you are all had a wonderful Memorial Day.

With our very best wishes  
Friends of the 489th Bomb Group  
Halesworth, UK

## Share Your *Herald*!!!

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

**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*

2LT. Marion Eugene Gore (445th)	Jerry Gore
PVT. Donald O'Reilly (44th, 491st)	Mary Peruk
PVT. Donald O'Reilly (44th, 491st)	James O'Reilly
Harry F. Riddle (389th)	Andrea Hilliard
1LT. William Rueckert (93rd)	William Sargent
1LT. Leo W. Ryan (453rd)	Geraldine Suskin
SSGT. Ellsworth H. Shields (458th)	Randy Shields

**—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>Leonard Walcoff</i>	10/4/15	389th BG
<i>James Misuraca</i>	2015	448th 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>Harvey Naber</i>	2/16/24	392nd BG
<i>Donald O'Reilly</i>	3/29/24	44th, 491st 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](mailto:smbdyer@sbcglobal.net).



Our wreath placed at  
Lorraine Cemetery,  
France. Photo: ABMC.

**—We Remember Them—**



## Heritage League Pays Respect to Former MIA Staff Sergeant Jack Coy, 2nd Air Division, 445 BG, Tibenham



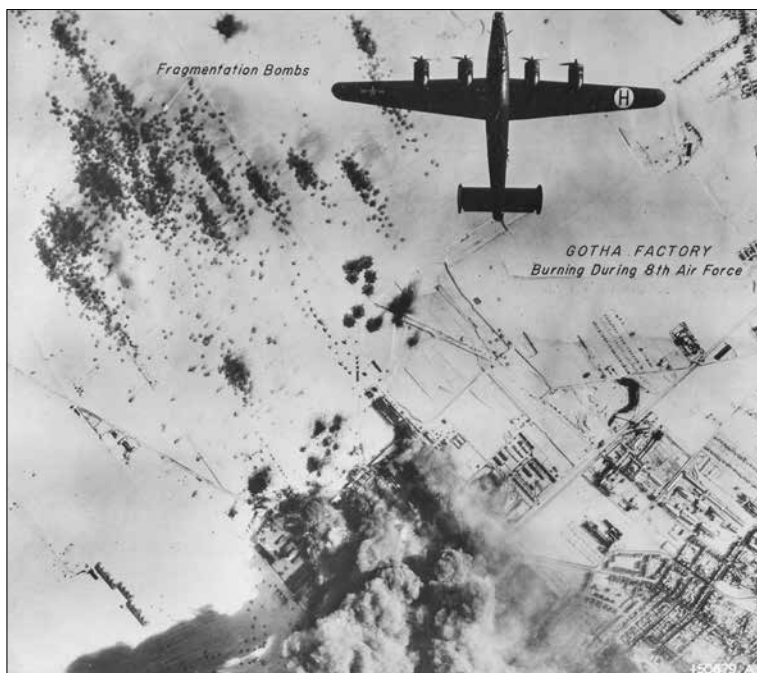
Heritage League representatives Dallas and Judy King attended the honor ceremony for Staff Sergeant Jack Wyndam Coy at Oregon, Ohio on May 25, 2024. We appreciate their efforts to make the drive and relate heritage history to relatives and friends who may not be

familiar with the conditions our airman faced during WWII. At the ceremony attended by approximately 200, the Kings spoke with several of Coy's great nieces and nephews. Judy King mentioned to the family that her father was on the same mission and gave them a copy of the story he wrote about how tough his mission was (the worst of his 30 missions) and the events he witnessed that day.

Tail gunner SSGT Coy was stationed at Tibenham with the 445th Bomb Group where his squadron commander was none other than Major Jimmy Stewart. On February 24, 1944, during "Big Week," Jack's Liberator successfully dropped bombs on the Messerschmitt fighter-plane factory in Gotha, Germany. On this day, they were flying at only 14,000 feet, without any fighter escort support. They battled enemy fighters for more than two hours on their way to Gotha and survived heavy 88mm flak. During the return home, the B-24 bomber had its #3 engine blown

off by enemy fire. The plane lost its wing and went into a steep dive, exploding in mid-air. Only 2 crew members were able to bail-out while Jack Coy and six others crashed, 200 meters north of the Leimbach, Germany train station. Coy's was the second formerly unaccounted crewman from this crash 80 years ago.

The Defense POW/MIA Accounting Agency



Snow covered Gotha target on Feb 24, 1944. A flight from 446 BG on their bomb run, passes over smoke rising from the preceding formation's drop. Note the smoke rising from the aircraft factory at bottom and different smoke pattern at top from fragmentation bombs used to damage equipment and aircraft parked out in the open. Photo: National Archives.

(DPAA) tracked SSGT Jack Coy's remains behind "The Iron Curtain" and eventually returned them to the United States in 2021 from Ardennes American Cemetery in Belgium where he was buried in March 1952. DPAA continued to investigate eye-witness reports, official documentation, military interviews, site visits, enemy documents, personal interviews, and forensic analysis. Technology and analytics became accessible and thanks to DNA matching from family members Janet (Smith) Davis and Shawnelle



SSGT. Coy's remains on display at the High School in Oregon, Ohio where he attended.



At the service was Coy's great niece, Shawnell Johns whose DNA led to identify the remains.

SSGT. Coy's great nephews and niece confer at the celebration of life at the high school Coy attended. Photo: D. King.



Johns, Jack Coy was positively identified to 99.9% accuracy in September 2023 from DNA obtained from the skull of Coy's remains. Shawnelle attended the ceremony. DPAA has been unrelenting in its quest to complete this important work and fulfill its commitment to "No one left behind."

Stephen Zenner, reporter from the *Toledo Blade* noted; "Eighty years from when SSGT. Coy paid the ultimate sacrifice, family members who never met the man were moved to tears by being reunited with him." Mr. Koch said "You can't anguish over this every year for 80 years, because you don't know what the outcomes gonna be, but right now, obviously, emotion that we've been carrying inside is now coming out." 🇺🇸

"The air blew through the statued crowd waiting for the stoic pall bearers, erect with American flags waving behind them, to receive their orders to surrender the remains of World War II airman Jack Coy to the hearse in front of them." Stephen Zemmer, *The Toledo Blade*, May 26, 2024.



# 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](mailto: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.



Ed Berthond makes 105 this November. A 445BG Tibenham pilot, Ed received a special visit to his home on his birthday in 2022 by the U.S. Senator from Illinois. Photo: Janelle Walker.



Clair Rowe, a tail gunner from 448BG at Seething marks his 104rd year this October. Photo: Lynelle Rowe.



93th Bomb Group veteran Harl Burnell Evans reaches the 102 year mark this September. Photo: Mary Evans.



466 BG Attlebridge instructor pilot Jim Lorenz, will celebrate 101 years this December. He received five Air Medals. Photo: Mary Lorenz.



446 BG nose gunner/bomb toggler Keith Babcock, makes a youthful 100 years this August. Photo: Babcock family.



Will Noden, lead navigator from 467BG Rackheath, will mark 100 years this September. Photo: family photo.

*Whatever you guys are doing—keep it up!*



# Videos We Like

*By Lisa Niehoff*

## **Our Promise: 100 Years of The American Battle Monuments Commission**

This documentary depicts profound moments at our overseas cemeteries around the world. It pays tribute to the care provided for fallen American service members interred on foreign soil, and highlights the agency's ongoing work to preserve their legacy and evolve its mission into a new century of service. The film honors both the sacrifice of the fallen and the dedication of the ABMC staff to fulfill the agency's unique mission.

Of note, at 14:30 and 17:55 is Paul Stouffer's narration of the burial of two of his family; one from WWI and recently WWII. He is the nephew of 8th Air Force fighter pilot LT. William J. McGowan, 366th Fighter Group, who was formally listed on the Wall of Missing at the Normandy Cemetery. After his remains were identified by the Defense POW/MIA Accounting Agency he was buried there in 2022 and a copper rosette was placed next to his name on the Wall of the Missing. Stouffer at a later time, noticed our Heritage League wreath placed at the Wall near McGowan's name and has been very appreciative of the League's efforts to never forget their sacrifices. [See: our Heritage League wreath at the Wall of Missing on page 18.]

56:59 Minutes/Color YouTube. <https://www.youtube.com/watch?v=-XIHcQQc-nM&t=3s>.

## **CBS Reports (1964): "D-Day Plus 20 Years—Eisenhower Returns to Normandy"**

On the 20th anniversary of D-Day, Dwight Eisenhower talked with CBS News' Walter Cronkite about the strategic planning and decisions made behind Operation Overlord. If you have an hour and a half to spend, I highly recommend this video. The powerful words of Eisenhower are difficult to ignore, despite his casual and easy-going nature, but never shedding his responsibilities that resulted in so many deaths.

1:22:15 Seconds/B&W YouTube. <https://youtu.be/vNaxTXfjXk?feature=shared>.

## **First Solo Transatlantic Flight—Charles Lindberg 1927**

Background: Charles Lindbergh was one of those who was smitten from his first flight in 1922 at a flying school in Lincoln, Nebraska. He obtained a plane, began barnstorming and two years later he took a job as an airmail pilot flying long hours on the Chicago to St. Louis route. It was then he began to dream of being the first man to fly across the Atlantic.

In 1924, Lindbergh enlisted in the United States Army to train to be a pilot in the Army Air Service Reserve. In 1925, he graduated from the Army's flight-training school at Brooks and Kelly fields, near San Antonio, as the best pilot in his class.

This video depicts Charles Lindbergh's first solo, nonstop transatlantic flight from Long Island, New York, to Paris, France. To honor his supporters, he named it the Spirit of St. Louis. Lindbergh became a world hero who would remain in the public eye for decades.

3:28 Minutes/Color YouTube. <https://youtu.be/7hMBJyNbpBs?si=QVksUUISQ-6NZcI>.

## **The Untold Story of how Charles Lindberg was Involved with the B-24**

Narrated by Professor Simon Holland, this video is a must-see with an excellent, in depth look behind Lindbergh's negative and positive contributions to the war effort. The scenes of Lindbergh's controversial involvement prior to WWII, his anti-war stance (siding with Nazi Germany) where he was roundly criticized for his acceptance of Nazi policies. He also had strong criticisms of the B-24 bomber and its production process at the Willow Run plant. He subsequently re-invented himself to aid the war effort for the allies by contributing his knowledge and methods to help WWII aircraft use less fuel.

21:01 Minutes/Color YouTube. [https://youtu.be/dl52Bil0H\\_E?si=YRyDhZghMF7rDrSf](https://youtu.be/dl52Bil0H_E?si=YRyDhZghMF7rDrSf).



# Second Air Division Bomber/Fighter Units

## Contact Listings

Here is a list of our 2nd Air Division contacts for those who want 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.

<b>2nd Air Division Headquarters</b>	Unavailable
<b>44th Bomb Group</b>	<a href="https://44thbombgroup.omeka.net/contact">https://44thbombgroup.omeka.net/contact</a> , or Email: <a href="mailto:Maratruslow@gmail.com">Maratruslow@gmail.com</a>
<b>93rd Bomb Group</b>	<a href="#">HOMEPAGE   93rd BG Association (93bg.com)</a>
<b>389th Bomb Group</b>	<a href="#">Contact   Hethel389thBG</a>
<b>392nd Bomb Group</b>	<a href="#">Contact Us at the 392nd Bomb Group Memorial Association (b24.net)</a>
<b>445th Bomb Group</b>	Mike Simpson. Email: <a href="mailto:445th.bombgroup@gmail.com">445th.bombgroup@gmail.com</a>
<b>446th Bomb Group</b>	Harold Jansen. Email: <a href="mailto:446bombgroup@gmail.com">446bombgroup@gmail.com</a>
<b>448th Bomb Group</b>	Via Seething Museum. Email: <a href="mailto:info@448bombgroup.co.uk">info@448bombgroup.co.uk</a>
<b>453rd Bomb Group</b>	Jim Clarey (UK). Email: <a href="mailto:Curator@453museum.com">Curator@453museum.com</a>
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<b>361th Fighter Group</b>	Unavailable
<b>479th Fighter Group</b>	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.

<https://www.americanlibraryuk/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 <https://americanlibraryuk.wordpress.com/2011/11/18/launch-of-the-2nd-air-division-archive-catalogue/>.

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

**General info on visiting Airbases in UK.** Mr. Colin Mann - [colinjm64@gmail.com](mailto:colinjm64@gmail.com)

# Nose Art

*Edited by Lisa Niehoff*

*Nose art boosted crew morale, fostering camaraderie and a sense of identity within the unit.*

## The Shark



Artist PVT Arthur H. Olson's more creative effort was for B-24 #42-7486, assigned to the 392 BG Wendling. *The Shark* portrayed aggressiveness and determination. He finished it early in the air war around mid-September 1943, when #486 was grounded with leaky fuel cells. Sadly, the plane was lost on its 9th mission, November 18, 1943, when they ditched their aircraft in the North Sea to bomb the heavy water plant in Kjeller, Norway with 1LT. Teddy Dudziak's crew aboard.

Source: 392nd BG Association Newsletter, Dec 2023.

## 100 Proof

This nickname highlights the crew's affinity to the 100th Bomb Group. The twisted lettering may also indicate anxiety and tipsiness associated with 100 proof liquor. The unit flew its first combat missions on June 25, 1943 finishing April 20, 1945; completing 8,630 sorties, with the loss of 732 airmen and 177 aircraft. There were periods without casualties, but also missions where half the group was lost resulting in being labeled 'bloody hundredth.' Source: 100th Bomb Group Museum.

Also note: the trials of the 100th Bomb Group inspired the book *Masters of the Air* and Apple TV+ series of the same name. See page 7 for a pilot's review.



## Ramp Rooster



Proud armament ground crew pose next to the nose of this B-24, likely highlighting their successful contributions to bomb loads and its results. The art on this Lib #42-50671, assigned to 467 BG, Rackheath, reveals more than 80 credited missions (depicted by the symbols above the rooster.) that were successfully loaded and dropped as of the time of this photo. This rooster is confident and cocky, fully dressed in a tuxedo, smoking a cigar and holding a German helmet. The rooster was a popular choice for nose art as it held various symbolic meanings:

**Mascot and Luck:** The rooster symbolized courage, vigilance, and protection. Crews believed that having a rooster on their plane would bring good luck and ward off danger during missions.

**Aggressiveness:** Roosters are fierce and territorial animals. By featuring a rooster on their aircraft, crews wanted to convey their determination, aggression, and readiness to defend themselves against enemy fighters.

**Wake-Up Call:** Roosters are known for their early morning crowing, which served as a wake-up call. Having a rooster on the nose of the plane was a way to remind the crew to stay alert and vigilant during their missions, especially those with early morning starts.

Three names also are present with the art: Artist E Clapp, Pilot CAPT. Saggett and SSGT. crew chief. Source: Army Air Force Charleston Museum.



## Short Snorter



The Pegasus, the mythical winged horse in the picture, likely symbolizes freedom, speed, and power. It was also used by Mobil Gas company as their insignia. Crews believed it would bring good luck and protect them during missions. It resonates with the spirit of flight and adventure. There are also over 40 mission symbols shown indicating number of credited missions when this photo was taken of this 392nd BG Wendling Airbase aircraft.

As to the *Short Snorter* label next to Pegasus, here are two possibilities, both involving spirits:

**Short** specified a smaller-than-standard measure. Thus, a short snort was a modest swig of hard

liquor or, otherwise known as, a small shot. 'Snort' was slang for an alcoholic drink, swiftly swallowed. Or....

A **banknote** inscribed by people traveling together on an aircraft. The tradition was started by Alaskan Bush flyers in the 1920s and spread through the military and commercial aviation. During World War II short snorters were signed by flight crews and conveyed good luck to soldiers crossing the Atlantic. Friends would take the local currency and sign each other's bills creating a "keepsake of your buddy's signatures."

Many Allied airmen in World War II made souvenirs of their travels by collecting currency from all the places they visited. A "short snorter" was a collection of bills taped together, often signed by friends. When buying drinks, an airman who could not produce his short snorter was expected to buy a round for those who had theirs. In some cases, the person with the shortest snorter or the fewest signatures would buy the drinks.

Sources: National Museum of the United States Air Force and American Air Museum. 

## 8th Air Force Historical Society Reunion

**50th Annual 8th Air Force Historical Society Reunion  
will be held at the Higgins Hotel by Hilton  
New Orleans, LA September 25-29, 2024**

Registration deadline is August 23, 2024. As of this printing the Higgins Hotel and the Hilton Garden Inn are sold out. Arrangements have been made with the Holiday Inn Express, St. Charles Avenue. Call: 504-962-0900 or 800-439-4745 and give "AFS" for the group rate.

Registration instructions and schedule can be obtained at its website: [www.8thafhs.org](http://www.8thafhs.org).

# Fall/Winter 2024 Heritage Calendar

## and Historic Events of note

### July

1944—GEN William E. Kepner assumes command of the 2nd Bomb Division. July 1.

### 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

1943—2nd Bomb Division established. Sept. 13.

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

**U.S. Air Force's 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](http://www.afa.org).

**National Museum of U.S. Air Force. Plane Talks—Air Force Birthday.** September 18. Info at: [www.nationalmuseum.af.mil/upcoming/events/](http://www.nationalmuseum.af.mil/upcoming/events/).

**8th Air Force Historical Society Reunion.** Higgins Hotel, New Orleans, LA. September 25-29. Details at: [www.8thAFHS.org](http://www.8thAFHS.org).

**392nd BG Association Reunion.** To be held in conjunction with the 8th AFHS reunion in New Orleans. Sept. 25-29. Info at: <https://www.b24.net/>.

**466th BG Association Reunion.** To be held in conjunction with 8th AFHS reunion in New Orleans. Sept 25-29. Info at: [www.466thBGA.com](http://www.466thBGA.com) ([www466thbga.com](http://www466thbga.com))

### 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.

**Heritage League, 93rd BG and 467 BG Associations Reunions.** Colorado Springs, Colorado. October 17-21 with optional extension Oct 21-22. Info at: [www.heritageleague.org](http://www.heritageleague.org).

### November—December

1939—B-24 first flight. December 29.

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. December 16-January 16.

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

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

### January-March 2024

1941—President Roosevelt signed the Lend-Lease Bill, providing war supplies to countries fighting the Axis. March 11.

1942—President Roosevelt calls for production of 60,000 planes in State of Union address. Jan 6.

1944—Big Week. Maximum effort missions, also known as 'Operation Argument,' to suppress German air superiority in preparation for the future land invasion. February 20-25.

1945—2nd Bomb Division becomes 2nd Air Division. Jan 1.

### 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](mailto:americanlibrary@norfolk.gov.uk). Additional library presentations can be found at: <https://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](http://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 from May to October. 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](mailto:curator@453museum.com). Tel from US: 011 44 1366386119. Info at: [www.453museum.com](http://www.453museum.com).

**Mighty 8th Air Force Museum, Pooler GA,** 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](http://www.mightyeighth.org).

**National Museum of U.S. Air Force,** Dayton OH. Plane Talks at museum—78th Anniversary of the Air Force, Sept. 18. Plane Talks programs occur throughout the year in conjunction with significant Air Force or military event. Info at: <https://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: <https://www.militaryaviationmuseum.org>.

**Freedom Museum,** Manassas Virginia. The museum has an exhibit on the WWII air war which contains the recently donated B-24 navigator compass. Open Thursdays (March 15-Jan 1) plus Friday, Saturday and Sundays. Info at: <https://www.freedommuseum.org/visit>.

### ***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 forebearers 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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