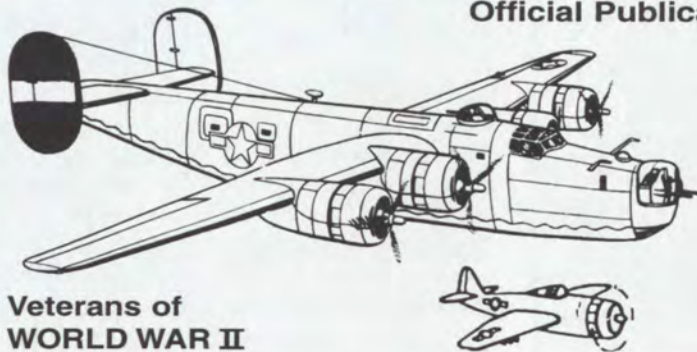


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THE JOURNAL

Official Publication of the



Veterans of
WORLD WAR II



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Volume 39 Number 3

Fall 2000

2AD Fallen Are Honored at 13 ABMC Cemeteries in Europe



Memorial Service

29 May 2000
Cambridge American Cemetery
Cambridgeshire, England



CAMBRIDGE Counterclockwise: Memorial Day ceremonies, program cover, and 2ADA wreath at Cambridge American Cemetery, 29 May 2000. Articles and more color photos from Europe: pages 19-24; 43 & 44.

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SECOND AIR DIVISION ASSOCIATION



JOURNAL



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PRESIDENT'S MESSAGE

BY FELIX LEETON (389TH)

The Tampa convention has come and gone. I am honored to have been elected president of an organization that I have admired for so many years. I am certain that we are coming into a period of achievement and consolidation that will be breathtaking!

The centerpiece of this achievement will be the new and expanded Second Air Division Memorial Library now under construction as part of the new Millennium Library in Norwich. Work on this project is progressing nicely and the library is scheduled to open in 2001. The technology is already showing up in such items as the Internet "home page" which I predict will become interactive to the point of becoming a leading source of information on our particular place in history, the epic of World War II and the contribution of the *all* B-24s contingent during our tour from the autumn of 1942 through the end of hostilities in Europe in May of 1945.

The completion of the 2AD Database Project now being pursued by Dick Butler's committee will become a major repository of the history of our efforts. It will include the details of daily missions down to the names, ranks, serial numbers, hits, misses, and even taped comments from many of the participants! When available, the data will be as close as the nearest Internet connection, and, hopefully, still free.

I am always mindful of the great debt we owe the British people for making our efforts possible by their hanging on and fighting Hitler *alone* during the years between the Blitzkrieg of 1940 and our contributions starting in 1942. This is best illustrated by their friendship, enthusiasm, and support. For this reason, I close with the photograph below, taken by Mary Lorenz. ■



L-R: Carson Holloway, incoming ZADA/Fulbright Librarian; John Creber, Senior Assistant Director of Cultural Services at the Norfolk County Council; David Hastings, Vice Chairman of the Memorial Trust; Felix Leeton, proud to be part of these proceedings; and Keith Thomas, the newest Trust Governor (see your Summer Journal for details).

NORWICH CONVENTION: NOVEMBER 2001

We are at present sold out, but if you wish to add your name to the waiting list, please send \$50.00 per person, refundable if we cannot honor your reservation. If you must cancel, you forfeit your deposit.

For those of you who have already made reservations, we hope to have all costs completed in early 2001.

We had to change our rooming list method from earliest reservations going to the Nelson Hotel, to reservations by groups. We have over 500 going and it would be impossible to pick up each group at four different hotels.

We will again be working with British Air and we will be doing a mailing next year from Castor Travel. In this manner, we will be able to travel in groups from various cities and have buses at Heathrow and Gatwick for transportation to Norwich hotels. You may, of course, travel to Norwich on your own.

For further information, call or write Evelyn Cohen, 06-410 Delaire Landing Rd., Philadelphia, PA 19114-4157, telephone (215) 632-3992. ■

SECOND AIR DIVISION ASSOCIATION



THE 2ND AIR DIVISION ASSOCIATION traces its initial meeting to 1948 in Chicago, Illinois. It was organized as a nonprofit corporation in the State of Illinois on January 10, 1950. Members of the original Board of Directors were 2nd Air Division veterans Marilyn Fritz, Howard W. Moore, Jordan R. Uttal, and Percy C. Young. The association's purpose is to advocate and support an adequate, effective and efficient Army, Navy and Air Force at all times; to perpetuate the friendships and memories of service together in the 2nd Air Division, 8th Air Force in England during World War II; to support financially, and in any other way, the Memorial Trust of the 2nd Air Division as represented by the 2nd Air Division Memorial Room of the Norwich Central Library; and to undertake such other activities as may from time to time be deemed appropriate by the membership.

REGULAR (Voting) MEMBERSHIP in the association is limited to those personnel, military and civilian, American or British, who at any time served with the Headquarters organization of the 2nd Bomb Wing, 2nd Bomb Division or 2nd Air Division during World War II and any person who served with any bomb group or fighter group or any other unit of the 2nd Air Division assigned or attached. Provisions are also made for Associate (Non-Voting) memberships.

Please submit all material for publication to the editor by the 15th of January, April, July, or October.

We make every effort to mail your *Journal* within 45 days of the deadline listed above, with the exception of the Winter issue (October deadline) which is mailed early in January. Your receipt of the *Journal* will be anywhere from one to four weeks later, depending on the U.S. Postal Service — especially your own post office. If you don't get your *Journal* by the next deadline, contact Evelyn Cohen immediately. ■

LAST MINUTE FLASH:

We are very sorry to report that M/Gen. (Ret.) Andrew S. 'Andy' Low (453rd BG) passed away on Tuesday, August 1, 2000. Services were held at the U.S. Military Academy at West Point. Andy is survived by his widow, Helen, and their children. Helen's address is 737 Boston Neck Road, Narragansett, RI 02882.

Executive Vice President's Message

BY WALTER MUNDY (467TH)



"Two pictures, one when I was 18, one when I was 74. Hope you can tell which is which!"



Being among the youngest of all "The Fine Young Men" of the 467th BG, Second Air Division, U.S. Eighth AAF never occurred to me when I arrived at Rackheath, Station 145 outside Norwich, England. Heck, I had turned 19 in August 1944 and had been well-trained as an armorer/gunner and was qualified in all the turrets and waist gun positions. I was a kid who loved to fly. I learned to fly when I was 15 and soloed when I was 16. I was always among the youngest, having graduated from high school at 16, worked a year, and went to college a year, before volunteering for flight training when I turned 18. VFT 109 was the program for pilot training for those who had a pilot's license. We were to get basic military training and go to basic flight training and advanced, etc. As fate would prevail, I contracted scarlet fever at basic military training in Amarillo, Texas, and by the time I recovered the program was closed. I went to armament school at Lowry



The other members on my crew were: Jack Howe, pilot; Ed Green, copilot; Bob Goodyear, navigator; Mal Wall, bombardier; Frank Manza, engineer; Chuck Morris, radio operator; Walt Naruta, gunner; Sam Wasko, gunner; and the oldest kid on the crew, Bob Garrett, the tail gunner (he was 29 or 30).

Field, Denver, Colorado while recovering and passed a flight physical. I was cleared for gunnery school at Harlingen, Texas, and after completing gunnery I was assigned to combat crew training at Davis Monthan AAB, Tucson, Arizona.

I always thought that I was with the best crew in the Air Force. I had great confidence in everyone. We flew a brand new B-24 from Wichita, Kansas to Grenier, New Hampshire, to Goose Bay, Labrador, to Valley, Wales. More about my experiences in England with the 467th BG in the next *Journal* — stay tuned.

Should an ex-staff sergeant who is among the youngest members of the 2ADA (born August 16, 1925, along with Bill Nothstein 10-29-25, Frank Bostwick 11-14-25, Allan Hallett 4-22-26, and maybe a few more), serve as executive vice president and maybe president of a prestigious organization of some 6,000 members? Not without some executive experience!! I would not take the job if I did not know that I can do the job. With a BSCE and MBA and 30 years of management experience in such positions as chief industrial engineer, North American Aviation; facilities manager, Apollo Division, North American Aviation; facilities manager, Northrop Corp. Advanced Systems Division (B-2); and president of an international marketing firm (M2) with offices worldwide. I have traveled extensively and have interfaced with the highest levels of the aerospace and industrial community as well as with the U.S. and many foreign governments.

I look forward to the challenges of the next few years. We must see that there is funding to

ensure that the 2ADA/Fulbright Memorial Library Trust is endowed in perpetuity including the operation and maintenance. This of course is our number one priority. I also firmly believe that we can do more. I believe that we should complete the electronic database for the fourteen bomb groups and headquarters one way or another. This record of the achievements of the Second Air Division will be the "information highway" for future generations to learn the effort and sacrifice of "All The Fine Young Men" of the 2AD. I also believe that we can and must support our investment in the 2AD Wall and exhibits at the Mighty 8th Air Force Heritage Museum in Savannah, GA, which is the only such Second Air Division heritage center in the United States. We have made minor contributions to such projects as the Bronze B-24 at the Air Force Academy and the Air Force Memorial at Washington, DC; however, 2ADA recognition at these locations remains minimal.

Can we do it? Heck, yes; we have never been turned back and always completed our missions! A review of the contributions of the 2ADA membership over the last 53 years says it all.

The 467th BG will hold its first convention in many years with the 2ADA in Norwich in November 2001. The time will come when all of the bomb groups will convention together. Health, mobility, and financial considerations will prevail, but there are many good times remaining for all until the last man gives the last toast and turns out the lights. Let us make sure in the meantime that we complete the missions, savor our legacy, and enjoy the camaraderie. ■

60 YEARS AGO IT WAS ENGLAND'S "FINEST HOUR"

A plaque at the Kent Battle of Britain Museum reads "In 1940, this museum reverberated to the thunder of fire-breathing Rolls Royce Merlin engines . . ."

Situated on the historic airfield at Hawkinge, the museum houses relics recovered from more than 600 crashed Battle of Britain aircraft. Its original buildings, some still bearing the scars of war, include the Armoury, "B" Flight dispersal hut, and Operations block. The museum has also erected the Dowding Memorial Hangar, containing many full-sized replica aircraft and engines; and the Stuart-Buttle Hangar, with full-sized replicas of Hurricane and Spitfire fighters and vehicles used on a 1940 airfield.

The museum is open daily from 10 AM to 5 PM, Easter Friday to September 30; 11 AM to 4 PM in October; closed November to Easter. Hawkinge is located on the A260 between Folkestone and Canterbury. The museum is one mile along Aerodrome Road, Hawkinge. For information, write to Kent Battle of Britain Museum, Aerodrome Rd, Hawkinge, Nr. Folkestone, Kent CT18 7AG. Tel: 01303 893140.

THE BATTLE OF BRITAIN

Most of us vaguely remember the events of 1940-41 when probably the most important battle of World War II was fought and "won" — at least not "lost" — by the British.

Many 2ADA members were still in schools, high school or college; myself, I recall most of the speeches and events while learning how to fly under the government's Civilian Pilot Training Program. CPT, as it was called then, was mainly designed to create interest in aviation at that critical time for the anticipated military demands of the Air Forces of the Army and Navy.

FALL QUIZ

Since most of us will not be able to help the Brits celebrate the events of the Battle of Britain, perhaps instead we can refresh our memories and answer a few questions about the events of that time.

(1) Who first called that period of World War II the "Battle of Britain" and when?

(2) What three historic events immediately preceded the Battle of Britain?

(3) What event was dubbed by some contemporary writers as the usual conduct of being "glorious in victory and magnificent in defeat"?

(4) At the start of the Battle of Britain, what event was most feared by the British government? By the German government? By the U.S. government?

(5) Which British fighter shot down the most German planes during the Battle of Britain?

(6) What is the date normally accepted as the end of the Battle of Britain?

ANSWERS TO THE SUMMER QUIZ

Allan Blue, noted 492nd Bomb Group historian, sent in the most correct answers. I will

THE EDITOR'S CONTRIBUTIONS

BY RAY R. PYTEL (445th)

use excerpts from his letter here.

(1) The prototype designation by Consolidated Aircraft Corporation (CAC) was the Model 32. No other answer is correct.

(2) There is a problem with this question. The only RB-24 was serial 40-702, which was the final designation of the single YB-24. In other words, they were the same airplane. The XB-24, later modified and redesignated the XB-24B, differed greatly from the YB-24. The most distinctive feature shared by both planes that was not found on later versions was the major re-design of the fuselage for the later planes beginning with the LB-30. (Round rather than oval nacelles does not qualify because the LB-30 also had the round version.) *Editor: My answer included slots near wing tips.*

(3) The B-24A was ordered by the United States. No other answer is correct. The original B-24A order was for 38 airplanes. Nine of these were delivered to the AAF as B-24As. Twenty more went to the British as the Liberator I. The other nine planes were transferred to the B-24C contract.

(4) I don't understand this question. Didn't the British call the Liberator a Liberator? *Editor: My answer was LB-30.*

(5) This was the LB-30, originally ordered by France but the contract was taken over by the British after France fell. The French order was for 165 airplanes, but this was reduced by the British to 139. (By substituting the 20 LIB I's mentioned in No. 3 above plus six LB-30Bs, which were originally intended to be additional YB-24s.) However the first LB-30 crashed before formal delivery to the British, so CAC had to build another one to complete the contract. Thus the total number of LB-30s produced was 140.

(6) The first tail turret was on the LB-30. The first ball turret was midway through production of the B-24D. The first production nose turret was on the B-24H.

(7) I suspect you are looking for an answer to the effect that the H used the Emerson nose turret and the J used the MPC nose turret. This is not a correct answer, since J production used both. *Editor: That and enclosed waist guns on B-24Js.*

(8) As in No. 7 above, I suspect your answer concerns the use of different turrets, this time in the tail. Again, this is not a correct answer; both the L and the M used a variety of tail turrets including the M-6A, the A-6B, and a hand-held installation. *Editor: My only source, Lloyd's "Liberator Global Bomber" sez the B-24L had hand-held guns and the B-24M incorporated a "light turret."*

(9) Some significant differences between the PB4Y-1 and -2: The -2 Privateer was seven feet longer, had two top turrets, a single vertical tail, ERCO ball waist turrets, non-supercharged engines and needle props. The B-24N was to use a different single tail design and a re-designed, ball turret nose that differed significantly from the nose turrets in both of the Navy planes. *Editor: Also the Navy treated the engineer right! They gave him more space than anyone else on the plane had.*

(10) The "COMMANDO" was LB-30 serial AL504, used for a time as a personal transport by Winston Churchill. Late in the war it was modified to single tail configuration. ■

Folded Wings

44th

Archie R. Barlow, Jr.

93rd

George T. Chase
Warren T. Milliken

389th

Joseph Brunner, Jr.
Ray H. Fender (445th)

392nd

Dwight J. Guckert
William D. Heller

448th

William Congleton
James T. Gwaltney
Robert Lloyd
Edward N. Schroeder

453rd

Andrew S. Low
Walter Matthau
Gordon A. Tanner
James B. Turner

458th

John R. Dembecki

467th

George A. Audette
Roger C. Giblin
James K. Newhouse

491st

Edward W. Blossel
Donald A. Gowans
Leslie E. Johnson

Report from the 2ADA Representative on the Board of Governors

BY CHUCK WALKER (445TH)

Others will report on the Tampa convention, but I must comment on five events having to do specifically with the Memorial Trust: (1) The 2ADA Executive Committee voted to award Exceptional Service Certificates to Judy Jerome and retiring Governor Prof. Temperley. These were made and sent to Norwich for presentation at the 6 July Governors meeting. (2) Vice Chairman of the Board of Governors David Hastings delivered exceptional reports to both the Executive Committee and the Business Meeting. He provided first-hand knowledge of both the affairs of the Trust and construction progress on the new Millennium Library. David's display of pictures and drawings was especially welcome. (3) John Creber's presence enabled all to meet a key member of the force that keeps our Memorial Library going and improving every day. John is an employee of the County Council, and from that position assists our Memorial in many ways. (4) We were all impressed with our new 2ADA/Fulbright selectee, Carson Holloway. We had the added honor of meeting his lovely wife and son who will be accompanying him to Norwich. (5) The WACs' \$1,000 donation to their endowment fund was most welcome and has been forwarded to Norwich.

I did not attend the 6 July 2000 meeting of the Trust Governors, so have relied heavily on the report of the meeting that Chairman Paul King generously provided me. I will share it with you:

"We started the morning by visiting the magnificent American Air Museum, which a number of Governors were visiting for the first time. All were interested to see the nose section of the B-24. We were fascinated to see the restoration underway of a B-24, which will be displayed in the museum when work has been completed . . .

"Dr. Richard Crockatt, an associate professor at the University of East Anglia and a leading political historian, received a warm welcome as a Governor to succeed Prof. Howard Temperley. Howard has been a Governor for over twenty years, and I thanked him for his contributions to our affairs and presented him with a book, Susan Sontag's *In America*, as well as the Distinguished Service Certificate award on behalf of the Association. Howard was delighted and honored to receive this special accolade.

"Ted Inman and Roger Freeman were re-elected as Governors for a further three years.

"Appreciation was expressed for the \$10,000 gift of the Association to the corpus of the Trust's Capital Fund, and the Governors were glad to learn that \$34,000 was being passed to Fulbright to add to the corpus of the 2ADA/Fulbright Memorial Librarian Award Fund. The board was very pleased to receive the WACs' donation \$1,000 for their endowment fund.

"We received enthusiastic reports from David Hastings, Keith Thomas and John Creber about their attendance at the Tampa convention. John Creber said how much he had



L-R: Howard Temperley and Judy Jerome with their Distinguished Service Awards; T.J. Dowling, Cultural Attaché, U.S. Embassy; David Hastings of the Memorial Trust; and Ted Inman, Director of the Imperial War Museum Duxford, also a Governor of the Trust. In the background: Eagle Squadron Spitfire.

benefitted from attending and how kind everyone had been to him.

"It was agreed that the Trust should make a grant of \$300 to the Association to be used to further the work on the 2ADA Database Project.

"[I announced that I wished] to present two benches for the gardens at the new library to be suitably incised by David Holgate with wording commemorating the sacrifice made by over 6,700 Americans flying from bases in Norfolk and North Suffolk.

"David Neale said that the Friends wished to present a species of some American trees to be planted in the garden, and Roger Freeman has already offered to donate an American tree which he brought over to the UK as a seedling.

"All the above donations to the garden are subject to the approval of the Millennium Company which is thought likely to be forthcoming.

"Building work on the new Millennium project proceeds very well and some brick work is in place.

"The Governors approved the idea brought back by David Hastings to add a Spitfire, USAAF fighters and an image of a WAC to the mural in the library.

"The reports of Derek Hills and Judy Jerome were received. Judy said the past two years had been the happiest of her life and she has loved her stay in England. She will be remaining in England and has taken a job with a leading information technology company at Milton Keynes, near London. She wished Carson Holloway happiness in Norwich and emphasized the outreach program was most important to raise the profile even further, par-

ticularly when the Governors would need an additional appeal for funds to increase the capital fund corpus.

"Following lunch in the control tower, I thanked Ted Inman for his hospitality and presented him with a check for £175 from the Governors, Clerk and Treasurer for the Duxford B-24 Restoration Fund. David Neale gave a check for the same amount from the Friends. Ted was delighted.

"I then presented Judy Jerome with the Distinguished Service Certificate award on behalf of the 2ADA. She was honored to receive it. The Governors, Clerk and Treasurer gave her a book about historic office holders in Britain and a color photograph of Norwich taken at night. Judy was most grateful for these gifts which will remind her for her happy time in Norwich."

Chairman Paul King has written an excellent account for me for which we should all be grateful.

I plan to attend the Governors annual meeting on October 26, 2000. The next *Journal* due date is October 15, but I hope the editor will accept a late up-to-the-minute report from the scene of the new Millennium Library. Perhaps I can call it in from Norwich if he will foot the phone bill! *Ed. Note: What's wrong with the fax?*

LATE INPUT from Paul King: Judy Jerome was invited by the Queen to attend a Garden Party at Buckingham Palace. She was able to take her two children who came over from the States for the occasion. DON'T TELL ME IT DOESN'T PAY TO BE A 2ADA/FULBRIGHT SCHOLAR! ■

REMEMBER THE HERITAGE LEAGUE?

BY JIM & MARY LORENZ, 2ADA LIAISONS TO THE HERITAGE LEAGUE

In 1986, the 2ADA Executive Committee, very aware of their aging membership, set up a committee chaired by Bud Chamberlain to form a separate organization of spouses and relatives of the 2ADA members to ensure continuity of support to the 2AD Memorial.

An incorporation charter was issued by the state of Illinois on March 3, 1987 to "The Heritage League of the Second Air Division (USAAF)," an auxiliary of the Second Air Division Association, as a 501c (19) non-profit tax-exempt veterans' group. The Internal Revenue Service then granted them a not-for-profit identification number. The League operates under their own bylaws, procedures and policies.

We list all of the above data as we found that many of the 2ADA members are not aware of this group nor their purpose. In fact, some upon seeing the word "Heritage" immediately think only of the Mighty 8th Air Force Heritage Museum. We discovered this fact prior to the Friday evening buffet at our last convention, when the League officers had set up a table in the lobby to sell note paper and pins, to get people to join and to convey data about the Heritage League. Some of you may remember us gently "diverting" you to their table. The League officers were delighted with your responses in joining and supporting them.

The Heritage League held its annual meeting at 8:30 AM on Sunday, May 28, 2000 with 45 people present. In the absence of President Craig Beasley, Executive VP Irene Hurner called the meeting to order, with the Pledge of Allegiance and an opening prayer by Mary Lorenz. Irene then conducted the Heritage League's own version of the "Candles of Remembrance" ceremony, in which they light three candles. Ruth Anderson noted some 753 paid-up members. Treasurer Ed Zobac reported the League is financially sound with a balance of \$14,745.68. He presented a proposed balanced budget for the year 2000. David Hastings gave a short summary of the status of the new library in Norwich, and introduced the new 2ADA/Fulbright Librarian, Carson Holloway; new Memorial Trust Governor Keith Thomas; and John Creber, new Assistant Director of Cultural Services on the Norfolk County Council.

Keith Thomas presented a plan for considering a cultural exchange program in which League children would be invited to spend a week or so in England, staying with a "Friends of the 2nd Air Division" family. Vicki Warning then presented the slate for the 2000-2001 officers, who were elected: Irene Hurner (453rd), President; Carol Kendrick (466th), Executive VP; Ruth Anderson (HQ), Membership VP; Linda Wittig (453rd), Secretary; Kathy Jackson (448th), Communications VP; Edward Zobac (445th), Treasurer; and past presidents Craig Beasley (492nd), Billy Sheely Johnson (492nd), and Jeanne Stites (453rd).

We also had several meetings with the new officers. President Irene had a full sheet of pos-



New Heritage League officers for 2000-2001: Irene Hurner, President; Ruth Anderson, Membership VP; and Edward Zobac, Treasurer.

sible actions to be considered this year. They will be a busy group! They did approve having a Heritage League banner in our new Memorial Library; Evelyn Cohen has concurred.

We think you get the point — this is an active officer group.

Now, one more thing: did you 2ADA veterans know that you can be associate members of the Heritage League? Why not sign up now

and get their quarterly Herald — before the \$4 associate dues go up? And get your spouse and children to sign on, for only \$6 per year. Just send your name, address, phone number, notation of regular or associate membership, and a check to The Heritage League, Ruth Anderson, 1615 Elmwood Ave., Lakewood, OH 44107.

Questions? Give us a call or an e-mail. Let's show them our support! ■

A PLEA FOR A PLEDGE

BY GEOFF GREGORY (467TH), CHAIRMAN, 2ADA BEQUEST COMMITTEE

I just keep "popping up," don't I?! Well, you can eliminate these reminders by simply MAKING A PLEDGE to the Capital Fund of the Memorial Trust. Otherwise, I will just have to keep popping up until we get the job done!!!

I hope I'm not mistaken — did I discern a bit of a change in attitude in America? I'm talking about the days surrounding this past Memorial Day weekend. Didn't it seem to be apparent that the "veteran" was once again put on a pedestal? How else do you explain the proliferation of markers, monuments, and museums being dedicated and promoted? Witness the Air Force Monument, the WWII Monument, and the D-Day Museum — to mention only three. All of them are needed; all are impressive, and all of them deserving. And to its everlasting credit, the 2nd Air Division Association has been a generous contributor to markers and museums over the years.

Is it unreasonable to promote our own Memorial before our time runs out? We have been working on a memorial for almost 40 years — a singularly unique one! One built to honor the memory of our comrades in arms. A truly living memorial! One which has never changed its mission, has never sought federal or state funds! By our own efforts, we have stocked the shelves of our library, provided Fulbright scholars, hired the staff, and maintained loyalty to the area *where it all took place!!!*

At this time, we sincerely NEED YOUR HELP! We need 500 men to step forward to make a bequest — 500 men to pledge the funds necessary to sustain the Capital Fund of the Memorial Trust. Monies raised in this program *will be exclusively used to preserve and protect our Memorial! Period!!!*

The Bequest Program has been in existence only since the publication of this past spring's *Journal*. At this writing, a few generous men have pledged over \$61,000!!! The ground has been broken! Can/will you pitch in and make immediate arrangements for a pledge? Remember — it costs you nothing UNTIL YOUR EXECUTOR PAYS YOUR BILLS! It really is just that easy and painless. Please help us now? TODAY? ■

Notes & News from the Honorary President

BY JORDAN R. UTTAL (HQ), 2ADA HONORARY PRESIDENT

Hello again! As was expected, the Summer Journal was prepared before the recent 53rd annual convention of the 2nd Air Division Association, about which you will be brought up to date elsewhere in this issue. However, I cannot resist conveying to you how much I appreciated Evelyn Cohen's superb job of organization and all our great 2ADA comrades and their families who participated.

Among the blessings I count in my life is my having been able to attend 50 of our 53 conventions. It was only a change in my business career in the late '50s which caused me to miss three of them. For those of you who for one reason or another have been unable to attend frequently, if at all, I say you have missed out on expanding your friendship with so many comrades of "The Greatest Generation" with whom we shared the unforgettable experience of our service days in England. BUT THERE'S STILL TIME!!!

There have been no new developments of which I am aware on the compiling of the KILOD (killed in line of duty) register to supplement the Roll of Honor. However, you can be sure that one way or another this subject will be given the most careful attention by those concerned.

The Memorial Library Appeal which started in November 1998 was successfully concluded last year. We express our repeated thanks to those 133 members who responded to this effort, which was initiated by the Board of Governors to provide additional funds to cover the additional costs that doubling the size of the 2AD Memorial Library entailed. Similarly we tip our hats to all of you who add additional amounts for the Memorial with your annual dues. We hope you will keep up the good work.

SPECIAL CONTRIBUTIONS FOR BOOKS

A big spurt since the report in the Summer issue! The family of one of our deceased comrades suggested contributions for books to his many friends, and we heard from a dozen or more of them. In addition there were another five contributions from other donors, plus three donations from the 2ADA to underwrite the cost of books in memory of the individuals whose names were given in the last issue.

DISTINGUISHED VISITORS TO THE 2AD MEMORIAL LIBRARY

At our annual Southwest Regional Dinner on 18 March, our friend Lew Lyle (Maj. Gen. Ret.), who has been one of the Savannah museum's prime movers, mentioned to me that he was going to be in England for the dedication of a memorial wall at one of the B-17 bases in early June. I suggested to him that he visit Norwich, and arranged with Governor Hilary Hammond to show him our Memorial. Well, Lew did go, along with two officers of the 8th AF Historical Society, and you will find his comments elsewhere in this issue (see page 10).

AND, SPEAKING OF REGIONAL DINNERS . . .

Since no one else has mentioned it to date, I am pleased to advise that after the Southwest Dinner, our committee chairman, Ray Lemons (445th BG) forwarded a check to Bill Nothstein as a contribution for the Memorial Trust Capital Fund. Also, the Southern California Regional Dinner chairman, Dick Baynes (466th BG) did likewise on behalf of the Southern California men and their families. Well done!!!

FINALLY, A PERSONAL OBSERVATION

On page 5 of the Summer Journal, our editor made some very meaningful comments on the subject of ground personnel. I am sure I can speak for all of our comrades who, like me, performed their ground assignments with great intensity and devotion in support of our combat crews and their maintenance personnel. We still salute them, and you among them, Ray Pytel! ■

Second Air Division Association Annual Financial Statement

GENERAL FUND BALANCE, JULY 1, 1999		\$205,219.84
INCOME		
Membership Dues	\$114,237.00	
Interest	\$6,774.94	
Other	\$3,417.24	
TOTAL OPERATING INCOME		\$124,429.18
EXPENSES (excluding grants)		
Journal & Related Expenses	\$48,234.61	
Operating & Administrative Exp.	\$54,406.16	
TOTAL OPERATING EXPENSES		\$102,640.77
GRANTS		
ABCM Wreaths	\$1,060.00	
Air Force Memorial	\$25,000.00	
Duxford American Museum	\$2,500.00	
Video Archives	\$10,000.00	
NET INCOME (after expenses)		(\$16,771.59)
GENERAL FUND BALANCE (after expenses)		\$188,448.25
DONATION RECEIPTS		
Memorial Library Endowments	\$8,370.00	
8th Air Force Heritage Museum	\$6,605.00	
Library Books	\$2,780.00	
Memorial Trust Restoration	\$33,913.01	
World War II Memorial	\$10,697.00	
Computer Fund	\$1,374.84	
TOTAL DONATIONS RECEIVED		\$63,739.85
DONATIONS DISBURSED		
Memorial Library Endowments	\$6,000.00	
8th Air Force Heritage Museum	\$7,273.00	
Library Books	\$2,780.00	
Memorial Trust Restoration	\$38,500.00	
World War II Memorial	\$10,697.00	
Computer Fund	\$1,374.84	
TOTAL DONATIONS DISBURSED		\$66,624.84
NET DONATIONS		(\$2,884.99)

ELWOOD W. NOTHSTEIN, TREASURER

Donations received for the Memorial Trust and/or the Eighth Air Force Heritage Museum are deposited in a separate bank account from the General Fund. These gifts are disbursed at the direction of the 2ADA Executive Committee.



NEWS FROM ACROSS the Pond

Reprinted from the Eastern Evening News, May 2, 2000

It is vital that the links between the American Second Air Division Memorial Library in Norwich and the community continue to grow and prosper.

The thousands of brave young airmen who took over Norfolk and Suffolk to fight for our freedom in the Second World War are now elderly gentlemen. That is why the next generation must get involved and make sure that the special bond of friendship between us and the Americans gets even stronger. We have a lot to thank the Americans for — many lives were lost — and we can learn so much from each other.

And that is why projects such as the Schools Essay Competition are so important. The idea is to foster an interest in the Second Air Division of the U.S. Eighth Air Force, the role of its Memorial Library, and a wider understanding of the American role in the war.

It has now become an annual event open to all 13- and 14-year-old students and they can write on a range of topics relating to this country, the USA and the war.

The winner this year is Andrew Whittle, 13, of Costessey, a pupil at Notre Dame High School, Norwich.

Freedom of the City for former U.S. airmen

Reprinted from the Eastern Daily Press, May 3, 2000

Norwich is set to honour the former members of the American Army Air Force who came to the city's aid during the Second World War.

More than 500 members of the Second Air Division Association are planning a final convention in Norwich in November 2001 to formally open their Memorial Library as part of the Norwich Millennium Library.

Members of the council's controlling Labour group are recommending that the association be awarded the Freedom of the City.

In 1945 the association had a vision to leave the city a living memorial library instead of a statue to mark its role during the war when more than 6700 people were killed flying from their bases in Norfolk and north Suffolk.

Over the years they have contributed thousands of dollars to the Memorial Library in Norwich Central Library and after the blaze which destroyed the building the Memorial Trust of the 2nd Air Division USAAF launched a rebuilding appeal, raising £177,000.

The leader of Norwich City Council, Barbara Simpson, said: "The members of the 2nd Air Division have given so much to the city both in times of conflict and in memories. Those of us who live and work in Norwich have a very special relationship with them and the Freedom of the City will be a fitting thank you." ■



Schools Essay Competition winner Andrew Whittle, a pupil at Notre Dame High School in Norwich, sits with Paul King, Chairman of the Memorial Trust. Looking on are American 2ADA/Fulbright Librarian Judy Jerome and T.J. Dowling, Cultural Attaché at the U.S. Embassy.

He wrote a top-class essay about the American expansion into the west and how it affected the lives of the native Americans.

Andrew has won the Governor's prize of £50 and two tickets to the Duxford Air Museum, together with a free pleasure flight from its airfield. Well done, Andrew. ■

KEEP AN EYE OUT FOR THE BIG WHEEL!

BY ELLA WOODBURY
Elkhorn, Wisconsin's Chief Ornithologist



When you visit London for your many events, visit the British Airways London Eye, for sure!

It is the biggest observation wheel ever designed. It's situated on the banks of the River Thames in the center of the city. The ride is so slow you don't know you're moving. And, you can see almost every landmark for twenty-five miles!

(continued on page 10)

DISTINGUISHED VISITORS AT THE 2AD MEMORIAL LIBRARY

Lew Lyle, VP of the Mighty 8th AF Heritage Museum; Walt Brown, editor of the 8th Air Force Historical Society Journal; and Harry Gobrecht, historian of the 303rd Bomb Group Association (Molesworth), paid a visit to the 2nd Air Division Memorial Library in Norwich this summer. Here's Lew's note to 2ADA Honorary President Jordan Uttal:

"As promised at our 2ADA S.W. regional meeting in Dallas, I made my visit to Norwich in June. Hilary Hammond was very cordial and went out of his way to ensure that we enjoyed the visit and were well informed about the past events and plans for the future. Walt Brown and Harry Gobrecht, 303rd historian, were also on the visit.

"The new facility is a massive thing and very impressive. Norwich is expanding rapidly and is a beautiful city. Thank you very much for setting up this event, and I can only hope that the best interests of all 2AD members and its leaders work toward that goal."

During World War II, Lew Lyle commanded both the 379th and the 303rd Bomb Groups and compiled a most distinguished record with our 8th Air Force.

Walt Brown sent a picture and a note commenting on the "first class tour by Hilary Hammond and the 2AD library staff, great people." ■



Hilary Hammond, Lew Lyle and Harry Gobrecht at 2AD Memorial Library construction site. (Walt Brown took the picture.)

DUXFORD LIBERATOR UPDATE

Readers will be aware that the Imperial War Museum Duxford in England acquired a B-24 Liberator from the U.S. Air Force Museum last year. The museum has wanted a B-24 for many years and is thrilled that they will soon be able to present a fitting tribute to the thousands of B-24 crewmen who fought and died flying valiantly from British bases in the Second World War.



The Liberator, serial number 44-51228, is thought to have been one of the last B-24s flying with the U.S. Air Force and was on display at Lackland Air Force Base in Texas from 1956 until 1999.

Since then Duxford's conservation experts and team of volunteers have been making good progress with the restoration work. The forward fuselage is almost stripped and all 540 component parts have been carefully logged in the computer. The rear fuselage is also stripped and ready for surveying to estimate the extent of the restoration work. Work is also underway on the nose undercarriage assembly, number 3 engine and the center wing section.

(continued on page 33)

KEEP AN EYE OUT FOR THE BIG WHEEL (cont. from page 9)

You don't have to worry about a thing. If you are afraid of heights, it's doubtful you'll even realize that you are "up there" for thirty minutes. Each "eye" car holds twenty people with a guide in each one in case of emergency.

Once you get your ticket and board "the bubble," you will see everything from a big bird's eye view — just like the B-24s did in WWII!



The "Big Eye," as the Londoners call it, will be there for five years. It is a big ferris wheel type thing, managed by the Tussauds Group.

A beautiful guide book is given to you with your \$13 ticket.

You are able to see approximately 30 famous landmarks on each side of the bubble. To the west there is Buckingham Palace, Victoria and Albert and the Natural History Museums, Hyde Park, Harrods, the Marble Arch, and Piccadilly Circus. Looking north you see the Savoy Hotel, Waterloo Bridge, Covent Gardens, and the British Museum. Looking east you see the Millennium Dome and St. Paul's Cathedral. Looking south you see New Scotland Yard, Victoria Station, The House of Commons, and Churchill's Statue.

The river below is the most fascinating. It is a working river. In fact, it carried the "eye" piece by piece down the river. The guide book says, "This is a truly European project. The main structure was built in Holland, using tubular steel provided by British Steel; the hub spindles were cast in the Czech Republic, the bearings in Germany, the cables in Italy, and the capsules were made in France."

It is a good idea to make advance reservations to save time, but they make it a pleasant wait if you do not.

Internet: www.ba-londoneye.com

Phone: 08705000 600 ■

THE LUFTWAFFE'S NEXT TO LAST LIBERATOR... SHOT DOWN BY THEIR OWN FLAK!

RELATED TO KARL KOESSLER BY FORMER LUFTWAFFE OBERFELDWEBEL RAUCHFUSS

The date: 5 April 1945, Germany. In the East the Russians are at the River Oder. In the West, it is one day before British and American forces have reached the Weser near Hameln. Only about 30 miles east, on Hildesheim airfield, a few aircraft remain, well camouflaged in splinterproof bomb shelters. They do not fit with the other Luftwaffe machines like He.111s and FW190s, spread over the field. Although sporting swastikas and black crosses, they originated on the other side of the Atlantic.



The three B-17s and one B-24 belong to I. Gruppe KG 200, a unit covered by an especially dense veil of secrecy due to their equipment and still more due to their tasks. All four planes still show their original colours, only having had their markings and codes overpainted and replaced by German ones. The B-24's serial number, 41-28779, on the vertical tail has been retained. No sign of unit identification is used. The only codes are four letters, painted in white besides the large Balkenkreuze on the lower surface of the wing. Only a few of the aircraft still have their original armament. The B-24, for example, has all guns removed, the turrets sealed and overpainted.

BRIEFING

On this evening the flying personnel are gathering in the mess to receive their orders. The deputy Staffelführer of I. Staffel, Oberleutnant Wache, explains their tasks for the following day. In order to prevent capture by advancing enemy forces, the aircraft are to be taken to Fürstfeldbruck near Munich. They are to fly separately, taking off at dawn. No payload will be carried apart from some ground equipment.

In the bomb shelters, the maintenance personnel are working hard in the light of carelessly dimmed lamps. The valuable and scarce fuel is tanked; other units have not had any for weeks.

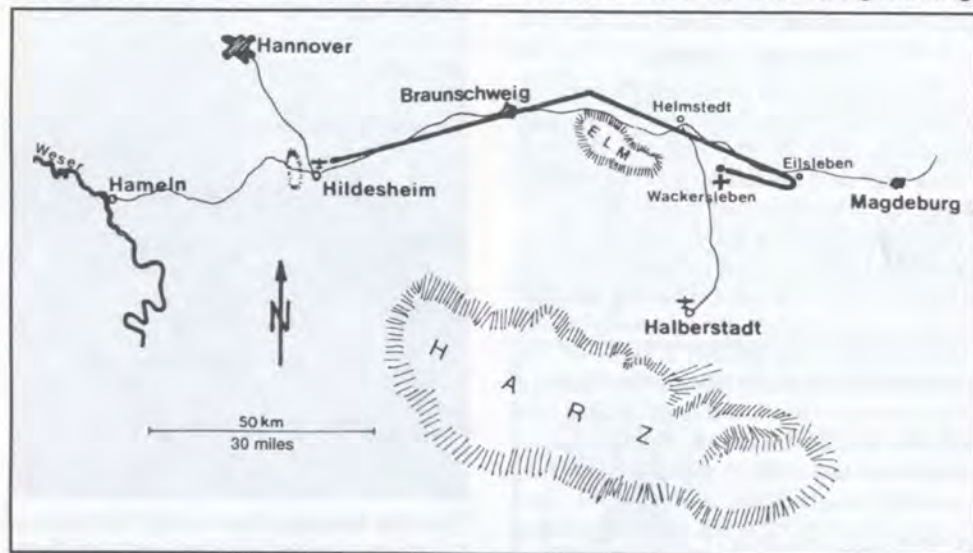
The B-24's crew consists of Oberfeldwebel Rauchfuss as pilot, Oberfeldwebel Moenkemeyer as radio operator, Feldwebel Lange as flight engineer, and the ground crew chief, an Unteroffizier. They all are very experienced, highly decorated men.

At 5.30 on 6 April the first engines are run up. The weather is rather bad. During the second half of the night it had rained heavily; cloud cover lies at about 2,000 feet. Underneath, low visibility and large areas covered by fog. Not good, certainly, but the danger of enemy fighter attack has decreased considerably. The greatest problem will be their own anti-aircraft guns.

When Rauchfuss and his crew arrive at the B-24, they are in for a surprise. Only a small amount of equipment was decided upon as load, but what do they find? The cargo is there, but in addition there are no less than 29 passen-



The Luftwaffe's Liberator seen in its bomb shelter at Hildesheim a few days before the flight recorded in this article. Note the apparent haphazard use of camouflage netting.



gers, a few officers, soldiers and some Wehrmachthelferinnen. They all obviously want to go to Bavaria, considered to be more safe instead of being captured within the next few days by British or American forces, or even worse — to fall into Russian hands.

All of the pilot's protests about the overloading of the aircraft and the poor condition of the wet airfield are unheard, so he taxis to the starting point. Nobody yet knows that of all the machines taking off in front of or behind him, only one, a B-17, will reach its destination.

TAKEOFF

Starting from the farthest eastern point of the airfield, the Liberator moves forward heavily when the Oberfeldwebel releases the brakes. Slowly it speeds up on the soggy ground. The rudders bite the slipstream but the end of the field is approaching quickly. Just before the fence, the pilot lifts off the heavy plane and manages to pass over the obstruction.

Not far in front, the terrain rises to a wood-

ed chain of hills. With little space left to accelerate and with the landing gear still disappearing into the wings, Rauchfuss has to make a left turn with considerable bank disregarding the low speed, in order to avoid a collision with the slope. They get their breath back — just made it!

Passing low over the city of Hildesheim, whose ruins still show the signs of the bombing attack a few days before, the Liberator climbs slowly to about 1,700 feet and heads for Braunschweig. A few hundred metres ahead, an He.111 is observed having taken off shortly before. To fly via Braunschweig is in fact a deviation, but considering the weather situation it is preferable, as they can avoid the Harz mountains and the hilly country to the south and route over low and rather flat farmland. Just here and there small hills penetrate the fog. The hills near the Elm, to their right, have disappeared behind; the Heinkel is no longer to be seen.

(continued on page 12)

LUFTWAFFE LIB (continued from page 11)

Roughly half an hour after takeoff the fog starts to lift, villages can be recognised, and a railway with a station. Suddenly, all around the aircraft, black puffs of shell bursts — their own flak! Having not seen a Luftwaffe plane for weeks, Germans are shooting with everything they have on every plane they see, and this one, even under such bad visual conditions, was already spotted from afar as a Liberator. Who would have expected this one to have black crosses. By the time the gunners have seen them it is too late.

A few direct hits shake the aircraft. No. 4 engine immediately starts leaving a dark trail of smoke behind, and the rudder control lines have been damaged. Rauchfuss turns away, cuts the smoking engine and flies a reciprocal course.

From the rear, one of the passengers comes into the cockpit shouting, "The plane is on fire!" and "We have wounded!" The first remark soon proves to be wrong, but two of the passengers are badly injured. With the three engines remaining and without rudder controls, they have to go down. There seems no chance to find an airfield within a reasonable time, so Rauchfuss decides to make an emergency landing.

FORCED LANDING

The fog has not yet completely disappeared. There, beside a village with a windmill, which later turns out to be Wackersleben, the crew sees a large field suitable for a forced landing. Twice the Oberfeldwebel makes low passes before he selects gear and flaps down and approaches. In the very last moment he notices a high tension line across the landing direction he has not seen before. By vigorously pulling the stick back, they are over it. However, the Liberator now touches down some distance from the edge of the field and with brakes fully actuated it bumps all the way down to the opposite edge and some 25 metres beyond into a recently ploughed field. Having almost come to rest, a hard shock is felt, the nose pitches down a little more, and the aircraft comes to a stop.

Having provided first aid for the two wound-



Oberfeldwebel Moenkemeyer, the radio operator, poses in front of the B-24 together with a local policeman and other soldiery. The broken nose wheel is on the ground.



The flak damage that forced the Liberator down can be seen on the fuselage. Oberfeldwebel Rauchfuss, the pilot, obviously has not lost his sense of humor.



The end of the Liberator. After the takeoff attempt failed and with the nose badly damaged, it was decided to set the aircraft on fire.

ed — one of them died on the transport to hospital — the extent of the damage is quickly determined. The nose wheel had obviously sunk into the wet ground, was forced to rotate into an oblique position, and was broken off just over the fork. In the rear of the fuselage were several large holes caused by the accurate anti-aircraft fire. One of the shells had also destroyed the rudder cables. No. 4 engine had fortunately suffered only minor damage, one oil line being hit and thus having produced the smoke trail. Otherwise the Liberator was intact.

The decision to repair the damage and to make a second attempt to reach the destination was quickly made. With wooden planks the ground was made capable of bearing the the Liberator's weight until it reached the edge of the field. With the help of two tractors it was then pulled to one corner where it could be jacked up.

The nose wheel oleo strut was removed and taken to the nearest airfield at Halberstadt, where it was welded and reinforced by a small collar around the break.

In the meantime, mechanics of a Luftwaffe maintenance unit had spliced the rudder cables and repaired the damaged oil line. In spite of all endeavours, the aircraft was not airworthy until 12 April, and the Americans were already approaching Braunschweig. The Liberator's passengers had not waited, and taking their opportunities, had continued their journey, leaving the crew behind.

In view of the rather short takeoff distance, they made the aircraft as light as possible during the night of the 13th. Everything not absolutely necessary was removed, including the radios, which in any case had proved to be un-serviceable during the first trip. At dawn the Oberfeldwebel started the engines in the farthest corner of the field. Full power, brakes released! Again the Liberator started to move, gaining speed. Twice the pilot attempted to lift

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NEWS OF THE 453RD FROM FLAME LEAP

BY LLOYD W. PRANG

RULES FOR ATTENDING 2ADA CONVENTIONS

Rule No. 1 – Read the acknowledgement form that is sent to you. Rule No. 2 – If you don't observe Rule No. 1, be sure you have friends in high places (the 14th floor of the hotel). Irene and I arrived Tuesday night at the Hyatt Hotel in Tampa to find that we didn't have a room for that night (see Rule No. 1). In addition we were told that the hotel was completely filled; actually they were five rooms overbooked. After a long discussion, the reservations clerk was instructed to "call **EVELYN COHEN**." At any 2ADA meeting those are the magic words! Evelyn very simply told the clerk to put two rollaway beds in her hospital suite and the problem was solved. When we arrived at the 14th floor suite we were very warmly welcomed and very properly reminded of Rule No. 1. Evelyn, thank you again.

453RD BUSINESS MEETING

At our 453rd business meeting, which is held in conjunction with the 2ADA annual convention, the members present voted to elect **LLOYD W. PRANG** as chairman and 2ADA vice president; **JAMES P. DYKE**, vice chairman; **ALBERT H. BIEL**, secretary; **OLIVER MORRIS**, treasurer; and **WILBUR STITES**, director of public relations. All of us would like to use this opportunity to say thank you to the members who expressed their confidence in our ability to continue to lead this great organization, the 453rd Bomb Group. The minutes of our meeting will be published in the September issue of the 453rd Newsletter.

HEALTH PROBLEMS

ALEX WALLACE had asked to be relieved of his duties as vice chairman because of health problems. Alex has a problem with a degenerating vertebrae in his neck, which is pressing on a nerve — he may have to have surgery to correct this. In addition, this fall, he needs to have surgery on his knee.

LeROY & GLORIA BERG have hardly ever missed a 2ADA convention or one of our 453rd reunions, but in March LeRoy had surgery on his ankle and is having great difficulty with the healing process. If you'd like to drop him a line, his address is 1022 Oakes, Superior, WI 54880.

JOHN & JOSEPHINE VERCLER also have hardly missed one of our reunions. John suffered a mild stroke at the end of February. He was determined not to miss the 2ADA convention in Tampa and he didn't! He used a cane to keep going, but he did it. He didn't miss a beat — was first in line for breakfast every day. Way to go, John!

O.K. LONG has had a heart attack and a

stroke — he's in good spirits but he mentioned that he has sold his home in Las Vegas and is moving to California to be closer to his children.

WIB CLINGAN had surgery to repair a valve in his heart. The surgeons replaced the defective valve and Wib is doing OK. He was out doing his walking routine when I called a while ago.

JULIAN "WILLIE" WILSON had prostate surgery and a while later his kidneys quit. Don't know if one thing is related to the other, but Willie is now on dialysis.

FRANK THOMAS underwent surgery to remove his left kidney — the docs had located a small tumor which proved to be malignant. Thankfully the cancer had not spread to any of the other organs. The operation took place June 13th — two days later **RUSS HARRIMAN** told me that Frank came through the operation just fine. However, Frank was in the intensive care unit until June 20th.

WILBUR STITES missed going to the Tampa convention because he had developed a problem swallowing his food. He has had some medication prescribed for it but so far it hasn't helped very much. Hang in there, Wilbur and get this fixed — we need you in Savannah.

GLEN TISHER had his second heart valve replacement last November. He's doing pretty well, but cutting three acres of grass, even with a riding mower, gets to be a chore, especially in the spring and early summer when it's necessary to mow every third day.

CONVENTIONS AND REUNIONS

A great many of us are looking forward to the 453rd reunion which is scheduled for October 19-23, 2000 at Savannah, Georgia. The chairman of this event, **BILL EAGLESON**, promises a good time will be had by all who attend. At our business meeting in Tampa, I asked how many were going to attend, and almost all hands were raised. The mail I have been receiving indicates that at least another ten couples will be there. The deadline date for hotel reservations at the Quality Suites is September 19.

I have asked before and I ask again for suggestions regarding future sites for our group reunion(s) in 2001. At the Tampa meeting we discussed this topic at length but could not reach a consensus. Finally a motion was made and approved to table the discussion until we meet in Savannah. Please start thinking about what you'd like to do — plus think about who is going to take care of the arrangements. There are about fifty of our people who have reservations for the 2ADA convention in Norwich in November 2001. But what about those who are not going to Norwich? Do we plan for

a group gathering in May? in June? Maybe another in September?

RICHARD C. ROBERT gave the invocation at the group dinner in Tampa. Dick and Heloise have been to several reunions but this is the first time we have called upon him to do something. And he came through with one of the best invocations we have had the privilege of hearing. A sincere thank you, Dick. After the meeting Dick sent a list of his crew with a few corrections to be made in the names, which are listed in *The Liberator Men of Old Buc*. Another thanks to you, Dick.

Wib Clingan wrote last March to say that the Southern California regional meeting was well attended but that attendance by members of the 453rd was dwindling. There were only about five couples there. He mentioned that he talked with "SWEDE" & **VIRGINIA JOHNSON** and with Jim Dyke, had lunch with **LEON & ELIZABETH HELFAND**, and enjoyed all of it.

OTHER NEWS

SID BLAKE is blessed to have a wonderful grandson by the name of **OLIVER FLEENER**. Oliver helped Sid locate the members of his crew and a little later they had a crew reunion in Florida, the first one in 55 years. Oliver then put a whole bunch of information and pictures of the crew onto a computer CD and sent a copy to me. It's well done and is a dandy way to store these memories. Hopefully Jeane and Wilbur Stites will have some space in the September Newsletter to print the entire letter that Oliver sent me.

OK, that gets the copy for the Fall *Journal* off the ground — now it's time to run up the engines and prepare the 453rd Newsletter for takeoff. ■

METFIELD / NORTH PICKENHAM



491st BOMB GROUP
POSTREMUM ET OPTIMUM
the
RINGMASTER
REPORTS

BY JOHN D. LEPPERT
LOOKING FORWARD:

The 491st Bomb Group (H) was deactivated at McCord AAB, Tacoma, Washington, in late August 1945. We had been scheduled to assemble and fly to Okinawa to join the air war against Japan. With the war ending, we were not needed, and with the group disbanding, we were all looking forward to a new life. Many of us were with our group at McCord. Let's make this a great reunion. The dates are October 22-25, 2000, and we are staying at the Sheraton Tacoma. No one does reunions better than the 491st. Come join us!

For a great extended reunion/vacation time, the Pacific Northwest just can't be beat. If you have questions about where to go and what to see, contact John Leppert or Harold Fritzler. ■

Attlebridge Tales



by Jim Lorenz

466TH BG ANNUAL MEETING

Our annual dinner meeting was held on Saturday, May 27, 2000 at the Tampa Bay Hyatt Regency West Shore, with 36 in attendance. We were pleased to welcome first-timers Joe & Linda Rooney (Joe was on Mac Dike's crew). After dinner, the new Web site for the 466th BG was mentioned. Check it out at www.web-birds.com/ww2/8th/466/466th. Chris Brassfield, our archivist, welcomes your comments. You can reach him at 149 Maple Hill Dr. #2, Richmond, KY 40475-9719; phone 606-624-5163; e-mail: cbrass@mis.net. He would also appreciate any photos you might have from England, crews or life on the base. He will copy the photos and return your originals.

I presented the newly designed 466th BG logo banner design from which our 30 x 34 inch banner will be made for hanging in our new Memorial Library with all the other 2nd Air Division group banners. This will be the original "Flying Deck" logo, but substituting "Attlebridge" for the "Flying Deck" as we felt the British would relate better to the base name. Colors will be the original — blue, black, yellow and red.

We also discussed having a new banner made for Savannah, 36 x 20 inches; I am checking on cost and procedures. This banner will be in the original words and colors (like the 466th BGA meeting banner); we may add "Attlebridge" on the lower part of the banner. The new banner would replace the current 466th banner, which is only a large red/white rudder (I haven't the slightest clue as to who designed that one).

All of the Norwich banners are being paid for by the 2ADA, and will be made by the manufacturer of the Savannah banners.

Treasurer Stan reported we had \$647.00 as of last meeting, with minimal expenses, basically for the Attlebridge wreath and other flowers.

Our annual elections were held; it was moved and unanimously passed to re-elect our current slate: Jim Lorenz, VP; John Horan, assistant VP; and Stanley Mohr, treasurer.

John and Irene then conducted the raffle; \$324 was collected.

As the 2ADA in 2001 will have only the November 1-9 convention in Norwich, and as we have 44 from the 466th BG signed up to attend, we will hold a short meeting or dinner there.



Enjoying the 466th hospitality suite at Tampa Bay (L-R): Mac Dike, Bill Campbell's nose, Martha & John Kraeger, Bill Nothstein, Mary Close, Cynthia Wassom, Irene Horan, Linda & Joe Rooney, and Jim Lorenz.



Also at Tampa (L-R): Kurt Warning, 2ADA golf chair, with 2ADA surviving spouses Jean Saltarelli and Margaret Calderalo.

At this time, all 466th attendees will be in the Norwich hotel. If you have not yet signed up and would like to go, send your \$50 per person deposit to Evelyn Cohen to put your name on the waiting list.

MAIL CALL

I have been in e-mail contact with Phyllis Dubois, one of our earlier 2AD Memorial librarians, and she is very helpful with information on finding clues to lost relatives, friends, etc. She has had some serious health problems (she was diagnosed with liver cancer last fall) and recently sent me an update. She writes: "I am now separated from my Hickman line (*a device she wore to give her continuous chemotherapy drips*) and no longer receiving chemo. I am on some kind of hormone pills which I gather help the body's natural defenses. My oncologist says that the liver is "much better," but unfortunately I now have active cancer cells in my bones (pelvis, I think). The pills are supposed to attack that and I can also have radiotherapy if my mobility becomes impaired. So far, I just have kind of a vague muscle ache like a sore muscle. I am still living a normal life,

am very active, drive people to bases, do gardening, go shopping, etc." Send Phyllis an e-mail at dubois@netmatters.co.uk or regular mail at 22 Hungate St., Aylsham, Norwich, NR11 6AA, England.

Some time ago, Phyllis asked me about a 466th B-24 named "Connie" which crash-landed in Holland in 1945. On checking, I found that the plane was indeed my favorite, "Connie," good old #42-7682, in which I did eight missions. But my ties are stronger than that!

In 1945, we were getting replacement crews with the pilots from the U.S. flying schools — with thousands of hours in a B-24 but as instructors. They knew all the emergency procedures backwards, but seldom had time to practice the actual sequences. They would get some flak damage on their first mission, not get the prop feathered, not call for fighter protection — and we would lose them. I had five missions to go for my 35, and I was asked if I would take these new replacement crews on their first mission as instructor pilot.

My first new crew was Lt. Bob Dibbell's #590; I took them on their first mission — #217, March 30, 1945 to Wilhelmshaven ship yards. And we flew "Connie." Bob was an exceptional pilot, did everything right, and we had no problems getting back with no injuries.

The next day, mission #218 for the 466th, to Brunswick, Dibbell was again assigned "Connie" and I took Lt. G. Ruhl's crew #591 on their first mission in another plane. There were fighters and flak; I also brought Ruhl's crew home safely. Dibbell, in our "Attlebridge Diaries," tells his story: "... Routine to the IP, after dropping the bombs, we took a hit under us, and Number 4 engine was hit and was feathered OK... Lost all electricals and communications... flew westerly... and soon lost Number 2 engine and could not feather it... gave the crew the

(continued on page 15)

ATTLEBRIDGE TALES (continued)

option to bail out, but all agreed to stay with me as I tried to crash-land . . . thought we were over Hanover/Drummer lake area . . . fighter base area . . . jettisoned all guns, etc. . . clouds were below . . . went over emergency procedures for ditching and crash-landing, as we had no idea where we were . . . going through 2,000 feet, we saw the ground . . . and a level green field . . . at 1,000 feet, got the gear down (note — correct procedure!) . . . saw the field was full of white vertical to preclude glider landings . . . at this point #3 engine gave up . . . turned left towards a farm house and put it down . . . nose wheel broke and loaded up the nose with dirt . . . stopped in front of the farm house . . . no injuries to the crew or locals . . . the family came at us with pitchforks . . . saw we were Americans . . . told us we were near Stevensbeek, Holland . . . dined us with the best they had . . . and told us the British had pushed through here just the day before! . . . we went on to Brussels, got a ride to England.”

*What does a Dutch family do with a bent-up B-24 sitting in their yard?
Capitalize on their luck, of course!!
On May 8th, 1945, they invited Mr. & Mrs. van der Hagen, nearby residents, to have their wedding at the B-24. It seems the bride and groom thought better of climbing onto the wing!*

And now — for the rest of the story!

What does a Dutch family do with a bent-up B-24 sitting in their yard? Capitalize on their luck, of course! On May 8, 1945, they invited Mr. & Mrs. van der Hagen, nearby residents, to have their wedding at the B-24! Apparently the bride and groom thought better of climbing onto the wing. The photo of the crash was taken by Lt. Dibbell's crew; the wedding photo by Martin Van Sleuwen, a local Dutch historian who researched this whole event. These were sent to me by Phyllis, with permission to publish, after I professed my love for this B-24 "Connie" which brought our crew back safely on eight missions. "Connie" did 59 missions before getting shot up and scrapped! Obviously this was her last mission — and with not a scratch on the crew on the crash-landing.

MEETINGS

The only 2ADA meeting in 2001 will be the Norwich convention in November. The location of the 2002 meeting will be decided at the spring 2001 meeting of the 2ADA Executive Committee. The 466th BGA is meeting with the 8th Air Force Historical Society October 17-22, 2000 in Salt Lake City. The 2001 stand-alone 466th BGA meeting will be in Las Vegas, April 18-21 at the San Remo Hotel. ■



B-24 "Connie" after successful crash-landing, 31 March 1945 near Stevensbeek, Holland by pilot Lt. Bob Dibbell (lower left). Photo by Lt. Dibbell crew.



Connie's one last moment of glory — holding the wedding party of Stevensbeek residents on May 8, 1945 at the wedding of Mr. & Mrs. van der Hagen (standing in front).



BY GEOFF GREGORY

HOWDY FROM TEXAS!

It's been a long time since the 467th has read those greetings in the 2ADA *Journal*. I am indeed pleased to tell you that I have been asked to function as group vice president to the 2ADA by president Ralph Davis. This request was brought about when Walt Mundy was asked to serve as the executive vice president of the 2ADA.

As most of you know, I have maintained a close relationship with the 2ADA — a very rewarding and fruitful relationship for me. It demonstrates that membership in the 467th AND the 2ADA is indeed compatible. My membership in both organizations has been a source of many and widespread friendships and comradeship.

I attended the meeting of the Executive Committee of the 2ADA in Tampa this past May; however for one day only. I returned to Texas to attend the graduation of our number one grandson from Pflugerville High School. (If the name sounds familiar, Pflugerville High School Band marched in the Millennium Rose Bowl Parade!)

The meetings I attended went well, but I suggest you peruse the *Journal* for a more complete account of *all* the meetings. I was, how-

ever, particularly pleased to learn that the Bequest Program to benefit the Capital Fund of our Memorial Trust has made great strides since its introduction in the *Spring Journal*. As of May 31st the amount of money pledged had reached over \$61,000. *The number of pledges*, however, has remained rather small. Nevertheless, the roots are in the ground! It is still our hope that ALL who served in the 2nd Air Division — regardless of Association membership — will send a pledge. This will ensure the growth and operation of our unique Memorial — a memorial which stands alone as a strong and viable memorial to the 6700 men who did not return to enjoy the good life *we* still enjoy and share.

In Dayton this September/October I hope to have "up-to-the-minute" information on the November 2001 2ADA convention in Norwich. Incidentally, Evelyn Cohen, who plans our conventions, has done *yeoman* work arranging for our 467th accommodations. It looks like we will have the second largest contingent at the convention. She has bent over backwards to accommodate us, and she is really pleased to see so many of us planning to attend. When you see her, perhaps you will let her know we appreciate her efforts.

I would now like to direct your attention to an article in "Poop from Group" written by yours truly, explaining the Bequest Program. I addressed the article to ALL members of the 467th, whether members of the 2ADA or not. It would be wonderful to see the 467th leading the way in pledges. Remember, pledging *now* requires *no immediate money* out of our pockets. And oh yes, in this *Journal*, there is an additional article upon which I hope you will act (*see page 7*).

Although none of us should be buying any "green bananas," I look forward to greeting all of you in Dayton. These are special days!!! ■

BURIED B-17 RECOVERED AT FORMER B-24 AIR BASE

Sunday, May 9, 1999 proved to be a very special day for a group called The Lincolnshire Military Preservation Society (LMPS), a British organization dedicated to the re-enactment of World War II events in authentic uniforms of 50+ years ago.

Hardwick was the principal target for Major Gordon Brooks, Executive Officer, LMPS. Former USAAF base No. 104 was the home of the 2nd Air Division 93rd Bomb Group. It was here that the group was met by Mr. David Woodrow, who owns and farms the site of the one-time airfield. David Woodrow was most generous with his time, and he is to be congratulated on the efforts he has undertaken to preserve what remains of the former American presence at Hardwick.

The LMPS was shown Quonset huts that were once living quarters and now house 8th Air Force memorabilia, as well as items recovered by the East Anglia Aircraft Research Group. Then it was on to visit other well-preserved facilities — the sergeants mess hall; the former commanding officer's dwelling, now being tastefully converted into a modern home; and the officers club.

After viewing the memorial to the men of Hardwick, which stands by the flying Stars & Stripes, the LMPS came to their concluding mission. This took the form of a handing-over by Major Brooks to Mr. David Woodrow of a model B-17 Flying Fortress. In making the short presentation Major Brooks explained that this model had been hand-crafted by former Tech. Sgt. Frank Fragnito, a one-time



member of the 409th Squadron, 93rd Bomb Group (H) based at Hardwick during World War Two. Frank had undertaken some 30 missions as an engineer/gunner on B-24 Liberator bombers. He had earlier explained that he had made the B-17 as a compliment to those other flyers who didn't have the "privilege" of being in B-24s.

In his acceptance of Frank Fragnito's model, David Woodrow said that it would be kept

in safe-keeping in the former 93rd BG officers club at the base.

Frank A. Fragnito later wrote:

"Thank you very much, Major Brooks, and to you, Mr. David Woodrow, for your very generous patience that you all had in putting up with us all of many times being pains in the rear, and still having maintained such a kind memory, as to put in time and trouble to keep us alive in such fond remembrance." ■

I recently received a letter from Mark Eaton and I quote it herewith in its entirety.

"Dear Ray:

"Since you and the editor are always looking for something to put in the *Journal*, I thought I might use that media as a reminder to those at 'Old Ketteringham Hall' that there were a fine bunch of hardworking weather officers observing and forecasting the weather, which most of the time was just plain lousy. And I suppose they caught their share of the blame when forecasts went astray, but generally speak-

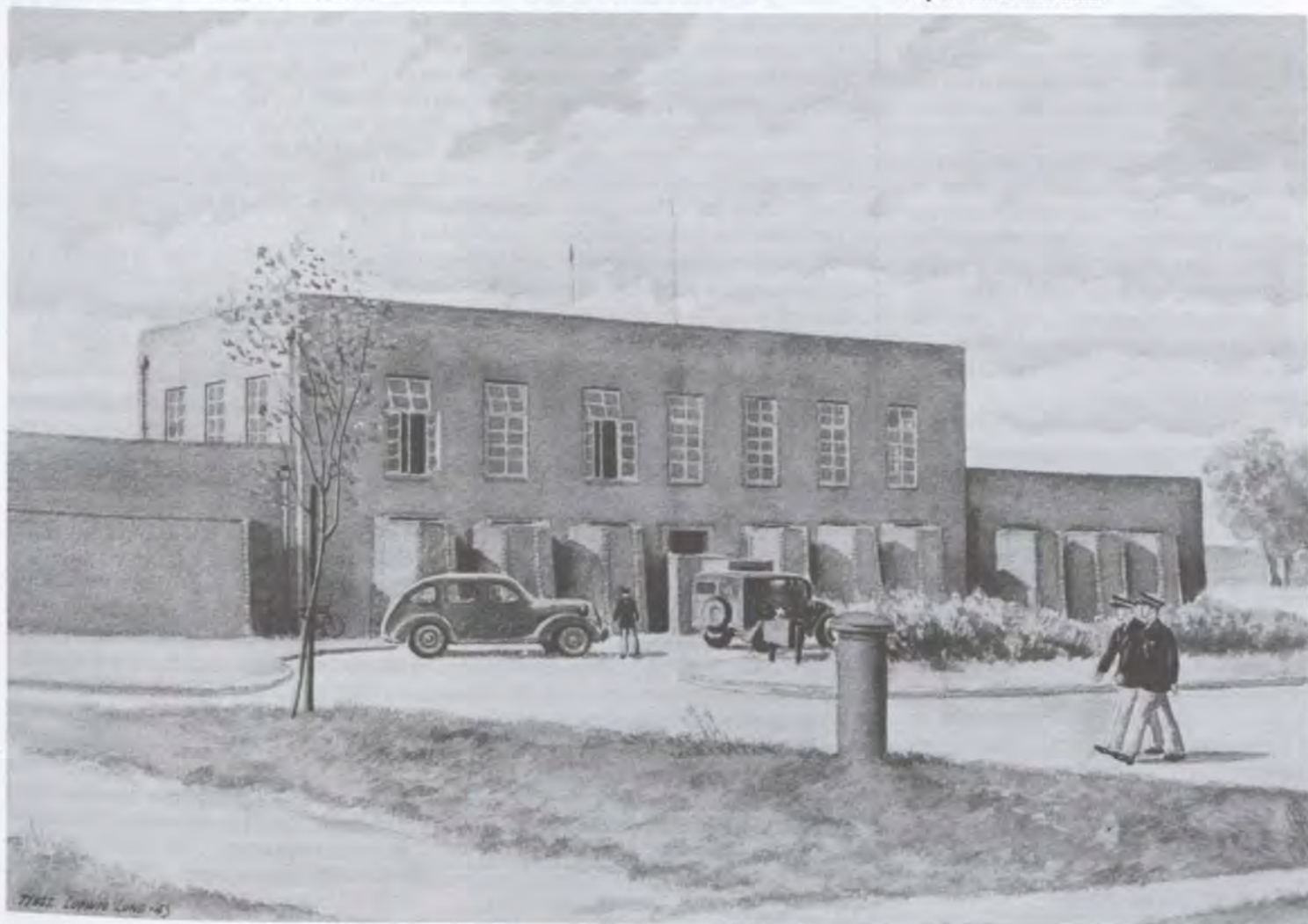
KETTERINGHAM HALL

DIVISION



BY RAY STRONG

I urge those of you who remember Mark or any of the weather forecasters to get in touch with him at the e-mail address above. Or, if you wish, you can write to him at 1316 Forest Drive, Santa Paula, CA 93060. Also, if you want to write to me with something for the *Journal* or the *Newsletter*, you can do so by e-mail at strongra@bellsouth.net. My home address is on the inside front cover of every *Journal*. I could use some more reminiscences of our time at HQ and what has happened to you since that time.



ing I think they did a pretty marvelous job. Heading up the 2nd Air Division Weather Section was Lt. Col. Anthony Shtogren. His assistant was Major Morris Clark, and the main forecasters were Bud Long, John Borchert, Al Loeber, Edwin Anderson, Ralph McNamee, and Tom Curtiss. Not being a graduate of a weather school, I was Tony's assistant for handling the personnel and administrative transactions for the Weather Section. After the war Ed Anderson and I returned to our respective homes on the West Coast and had a few get-togethers, but time put a stop to that, and I was called back for the Korean War. Decided after that to make a career in the Air Force, finally retiring in 1965. Had some wonderful assignments at the Flight Test Center, at Edwards AFB; Vandenberg AFB; the Missile Training Center utilizing the Pacific Missile Range; and three years in the Pacific, first at

FEAF HQ in Japan where I was Asst. Air Adj. General, and BG Tony Shtogren was Chief of the Weather Service. We frequently rode the same bus from Washington Heights (housing area) to HQ in downtown Tokyo. After FEAF was disbanded and became PACAF we moved to Hickam Field, Hawaii and worked on my golf game. I often think of that fine bunch of fellow Quonset hut dwellers, and wonder how the years have treated them. I would love to be in touch with any of them, and with my e-mail address of MEaton1919@cs.com, we could put this electronic marvel to good use.

"Thanks, Ray, for the great contribution you make to the Association. I wish I could make some of the conventions and reunions, but my wife's illness keeps me pretty well tied to the home front. Just had my 81st birthday and feel great. Regards, Mark Eaton, Lt. Col., USAAF Ret., Santa Paula, California."

In the Spring 2000 *Journal*, I included a picture of one of the watercolor paintings by T/Sgt. Ludwig Lund. It was of Ketteringham Hall. Above is a picture of his painting of the building at Horsham St. Faith that was our headquarters until we moved to Ketteringham in December of 1943. I presume that this building still exists, but I have not checked it out. Do any of you know if it is still there and what it is being used for now? Of course, as you know, both Ketteringham Hall and the building at Horsham housed only a few staff sections. Many others were scattered out in buildings around the area.

The 2ADA convention over the past Memorial Day weekend was a great success. The next one will be in Norwich in November 2001. For a chance to be present for the big celebration of the opening of the new Memorial Library, get in touch with Evelyn Cohen ASAP. ■

The 448th Speaks



SEETHING

BY CATER LEE

At this writing it's July 4th, 2000 and we are celebrating the 224th anniversary of our independence. How many of our citizens don't think much about what that means? We veterans do; our fighting men gave their lives for the freedom we enjoy today.

We have had that freedom threatened a few times since, but never as seriously as the time when you and I put our "necks on the line" to preserve that great thing called FREEDOM!

How wonderful it is, especially when you look at so many countries, particularly in Africa, where there seems to be constant turmoil somewhere there all the time.

It's so wonderful to live in the USA. We will never take that freedom for granted, and we need to remind our younger generation occasionally that American soldiers, sailors, marines, airmen, and merchant marines gave their lives to preserve the precious freedom we have. A little flag waving occasionally doesn't hurt!

Some schools occasionally invite veterans to speak to their classes around days such as Veterans Day, and if you are asked, don't be bashful — *feel flattered*.

We are getting along on life's way, most approaching or already in their 80s, and we are most grateful for that; but we mustn't forget our buddies who were lost in the war, those who were seriously injured or spent time with the Third Reich in prison camps, and those who have passed on since. In not too long a time we will be joining them.

The 448th BG honored our fallen and those who served with the 2nd Air Division of the 8th AF based in England during WWII at the dedication of a beautiful granite memorial at our Savannah reunion on Monday, August 28, 2000. Through the generosity of many of our 448th veterans and friends this has become a reality. Also a very sizeable donation will be presented to the Mighty 8th Air Force Heritage Museum in memory of our 448th veterans.

By the time you read this, this reunion and dedication will be over and our thoughts will be on our next group reunion, to be held in Shreveport, Louisiana, home of the Mighty 8th Air Force at Barksdale AFB. Shreveport was recently voted America's #1 City, and I'm sure our present day 8th Air Force people will treat our veteran 8th AF with the same gracious and hospitable manner as they did in 1985 at the 448th's first group reunion.

Good health and God bless all of you. ■



HARDWICK

Open Letter to the 93rd

BY ALFRED ASCH

2ADA CONVENTION IN MAY

The 93rd had the largest attendance of any of the bomb groups at the 2ADA convention held at Tampa Bay, Florida in May, a total of 72 including wives, relatives and friends. The wives numbered 27, and they are indeed a significant part of our organization. Of course, one of the first people we meet from the 93rd when we check in is Dottie Mabee at the check-in table. What a great job she does; I can't remember it being any other way than receiving her pleasant greetings at our conventions. Our hospitality room was the best I can remember; it included TV, baby grand piano, wet bar, refrigerator, and ample room for visiting. Everyone seemed to take turns tending bar. Our next convention will be in November 2001 in Norwich, England to dedicate our new Memorial Library. I am told that the 93rd has requested the most reservations for this one, too, over 100. We will have a great time visiting our old airfield, attending the dedication ceremonies, and participating in the other activities being planned.

Our group dinner at Tampa was most enjoyable. At our short business meeting, we decided not to change any of the officers except my backup as vice president to the 2ADA for the 93rd. This is now Harry A. Kelleher, 7925 S.E. Trenton Avenue, Hobe Sound, FL 33455. Harry comes with experience in public relations and serving in management positions. Short of emergencies, he will be able to attend the 2ADA Executive Committee meetings if I can't. Attending these meetings between conventions becomes rather expensive in that committee members are expected to pay for all their travel expenses, including payment for at least three nights at the hotel.

THE AIR FORCE MEMORIAL

Please read the article about the Air Force Memorial elsewhere in this issue. Our members voted to donate \$1,000 from our treasury to the 2ADA to help replace the \$25,000 donated by the 2ADA from the general fund. Cal Davidson, our treasurer, has sent the check to Bill Nothstein, treasurer of the 2ADA. Others of the 93rd have already made significant donations for this important project, and I greatly appreciate this response.

THE GENERAL TIMBERLAKE BUST

I have just agreed to permit the sculptor to complete the bust of General Timberlake for the Mighty 8th AF Heritage Museum at Savannah, Georgia. This means covering the clay likeness of General Ted with a bronze shell. Also, the museum is to furnish the pedestal with inscriptions. At our business meeting, the group expressed an interest in having a small reunion for just the 93rd and have it in connection with the dedication of the General Ted bust and also our plaque which has been completed for display at the Heritage Museum. It was felt that March of 2001 would be a good time, as it couldn't be done this year because of the delay in the sculpturing of the bust. We will need some help in planning and implementing the activities for such a reunion. Any volunteers? We need someone close enough to Savannah to work with the museum staff. If interested, get in contact with Cal Davidson or me. Remember, I spend my summers in Michigan: 185 South Gull Lake Drive, Richland, MI 49083, phone 616-629-4056.

Stay healthy, take good care of each other, take your pills, and God willing, Naomi and I will see you next year in England. ■

New Members of the 2ADA

93rd	445th	458th
Herbert M. Cantor	James C. Baynham	Alexandra Dembecki (AM)
Eleanor I. Baker (AM)	Eric L. Brown	Brenda Piskin (AM)
	Fauntley M. Jones	
	Howard E. Van Horn (93)	466th
	Michael D. Crabtree (AM)	Leonard J. Pilara
	Hazel L. Dickinson (AM)	
389th		489th
Sam W. Boaze, Jr.		David Berkowitz (AM)
Frank Haraburda		
Clayton D. Lanphear	448th	
William T. Martin, Jr.	Milton Alper	
John Simanella		SM
Barbara M. Fender (AM)	453rd	Richard Crockatt
	Arlie C. Aukerman	Stephen M. Hutton
	Marion Adler (AM)	Michael Lugez

HALESWORTH 489TH NOTES

BY
NEAL SORENSEN

With Jim Davis stepping down from his second tour of duty as the 489th Bomb Group vice president, we should all join in to give Jim and his lovely wife, Jean, a giant THANK YOU!!! Why not send a short note of thanks to the Davis home at: Mr. & Mrs. James Davis, 2519 Shell, Midland, TX 79750.

Our original founder and the acknowledged dynamo of the 489th Bomb Group, Charlie Freudenthal, dropped me a note with several interesting items and some most welcome suggestions for programs we will benefit from.

For all you macho members of the group, it was interesting to me that our mailing list includes 109 widows plus nine "others." As many of the widows find it difficult to support the newsletter, it is up to the rest of us who are still able to send a spare Lincoln, Jefferson or Jackson to either Charlie or John Lamar.

Due to the reopening of our 2AD Memorial Library in Norwich in 2001, it was the decision of the Executive Committee of the 2nd Air Division Association to not have a 2ADA reunion in the States in 2001. But since many of our number lack the stamina and funds to participate in the British reunion, we will plan for the 489th to have an event in mid-2001 at a central travel location. Suggestions sent to yours truly or Charlie Freudenthal will be passed on to the membership.

The Fourth of July this year (as in every other year) evoked memories of 1944. Our crew, piloted by Ed Shroyer, was relatively new to the 489th. Perhaps our "green-ness" restrained us from participating in the flare and pistol shooting that took place. Needless to say, the British Home Guard, aroused by the fusillade that ensued, came rushing to the rescue! Apparently they were assuaged for the panic which this caused by the remedy of a few pints. The next morning "sniffers" came through our Quonset huts to check firearms. The penalty — five pounds for the group fund, plus a modest chewing out!

One of my first experiences with the Fourth created an indelible memory in my almost five-year-old persona. My brother Carl, age 7, and I were proud owners of our first-ever cap guns. As we patrolled the neighborhood, we found our first victim, George Doyczyk. "Bang," we said, pointing our weapons at George. He beckoned to us, "Come here, boys!" His demeanor was serious, but not threatening, so we did as told. "Boys," he said, "you must never forget the freedom that you have today. In the

(continued on page 36)

Memorial Day 2000

BY WILLIS & NORMA BEASLEY (492ND)

"In all of the far-flung operations of our own Armed Forces the toughest job has been performed by the average, easy-going, hard-fighting young American who carries the weight of battle on his own young shoulders.

"It is to him that we and all future generations of Americans must pay grateful tribute."

— President Franklin D. Roosevelt

An unforgettable Memorial Day was observed at the American Battle Monument Cemeteries in Europe and the Mediterranean Regions in May 2000 by the Second Air Division Association. Previously, in May 1999, the 492nd BG arranged to have a wreath placed in memory of the 492nd BG war dead and missing at the Ardennes Cemetery. Following the ceremony, Ferdinand Dessente, guide at the Ardennes Cemetery and good friend of the 492nd BG, sent a letter stating that this was the first heavy bomber group ever to have laid a wreath on Memorial Day at the Ardennes Cemetery during his tenure of 16+ years.

With his interest piqued, Willis Beasley compiled a statistical report of the War Dead and Missing in all European and Mediterranean American Battle Monument Cemeteries for each bomb group in the Second Air Division. The numbers were surprising. Ferdinand sent a corrected report that was based on the American Battle Monument Commission's World War II Registry. This report indicated that 3335 members of bombardment groups and 257 members of fighter groups of the Second Air Division, Eighth USAAF, burials and memorialized missing were located in the following European and Mediterranean Region Cemeteries: Ardennes, Brittany, Cambridge, Epinal, Florence, Henri-Chapelle, Lorraine, Luxembourg, Netherlands, Normandy, North Africa, Rhone and Sicily-Rome.

Willis shared his report with the members of the 2ADA Executive Committee. For many years Evelyn Cohen, Vice President Membership, made arrangements to have a wreath laid for the Second Air Division Association in Cambridge Cemetery. Following review of the report during the Executive Committee meeting in October 1999, the committee unanimously voted to have a wreath laid in each of the thirteen cemeteries beginning in May 2000 and every succeeding year for as long as the Second Air Division Association remains in existence. Evelyn asked Norma Beasley, Director of Correspondence Services, to arrange the details for the first Second Air Division Association Memorial Day wreath presentation in all thirteen ABMC cemeteries. It was an honor to have been involved in this worthwhile project.

POINTS OF INTEREST

- The North Africa Cemetery did not have access to a ribbon for the wreath designating the Second Air Division, 8th USAAF; therefore, a wholesale florist in Denver was contacted to make one. It was then shipped to the Embassy in Rome. Note the ribbon on the North Africa wreath that is visible in the picture (see page 23).

- Unfortunately, the weather did not cooperate during the memorial service at the Brittany Cemetery, making picture-taking impossible. Major General Stephen R. Lorenz, Director of Plans & Programs HQ USAF in Europe (Ramstein Air Force Base) gave the memorial address.

- Nineteen wreaths were laid in the Florence Cemetery; three from the groups connected with the 10th Mountain Division, one each from the Second Air Division, VFW Post #8862, the American People and the Overseas Memorial Day Association.

- The National Anthems were played at all thirteen cemeteries.

- White pigeons were released at the Normandy Cemetery.

- A fly-over with the missing man formation was a part of the program for the Ardennes, Brittany, Cambridge, Henri-Chapelle, Luxembourg, and Netherlands Cemeteries.

- Wreaths from the Second Air Division Association were laid by Hilary Hammond in the Cambridge Cemetery, Ferdinand Dessente in the Ardennes Cemetery, and by Enrico Schwartz and Svetlana Reimer in the Netherlands Cemetery (Margraten).

- The American Embassy in London sent us an invitation to attend the Memorial Day Service at Cambridge.

A BRIEF HISTORY OF THE AMERICAN BATTLE MONUMENTS COMMISSION

(taken from their publication *American Memorials and Overseas Military Cemeteries MCMXCIV*)

The ABMC is a small independent agency of the Executive Branch of the United States federal government. It is responsible for commemorating the services of American Armed Forces where they have served since 6 April 1917 (the date of U.S. entry into World War I).

(continued on page 20)

MEMORIAL DAY (continued from page 19)

Recognizing the need for a federal agency to be responsible for honoring American Armed Forces where they had served and for controlling the construction of military monuments and markers on foreign soil by others, the Congress enacted legislation in 1923 creating the American Battle Monuments Commission. President Warren G. Harding appointed General John J. Pershing to the newly formed Commission who was elected chairman by the other members. He served in this capacity from 1923 until his death in 1948.

Final disposition of World War I and II remains was carried out under the provisions of Public Law 389, 66th Congress and Public Law 368, 80th Congress, respectively. These laws entitled next of kin to select permanent interment of a loved one's remains in an American military cemetery on foreign soil designed, constructed and maintained specifically to honor in perpetuity the dead of those wars, or repatriation of the loved one's remains to U.S. soil for interment in a national or private cemetery. The programs for final disposition of remains were carried out by the War Department's American Graves Registration Service under the Quartermaster General. From time to time, requests are received from relatives asking that the instructions of the next of kin of record at the time of interment be disregarded. Those making such a request are informed that the decision of the next of kin of record at a time of interment is final. Often, on seeing the great beauty and immaculate care of the Commission's cemetery memorials, these same individuals later say they are pleased that the remains of their loved ones have been permanently interred in these shrines.

THE AMERICAN OVERSEAS MEMORIAL DAY ASSOCIATION (AOMDA)

The American Overseas Memorial Day Association (AOMDA) is located in Paris at the following address: 34 avenue de New York - 75116 Paris. The Honorary President is the American Ambassador to France, Honorary Vice President: The Consul General, American Embassy, Co-Presidents: Russel M. Porter and Richard L. Vasquez. Memorial Day ceremonies are organized, sponsored and financed by the American Overseas Memorial Day Association, Incorporated, a non-profit organization founded in 1920 for the decoration on Memorial Day of the graves, tombs and monuments of all American servicemen and women buried in Europe. Your membership in this organization is solicited.

Special recognition is given to the following: Second Air Division Association Executive Committee; Frederique Duvernois, ABMC European Region Paris Embassy; LTC Ronald Grosso, ABMC Mediterranean Region; Ferdinand Dessente, Ardennes; Hilary Hammond and James Schoenecker, Cambridge; Roland Prieur, Epinal; Daniel Neese, Enrico Schwartz and Swellana Reimer, Netherlands (Margraten); Craig Rahanian, Brittany; and to the Superintendents and the personnel in all of the American Battle Monuments Cemeteries. Without their help, this project would not have been possible.

"TIME WILL NOT DIM
THE GLORY OF THEIR DEEDS."
General John J. Pershing

**Second Air Division Burials
and Memorialized Missing in the
ABMC's Cemeteries, based on the ABMC's
World War II Registry**

ABR...	CEMETERY	Fighter Groups							Totals
		4th FTR GP	56th FTR GP	355th FTR GP	361st FTR GP	479th FTR GP	Totals		
AR	ARDENNES	12	16	13	6	3	50		
BR	BRITTANY	7	0	1	2	0	10		
CA	CAMBRIDGE	27	26	13	14	10	90		
EP	EPINAL	7	1	3	2	5	18		
FL	FLORENCE	0	0	0	0	0	0		
HC	HENRI-CHAPELLE	3	4	2	1	1	11		
LO	LORRAINE	8	2	5	3	2	20		
LU	LUXEMBOURG	0	0	0	2	1	3		
NE	NETHERLANDS	8	14	3	5	3	33		
NORM	NORMANDY	5	7	7	0	2	21		
NORT	NORTH AFRICA	0	0	0	0	0	0		
RH	RHONE	0	0	0	0	1	1		
SI	SICILY-ROME	0	0	0	0	0	0		
Totals		77	70	47	35	28	257		

Chart Compiled By
FERDINAND M. DESSENTE
13 November 1999
For descriptions of the
cemeteries, see page 43.

ABR...	CEMETERY	Bombardment Groups											Totals			
		44th BG	93rd BG	389th BG	392nd BG	443th BG	446th BG	448th BG	453rd BG	458th BG	466th BG	467th BG		489th BG	491st BG	492nd BG
AR	ARDENNES	103	46	100	90	53	17	39	46	18	18	11	15	45	44	645
BR	BRITTANY	1	24	9	1	0	7	0	0	0	3	0	6	0	0	52
CA	CAMBRIDGE	163	148	104	159	91	114	111	74	91	84	64	33	33	123	1392
EP	EPINAL	8	11	10	14	6	11	14	2	0	2	1	4	5	0	88
FL	FLORENCE	14	23	4	0	0	0	0	0	0	0	0	0	0	0	41
HC	HENRI-CHAPELLE	3	9	16	1	15	9	3	1	1	2	5	0	1	9	75
LO	LORRAINE	27	9	22	50	44	12	9	13	8	5	6	15	3	4	227
LU	LUXEMBOURG	2	2	6	4	6	1	1	0	0	0	0	0	0	0	31
NE	NETHERLANDS	80	41	46	84	65	33	54	46	16	31	20	3	18	25	562
NORM	NORMANDY	29	15	11	2	7	0	8	0	5	0	3	13	2	0	95
NORT	NORTH AFRICA	15	47	13	0	0	0	1	0	1	10	4	0	0	0	91
RH	RHONE	5	0	1	5	0	0	1	0	0	0	0	0	0	6	18
SI	SICILY-ROME	13	2	3	0	0	0	0	0	0	0	0	0	0	0	18
Totals		463	377	345	410	287	204	242	182	140	155	114	89	116	211	3335

MEMORIAL DAY 2000 • CEREMONIES IN EUROPE

ARDENNES



Ferdinand Dessente is a warm-hearted person who has spent more than 16 years as a guide at the Ardennes Cemetery. In this photo he posed beside the white stone cross of S/Sgt. William F. Sheely, tail gunner on Elmer Smiley's crew in the 859th BS of the 492nd BG, who was killed in action on July 7, 1944 on the mission to Bernburg, Germany. Spontaneously, in an affectionate manner, Dessente started caressing the top of the white stone. "These are not just crosses," he said, as he related his career rich in encounters and emotions.

Over the years U.S. veterans and next-of-kin of the soldiers buried here would come and visit the Ardennes Cemetery. Ferdinand welcomed them, discovered their stories and heard their many questions, just as with the story of S/Sgt. William F. Sheely: "One day, an American lady dressed in a green suit came to the cemetery. She was the daughter of Sheely. She told me what she knew about her daddy. I started the historical research. By mail she continued to send me information about her daddy and his crew." When in 1992 the daughter of the S/Sgt returned to Neupre, Belgium, Ferdinand did not welcome her with flowers but with a book he had written relating the last hours of her daddy. *Editor's Note: The daughter in this story is Billy Sheely Johnson, past president of the Heritage League.*

NETHERLANDS



Enrico Schwartz and Svetlana Reimer at the Wall of the Missing, Netherlands American Cemetery.



Enrico Schwartz with the Second Air Division Association wreath.

LORRAINE



EPINAL



FLORENCE



The Spirit of American Youth The NORMANDY American



*"The quality of our American fighting men
equipment or organization. It is essential
expressive in their faith in America."*

Birth Rising from the Waves: an Cemetery and Memorial



g men is not all a matter of training or
essentially a matter of spirit. That spirit is
” — President Franklin D. Roosevelt

LUXEMBOURG



NORTH AFRICA



NORMANDY



RHONE



SICILY-ROME



HENRI-CHAPELLE



BRITTANY



Unfortunately the weather did not cooperate during the ceremony at the Brittany Cemetery, making picture-taking impossible. Major General Stephen R. Lorenz, Director of Plans & Programs HQ USAF in Europe (Ramstein Air Force Base) gave the memorial address.



"ABOUT THE CEMETERIES" & MORE PHOTOS ON PAGE 43

Survivors Together Again

BY PAUL PURPURA • REPRINTED FROM THE NEW ORLEANS TIMES-PICAYUNE, SUNDAY, SEPTEMBER 5, 1999



The crew of the "Passion Pit" Liberator of the 44th Bomb Group was forced to leap from their burning plane after it was shot down by Germans over northern France on August 13, 1944. This photo from the same year shows eight of the ten crew members. First row: Jack Bertoli, navigator; Irwin Stovroff, bombardier; John Milliken, pilot. Second row: Darrel Larsen, gunner; Martin Richard, engineer; Jinx Yarbrough, turret gunner; Kenneth Beckwith, radio operator; and Morris Larkin, tail gunner. (See current photo of survivors on page 27.)

They thought it would be their last mission over Europe, having dropped bombs over German munitions plants, transportation hubs and oil fields in 32 previous sorties.

Indeed it was. But not as the crew of the Passion Pit would have preferred.

In their ongoing attempt to cripple the Nazis and bring an end to World War II, it was their "milk run" of August 13, 1944 — a matter of weeks after they flew their first mission on D-Day — that proved to be the end of their combat days.

They had to leap from their burning bomber when German defenses shot it down. That jump was the beginning of a decades-long odyssey that has come full circle.

Fifty-five years would pass before some in the Passion Pit crew saw each other again, until they met in Kenner to share memories locked away in their dreams and nightmares for decades.

"The last time we saw one another was when we basically were jumping out of the plane," said Irwin Stovroff, 77, a Buffalo, NY native who lives in Boca Raton, Florida.

The Passion Pit's bombardier, Stovroff was one of seven in the crew who gathered at the 44th Bomb Group's fifth reunion at the Hilton New Orleans Airport in Kenner. Event chairman Mike Yuspeh, 80, of New Orleans, said about 210 members and their wives attended.

"When a group like this gets together, the things you talk about can only be believed by us," said Darrel Larsen, 76, of Ventura, Cali-

fornia. The Passion Pit's gunner, he had not seen four of his former crewmates since that last flight.

The Passion Pit went down at about 1:30 PM on a clear, sunny day. Ground troops commanded by General George Patton had broken through German lines at Cherbourg Peninsula in France, putting a squeeze on the Nazis, whose only escape was east toward Falaise, a town about 20 miles south of Caen. Thus, the plan was to bomb escape routes at what was called the Falaise Pocket or the Falaise Gap.

The Army Air Forces 44th Bomb Group was briefed on the morning of August 13 at Shipdham. The Passion Pit flew off the wing commander's right wing.

"The mission was stupid, and that's the reason we got shot down," said pilot John Milliken, 78, a Long Island, NY native who lives in Sacramento, California. The plan was to divide their payload and drop a third of their bombs on each of three sites.

"We started our first bomb run, and BOOM! All hell broke loose," said Jack Bertoli, 76, a retired salesman from Toledo, Ohio who was the plane's 21-year-old navigator.

Not one of the Passion Pit's bombs would drop.

"I knew we were gone, so I gave the signal to get out," Milliken said. "I thought everyone was out, so I let go of the wheel and jumped out of the bomb bay."

Kenneth Beckwith, 77, of Woodward, Oklahoma, a retired farmer and cafe owner, was the

radio operator. When the plane got hit, they were trying to kick open the bomb bay doors, which would open only partially.

"We took a direct hit between No. 1 and No. 2 engines," he said. "The flak came through the bomb bay doors, cut all the hydraulic lines. We caught on fire."

He recalled thinking, "This can't be happening to us."

About that time, Beckwith got a "kick in the butt" that sent him soaring over northern France. Behind him was flight engineer Martin Richard, 75, a retired geophysicist who lives in Metairie.

"He froze. I couldn't get out. I had to do it," Richard said. "It all happens so fast, you really don't think about it. You know, the whole thing was going to blow up. You don't even have time to get nervous."

In a written narrative on display at the reunion, John McClane Jr., a crew member on another plane that day, described the demise of the Passion Pit as he witnessed it:

"The plane was blown into bits. The wings and the fuselage and the tail were torn to shreds. As the pieces of aluminum drifted and twisted while they fell, with each turn, the sun would be reflected off their surfaces back into my eyes as if they were mirrors. It was like watching a thousand suns turn on and off in a rapid, random fashion."

The gas tanks "had been torn from the wings," he wrote, and "burned in huge orange

(continued on page 26)

SURVIVORS (continued from page 25)

flames streaming out behind the tanks as they fell in a wavy fashion toward the earth below."

Unbeknownst to McClane, the Passion Pit crew had escaped. For about 20 minutes, ten shaken but generally uninjured young airmen floated from 18,000 feet.

Like the others, Richard landed in a field amid the Nazi front lines. He saw a German scout vehicle heading in his direction, and he ran to hide in a thick hedgerow. The Nazis called for him to come out.

"Finally, they started shooting up the hedgerow, and that's when I came out," Richard said.

Stovroff was one of two Jews in the crew. While still in the air, he threw away his dog tags to avoid being identified as a Jew "in Hitler's Germany," he said.

"I was captured immediately," he said. "I was taken to an area where they were actually burying the German soldiers who were killed at the front. A German officer told me, 'Nein! Nein! We don't kill our prisoners.'"

The other Jew was Morris Larkin, 80, a retired businessman from Massachusetts. The oldest in the crew, he was a staff sergeant and the Passion Pit's tail gunner.

"Three Germans came running up, two with machine guns and one with a rifle," he said. "They were calling, 'Halt! Hey, I ain't going anywhere. That was it for me.'"

Unlike Stovroff, Larkin was not able to conceal who he was.

"Aren't you afraid to come here as a Jew?" he said he was asked by the German officer — a Harvard graduate — who interrogated him. "I came here as an American," Larkin said he replied.

Milliken was a prisoner of war for about 15 hours. He escaped while being transported in a canvas-top troop truck.

"I found a flap in the damned thing, so I just bailed out," he said. "I don't know why they didn't see me."

He found a farmhouse where some German troops were sleeping. A French woman gave him a shirt and a hat.

"That was kind of an interesting four days but not part of the story," Milliken insisted, deflecting attention instead to the crew members who were imprisoned.

Each of the crew tells a similar story of being a prisoner of war. Each was forced to walk hundreds of miles across Germany in harsh winter, sleeping in fields and barns. Some in the crew reunited in prison camps. And they tell stories of being one of about 60 men packed into boxcars designed for 40 men or eight horses. American P-47s would shoot at the trains, their pilots unaware that they carried prisoners.

Stovroff spent ten months as a prisoner, until he was liberated by the Russians at Stalag Luft 4 at Barth near the Polish border.

"We were kept there after the war because the Russians wanted to take us back to Russia," he said, adding that they were asked to fight for Russia against the Japanese. Their diet consisted mainly of potatoes. Larsen weighed 196 pounds when captured and 126 pounds when

he escaped from a prison camp after about ten months. Bertoli weighed 199 pounds when captured and 113 pounds when released.

"I still have lots of dreams about it, every once in a while," Bertoli said. "But seeing these guys was amazing. You're like a family."

Of the 25 planes that left Shipdham on August 13, 1944, only the Passion Pit did not return. Three in the crew did not make this reunion. One has since died. One is recovering from heart surgery, and the other still suffers from post traumatic stress syndrome. ■

THE LUFTWAFFE'S NEXT TO LAST LIBERATOR (continued from page 12)

off the ground, but every time it touched down again. The second time, unfortunately, the wet ground was reached. The sudden resistance pressed the nose wheel down and — again the grating noise, the pitching down of the nose and a full stop! The weld had not withstood the repeated stress. All their hard work had been to no avail.

This time the damage was extensive, leaving no alternative but to destroy the aircraft. Fuel cocks were opened, filter covers were unscrewed. Then, one shot with the signal pistol, a flash of flame . . . and the burning aircraft was quickly engulfed. The white code letters on the wing's lower surface appeared and had suddenly a symbolic meaning: KO + XA!

A huge cloud of black smoke overhead, a few smouldering pieces, melted metal and a heap of ash on the ground — not much more was left.

The crew nevertheless managed to reach Bavaria. On 18 April they were in Mühldorf, their former base, instead of Fürstenfeldbruck. For their endeavours they were given a written appreciation. At the same time they were told that only one B-17 had reached the destination. One of the others had collided with a hill in the Thuringer Wald; another was shot down with no survivors by the flak near Altenburg.

It was the last flight for all of them. Three weeks later the war was over.

→ → → → →

Editor's Note: Les Willis of Norwich, England, friend of the 2AD and the B-24, submitted this article which is reprinted from the British periodical "Aviation News" circa late 1970. The publication ceased in 1983. Despite some claims to the contrary, the B-24 in this article was not the last B-24 in Nazi hands as it burned on 13 April 1945. The B-24 in the Spring 2000 Journal was last seen just after the German surrender on May 8, 1945. ■

Doing the Macho Thing in Cheesehead Country

BY RAY PYTEL (445TH)

Anyone into just about any sport knows that Wisconsin is rabid "Cheesehead" territory. This extends to more than Green Bay Packer and University of Wisconsin football behavior; it is present in other outdoor sports as well.

This Cheesehead had just bought a new Ford Explorer, and in one of those male bonding rituals, decided to go on an ice fishing expedition on one of our omnipresent lakes. Since he was also a great hunting enthusiast, he decided to take his constant companions and hunting dog along with guns just in case some game strayed within shooting distance.

Picking up his buddies at one of the many places of fun and frolic, they helped him load all the usual fishing necessities, namely beer and food, munchies, pizza, and nachos into the new Explorer, and headed for a nearby lake.

It is a common practice in Wisconsin that no matter how thin the ice you always drive your vehicle onto the lake. It is also quite common, if slightly illegal, to blow a hole in the ice by using a stick of dynamite. This is a celebrated labor-saving method and does wonders for that ever-important male bonding macho ritual of fearing no one else on the lake.

Once on the lake they were ready to blow a hole in the ice near the Explorer when they discovered that the stick of dynamite had a short fuse. Since it isn't a good idea to light the fuse, drop the dynamite and run (you might slip and fall on the ice), it was a macho thing to light the fuse and throw it as far as possible.

Unfortunately, the dog, doing what he was taught, chased after the stick, picked it up, and started to bring it back. The men screamed at the dog to drop the lit dynamite, to no avail. Finally, in desperation, one of the men grabbed his ever-loaded shotgun and fired at the dog. Since the gun was loaded with bird shot it only scared and confused the dog, so he ran and crawled under the Explorer with the stick of dynamite still in his mouth.

The dynamite exploded, blowing the dog to smithereens and raising the vehicle about ten feet off the ice. On the way down the ice gave way, and the new Explorer ended up on the bottom of the lake. In Wisconsin it is illegal to deposit any foreign material into a lake. For this there is always a severe conservation fine assessed each day, and the usual charge for vehicle retrieval is \$6,000 — more for vehicles the size of the Explorer.

The insurance company refused to pay because the Explorer was used in an illegal activity — dynamiting a fishing hole, and the first payment was due at the end of the month with only 47 more to follow. This is a true male bonding experience in Cheesehead country! Only the names have been omitted to protect the guilty. ■



BY R.D. "DICK" BUTLER

The names of the 44th Bomb Group veterans and our spouses who attended the 53rd annual Second Air Division Association convention held in Tampa, Florida appear elsewhere in this issue. There were only thirty of us, including guests, who were present to enjoy this excellent convention in an outstanding hotel. We had hoped to attract more 44th people who reside in Florida, and encouraged their attendance, or at least a visit, by writing personal letters to forty-five 44thers who live in Florida and are members of the 2ADA and forty-two 44th Florida residents who are not members of the 2ADA but who would have been welcome at this convention. Apparently, attendance is not increased by any significant number by holding a convention at a location where many persons reside who it would seem could easily attend.

Nevertheless, those of us who did attend had a grand time, particularly at our group dinner where members and guests were given the opportunity to say a few words about their experiences or observations. Comments by Bob Lehnhausen, John McClane, and Forrest Clark were particularly pertinent and appropriate. We did miss the humorous comments of Goodman Griffin, who usually entertains us at these dinners. Griff did not attend this convention, it being the first one he has missed in many years.

While at the convention we received the sad news that Ed Mikoloski's wife, Yelena, had passed away on 14 May in Houston, Texas after a long, difficult bout with cancer. Ed is the president of our 44th Bomb Group Veterans Association. He had planned to attend this convention but cancelled when Yelena's condition worsened. But he was in our thoughts and prayers, and we extend our heartfelt sympathy to Ed at this most difficult time.

Kevin Watson of Eastbourne, England, a good friend of many 44th Bomb Group veterans, has recently completed and published a book entitled "RUTH-LESS" and *Far from Home*. "RUTH-LESS" was a B-24D, one of the original 506th Bomb Squadron aircraft. The original pilot and the man who named the plane after his wife was Frank Slough. "RUTH-LESS" was flown on many vital missions, including those of Kiel, 14 May 1943, Bordeaux on 17 May 1943, Rome on 19 July 1943, the low level Ploesti mission of 1 August 1943, and the mission to Kjeller Airfield near Oslo, Norway on 18 November 1943. On February 2, 1944, "RUTH-LESS" crashed on Butts Brow, a hill above Eastbourne. The aircraft had received severe flak



Mystery Survivors from last issue: Martin Richard, Darrel Larsen, Jack Bertoli, John Milliken, Irwin Stovroff, Ken Beckwith and Morris Larkin. See story on pages 25-26.

damage on a mission to Watten in the Pas de Calais area and was attempting an emergency landing at a small airfield at Firston. The pilot, 1st Lt. James "Oggie" Bolin, and the other nine crew members were all killed.

As a young boy in 1971, Kevin Watson played in the area where the plane crashed, and discovered many pieces of the wreckage. Then in 1994, Kevin read in the local newspaper, *The Eastbourne Herald*, that an elderly gentleman named Arthur King had, for the past fifty years in all kinds of weather, climbed the hill to Butts Brow on every Remembrance Sunday to lay flowers at the crash site. This inspired Kevin to seek out Mr. King and to subsequently start a fund drive to raise money to place a permanent memorial at the site. Kevin's effort was successful, and on 13 May 1995, an impressive ceremony was held at the crash site and the granite memorial was dedicated. Kevin's involvement in raising the funds and his research of "RUTH-LESS" and the men who flew it led him to write this book.

In his book, the author traces the history of the original crew from its training days at Pueblo Army Air Field, the acquiring of the new B-24D at Salina AAF, and the flight overseas to Shipdham. He relates "RUTH-LESS" crew experiences on the missions mentioned above as well as many others. This book is truly a historical masterpiece and no doubt will be used for story and research material for generations to come. With Kevin's permission, the following poem is quoted from his book:

THE "RUTH-LESS" FELLOWSHIP

*We sit and view the Sussex Downs,
At grazing sheep, as seagulls cry,
Yet some of us hear other sounds,
For brave young men, destined to fly.*

*They came to fight beside the Few,
To ease the burden of our pain,
They were our cousins, staunch and true,
And each day we saw them again.*

*We knew the trouble which they shared,
The engines coughed amid the cloud,
We hoped their lives would all be spared,
And ardent prayers were said aloud.*

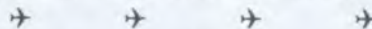
*But "RUTH-LESS" could not make the height,
And through the mist she came to rest,
Upon a hill within our sight,
And God's hand rose on those he blessed.*

*They died upon a foreign field,
Defending freedom to the last,
For what the daylight then revealed,
Were friends together, hands held fast.*

*Their youthful spirits walk there still,
Past flowers blooming in the sun,
They smile down from Willingdon Hill,
Aware of duty proudly done.*

— DOUG THOMAS, 1995

This soft-cover book is available from Kevin Watson at 29 Downs Valley Road, Lower Willingdon, Eastbourne, East Sussex, BN20 9QG, England. The price, including postage, is \$20 U.S. It is also available through Amazon.com .UK. The "RUTH-LESS" Web site can be found at AOL. The address is: www.hometown.aol.com/kpwats7. There is also more information there about "RUTH-LESS" and the book.



During World War II the 44th Bomb Group flew 344 missions. Summaries of these missions are being placed in our 44th Bomb Group Master Database. A "Mission of the Week" is available on 8AF.com where one of the 344 mission summaries is displayed each week. Please get your biography in now so that your personal story will be a part of the database.

At the time of this writing, Ardith and I are in the process of moving to Air Force Village West, which is a retirement community for retired military officers. It is located on land that was previously part of March Air Force Base and during World War II was part of Camp Haan. Our new address, phone number, and e-mail address appear on page 2 of this issue. ■

Climb 'Til Your Dreams Come True

BY JIM REEVES (HQ)

In 1945 our Commanding General, W.E. Kepner, had a dream – a vision – a plan – a dedicated thought – that we honor our personnel who served and achieved victory. His vision resulted in the building of the Second Air Division Memorial Library. This building was dedicated in 1963. It was my privilege, along with many others of the Second Air Division, to attend this great event. This library was an outstanding tribute to those who paid the supreme sacrifice, 6700 in number. When this first building was destroyed by fire, 2ADA personnel along with the people of Norwich and the surrounding area, rededicated their efforts to rebuild, and this time on a larger scale in order to better serve the people and a territory of which we have great appreciation.

In order to "Climb 'Til Our Dreams Come True" we need AT ONCE the 100% cooperation of our entire membership. If you have never made a contribution to this worthwhile cause, won't you do so today?? If you have already given, please consider the expanded area and the merits for your additional contribution. Remember the statement that resounds in the Norwich area . . . "They gave their tomorrows that we might enjoy our todays." Remember YOU and I have been blessed to have an extended opportunity given by the good Lord to live and prosper these many years. Today won't you please write a check for whatever amount you are comfortable with and mail it to our treasurer, E.W. (Bill) Nothstein, 40 Meadow Drive, Spencerport, NY 14559-1142. Each of us must believe and emphasize that the Memorial Library is for ALL who served in the 2nd Air Division and honors all those who served as well as those who were killed in action. This is your Memorial, and your name should appear as a supporter of this wonderful endeavor. The grandeur of this great 2AD Memorial Library will be a lasting symbol of the cooperation and spirit of all who served. With our time remaining we must spend the future with the wisdom of the past. I don't know the number of missions we have left to fly — but wouldn't it be great to fly them together. As an individual your service rendered during our days in England was important as a team member. Your continued interest is most important in the building of the new Second Air Division Memorial Library as we honor our 6700 brave comrades who paid the supreme sacrifice.

Remember: Quitters never win and winners never quit!!! ■



492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

BY W.H. "BILL" BEASLEY

TAMPA BAY, MAY 2000

Twenty-three 492nd BG members attended the 2ADA convention in Tampa. From all reports, everyone had a great time. Clyde Hatley and Archie MacIntyre came for the convention; the first time in a long time. Howard Heckmann was a candle-lighter in the candle-lighting ceremony. Daughters Margaret and Frances joined Howard at the convention. James McCrory and sons, James, John and daughter Janice Wilson and her daughter (Jim's granddaughter) came. Bob & Dorothy Cash, Milton & Betty Goodridge, Sam & Edith Miceli, Bernie & Rae Murtaugh, Ellis & Edna Seaton, Bill & Molly Sparks, and new member and first-timer Ed Petelle were there. A new associate member and first-timer was Brian Mahoney, son of the late James Mahoney, C.O. of the 859th BS of the 492nd BG.

492ND GROUP DINNER

Sam Miceli led the memorial service before the group dinner and was MC for the business meeting.

Bill Sparks read an article entitled "Mike's Flag" followed by the Pledge of Allegiance led by Margaret Heckmann. Bill is the nominating committee chairman and I was unanimously voted in again as group vice president and Sam Miceli as assistant group vice president.

Bob Cash gave the invocation, and later reported on the 2ADA Executive Committee meeting. The big news was that if a group VP is unable to attend an Executive Committee meeting, the assistant VP can attend in his place as a voting member.

PRIZE DRAWING

Dorothy Cash and Edna Seaton conducted the prize drawing. Proceeds will go toward the Air Force Memorial to which all 2ADA groups are asked to contribute.

PICTURES

Kudos to Vincent Re (467th BG) who took a 492nd BG group picture that turned out very well even though the Sparks and the Beasleys were not present. Unfortunately, Bill and Molly had to leave early because Bill was not feeling well. (He is doing well now.)

BRIAN MAHONEY

Brian is publishing a book entitled *Reluctant Witness*. As Brian says, "My father left behind one unfinished bit of business. A labor of love, he worked over thirty years on refining his collection of some fifty 'war stories' about his own experience in training, then combat with the ill-fated original 492nd and then the 467th." To make his work as valuable as possible, Brian is "doing the legwork" of researching the more unusual historical claims, so that historians and serious students of the war for years to

come will not dismiss telling historical episodes as "mere war stories." A few of the particular items he is looking for:

(1) Line-by-line interpretation of a mission Field Order for the book's appendix

(2) Determining the existence of a standing order that combat crews not be captured by our Soviet "allies" after a certain point late in the war

(3) Contact information on nurse Ruth Register, attached to the 492nd

(4) Men who made the transition with his father from the 492nd to the 467th

(5) Officer veterans of the 104th Observation Squadron (Langley Field)

(6) Staff officers of the original 492nd at the time it was disbanded

(7) Staff officers with the 492nd Carpetbaggers at the time it was established.

You can contact Brian at 1817 T Street, NW #2, Washington, DC 20009, tel. (202) 232-1423; e-mail: BriCamera@MindSpring.com.

CHARLES R. BASTIEN

Charles "Dick" Bastien is trying to complete his book and asks for any information 492nd members might have that hasn't been shared with him previously. His address is: 2174 Tower Court, Woodbury, MN 55125-1670, phone (612) 738-6018. He has worked very hard on his book and wants to finish it. Please help him if you can.

2001 DOUBLEHEADER IN ANAHEIM: SOUTHERN CALIFORNIA REGIONAL DINNER AND 492ND BOMB GROUP BRUNCH

Plan ahead for February 24 & 25, 2001!! Arrangements have been made at the Phoenix Club for brunch on Sunday morning, February 25. The Ramada Hotel is twenty minutes away and has quoted a great price. There are many other hotels in the area as well. All have shuttles to many activities in the area. Information on all of the above will be forthcoming. We thought it was a great idea to have a mini-reunion of the 492nd members following the 2ADA Southern California Dinner on Saturday night, February 24. The next 2ADA convention will not be until November, 2001 in Norwich, England. Time is flying, guys, so let's get together if we can. There's lots to do in the Anaheim area. If you are interested in attending, let us know. There will be more information later.

NORWICH NEXT NOVEMBER

Evelyn Cohen is now taking names on a waiting list for this convention. If you haven't signed up and think you might like to go, get in touch with Evelyn. A \$50 per person deposit is required, non-refundable unless she cannot honor your reservation.

We have attended every 2ADA convention
(continued on page 30)

THE WORLD WAR II AND AIR FORCE MEMORIALS

BY ALFRED ASCH (93RD)

The 2ADA Executive Committee, at the 2ADA convention in Tampa, Florida in May, approved the delivery of \$10,697 that was accumulated from voluntary donations by Association members to help build the World War II (WWII) Memorial and the gifting of \$25,000 from the general fund for the Air Force Memorial. Both memorials will be located in the Washington, DC area. Since I live in the area, I volunteered to deliver the checks, but it turned out to be more than just serving as an errand boy. One would think that after serving more than twenty-five years in the Air Force that he would learn not to volunteer.

Both organizations wanted a brief history of the 2ADA for their records and Web sites, so I set out to give them this. A small booklet was developed with a color photo cover of three B-24s flying in formation over England and inside were the design of a plaque for display on a wall and a short history of the Second Air Division, including our air operations over Europe, the Ploesti raid, and our unique Memorial Library we are leaving at Norwich, England for future generations in memory of the nearly 6,700 airmen we lost from operations against the enemy. We (Charles Freudenthal, 489th; Dave Thompson, 93rd; and yours truly) were well received by the two groups. We were asked to limit our presentation of the checks to five minutes; we were detained more than a half hour by both groups. More detail for each memorial follows:

DONATION FOR THE WORLD WAR II MEMORIAL

Our donation of \$10,697 was presented on 9 June 2000 at the offices of the WWII Memorial Fund staff, Arlington, Virginia. Major General John Herrling, Secretary of the Battle Monuments Commission, presided



Presentation of the check (L-R): Dave Thompson (93rd); Charles Freudenthal (489th); Major General John Herrling; Al Asch (93rd). and made the introductions. He had a great deal of factual information about the Second Air Division's wartime accomplishments that his staff got from the American Battle Monuments Commission library. It seems the library keeps history books about veterans' organizations, including one about the 2ADA. The booklet we left at the meeting will be given to the commission for their library for adding to their catalogue which is on the Internet.

John C. "Skip" Shannon, director of development, coordinated the meeting. We were to have five minutes, but the general kept us for forty. We continued to emphasize that the \$10,697 came from individual donations by our members to our treasurer specifically for the National World War II Memorial.

The memorial will be located on 7.4 acres of the National Mall in Washington, DC, directly between the Lincoln Memorial and the Washington Monument. This is the choicest location in our nation's capital, as it should be. Winning World War II was as important as winning the Revolutionary War and the conflict of the Civil War to keep our nation together. The history of the Second Air Division will be a part of this unique memorial.

The goal is to accumulate \$100 million for the total cost, all from donations. Over \$92 million has been received, but it is always the last few million that is the most difficult to collect. The commission expects to

complete the construction during 2002. We expect an invitation for its dedication. A picture (artist's rendition) of the memorial is included here. There will be underground excavation below the above-ground structures you see in the picture that will include the WWII memorabilia. We must make every effort to get our B-24 performing air operations over Europe displayed in this memorial.

I received a letter from the office of memorial campaign chairman Bob Dole in Washington, DC, signed and dated June 21, 2000, addressed to all the members of the Second Air Division Association thanking us for our donation. The letter states:

Dear Members:

As Chairman of the National World War II Memorial Campaign, I want to personally thank all of the members of the Second Air Division Association, 8th Air Force for the generous contribution of \$10,697. Your donation is a clear indication of the commitment that you feel towards the memorial.

I am heartened by the nation-wide support that is building for the National World War II Memorial. Veterans organizations, like the Second Air Division Association, 8th Air Force, are taking up the standard and leading us towards our eventual goal. Your organization can take great pride in the leadership role they have played in this important campaign.

Again thank you for your support for the National WWII Memorial. Best wishes.

Sincerely, Bob Dole.

The project is in good hands with Senator Dole giving it the leadership it deserves.

The cover page to the booklet we presented and the following plaque design will be entered on the current Web site of the World War II Memorial: www.wwiimemorial.com for Internet retrievals. The title of the booklet is "General History, Second Air Division." The wording for the World War II Registry of Remembrances is as follows:

*Second Air Division Association
8th AF, European Theater, World War II
94,441 Sorties, 439 Operational Missions, B-24 Liberators
Losses: 6,674 Airmen Sacrificed Their Lives, 1,442 Heavy Bombers
In Memory of All Who Served*

There were indications that when the World War II Registry of Remembrances is established at completion of the memorial, the short history of the 2ADA from the booklet will, in all probability, be placed on the permanent Web site.

DONATION FOR THE AIR FORCE MEMORIAL

We presented the \$25,000 check to Mr. Joe Coors, Jr., chairman of the board, Air Force Memorial Foundation, on 16 June 2000 (see photo). The presentation, including the booklet, was for the full Board of Trus-



Presentation of the check (L-R): Joe Coors, Jr.; Charles Freudenthal (489th); Dave Thompson (93rd); Al Asch (93rd).

(continued on page 31)

458th BOMB GROUP

HORSHAM ST. FAITH



BY RICK ROKICKI

458TH BOMB GROUP REUNION

As I write in mid-July, the Summer 2000 issue of the *Journal* has not been delivered yet, so I have no input from our members on the proposed 458th reunion that was in that column. With the 2ADA's 2001 convention being held in Norwich, it seemed a great opportunity to hold a group reunion "stateside." By the time you receive this issue, I hope you will have responded to **DUKE TRIVETTE**, tel. 737-299-7125. Duke has given me the location, month and date . . . Dayton Marriott, July 13, 14 & 15, 2001. That's all I can give you at this time, but more will be on the way depending on your response. As in the past, there will be personal mailings with more information as we go. Again, call or write Duke Trivette, 1791 Utica Drive, Dayton, OH 45439-2541.

THE SPOTTED APE

PETE ALDEN of Norwich sent me the photo below of himself in front of the "Spotted Ape." Doesn't matter that Pete wasn't even a teenager in the mid-forties when the photo could have been taken. He advised that his #3 son is somewhat of a computer/photo whiz and did the trick shot. The original photograph is in color, and is of a 2-foot wingspan plastic model very realistically made and well-posed. Many thanks, Pete.



THE DAY WE BOMBED SWITZERLAND

Some years ago, I believe in late 1996, I was researching material to do the article "GCA, Homemade Device at Horsham St. Faith." One of the contacts was **JACKSON GRANHOLM**, who flew as squadron and later, group navigator in the 458th. He was very helpful with the article. At the same time, I was advised that he was writing a book that he planned to sell via the Internet regarding the accidental Switzerland bombing. He said he had several pertinent chapters completed and offered to send them to me for my perusal. This was regarding the court martial/trial of two 392nd airmen involved. Those few chapters were enough to convince me that I would want to buy the book. Granholm had a difficult time convincing American Publishers to do the manuscript and found the British publisher AIRLITE who wanted to do it. The book has not yet appeared in the U.S. (as of mid-July). However, I recently received a letter from **MIKE BAILEY**, the well-known Norwich artist, who found a copy in a local bookstore. Mike liked the book and said it would be a welcome addition to any WWII library. Check your local bookstore for *The Day We Bombed Switzerland*, by J.W. Granholm, ISBN 1840371358, hardcover @ \$24.95.

ON FINAL

On July 12, 1973, the National Records Center, GCA, at St. Louis suffered a severe fire that caused a loss of official military personnel files. Recently, the Veterans Administration discovered ten million duplicates of records thought to have been destroyed in that fire. If you were told that records you needed were burned, you may want to write again to: National Personnel Records, HGSA, 9700 Page Blvd., St. Louis, MO 63132.

The planned WWII memorial in Washington, D.C. is now about 90% funded, according to chairman Bob Dole. For more information on the memorial, including how to make a donation, visit the Web site at: wwiimemorial.com or write to National World War II Memorial, 2300 Clarendon Blvd., Suite 501, Arlington, VA 22201.

Word from **CHRISTINE ARMES** via *Evening News* cuttings show that the RAF base at Coltishall was celebrating its 60th anniversary in early July. Originally intended to be used as a bomber base in 1940, it was established as a fighter airfield commanded by Douglas Bader, who reformed 242 Squadron which had taken a mauling in France. Now, sixty years later, it is one of only two remaining Battle of Britain fields still operating with front line aircraft. Today, Jaguar jets replace the Spitfires and Hurricanes of our time.

MIKE BAILEY has completed the fourteen B-24 profile paintings for the 2AD Memorial Library. It was further decided that he should also paint the fighter aircraft that were also in the Second Air Division. That commission is almost done.

JIM & PEG FARLEY, WALT & ELEANOR CLINE, NORM & PEARL LAKEY, and **BOB & LIL SCHAUSEIL** were the Floridians who attended our 53rd convention in Tampa. This was the Farleys' first convention, and Peggy, his English-born wife, enjoyed the camaraderie. Jim was in the 1105th Quartermaster Corps and arrived at Horsham in December of 1942, more than a year before the 458th arrived, and stayed until July of '45.

Here is the conclusion of the "Redneck Aviator" series . . .

You May Be a Redneck Aviator If...

- You've ground looped a Cub after hitting a cow
- You figure the weight of mud and manure into your CG calculations
- You have mud flaps on your wheel pants
- You've won the "Bob-Wire" award at a Spot-Landing Contest
- You use your parachute to cover your plane
- You answer calls from female controllers with "That's a 10-4, li'l darlin'"

HAPPY WARRIOR HAPPENINGS (continued from page 28)

for the past fifteen years until this last one in Tampa, May 2000. We missed being there to meet and greet everyone. However, there was just no way we could make it unless an asthma medication for Norma could be found that she wasn't allergic to. Current report on her condition: She's doing well and is staying away from things that give her breathing trouble. Her present medication is working. We plan to see everyone at the next convention.

MEMORIAL DAY

Russell Ives, in memory of the 492nd Bomb Group, laid a wreath at the Cambridge Cemetery on Monday, May 29, 2000. John Winterbottom, who accompanied him, did the honors of laying a wreath for the Heritage League.

Ferdinand Dessente, guide at the Ardennes Cemetery, laid a wreath for the 492nd and the 2ADA.

Enrico Schwartz and Svetlana Reimer laid wreaths at the Netherlands Cemetery (Margraten) for our group and the 2ADA.

These friends have a very special place in the hearts of the 492nd Bomb Group. ■



BY FRED A. DALE

TAMPA BAY CONVENTION

The 2nd Air Division Association convention in Tampa Bay was most enjoyable and the 445th Bomb Group was well represented with 57 attending. The hospitality room had a large attendance. Several members were present for the first time at a 2ADA convention.

KASSEL MISSION WEB SITE ATTRACTS OVER 2600 READERS

For any of you who haven't surfed the Web for 445th Bomb Group history, I urge you to get to an Internet-connected computer and pull this up: www.kasselmission.com. You have a treat coming.

Aaron Elson has created "Kassel in the Clouds," covering not only the disastrous mission, but also a good profile of the 445th.

Elson was following the trail of his father's tank battalion in Germany in 1996 when he came upon the Kassel Mission Monument near Bad Hersfeld and became mesmerized by the whole story of that air battle.

If you don't have a computer, go to one of your relatives who has one, and you'll be impressed with the accurate portrayal of the Kassel Mission on this Web site!

MARY BETH BARNARD IS THE NEW EDITOR OF THE KASSEL MISSION CHRONICLES

Kassel Mission Memorial Association President Bill Dewey announced that Mary Beth Barnard has agreed to take over as Chronicles editor. Mary Beth is the 445th group historian, and recently left the Mighty 8th Heritage Museum as archivist. Welcome back, Mary Beth!

DO YOU HAVE YOUR PERSONAL COMBAT HISTORY YET?

Many of you combat veterans who flew missions with the 445th Bomb Group may not know that Dick Gelvin can provide you with your own "Personal Combat History."

The documents will detail day by day combat history, including the members of the crew, their rank and job responsibility, the airplane they were flying (by tail number and call sign), the target, bomb load, number of ships participating, the number of losses (if any), and official mission results where observed.

All of this data will be contained in a 3-ring binder with a colorful eye-catching cover that you can present with pride when asked, "What did you do in the Great World War II?"

Send \$45 to R.F. Gelvin, 448 Leisure World, Mesa, AZ 85206. Questions? Phone Dick Gelvin

at (602) 654-9249 or e-mail: DispleaseDDog@msn.com.

445TH BG HISTORY UNDERWAY

Dick Gelvin, Mary Beth Barnard, and Horace S. (Hal) Turell are on a project to write a definitive history of the 445th Bomb Group. As you know this has not yet been done.

Hal Turell sez: "We have tons of material about the combat crews and missions as well as the brass. *What we do not have is material about the guys who labored through the cold English nights to get our aircraft ready.* The ground crews. Not just the mechanics, armourers, electricians, and gas tanker operators, but the cooks and bakers, the MPs, the ground defense, the truck drivers . . . without all of them we would never have flown. *Ed. Note: Very important point; see my editorial in the Summer 2000 Journal.*

"We would like to get anecdotes and first-person stories about their efforts and accomplishments. We have found an astounding interest in the minute details. Details that we might dismiss as unimportant or boring are fascinating to those of the younger generations."

Contact Horace S. Turell, 2236 E. Cactus Wren Drive, Phoenix, AZ 85020-5624, phone (602) 870-1603, fax (602) 870-3157, or e-mail: halturell@home.com.



Cambridge Cemetery 445th Bomb Group wreath placed by Evan Harris of the Friends of the 2nd Air Division Memorial

FOLDED WINGS

Richard Littlefield, waist gunner on the Ed Appel crew, reports that the following have passed away. Jack Fleming, who lived in Lincoln, Nebraska, flew copilot and later was 1st pilot when some of the crew were sent to the 389th Bomb Group pathfinder squadron. Steve Hall, navigator from Woodstock, GA who also was transferred to the 389th, also passed away. ■

WORLD WAR II & AIR FORCE MEMORIALS (continued from page 29)

tees meeting at the Air Force Sergeants Association, Temple Hills, Maryland. The outstanding work to develop the memorial in the face of extreme opposition bodes well for the highest quality of people serving on the board under the leadership of Mr. Coors and Retired AF Major General Charles D. Link, president of the Board of Trustees. Retired AF Colonel Pete Linquest, vice president of operations, coordinated our activities. Again, we were scheduled for five minutes and spent at least thirty discussing the 2AD history of the air war over Europe in WWII.

The AF memorial is to be built on Arlington Ridge at the Arlington National Cemetery. Arlington Ridge is a short distance from where the Wright Brothers flew their early airplane. It is also just below the hill from the famous Marine Memorial. The total cost will be \$30,000,000; the sum of \$22.6 has been raised with the \$8.4 million expected from individuals who served in the Air Force. Construction starts the first of next year with completion in the year 2002 to celebrate the 100-year anniversary of flight. This memorial is long overdue considering the other military services have had theirs for a number of years in our nation's capital. We expect to be invited to the dedication ceremonies.

Our association name will be entered into the Sponsors Registry and also displayed in an appropriate place inside the memorial. The wording and design will be like that provided for the World War II Memorial (see page 29). We also requested that the brief history of the 2ADA appearing in the booklet be included in the Web site at such time as one is developed. We must follow this activity and do all we can to have the B-24 featured in the memorial where WWII activity will be displayed.

Part of the agreement for taking \$25,000 from our general fund was that it be returned through donations from the groups and 2ADA members. We must do this to keep our funds at a level to support our Memorial Library at Norwich, England. We must build up the endowments to a level to ensure that the income from them will support the library operations for many generations to come. The machinery is in place and I am convinced that operations will continue long after our generation is gone. Even if the political climate changes between our two countries, England and the United States, the Memorial Library will continue. I often think about our cherry trees around the Tidal Basis in our nation's capital which were gifted by Japan. Some wanted to cut them down after the attack on Pearl Harbor. Cooler heads prevailed and the trees remain there today. So it will be with our Memorial Library; it will survive through "thick or thin."

Make checks for the Air Force Memorial payable to 2ADA with a notation on the lower left corner: AF Memorial. Send checks to our 2ADA treasurer, E.W. Nothstein, 40 Meadow Drive, Spencerport, NY 14559-1142. Donations are income tax deductible for those who itemize and file the long 1040 form.

Please state group number, name and address of person to contact and telephone or e-mail for group donations, or name and address of person, phone and/or e-mail for individual contributions. Send in your donations now! ■



HETHEL
389th
Green Dragon
Flares

BY BARNEY DRISCOLL

CASPER AIR BASE VETERANS REPORT

Greetings to all the good folks of the Second Air Division Association and especially all the good people of the 389th Bomb Group family. Before I begin, I hope you will excuse me if I mention again that if anyone is aware of a friend or crew member who is not a member of the 2ADA, please send me his name and address.

It is a well-known fact that a great many bomber crews which flew combat missions as a part of the Second Air Division, Eighth Air Force received at least a part of their training as a crew unit at the air base at Casper, Wyoming.

When I became aware that they were holding an annual reunion for those who trained there as well as the folks who were permanent party on the base, I thought perhaps I should check it out.

Emme and I took off and drove to Casper, arriving there July 9th.

It was of particular interest to me in as much as our crew, the Kenneth R. Kleinshrot crew, had trained there during the latter part of 1943. We left for Wendover, Utah during the first part of January, 1944.

To provide a little background: Shortly after we became involved in WWII, the Army Air Forces became acutely aware of the crying need for air bases where heavy bomber crews could be trained as a crew unit.

Crews were to be assembled and trained together as a crew and great efforts were to be made to attain a high degree of proficiency among all individual crew members, from the pilot to the tail gunner.

To attain this end it was imperative that the bases be constructed and training programs established. It was because of this need that the Casper, Wyoming area was selected as the site for one of these bases.

Construction of the Casper Army Air Base was started early in the month of May, 1942. The base was to be on a plot of nearly 3,000 acres, at an elevation of 5,300 feet, about nine miles west of the city of Casper, Wyoming.

The air base was a great boon to the city of Casper, which at that time had a population of approximately 18,000 people. It meant many jobs during construction, not to mention the large number of civilian employees who would be needed on the base as training operations began.

The local merchants could also look forward to an influx of business that would be generated when the AAF personnel came to town.

The construction work under the Army Corps of Engineers proceeded in a very satisfactory manner. One of the top priorities was the building of four one-mile-long intersecting runways.

A total of about 400 buildings were built on the base. Some, such as the hospital, administrative buildings, chapel base theater, and five 300-man mess halls, were quite substantially constructed. Many of the others were just buildings covered on the outside with tar paper and not intended for long life.

Construction progressed so well that the base was officially activated on September 1, 1942, two weeks ahead of schedule. At that time 21 officers and 165 enlisted men had arrived from Salt Lake City.

The men were designated as the 211th Army Air Force Base Unit. Their duty was to establish a combat crew training school (heavy).

At this time there had not yet been any aircraft assigned to the base. The first planes to arrive were B-17s and B-17 crews also arrived. At that early point in the war there were not that many B-24s nor B-24 crews available. However, a short time later, early in 1943, the B-17s were moved out and B-24s started to move in.

Most of these planes came from other training bases along with a few B-24s that were "war wearies" returned from combat.

Changing from B-17s to B-24s created a major problem for the base storeroom. All the B-17 parts had to be shipped out and replaced with spare parts for B-24s. It was also necessary to bring in some mechanics who were familiar with the B-24. Likewise, it was necessary to round up

some B-24 instructor pilots.

The 331st Bomb Group (training) was established, commanded by Lt. Col. Frank P. Hunter.

The training program operated on a 24-hour schedule, seven days a week with eight hour shifts.

As the shifts rotated, the air crews were assigned to one of three classes; either flying, ground school, or off duty.

The training period varied from 10 to 12 weeks depending on the weather, availability of flyable aircraft, and need for replacement crews overseas.

It was a normal situation for about 50% of the planes to be flyable at one time. There seemed to be a constant wind blowing, sometimes with quite a high velocity, driving sand and dirt, which took a high toll on aircraft and engines. At other times it was frigid cold and blowing snow.

At one time the wind reached a velocity of 82 mph and the operators abandoned the control tower for fear it was blowing over.

Dust constantly infiltrated the buildings and it was not uncommon to find desktops or other flat surfaces covered by a 1/8 inch layer of dust.

Considering the difficult conditions under which the aircraft maintenance men had to work, they did a magnificent job.

The combat crews in training flew a total of at least 5,000 hours a month or more even at that early stage.

As time progressed, additional crews arrived. By mid-June 1944, a total of 172 combat crews were in training.

One of the points of interest was the flights of P-39 Aircobras stationed at Peterson Field, Colorado, who, as part of their training, came to Casper to use the firing range. In the course of their training at the range a couple of mid-air collisions occurred. One man who had to bail out of his P-39 was Flight Officer Charles W. Yeager, later known as General Chuck Yeager.

In mid-1944, a Miss Doris V. Bristol, a WASP, was assigned to the base. She was a young lady with considerable flying experience and was well qualified as a B-24 pilot. She was in great demand as a copilot. On the base, she lived with the nurses and ate in their mess hall.

The P-39s were not the only folks who had mid-air collisions. Over the two and a half year period of training 25,000 Air Force men for combat duty, there was a loss of life of 136 men due to flying accidents.

During the month of October 1944, there were six major accidents recorded as complete wrecks. The accident investigating board attributed five of these to pilot error.

At the end of December 1944, the Casper AAF had a total of 5,048 military personnel including 1,766 crew members in training. There were also 833 civilians employed on the base.

As time progressed, the base developed some amenities that might be found at older established bases.

During February 1943, the 47th Army Air Force Band was established. These 38 men started as a marching band. Soon, they had a 27-piece dance band and a 12-member concert band.

The first ladies of the "Women's Army Corps," a lieutenant and 12 enlisted women, arrived on May 13, 1943. The contingent soon grew to a full company of 150 ladies, the 768th WAC Company.

There was also a weekly base newspaper called "The Slip Stream."

The citizens of Casper were very gracious hosts to the men from the Air Force base. A servicemen's center was soon established in town and operated by volunteers. In many instances, servicemen were invited into the homes of the local folks.

Many of the men who were married wished to have their wives with them but had difficulty finding housing for them in town. Vacant apartments were almost impossible to find. To accommodate the servicemen, many local families rented out spare bedrooms, basements, and any spare space they could fix up.

For those men stationed at Casper, most will remember the large revolving globe with small glass prisms that was above the dance floor at the Gladstone Hotel. They will also recall the proliferation of slot machines, everything from nickel to silver dollar machines. Those who were there in the winter will remember it as one of the coldest places in the world.

The city of Casper has changed immensely. It is now a modern city with a metropolitan population of approximately 65,000. The old air base is now the Natrona County International Airport with a fine modern terminal building. Some of the old hangar buildings are still in use.

(continued on page 33)

LET US NEVER FORGET What Happened to Lt. Edwin M. Helton's Crew

FOREWORD BY WALTER J. MUNDY (467TH)

As Group Vice President of the 467th BG, I was asked by the Roll of Honor review committee to verify that a short list of 467th combat crew members were Killed in Action or Killed in the Line of Duty. The names on the list were those crew members who were not verified as deceased in either classification and official verification is necessary to have them named on the Roll of Honor at the Second Air Division Memorial Library.

Through correspondence with the Army Total Personnel Command, I was able to verify that S/Sgt. Rufus C. Davis on Lt. Charles D. Harrison's crew was Killed in Action on May 8, 1944. I have requested verification of eight other 467th crew members and of this date have received verification of one other that I want to pass on to the Roll of Honor committee and to the members of the 467th and the Second Air Division Association.

The story that follows is one that will stir many emotions of those of us who flew in combat and those Americans and English people who will never forget the sacrifices of the men of the Second Air Division. This is a story of a crew that should be here alive with us but instead must remain always in spirit in our hearts.

This story not only answers the requirements of verifying that Lt. Helton and his crew were Killed in Action, it also provides the vital information concerning the mission, the aircraft, the crew, and the history for inclusion in the electronic database of the 467th BG.

These brave men are no longer Missing in Action. They will always be on the Roll of Honor.

→ → → →

THE DATE: 21 June 1944
THE TARGET: Genshagen Industrial Works near Berlin
(Mission #60)
THE AIRCRAFT: B-24H #4252497

DUXFORD LIBERATOR UPDATE

(continued from page 10)

The B-24 is housed in Duxford's Hangar 5 where many of the museum's restoration projects are going on in full public view. The aircraft is proving a popular attraction with visitors from the U.S. What visitors don't see is all the research going on behind the scenes to ensure that the aircraft is restored to the exact same condition as it would have been during the Second World War. Duxford's Conservation Department is always pleased to hear from anyone with any leads for locating B-24 parts. Contact John Delaney, Imperial War Museum Duxford, Cambridge, CB2 4QR, England; e-mail: JDelaney@iwm.org.uk. ■

389TH GREEN DRAGON FLARES

(continued from page 32)

The old chapel was moved downtown and is now a Catholic church. The servicemen's center on base is still intact and is being converted into a museum.

A number of the old barracks buildings have been equipped with aluminum siding and are now being used for storage. The rest have been torn down. It all boils down to the fact that you would never recognize the old place.

If anyone is interested in any additional information about Casper Air Base, contact Dick Lange, 1400 West 39th Street, Casper, WY 82604. ■

THE CREW MEMBERS: 1st Lt. Edwin Helton, pilot, 0687592; 2nd Lt. Maurice R. Nelson, copilot, 0699712; 2nd Lt. Richard J. Ludka, bombardier, 0694919; T/Sgt. Warren G. Rankin, engineer, 35575827; T/Sgt. Frank Borchick, radio operator, 13171042; S/Sgt. Thomas A. Gensert, ball turret gunner, 35766187; S/Sgt. Charles L. Knowles, Jr., gunner, 18189980; S/Sgt. Carmine Margiosso, gunner, 12037871; S/Sgt. Stanley Brzezowski, tail gunner, 32862091.

THE DOCUMENT: Lt. Helton's B-24 was damaged by flak over the target and was last seen going down under control with one engine on fire and one engine's prop feathered. Reports indicate that the aircraft crashed on the west bank of the Muritz See near the village of Klink, Germany. All nine members of the crew were rescued and captured. Seven crew members, except Lt. Helton and Lt. Ludka, were taken into the town of Waren where they were turned over to the Security Police, who executed (MURDERED) them and had them buried in a common grave in Poppentin, Germany. The remains of these seven were subsequently disinterred and sent to the U.S. Cemetery at St. Avold, France where they were identified. German reports indicate that all seven had been shot in the head.

Lt. Helton and Lt. Ludka were turned over to SS Police Commissioner Stempel in Fuerstenberg-Mecklenburg where they were similarly executed (MURDERED) and allegedly buried in Droegen/Stargard. The remains of Lts. Helton and Ludka have been determined to be unrecoverable.

This wartime atrocity was investigated and The Gauleiter of Mecklenburg, one Friedrich Hildebrandt, the Nazi criminal who ordered the murders of these airmen, was tried as a war criminal and hanged. Other German SS police and officials who participated in the atrocity are dead by suicide or were detained by the German police and prosecuted as war criminals.

YES, THIS IS A STORY THAT HAD TO BE TOLD! ■

Extra Man on B-24 Bomber Crew Was a "Listener"

SUBMITTED BY CHARLES FREUDENTHAL (489TH)

My German correspondent, Herr Theile, from Hofheim, had asked me about "Listeners" on our crews—people who were fluent in German and who were to listen in on German aircraft communications. I'd never heard of such an operation, but he sent me the following article which he said was written about a Mr. Steffen and published in the 392nd BG Memorial Association November 1998 Newsletter. He also said that a Sgt. Creighton Schaefer, on a 392nd aircraft "Georgia Boy," was a "Listener." That plane came down near Theile's home on 9 September 1944.

Steffen died several months ago. Here is the article:

Many times on a mission there was an extra man on the loading list, over and above the standard 9- or 10-man crew. He could understand the German language, and his job was to monitor German radio, seeking information on enemy air defenses.

One such crewman was T/Sgt. Norman W. Steffen, and here is his story:

"I went to England in October 1943 with the 445th as a cryptographer in the communications section. I became aware of the need for persons with knowledge of the German language, and was sent to Maidstone, Kent for six weeks of training. (My knowledge of German came from mandatory German education in a Lutheran elementary school in Milwaukee, my home town. Milwaukee has a very Germanic culture.)

"I was assigned when I arrived at Wendling about July, 1944. My first mission was August 4, 1944 and my 30th was March 23, 1945. We would fly with whatever crew we were assigned to by Operations, so I flew with a number of crews. Our job was to record conversations as an aid to identify locations of enemy fighter groups and the tactics being used by the Germans. This was particularly true in 1945 when the RAF was bombing German bases at night and they were moving their fighter groups around.

"The busiest time for recording was around the target area when the fighters were up. We each developed our own kind of shorthand. I recall one of their pilots I picked up several times who called himself "schildkretter," which means "turtle" in English.

"I survived two crash landings, one on October 15, 1944 on a mission to Cologne. Our plane took a lot of flak and our hydraulics were out, so we landed at an emergency field and the nose wheel collapsed on landing. The other was in France, near Nancy, and we spent a week with the ground troops and some time in Paris before we got back to England. The pilot might have been Lt. Vickers on that mission. I also recall flying with the Rose crew, and flying in R-Bar, 'J.C.'s Pool Hall."

"Other 'listeners' were Frank Bleichard, Otto 'Jim' Krohn, Maurice Belskey, Asher Bibbins, Max Korn, and Herb Asseln." ■



WENDLING 392nd B.G.

BY CHARLES E. DYE

Those of you who are regular readers of this column will note a change in the byline.

I am delighted to have been elected 392nd BG vice president to the 2nd Air Division Association. Since this is my first column, permit me to introduce myself insofar as the Mighty Eighth is concerned.

I first became acquainted with the 2ADA in 1948 and have been a life member for more years than I care to remember. I am a life member of the 392nd BGMA and have been fortunate to have served on the board and as treasurer for seven years, a position I currently enjoy. Also I am a member of the board and secretary of the 8th Air Force Memorial Foundation, the organization that works with museums around the world preserving the heritage and memory of the Mighty Eighth in WWII. In addition I am a life member of the 8th Air Force Historical Society, served on the board of directors for eight years and was treasurer and president.

The gregarious 392nd BGMA usually hosts the 8th Air Force Active Duty Award recipients at the Historical Society reunions. At the 1999

reunion in Savannah, we were fortunate to also host the then-president of the 2nd Air Division Association, Hap Chandler, at our rendezvous dinner.

The 2ADA reunion in Tampa, Florida this past May was well attended by the 392nd (50+), and again the hospitality room was the focal point for us Crusaders. A list of those who attended appears elsewhere in this issue. We appreciate your support and look forward to seeing all of you at the next 392nd BG meeting, which will be in Salt Lake City, Utah in October (2000).

The next 2ADA reunion will be in Norwich in November 2001; contact Evelyn Cohen for further information.

Due to the efforts of our 392nd BGMA second generation members and the World Wide Web, our membership continues to expand despite the loss of several dear friends. Since October 1999 we have enrolled 19 new 392nd BGMA members, 16 of whom are of the second generation variety. Efforts are being pursued to bring more second generation people into our fold and to encourage them with more duties and activities, all to the end of developing and maintaining the heritage and memory of the Second Air Division and the Mighty Eighth.

In order to make this column more substantive, informative and interesting, I am pleased to include a message from the 392nd C.E.O., Col. Lawrence G. Gilbert (USAF Ret.), our last wartime group commander. Have fun, stay healthy, and attend the reunions.

LAWRENCE GILBERT NOTES:

A hearty "Welcome Aboard" to Charley Dye, our new VP to the 2ADA. Charley's rich experience on the board of the 392nd and the 8th Air Force Historical Society speaks for itself on his talents and willingness to serve for the benefit of all members. J. Fred Thomas, former incumbent, deserves our vote of appreciation for his years of loyal service as our VP, as past president of the 2ADA and as a member of the 2ADA Executive Committee for many years.

On a somber note, in early June we lost Col. Warren Polking, former 578th Squadron commander, after a long illness. Col. Polking was one of our originals, a member of the initial cadre formed in early 1943 in Tucson. He was truly a leader in every sense of the word. He ran a "taut ship" in his squadron and enjoyed the respect and friendship of all who knew him from top to bottom. He will be missed. The impressive interment ceremony at Arlington was attended by Mrs. Polking and family, Carroll Cheek and myself and spouses. Carroll Cheek was a lead pilot in Col. Polking's squadron.

October 17 brings our next reunion in Salt Lake City, with new stories and old tales, slightly inflated, in the hospitality room and at the group rendezvous dinner. If you can make it, you'll be glad you came. ■

ONE YEAR TOO MANY

BY J. FRED THOMAS, PAST GROUP VP, 392ND

Like some of our outstanding athletes who stay on longer than they are able to contribute to the team, it would have been the better course had I called it a career at Austin. Like the overextended athlete, I feel that my performance has amounted to little over the past year. And like the old athlete, I have been cut from the team with no regrets. Not only did I spend my time stamping pismires, the personal health scene at home made for a more than tolerably stressful year. There is a limit.

At Austin, it was thought that we could produce a Roll of Honor for the KILODs with the cooperation of the 392nd BG as well as the other fourteen groups involved. It would have taken quite a lot of time for some to research the group histories, but we believed it a worthwhile effort. We spent many hours and days corresponding with researchers in Britain and some on the continent. We were sent quite a number of names, which were distributed to the groups concerned. The 2ADA Executive Committee voted to produce such a Roll, but as yet, little progress has been made. My own 392nd BG has shown little interest in the project. Even though the 392nd BGMA people have the group records and histories from the archives, I was given only the minimum of help. It seems the group has determined that a Web site is the

way to go. The work of the Web site workers is to be appreciated, but we had hoped those people could list the KILODs while building the site. Whether or not that comes about is now in the hands of a new regime. So be it.

Another project that quite a number of us had hopes for was having our Second Air Division history put in a database. It is expensive and a lot of work is involved, but we believe it worthwhile. Quite a number of military museums and archives, as well as several college libraries, have shown great interest. Certainly we should have such a database at our 2AD Memorial in Norwich. I went to Savannah with the creator of the database and arranged a meeting with the 392nd BGMA board. Again, it was a futile exercise. It was deemed too expensive and they decided the group could do something better. That failure, by trying too much, and a regrettable series of later events, put my plane's course on a crash profile. From that time on, I might have just as well stood in bed. Except for those who have always supported me, I was solo.

However, all of the above is history. Things are looking up. You have a new group vice president with a new broom with which to sweep a clean path. Charley Dye is a good man, and I have every expectation that he will serve

you well. He is of the cadre that came out of the 8th AFHS to form the 392nd BGMA, and he has the support of the entire board of directors of that organization. He should be much more able than I to get information for any who seek the whereabouts of people on or off the several rosters, since they have all the available records. If he wants or needs anything that I have in my records, he need only ask.

As for my future in 2ADA, a great deal of that will be determined by the priorities required by the scene on the home front. I will keep an interest in the Association as it moves toward the sunset. The offers of committee work by the new Association president are truly appreciated, but some of the stress has to go. I will keep an interest in the development of the Roll of Honor for the KILODs, and indeed, the production of a database for the Division history. We may never see them, but both programs should be seriously considered and pursued. As for the 392nd BG, of course I will do a favor for a fellow member. Certainly I intend to keep in touch with all our British friends of years past, as well as others in other countries, but as far as any official business, my tour is finished. It has been a battle of love, and I go with malice toward none and best wishes for all. Go with God. ■

Overpaid, oversexed, and over here: The Brits have seen the arrival of Yanks as a mixed blessing ever since the friendly G.I. invasion of the Second World War. Now, just as their airmen are heading home from bases in the United Kingdom after "winning" the Cold War, battalions more of our U.S. cousins are arriving, taking over historic institutions, businesses, and neighborhoods.

There are 200,000 U.S. citizens living in the U.K., twice the number of ten years ago, despite a sharp drop in military personnel. Counter-colonization is in progress. U.S. luminaries who have parachuted in include Michael Kaiser, head of the Royal Opera House; George Mitchell, harbinger of peace in Northern Ireland; and Barbara Cassani, head of British Airways' cheap-fares offshoot, Go.

When we are in trouble, it seems we can't help looking West. When the Jubilee Line extension hit the rocks, in rode Cliff Mumm, a South Dakotan from Bechtel Corp., who took over and finished the job.

The image of the American is someone who will Get the Job Done, while we Brits just fiddle about. "The British take on every project like a game of chess," says Mumm. "They worry endlessly about rules and procedure. But when we got this job, we put together an Anglo-American team and said, 'Let's do what it takes.'"

George Mitchell, one of the world's smoothest diplomats, tells a similar story. "I don't want to take anything away from the British and the Irish," he has said. "They are warm and wise and articulate. But sometimes you get the feeling these guys are so articulate, they could go on talking forever. Americans are more likely to say, 'Enough already, let's get the thing done.'"

It is difficult to argue with success. The U.S. economy is in the longest expansion of its history. It is the richest nation there has ever been. Its stock market is propping up the global currency exchange market. America dominates in sport, economics, and military power. A survey conducted by British Telecom shows senior British business people agreed that a "can do" attitude was the most important determinant of commercial success. Sixty percent thought American business culture exemplified this attitude. Only ten percent thought it applied to home-grown companies.

There are some jobs Americans are likely to be better suited to in any case, simply because the United States is further ahead. Raising money, for example, is virtually a U.S. monopoly. Trained in a nation which gives more money to charity than the rest of the world put together, and where universities, schools, and arts companies have rarely been state-funded, money-getters from across the pond are in huge demand. Alice Gosling, the Illinois-born and bred fund-raiser for Lincoln College, Oxford, says British institutions are adapting to a new, harsher financial world. "In the U.S., colleges have been aggressively fund-raising for 25 years. Here, development is fairly new in lots of areas — higher education, museums, the ballet. The industry is simply more developed in the U.S."

OUR COUNTRY NEEDS THE U.S.?

BY RICHARD REEVES,
The Observer (liberal weekly),
London, January 23, 2000

Some are worried about the influx of Americans into the British cultural world. Scottish Ballet has an American artistic director, Robert North. The principal guest conductor to the Royal Scottish National Orchestra is New Yorker Marin Alsop. The South Bank is being recast by Oregon architect Rick Mather for \$114.8 million. And — most shocking — the BBC Symphony Orchestra has appointed American conductor Leonard Slatkin. Which means the Last Night of the Proms is to be led by a native of a nation that fought us for its independence.

Can we stem the invasion? And do we really want to? Perhaps we rather like economic success, people who talk to strangers, and good coffee after all?

For years, the Brits have been able to cede most other areas of superiority to the Americans, confident at least in our greater culture and knowledge. Let them eat their McDonald's, we sneered, at least we understand Mahler. What now?

Even if we can accept the expertise Americans bring to areas such as fund-raising and the diversity of the international arts scene, the Americanization of other areas can cause the hackles of the British bulldog to rise. The Monetary Policy Committee of the Bank of England — which sets our mortgage rates — includes a U.S. economist, DeAnne Julius. She insists the trend we are seeing is less Americanization, more internationalization. "There has been a globalization of human capability. There are more Americans and more people of other nationalities too," Julius says. "All fields are now more global — business, the arts, sports."

Two of the most powerful magnets for Americans are the City of London and the English language. London is a major financial center, and U.S. finance firms are powerful, so it is inevitable that the Square Mile will be filled with New York twangs. Half of all U.S. investment in Europe is in the U.K. London is a bridgehead for many American companies that also operate on the Continent.

But the traffic isn't one way. While we fret about Americans taking over our august institutions, they are watching Brits fill up their faculties as part of the well-publicized "brain drain" across the Atlantic. And though Jaguar

is now owned by the American company Ford, and Wal-Mart has swallowed [British retailer] ASDA, at least Burger King is owned by a British firm.

Nonetheless, our tendency to reach for the transatlantic hot line may reflect a feeling of national inferiority, warns Richard Hoggart, author of *First and Last Things*. "We are in the middle of a serious period of self-doubt, of doing ourselves down. So people come over the pond to help us out. Whether they are actually more successful or not remains to be seen."

Some imports have been high profile disasters: Michael O'Neill resigned on his first day as chief executive and "savior" of Barclays Bank, citing ill health before getting on the plane back to California. The Bank of Scotland ended its dealings with Pat Robertson, a right-wing evangelical Christian broadcaster, after he shared his views on the evils of homosexuality.

Even some of the Americans think our Yankophilia is overdone. "Brits can be quite romantic about how efficient we are and about our business practices," says architect Mather.

And American directness can cause problems, says Gosling. "In the U.S., enthusiasm is seen as a good thing; here it seems like you are trying too hard. If you prepare for a meet-

ing, people seem to think you are pushy." She also says fund-raising can be challenging in a country where discussion of money "leaves people's fingers dirty. The British don't like talking about money."

Mather is glad to be in Scotland, where the locals have their own brand of brash. "In England you are never supposed to say what you think, but everyone is supposed to know what you think. In Scotland, like America, you can actually say it."

Even our language is under attack as never before. U.S. spellings [used throughout this article] are gaining ground, helped by the hegemony of West Coast software firms and computer spell-checkers. Color [not colour] will surely be in the *Oxford English Dictionary* soon.

The outposts of U.S. culture — huge bookstores, coffee shop chains, long working hours, fast talking, high divorce rates, and "dress down" Fridays — are everywhere.

The number of coffee shops has increased tenfold in five years. *Friends* and *Frasier* are ubiquitous. And U.S. policies and phrases have been adopted wholesale by the Blair government.

Can we stem the invasion? And do we really want to? Perhaps we rather like economic success, people who talk to strangers, and good coffee after all.

One American director of the U.K. branch of a U.S. company captured the fears — or hopes? — of many.

"Everybody says it is not like America yet," he said. "But it will be. It will be." ■

BUNGAY BULL

446th BOMB GROUP
BY AUD RISLEY



Time flies when you're having fun. And if you weren't in Washington, D.C. with the 200 or more of us at the 446th reunion, you missed a fine event.

In addition to the "regulars," there were some first-timers, including Bill and Judy Browning, whose father, William "P.C." Browning, was a tail gunner with the 705th and an original member of the 446th. Bill and Judy live in Louisville, Kentucky. They had a great time.



Paul and Nona Park of Colorado Springs enjoy the 446th banquet along with 200 others.

Perhaps the highlight of our three days in the Capitol was the May 19 dedication of the 446th memorial at Arlington National Cemetery. It was a very moving morning, with Marvin Speidel as spokesman noting the achievements of the 446th Bomb Group and honoring the memory of "the 446 members killed in those dark days."

Adding to the solemnity of Arlington was the entrance of the Air Force Color Guard, the invocation and benediction by Chaplain Colonel Ed Brogan of Arlington National Cemetery, and moving remarks by 446th past president Ted Tate, who noted that the site is the "holiest land of United States government."

Link Veazey, incoming president, and Frank Bigos, president, also expressed pride in the record of the 446th Bomb Group.

Historian Bill Davenport made the presentation of the memorial 15-foot sugar maple tree . . . "for safe keeping of our living memorial."

Many of us were moved by our visit to the Franklin D. Roosevelt Memorial and also the newly opened Korean Memorial. If you are in Washington, it is our opinion that these are "must sees."

Finally, we visited the White House and had a friendly visit with Buddy, Bill Clinton's White House guard dog, who was out on the lawn for a romp with security guards; an 8 AM tour of the White House; and then another memorable visit to the National Building Museum to view the White House rooms, a 60-foot replica with every minute detail including pictures on the wall and pens on the desk. That is an interesting place for a visit — hard to find, but worth the trip.

Hearing from Alan Hague, of the Norfolk and Suffolk Aviation Museum at Flixton, has become a regular part of the "Bull." My e-mail came with pages showing in color the Web site for the museum including the 446th group museum and some detail about its contents.

Alan has also been busy placing a wreath at Cambridge American Cemetery on Memorial Day. The 446th wreath he presented was one of 112 floral decoration presentations at the cemetery. This is another place to visit if you haven't done so yet.

Many of you have communicated with Luc Dewez or read his commentary from time to time. An American holiday doesn't pass that he doesn't remember the Americans who served in World War II. On Independence Day we received the following message:

Dear American Friends:

I wish you a great Independence Day 2000. I hope that the veterans will receive a lot of attention from the youngsters. If you think they pay not enough respect to your fight for the cause of freedom, be sure that on the other side of the Atlantic Ocean, at least one Belgian guy does. May they never have to pay the price for their easy-going way of life. The less you care about freedom, the more you risk to lose it.

Thank you for my freedom. Your dedicated friend from over here, waiting eagerly to be over there with you, Luc.

Our daughter read his message and e-mailed him a message which thrilled both him and our patriotic daughter on July 4.



Meeting old friends is the best. In Tampa at the 2ADA convention are Aud Risley, Jordan Uttal, Mitch & Nettie Reno, and John & Mignon White. A good time was had by these folks.



The 446th reunion is a family affair for the Toronjos. From the left, David, Tallula, and Macy and Walter and Juanita, all from Texas.

Our flag flew proudly from our front porch.

The Dallas Morning News on Memorial Day featured a 446er in a big spread titled "One Who Served" written by Ed Timms. Arthur Monosson was the featured vet. He was a gunner on a B-24 and flew 30 missions. Nearly two full pages tell of his harrowing experiences, not any different than many of ours. It was well done and a fitting observance of the day we choose to honor the protectors of our freedoms.

The photos featured in our Bungay Bull this time were taken mainly by Juanita Toronjo to whom we are grateful. She is a fine photographer and one whose camera worked when the Bull's editors failed.

As 446th group vice president, I represented the association at the 2ADA convention in Tampa a week following our 446th meeting in Washington. Joining me were John & Mignon White and Mitch & Nettie Reno. We had a good time and made our presence known. Wish you'd been there for it.

Once again we urge you to send your news to us. As we grow older, it becomes more meaningful to all to share our experiences. And one of the big benefits of growing older is that often our investment in health insurance finally begins to pay off. I have noted that I can live without sex, but not without my glasses.

Hope all is well with each of you. Keep in touch. My new e-mail address is: Risley446@aol.com. ■

489TH NOTES (continued from page 19)

Old Country, where I grew up, we didn't have a day like this to celebrate." Reaching into his pocket he brought out a shining half-dollar for both of us! In our childhood dreams of 1925 we did not foresee that less than twenty years later we would say our last goodbyes to one another at Mitchell Field, New York; Carl to make his final combat flight on July 7, 1944; I to be blessed with the freedom that Carl and thousands of our comrades preserved with their lives. ■

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have been honored with 12 national television awards. Consider purchasing these award winning programs as gifts for your family and/or for donation to your local library.

EIGHT CANDLES FOR REMEMBRANCE

English friends and bittersweet memories greet the 2nd Air Division as they return in 1987 to air bases in East Anglia. Covers the re-dedication of purpose at the American Cemetery in Madingley.

73 minutes

DISTANT FIRES

They are the WWII generation who saved the world. In 1995 they return to England and share the memories of their most heroic hours. A CINE Golden Eagle national award winner.

56 minutes

PARADE

In-depth coverage of the 50th Anniversary of Victory in Europe parade held in Norwich, England. British and 2AD veterans march the streets celebrating this historic event.

56 minutes

FACES OF THE 2ND AIR DIVISION

Closeup reality of war and its lasting effects are revealed on the faces of airmen and ground personnel in this Emmy nominated documentary. Moving stories told by the men and women who lived them.

55 minutes



MEMORIES OF WAR

Where the bomb runs are taken and the battles fought yet once again for all to see and try to imagine.

Awarded a 20th Anniversary Classic Telly.

30 minutes

RAF TRIBUTE TO THE 2ND AIR DIVISION

This stirring ceremony by RAF COLTISHALL Honor Guard and RAF Wyton Military Band highlights the reunion of the 2ADA, Norwich, England in 1990.

50 Minutes



THE DAYTON TAPE "PRIDE OF THE NATION" HIGHLIGHTS

This program previews the forthcoming documentary on the 445th Bomb Group's tragic mission to Kassel, Germany, September 27, 1944. Premiered at the Dayton Air Force Museum.

87 minutes

GERMAN FIGHTER PILOTS

Three Luftwaffe pilots explain the tactics behind the surprise attack during the Kassel Mission. Most of the Liberators were shot down.

With English translation.

87 minutes

INTERVIEW WITH WALTER HASSENPLUG GERMAN HISTORIAN AND CITIZEN

As a 12 year old boy in Bad Hersfeld, Germany he gives a vivid account of the Kassel Mission battle and his capture of an American airman.

With English translation.

48 minutes

THE STORY OF THE MEMORIAL ROOM AS TOLD BY JORDAN R. UTTAL

An absorbing account of the development and future of the Memorial Room by a leader and founding father of the 2nd Air Division Association.

35 minutes

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Attendees at the 53rd Convention of the 2nd Air Division Association Tampa Bay, Florida • May 26 – 29, 2000

44th Bomb Group

Apgar, George & Beryl
Bartsch, Arlo
Butler, Dick & Ardith and Dick & Peg Harg
Clark, Forrest & Ruth
Coro, Joe
Dubowsky, Bob & Irma
Folsom, Jerry & Bev
Hammer, John & Darlene Williams
Harmonowski, Cynthia
Lehnhausen, Bob, Liz, Doug & Cathy
Loonteen, Ann
Lundy, Will & Irene
McClane, John & Doris
Morse, Perry & Ruth
Murrack, Mel & Marilyn
Owen, Roy
Rossman, Jim & Tom Powell
Sneal, Harry & Bob Cutler
Thompson, Wayne
Washburn, George
Wright, Jim & Marion
Yuspeh, Mike

93rd Bomb Group

Adams, Jim & Dot
Asch, Al
Bradley, Joe & Peggy
Brown, Bill & Lee
Brown, Lew & Tom & Cherye Paice
Bukoven, Art & Gina
Burks, Harold
Cadle, John
Cox, Luther
Davidson, Cal
DeBrino, Mike & Mary
Dessert, K.D.
Doerner, Bill & Jo
Ferraro, Bill & Nina
Gilbert, Ted & Fran
Halker, Tom & Dorothy
Harwood, Paul & Nora
Helfner, Earl & Gini
Hoffman, Charles & Hans Bischoff
Hontz, Mark R & Barbara & Mark E & Barbara & Garry & Ann Hontz & Jason Walkins
Hood, Paul & Martha
Johnson, Fred & Betty
Johnson, George
Johnson, Simone
Kelleher, Harry & Louise
League, Dick & Gibby
Lenhart, Burt & Carol
McKeever, Bob & Mike
Mabee, Floyd & Dot
Mikolajczyk, Mike & Dot
Morrison, Don & Donnie
Nykamp, Henry & Bea
Roure, Dan & Eileen Hunt
Schwarzgruber, Joe
Secor, Harold & Erma
Shaw, George
Stewart, Cal & Peg
Strombom, Fred & Inez

Swaim, Vernon
Thorley, Joe
Weiss, Charles & Peg
Wright, Bob & Marguerite

389th Bomb Group

Baird, Ralph
Borland, David, Christine & Mark
Brooks, John
Clark, Gaynell
Denton, Helene
Dickman, Helen Schaefer & Bob
Dowden, Bill & Jane
Driscoll, Barney & Emme
Gebhard, Geb & Betty
Gibson, Dorothy
Hallett, Allan & Jean
Howell, Rudy & Myrtis
Katz, Stan & Sylvia
Leeton, Felix & Marjorie
Lozowicki, Vincent & Carroll
McClain, Jim
McConnell, Fred
Morgan, John & Mary Detwiler
Newton, Fielder & Marge
O'Connor, Walter
O'Donnell, Ray & Evie
Pelpert, Bob
Sills, Bill, Marge, Steve & Diane
Valla, Jim

392nd Bomb Group

Austin, Lauren
Barber, Ernie
Baumgart, Vern & Jean Dorsey
Beddingfield, Luther
Berthiaume, Hazel
Books, Bob
Cheek, Carroll & Marge
Conrad, John & Wanda
Copeland, Mark
Duff, Allen & Elizabeth
Dye, Charles & Helen
Egan, Teddy
Eller, Melvin & Barbara
Gilbert, Gil & Marge
Goar, Jim
Keilman, Blanche & Geary
Kopecky, Ray & Norma Jean
Kruse, Harry
Lane, Bob
MacTavish, Leroy & Mary
Malloy, John, Peg & John S.
Miller, Willis & Dorothy
Peterson, Cliff & Mary
Pennington, Willard
Reid, Emily Long, Ann Long
Phillips & John Long
Stephens, Lou & Delores
Thomas, J. Fred & Elva
Vassey, Ed, Elinor, Brad & Rose
Westbrook, Joe, Mary & Ward

445th Bomb Group

Barnes, Robert & Nancy
Bason, Maurice & Hilda
Bowen, Doc
Boyanowski, Bill & Dorothy

Bruck, Earl
Brunst, Bob
Dale, Fred & Marjorie
Gelvin, Dick
Knox, Jack & Dede
Kowalski, Ed & Gladys
Lemons, Ray & Jean
Luhmann, Clarence & Winnefred
Mastrogiacomo, Sam, Joan & Matthew
Miller, Sam & Pate
Myers, Don
O'Fee, Don & Cora Peterson, Betty
Slorah
Patterson, Dave & Joan
Pytel, Ray & Twyla Kieffer
Rambo, Carl
Ramp, Dick & Viola
Reus, Joe & Shirley
Ripps, Randy & Alison Kennedy
Roloff, Ed
Shore, Kitty, Laura Lee Norton & J.M. Strickland
Suckow, Robert & Shirley Ann
Swatek, Ellen Gillette
Walker, Chuck
Whitefield, Don & Billie
Zobac, Ed & Rosalie

446th Bomb Group

Reno, Mitchell & Nettie
Risley, Aud
White, John & Mignon

448th Bomb Group

Angle, Bob & Louise
Dupont, George & Joylea & Evan & Melissa Ensor
Friar, Thorpe & Laurene
McBride, Charles & Agnes
Nichols, Milt & Ruth
Schradler, Gus & Alberta

453rd Bomb Group

Bieck, Bob
Biel, Bert & Claire & Irene Hurner, Rose Lightly & Barbara Mello
Brown, Jesse
Dyke, Jim & Dorothy
Elkins, Jim
Harriman, Russ
McDowell, Mac
Madison, Burt & Maggie Strecker
Marcellus, Bob & Helen
Meyer, Walt & Betty
Middleton, Dot
Morris, Mo & Ada
Oliva, Odo
Pedigo, Bob
Prang, Lloyd & Irene & Harriett
Minetti
Robert, Dick & Heloise, Mary Anne
Johnson & Roslyn & Kyle Dugan
Ryan, Leo & Geraldine Suskind
Vercler, John & Josephine
Vernier, Warren & Thelma
Werner, Ed & Francie
Williamson, Willie & Dorothy

458th Bomb Group

Albert, Lucien & Evelyn
Allen, Gerald
Birmingham, Bob & Marie
Brumby, Birt & Ann
Case, Bill & Barbara & Linda
Shaler
Cline, Walter & Eleanor
Dyer, Dale & Virginia
Farley, Jim & Margaret
Geppelt, Elmo & Betty
Harland, Dick
Hartzell, Bud & June
Hebert, B.P. & Georgia
Lakey, Norman & Pearl
Newmark, Bernie & Jean
Piskin, Arnold & Hannah
Pulse, Dick & Betty
Rokicki, Rick & Ceil
Schauseil, Bob & Lil
Shaffer, Del
Simoneaux, U.B. & Opal

466th Bomb Group

Baynes, Dick & Margaret
Calderalo, Margaret
Campbell, Bill
Dike, Mac
Horan, John & Irene
Kraeger, John & Martha
Loevsky, Lou & Molly
Lorenz, Jim & Mary
Mohr, Stan & JoAnn
Nothstein, Bill & Lue
Rooney, Joe & Linda
Russell, Jim & Elinor
Saltarelli, Jean & Mary Close & Joe & Mary Saltarelli
Snowden, George & Doreene
Warming, Vicki Brooks & Kurt
Wassom, Earl & Cynthia & Karen, Cory & Chryssi Attig

467th Bomb Group

Dunning, Herbert & Margaret
Dzenowagis, Joe, Helen, Joe Jr., Anastasia & Victor
Gregory, Geoff
Haenn, Joe & Florence
Mundy, Walt & Ruth
Re, Vince & Carolyn
Shower, Al & Char

489th Bomb Group

Baskin, Mickey & Rita
Brown, I.D. & Lillian
Carroll, Hugh
Chamberlain, Bud & Mike
Davis, Jim & Jean
Engler, Don & Shirley
Foster, John & Rainie
Freudenthal, Charlie & Helen
Gabrus, Charlie & Olga
Gary, Gus & Edith
Godlewski, Walter & Sophie
Harkins, Chuck
Homan, John & Irene

Kirby, Bob
Lamar, John & Pat
Loadholtes, Joe & Caroline
Nemeth, John & Gladys Zigre
Pace, Jim & Mary
Royer, Gaylon & Barbara
Sorensen, Neal & Pat
Taylor, Chuck
Wilkinson, Bill & Polly

491st Bomb Group

Alexanderson, Carl & Louise
Bennett, Hugh & Jean
Campbell, Jim & Thelma
Chandler, Hap & Caroline
Dean, Harry & Marian
Flogler, Joe & June
Leppert, John & Marilyn
McMechen, Mick
Stephey, Harry & Betsy

492nd Bomb Group

Cash, Bob & Dorothy
Goodridge, Milt & Betty
Hatley, Clyde
Heckman, Howard & Margaret
Heckman & Frances Gramberg
McCrorry, James P, James H. & John & Janice & Katie Wilson
MacIntyre, Archie
Mahoney, Brian
Miceli, Sam & Edith
Murtaugh, Bernie & Rae
Seaton, Ellis & Edna
Sparks, Bill & Molly

Headquarters

Anderson, Ruth Sanders & Warren
Cohen, Evelyn, Lillian & Neil & Justin & Shane Wolf
Fau, Harriett
Krogmann, Dottie
McCormick, Mack & Jeanne
Norris, David & Lida B
Reeves, Jim & Edna
Strong, Ray & Ruth
Uttal, Jordan & Jillian Reckitt
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Whittaker, Joe & Marie

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THE PX PAGE



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Liberator groups which met disasters detailed in the book include the 392nd at Friedrichshaen, the 492nd over Politz, the 445th at Kassel, and the 491st at Misberg. There are good battle descriptions from both German and American participants, and an overview or critique of each mission makes for interesting reading.

The greatest loss of 25 planes over the target was incurred by the 445th at Kassel, and the author devotes his largest chapter of 20 pages to that bloody mission.

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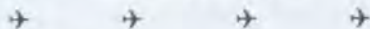
To the Editor:

I really can't believe you had the guts to publish that risqué article I sent you about the Vultee Vibrator episode. But I do appreciate it, as the story reflected on a lifestyle that few in the Air Force today can relate to.

I have had at least a dozen phone calls from members of the 2AD who said they enjoyed the lascivious humor which added color to the story. Some even wondered if I had dreamed this up after having had too many at the bar. Well, no, but I have told it many times while chatting with cohorts during Happy Hour!

As I told Chuck Walker many years ago, my hat's off to you guys who dedicate yourselves to making the 2ADA what it is today and keeping the legacy of the "real heroes" of WWII something we can all be proud of. Congratulations!

R.H. "Bob" Ottman (445th)
304 Cardinal Cir N
Altus, OK 73521-1706



To the Editor:

When we returned to the U.S. in May of '44 we were transferred to the Army's 4210th Engineer Fire Fighters at Fort Lewis, Washington, where we trained to fight forest fires started by the Japanese balloon bombs. Nails were used to insert and replace the detonator pins to defuse them.

The manufacturer and factory location was printed on the balloon! The local media published this classified information, and soon afterwards the balloon production stopped for fear of retaliation.

G.A. "Jerry" Polzin (492nd, 467th)
6821 Ravenna Ave. NE
Seattle, WA 48118



To the Editor:

Having served my tour of duty with the 458th BG as a gunner on the "Lassie Come Home" B-24, I was then re-assigned to the States and stationed at Fort Worth, TX Tarrant Field (then). I was just getting to like this part of the Air Force, as it required no KP, detailing the grounds, or other manual duties. Due to my rank, and being able to type, I was assigned to Post Headquarters. To keep from boring anyone about the lifestyle there, I will get to the important part.

I was only at Fort Worth for a few months when we were ordered out in a very classified move, without our 201 files, to Fort Lewis, Washington and billeted in a two-story barracks on the south side of the post. It was only a short time, and due to our ranks and pay scale, we were soon tangling tails with the "ground pounders" and some Navy personnel. We were moved to the north side, where we were all alone except for a guard on the gate.

We were given a whole two-day session on how to fight forest fires, and transferred into the 3217th Engineer Fire Fighting Company. After one session of climbing a mountain with a five gallon can of water on my back, I learned I was not very patriotic. I asked for a transfer to the motor pool, and got it forthwith. We all have to bivouac out on the fires, no matter what position we played in this new game. That is when I and two others saw the balloon hanging in a tree. Thank heavens we had sense enough to leave it alone.

In July of '45, we were transferred to Portland Army Air Base; then we were to call Vancouver our home. That was a plain Army post, opened just for this purpose, and suggested by the Pentagon. I have a copy of the order, establishing the company, or rather companies. There were nine such companies to be stationed wherever there were forests. I still have contact with 17 men who were transferred as I was into the Army Engineers.

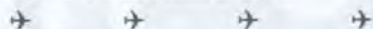
I have articles on bombs blowing up, killing five members of one family, the only known casualties on American soil. I also have articles, written by Japanese scientists, stating that the incendiaries did not seem to be doing the job, so they changed them to carry germ warfare. You were correct in saying that the government did not verify any of this, as we have been in contact with them over our discharges. They say discharged from the Army Engineers on the face side, and all of our exploits in the Air Force are on the back side. We tried to get an amendment to this, so that it did justice for our service with the Army Engineers. No such luck; we were told "only one discharge to a customer."

If anyone would like to see my proof, I would be glad to send copies. We feel cheated in our duties with the Army Engineers. If you have ever been to a forest fire, you know our chances were not much better than the previous theaters of war we just came from. At least the Air Force gave us our due, but the Army Engineers were a company of transferees, and as provisional outfits we did not qualify for anything, so no records were kept. I hear the same thing about the fire in St. Louis, but every now and then, someone beats the odds.

I was discharged on September 24, 1945 by having more points than the non-combatants we were with and taking orders from Army corporals or sergeants below our grade. Our Air Force pay scale was all we had left, plus the combat points!

William L. Case (458th)

Ed. Note: Since the balloons were "airborne," the Pentagon felt the Air Force knew how to handle the balloons and the subsequent fires! You were "experts" and didn't even know it!



To the Editor:

There it was in black and white — on page 13 of the Spring 2000 issue of the *Journal*.

In the Open Letter to the 93rd group report it says that when General Ted Timberlake was commanding officer of the 20th Wing, he raised "hell" because he discovered that a PFC was flying combat, and that he should have been at least a staff sergeant. Said the article: "The General knew that anyone less than a staff sergeant could receive rather brutal treatment if he became a prisoner of war."

I immediately realized that a grave injustice had occurred more than fifty years ago.

When based at Seething, also part of the 20th Wing, I had flown ten missions as a buck private (!) and another ten as a buck sergeant.

It all began after I had completed fifteen missions as a staff sergeant Emerson nose turret armorer gunner.

I had "forgotten" to join the hundreds of others on the base ordered to "police" the area of cigarette butts in preparation for a dignitary's visit to our field.

When rebuked by our squadron commander, Major Emil J. Beaudry, I stated that I did not smoke. Furthermore, I doubted that my absence from the clean-up squad was really delaying the surrender of the Nazis.

Major Beaudry was adamant.

In lieu of a court martial, I summarily lost all of my stripes; only three of them had been restored by the time I had completed my 35th mission, and I was discharged from service as a buck sergeant in late 1945.

Perhaps the leaders of our Association can guide me as to how I can recoup my financial reverse, adding to the final settlement any amounts which account for the subsequent inflationary pressures and the appropriate interest payments generated during the past half-century.

Because of my forgiving nature, I am willing to renounce any punitive claims against the United States Government and/or Major Beaudry.

After all, I had lost significant amounts of base, overseas and flight pay.

Presently, my income is limited to my Social Security benefits and a pension from the City of New York Teacher Retirement System.

In view of my advanced age, I hope that I will receive details very quickly regarding the procedure necessary to process my case.

Frankly, I could certainly use the extra cash to which I am obviously entitled.

Ira Wells (448th)
653 Pelton Avenue
Staten Island, NY 10310

Ed. Note: First check your birth certificate to see if it states "Your life is going to be fair." If not, you don't qualify.





Engines from the B-24 #42-52515 "Ford's Follies" (458th BG) were recovered from a lake near Berlin last year.

To the Editor:

After 23 years my wife Tiny and I decided to hand over our activities as editors of Bulletin Air War 1939-45 to younger people in our study group. But I stay as co-editor, because I still have many articles on the air war of WWII.

I admire you as editor of the *Journal*; I know what it means to put the pages together for one journal and I think your journal is one of the best of all I see regularly. My compliments!!

On May 28, 2000 we were invited by the 492nd BG to attend the ceremonies at the U.S. Margraten Military Cemetery. Three times a year we go there to think over in silence what happened during WWII. All those young men gave their lives to have us live in a free country! I have complete files of all the graves of the airmen at Margraten; for example, 65 men of the 445th BG are buried there. If you want the complete list, please let me know.

Every year during the first week of May I organise an exposition and display in Leiden (at The Hooglandse Kerk/Church) on several subjects of WWII, with photographs of the air war. This year, in four days time, 3180 visitors came along, and to my surprise, even eight Americans. I learned from them that they were ex-pilots who dropped food on 2 and 3 May 1945 at Valkenburg air base, two miles from my home.

One of my hobbies is to gather all the details on these food droppings — articles, photographs, etc. Many Dutch remember how it was with those streams of bombers flying very low to drop food. In 1995 we had a big parade in Leiden on May 5th (our Liberation Day), with three Jeeps with former pilots of the 390th BG. It was wonderful to see the parade as it went through our town.

On July 9th I will be with friends again in Duxford, England to join the big Air Show. As

usual, some 80,000 people will be there. I will again meet some ex-pilots and get together with friends of the RAF. In a few weeks I hope to send you some stuff for your *Journal*.

Henny Kwik
A. Dubcekplaats 7
2332 HX Leiden
HOLLAND

→ → → →

To the Editor:

I don't remember whether I wrote you a letter on our involvement with some local sixth and eighth grade school boys or not. (You know how our mind works when we get over sixty.)

Anyway, this group of boys has been researching an accident that caused the deaths of four British RAF cadets in February 1943. This accident happened near our present home here in southeastern Oklahoma, while these boys were on a training mission from Terrell, Texas to Miami, Oklahoma. Their two AT-6s crashed into these mountains during bad weather conditions.

During their research of the past two years, the school boys have found relatives in England of the cadets killed. This past February we had a memorial service and had a monument erected in memory of the four British boys. Forty kinfolk came over from England to attend the services.

We met most of the visitors and I struck up quite a friendship with Kenneth Frostick, a brother of one of those killed 57 years ago, as he had been a "bomb aimer" on a B-24 with the RAF in and around Italy, Greece, N. Africa, etc.

John Hildebran (453rd)
P.O. Box 191
Moyers, OK 74557-0191

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To the Editor:

On 6 March 1944 the 458th BG put up 27 aircraft for the first 8th Air Force raid on Berlin, and the group lost five B-24s, a higher total than on any of its subsequent missions. One of these ships, 42-52515-C, "Ford's Follies," went down in a heavy flak barrage and exploded in the air before falling into a frozen lake about 15 miles west of Berlin near the village of Werder.

Both pilots, Clifford G. Rogers and Francis O. Proteau, were blown clear of the wreckage as it fell. The remainder of the crew, John S. Hightower, John S. Root, Leroy Smith, Raymond C. Fiebigger, Marvin J. Lademan, Oliver V. Morrow, Harry Goldstein, and Marvin T. Wilson were all killed — seven of these were on their first mission. The pilots were POWs until the war ended, and the bodies of the other crewmen were recovered from the lake in late April '44 and buried at Werder.

The crash site was in East Germany, so there was no attempt to recover anything until 10 October 1999 when the Divers Club & German Technical Museum began searching for wreckage of the aircraft. Engines and some aluminum material was recovered. Two of the engines will be placed on display in the museum and various other parts will be kept in several different locations in the area.

Michael Jordan, who lives in Spain, has asked for assistance in locating the pilots or their relatives to share some of the information about this incident. If anyone has any knowledge of Clifford Rogers or Francis Proteau, please contact me at (205) 988-8791 or at the address below.

George A. Reynolds (458th)
4009 Saddle Run Circle
Pelham, AL 35124-2625

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"WHO WAS ON YOUR DRAFT BOARD — THE RINGLING BOYS?"

To the Editor:

At 90, I am one of the older WWII 8th AF veterans. As a former censor of mail during the WWII fracas, I ran into many letters of grief, rage, disappointment, etc. known as "Dear John" letters, not only from the "girl I left behind me" but from men who deserted their fiancées for English and French girls.

I too was a victim of such an incident, having gotten married in Florida when we of the 466th were on maneuvers and the required three days for blood tests was in effect. I had gone with my lady for two years, and I got a

A Captain on a Bike Greets General Doolittle

BY HAP CHANDLER (491ST)

On July 15, 1944, the bomb dump at Metfield, then home of the 491st Bomb Group, exploded. The resulting damage to buildings and aircraft was substantial. As you would expect, General Jimmy Doolittle, commander of the 8th Air Force, appeared on the base with an investigating team on July 17th.

Needless to say, General Doolittle was greatly concerned about this mishap. After touring the damage on the base, he and his staff went to the situation room in the Group Ops underground where a critique of the explosion was to be held.

Meanwhile, elsewhere on the base, a young pilot, Captain James M. "Jim" Keck, had just received the good news that his first child had been born on July 12th. As was the custom then, the young father obtained cigars with which to celebrate the happy news with his co-workers.

Deciding that most of his friends were in Group Ops working on the next day's mission, and knowing nothing about any visitors on the base, he rode his bicycle to and down the stairs into the situation room. After an awkward pause, he quickly explained the reason for his unorthodox arrival. Congratulations were then in order as the visiting dignitaries and group staff made quick work of his box of cigars.

When Captain Keck later apologized to Colonel Fred Miller, he was told, "You don't owe me an apology, you were the only comic relief all day long."

Now fifty-six years later, the young man whose older sister's birth was celebrated in England by the commander of the 8th Air Force is himself the commander of the 8th Air Force, Lt. General Thomas J. Keck. He is the latest in a long line of Numbered Air Force Commanders, one of whom was his father, Lt. Gen. James M. Keck, the young captain who rode his bicycle into the situation room 56 years ago. ■

JP to marry us without the blood test, as he said it could be taken care of for the military. We married, and I left, and went overseas shortly thereafter.

I got the rejection slip when the war was over, and had no inkling it was coming. It is a long, sad and regrettable story that reads like a Shakespeare tragedy.

Since this happened to many of the men and women involved, and since time is a great healer, perhaps some of the WWII participants would not mind sharing their experiences if they can remember the details. It was a very important part of our war history and our past.

Let me know, as I will venture my story for approval to "break the ice." I have never gotten over my experience, and I found out later that my first love and wife never got over it either. Her sister imparted this to me recently, when my "great love" passed on to her reward.

Harlan G. Oakes (466th)
18 Stanford Circle
Vandenberg Village, CA 93436

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To the Editor:

Now that Jean and I have returned home from Tampa can we thank the Second Air Division Association very sincerely for your great friendship, hospitality and warmth of welcome. As always it was great to be back with that wonderful 2ADA family and to have the chance to meet and talk with so many of you at what was a really superb convention.

We were so pleased to bring you all the tremendous and exciting news from Norwich with the progress on the rebuilding of your unique Memorial Library in what will undoubtedly be one of the finest buildings in our city.

Also it was a privilege of a lifetime to be able to announce at the banquet that the Second Air Division Association has been awarded the Freedom of the City of Norwich, the highest honour our city can bestow.

We now look forward to seeing you in Norwich next year. God bless and stay well.

David and Jean Hastings
"Westering," Salhouse,
Nr. Norwich NR13 6RQ
ENGLAND

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To the Editor:

I am intrigued by the varying views concerning the proposed mural for the new 2nd Air Division Memorial Library in Norwich. This prompted me to write to you with the purpose of informing your readership that in addition to the mural there will be twenty profile paintings of planes of the Second Air Division on show within the Memorial Library.

I feel very strongly that each group within the Division should be visually represented, and with this in mind, I set out, about a couple of years back, to prepare these pictures and am now putting the finishing touches to the

final profiles.

Each painting measures 28 inches in length and 16 inches in depth and each group is featured. All the variants of the B-24 are depicted from the B-24D through to the M version, and apart from group colours, markings and nose art, such features as production updates, field modifications and variations in nose and tail turrets are shown.

In addition to the B-24s, the six fighters groups are represented by three P-51s, a P-38 and two P-47s — one of these being 5th Emergency Rescue Squadron.

Each profile will also feature either the squadron or group emblem in the left corner of the picture.

The final decision on exactly how these profiles will be displayed within the Memorial Library is in the hands of architect and designer David Gosling, with whom I met a few weeks back to discuss this project. David informs me that they will be at eye level for easy viewing.

May I take this opportunity to thank the members who purchased copies of *Liberator Album* since its publication. I continue to receive very complimentary comments on the book, which is very gratifying indeed.

Mike Bailey
91 Waterworks Rd
Norwich, Norfolk
NR2 4DB
ENGLAND

→ → → →

TURKISH RESEARCHER SEEKS TO CONTACT PLOESTI RAID INTERNEES

To Earl L. Zimmerman (389th BG):

You are great. Even in a single message you have provided so much [about] your days in Turkey. I am much pleased to hear that you have already written down most of your memories. I would greatly appreciate receiving them, and I greatly hope I will be able to contact some more surviving internees or their families.

I will probably come up with many questions when I receive and read your memories. I really look forward to receiving them. I am most pleased to hear that you have photos taken during your stay in Ankara. The former internees from Halpro had very few, although they were most generous to lend them to me for copying. I may ask for some of your photos after reading your memories.

You are the only internee [I know] who has taken courses in Turkish. Even those few words in your message, remembering them and spelling them correctly (even Turks make mistakes writing down *Allaha ismarladik*) after nearly sixty years is nothing to be taken lightly.

Bulent Yilmazer
P.O. Box 800 Yenisehir
06450 Ankara Turkey
yilmazer@tr-net.net.tr

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CAMBRIDGE



PHOTO BY BRENDAN KELLY

About the American Battle Monuments Commission Cemeteries

ARDENNES: Located near the southeast edge of Neupre, 12 miles southwest of Liege, Belgium, this 90-acre cemetery contains the graves of 5,328 war dead, many of whom died in the Battle of the Bulge. Headstones aligned in straight rows form a huge Greek cross on the lawns. Along the outside of the memorial are the names of 462 missing.

BRITTANY: Buried on 28 acres of rolling farm country 1.5 miles southeast of the village of St. James, France are 4,410 war dead. Most gave their lives in the Normandy and Brittany campaigns in 1944. Along the retaining wall of the memorial terrace, 498 names of missing are inscribed.

CAMBRIDGE: Sitting three miles west of Cambridge, England, this 30.5-acre cemetery was donated by the University of Cambridge. Buried here are 3,812 Americans, most of whom died in the Battle of the Atlantic or the strategic air bombardment of Europe. On the Tablets of the Missing are 5,126 names.

EPINAL: Four miles southeast of Epinal (Vosges), France, the cemetery contains the graves of 5,225 war dead on 48 acres. Most gave their lives in the campaigns across northeastern France to the Rhine and into Germany. On the walls of the Court of Honor are inscribed the names of 424 missing.

FLORENCE: Located about 7.5 miles south of Florence, Italy, this is a 70-acre site that contains 4,402 American graves. The memorial has two open courts joined by the Tablets of the Missing upon which are inscribed another 1,409 names.

HENRI-CHAPELLE: Two miles northwest of the village of Henri-Chapelle, Belgium, the cemetery covers 57 acres and contains 7,989 graves of Americans who died during the U.S. advance into Germany. The rectangular piers of a long colonnade have inscribed upon them the names of 450 missing.

LORRAINE: Situated about one mile north of the town of St. Avold, France, the 113.5-acre cemetery contains the largest number of graves of World War II war dead in Europe, a total of 10,489. Most died while fighting in this region. Inscribed on the Tablets of the Missing are 444 names.

LUXEMBOURG: Lying just within the city limits of Luxembourg City, Luxembourg, this 50.5-acre cemetery contains the remains of 5,076 Americans who died during the Battle of the Bulge and in the advance to the Rhine. The names of 371 missing are inscribed on pylons flanking the chapel.

NETHERLANDS: The only American cemetery in the Netherlands, it lies in the village of Margraten. Covering 65.5 acres, the cemetery contains 8,302 graves. Two Tablets of the Missing are inscribed with 1,723 names.

NORMANDY: Situated on a cliff overlooking Omaha Beach, the cemetery is just east of St. Laurent-sur-Mer. The site covers 172.5 acres and contains the graves of 9,386 American war dead, most of whom died during the landings and ensuing operations. The walls of a semi-circular garden on the east side of the memorial contain the names of 1,557 missing.

NORTH AFRICA: Located close to the site of the ancient city of Carthage, Tunisia, the cemetery is 10 miles from Tunis. The 27-acre cemetery contains 2,841 American graves. Engraved on the Wall of the Missing are 3,724 names. Most died in military activities from North Africa to the Persian Gulf.

RHONE: Set in the city of Draguignan, France, 28 miles west of Cannes, Rhone Cemetery is the site of 861 graves of American war dead, most of whom gave their lives in the liberation of southern France in 1944. The retaining wall of the chapel terrace contains the names of 294 missing.

SICILY-ROME: Lying at the north edge of Nettuno, Italy, immediately east of Anzio and 38 miles south of Rome, the 77-acre cemetery site contains 7,862 graves. The majority of these Americans died in the operations preceding the liberation of Rome. On the white marble walls of the chapel are engraved the names of 3,095 missing. ■

World War II Servicemen Remembered at Cambridge Aircraft Salute for U.S. War Dead

By KATY EDWARDS, www.cambridge-news.co.uk/news

A 21-gun salute and fighter plane fly-past marked the 56th annual Cambridge American Military Cemetery memorial service.

More than 1,000 veterans, servicemen and their families gathered to remember the American Second World War dead who helped to achieve victory in Europe.

Four 493rd Fighter Squadron F-15C Eagles took part in a "missing man" fly-past.

The planes fly in formation, with the leader peeling off from the other three towards the sun, to symbolize those pilots who were killed in action.

Speaking at the ceremony were James Crowden, Lord Lieutenant of Cambridgeshire; Glyn Davies, the deputy chief of mission from the U.S. Embassy; and Lt. Gen. Charles Holland, vice commander of the United States Air Forces in Europe.

Around 40 Second World War veterans — now in their 80s — took part in the service, organised by RAF Lakenheath, the U.S. Third Air Force, and the U.S. Embassy in London. More than 100 fighter and bomber societies and ex-servicemen's groups laid wreaths in memory of those who died in action.

Tech. Sgt. Scott Davis, a spokesman from Lakenheath Royal Airforce Station, said: "We're blessed with this cemetery in Cambridge.

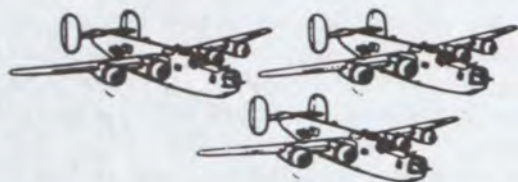
"Not every American is fortunate enough to be able to visit a war cemetery like this.

"It's nice to have a day to take the time to remember those who have been lost in the past and also those still serving today."

The Cambridge American Military Cemetery was established as a temporary cemetery in 1943 on land donated by the University of Cambridge. It was formally dedicated in 1956. ■



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