

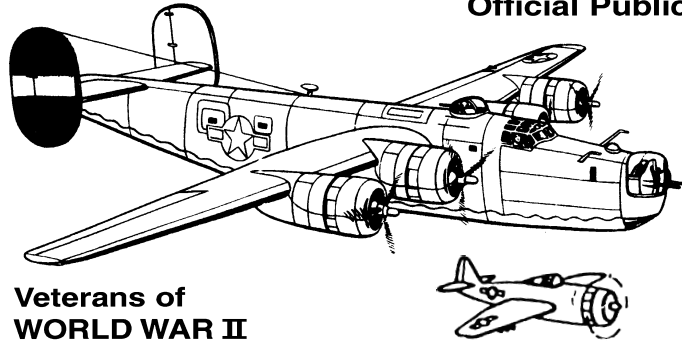
UPCOMING  
2ADA CONVENTIONS

\* 2004 \*  
PHILADELPHIA

\* 2005 \*  
SAN DIEGO

# THE JOURNAL

Official Publication of the



Veterans of  
WORLD WAR II



Volume 42 Number 3

Fall 2003

## ❖ LINKS WITH THE USAF OF TODAY ❖



David J. Hastings (right), immediate Past Chairman of the Board of Governors of the 2nd Air Division Memorial Trust, has recently had his appointment as Honorary Squadron Commander of the 351st Air Refueling Squadron at Mildenhall extended for a further twelve months. At the ceremony to swear in the new Honorary Commanders, David took the opportunity to present to Colonel Donald Lustig (left), the Base Commander, the B-24 Liberator painting on behalf of the 2nd Air Division Association in the United States and the Memorial Trust in Norwich. The painting was given to Team Mildenhall in appreciation of the great benefit received by the Trust from the Honorary Squadron Commander programme.

# DIRECTORY

Honorary President..... JORDAN R. UTTAL  
7824 Meadow Park Drive, Apt. 101, Dallas, TX 75230-4939  
Telephone: 214-369-5043 • Fax: 214-369-0758

## OFFICERS

President..... RICHARD D. BUTLER  
16828 Mitchell Circle, Air Force Village West, Riverside, CA 92518  
Telephone: 909-697-2908 • Fax: 909-697-5875  
E-mail: rdb24@earthlink.net

Executive Vice President..... GEOFF GREGORY  
3110 Sheridan, Garland, TX 75041-4400  
Telephone: 972-278-8537 • E-mail: ggregmt@aol.com

Vice President Membership..... EVELYN COHEN  
06-410 Delaire Landing Road, Philadelphia, PA 19114-4157  
Telephone: 215-632-3992 • Fax: 215-632-8319

Treasurer..... E.W. (BILL) NOTHSTEIN  
40 Meadow Drive, Spencerport, NY 14559-1142  
Telephone: 585-352-3350 • Fax: 585-352-4201

Secretary and Director of  
Administrative Services..... DAVID G. PATTERSON  
28 Squire Court, Alamo, CA 94507-2230  
Telephone: 925-837-1667 • Fax: 925-743-9940

2ADA Representative  
Board of Governors..... CHARLES WALKER  
9824 Crest Meadow, Dallas, TX 75230-5331  
Telephone: 214-987-0467 • E-Mail: b24man@aol.com

## GROUP VICE PRESIDENTS

Headquarters..... RAY E. STRONG  
320 Burlage Circle, Chapel Hill, NC 27514-2701  
Telephone: 919-967-2301

44th Bomb Group..... GEORGE A. WASHBURN  
16 North Road, Montgomery, MA 01085  
Telephone: 413-362-4902 • E-mail: liberatorpilot@prodigy.net

93rd Bomb Group..... ALFRED ASCH  
6205 Meadow Court, Rockville, MD 20852-3637  
Telephone: 301-881-1376

389th Bomb Group..... FIELDER N. NEWTON  
3301 Shellers Ben #914, State College, PA 16801-3068  
Telephone: 814-235-0889

392nd Bomb Group..... JOHN B. CONRAD  
2981 Four Pines Drive #1, Lexington, KY 40502-2979  
Telephone: 859-266-5269 • Fax: 859-268-0514  
E-mail: jbc@worldnet.att.net

445th Bomb Group..... FRED A. DALE  
Box 352, Mahomet, IL 61853-0352  
Telephone: 217-586-3136 • E-mail: fdale@pdm.com

446th Bomb Group..... LINK VEAZEY  
1938 Harbour Oaks Drive, Snellville, GA 30078  
Telephone: 770-972-5883 • E-mail: LinkVz1@CS.com

448th Bomb Group..... KING SCHULTZ  
1089 Rancho Santa Fe Road, Encinitas, CA 92024-6834  
Telephone: 760-943-1641 • Fax: 760-943-0771

453rd Bomb Group..... LLOYD PRANG  
2451 Willow Street, Greenwood, IN 46142  
Telephone: 317-885-0224

458th Bomb Group..... E.A. "RICK" ROKICKI  
2605 Chapel Lake Dr. #207, Gambriels, MD 21054  
Telephone: 410-721-0298 • Fax: 410-721-0283

466th Bomb Group..... JAMES H. LORENZ  
5331 East Poinsettia Drive, Scottsdale, AZ 85254-4716  
Telephone: 480-951-0343

467th Bomb Group..... GEOFF GREGORY  
3110 Sheridan, Garland, TX 75041-4400  
Telephone: 972-278-8537 • E-mail: ggregmt@aol.com

489th Bomb Group..... JOHN deCANI  
226 W. Rittenhouse Square #1715, Philadelphia, PA 19103-5748  
Telephone: 215-735-1342 • Fax: 215-732-8494  
E-mail: decani@wharton.upenn.edu

491st Bomb Group..... Asst. Gp. VP: HUGH M. BENNETT  
11069 Ocean Spray Blvd., Englewood, FL 34224-8371  
Telephone: 941-696-4074

492nd Bomb Group..... W.H. "BILL" BEASLEY  
1525 South Garfield Street, Denver, CO 80210-3022  
Telephone: 303-756-4766 • Fax: 303-759-3684

## JOURNAL

Editor..... RAY R. PYTEL  
P.O. Box 484, Elkhorn, WI 53121-0484  
Telephone: 262-723-6381 • Fax: 262-723-7981

## HERITAGE LEAGUE

President..... IRENE HURNER  
45415 San Antonio Valley Rd., Livermore, CA 94550-8417  
Phone/Fax: 408-897-3029 • E-mail: ihurner@hotmail.com

## 2ND AIR DIVISION MEMORIAL LIBRARY

Trust Librarian..... DEREK S. HILLS  
2ADA/Fulbright Librarian..... TAHITIA LYNN ORR

## SECOND AIR DIVISION MEMORIAL LIBRARY

The Forum, Millennium Plain, Norwich, Norfolk NR2 1AW U.K.

# SECOND AIR DIVISION ASSOCIATION



# JOURNAL



## TABLE OF CONTENTS

From the President DICK BUTLER .....	3	467th Poop from Group GEOFF GREGORY .....	20
Executive Vice President's Message: The Chicago Convention, June 2003 GEOFF GREGORY .....	4	489th Notes JOHN deCANI .....	10
Report of the 2ADA Representative on the Board of Governors of the Memorial Trust CHUCK WALKER .....	5	491st Ringmaster Reports HUGH BENNETT .....	10
2ADA Annual Financial Statement BILL NOTHSTEIN .....	5	492nd Happy Warrior Happenings BILL BEASLEY .....	17
Notes & News from the Honorary President JORDAN UTTAL .....	6		
The Editor's Contribution RAY PYTEL .....	6		
2004 B-24 Liberator Historical Calendar .....	6		
56th Annual 2ADA Business Meeting DAVID PATTERSON .....	7 & 8		
News from Across the Pond TAHITIA ORR .....	9		
New Members of the 2ADA .....	3		
Folded Wings .....	11		
Attendees at 56th Annual Convention .....	31		
Letters to the Editor .....	32-34		
B-24 at Dulles? It's Time to Pledge .....	34		
B-24 Liberator Die-Cast Models .....	35		
B-24 Memorial – San Diego .....	BACK COVER		

## GROUP REPORTS

Division Headquarters RAY STRONG .....	25	467th Poop from Group GEOFF GREGORY .....	20
44th News GEORGE WASHBURN .....	12	489th Notes JOHN deCANI .....	10
Open Letter to the 93rd ALFRED ASCH .....	11	491st Ringmaster Reports HUGH BENNETT .....	10
389th Green Dragon Flares FIELDER NEWTON .....	26	492nd Happy Warrior Happenings BILL BEASLEY .....	17
445th Bomb Group FRED DALE .....	27		
446th Flixton-Bungay Update LINK VEAZEY .....	22		
The 448th Speaks KING SCHULTZ .....	26		
News of the 453rd from Flame Leap LLOYD PRANG .....	12		
458th Bomb Group RICK ROKICKI .....	21		
466th Attlebridge Tales JIM LORENZ .....	15		

## FEATURES

Impossible? When Pigs Fly? OK, Now Hear This! MILWAUKEE JOURNAL SENTINEL .....	10
Twisted Scrap Into a Liberator ... or "Sheet Metal Magic" CHUCK STEWART .....	13
Black and White Ice CECIL GRAY JOHNSON .....	14
Falling Leaf: The Big Question ED WANNER .....	16
"Gas Trucking Humor" JIM RUSSELL .....	16
And You Thought It All Started with World War II (Part 2): "Final Punch Proved Value of America's Air Power in WWI" EXCERPTED FROM: "OFFICIAL PICTORIAL HISTORY OF THE ARMY AIR FORCES" .....	18
War Log of the Liberator REPRINTED FROM "BRIEFING" .....	19
These Are Not Your New Dictionary Definitions .....	22
The Mulberry Harbors – The D-Day Surprise WHO SENT IN THIS STORY???	23
Drones, Photos, and Chaff Were Us! JOE CAPICOTTO .....	21
"I Never Got to Paris ... But Our B-24 Did!" FRANK SCHAEFFER .....	24
"Patriots Will" by Jack C. Hubbard BOOK REVIEW BY RAY PYTEL .....	25
Do More Than Remember ... Never Forget! TONY PARSONS .....	28
The Red Cross Clubs From the NORTHAMPTON EVENING TELEGRAPH ..	29
Mighty 8th Museum to be Debt-Free by 2004 C.J. ROBERTS .....	29
Congratulations from State Governors on 2ADA Memorial Library Dedication.....	30

## MEMORIAL TRUST BOARD OF GOVERNORS

**MATTHEW MARTIN, Chairman**  
Dairy Farmhouse, Low Common, Swardeston,  
Norwich, NR14 8LG, Norfolk, England

**HILARY HAMMOND, Vice Chairman**  
1 Beach Dr, Strumpshaw, Norwich,  
Norfolk, NR13 4AS, England

**PROFESSOR CHRISTOPHER BIGSBY**  
School of English and American Studies  
University of East Anglia  
Norwich, Norfolk, NR4 7TJ, England

**NICHOLAS P. COOPER**  
Wychwood, Colney Lane, Cringleford, Norwich,  
Norfolk, NR4 7RE, England

**MRS. FRANCES DAVIES**  
57 Church Lane, Eaton, Norwich, Norfolk, NR4 6NY, England

**ROGER A. FREEMAN**  
May's Barn, Dedham, Nr. Colchester,  
Essex, CO7 6EW, England

**DAVID Q. GURNEY**  
Bawdeswell Hall, East Dereham,  
Norfolk, NR20 4SA, England

**DAVID J. HASTINGS**  
"Westering," Salthouse, Norwich, Norfolk, NR13 6RQ, England

**ANDREW HAWKER**  
Humbleyard House, 10 Rectory Lane, Mulbarton,  
Norwich, NR14 8AG, Norfolk, England

**DAVID HILL**  
Shotesham Lodge, Shotesham All Saints,  
Norfolk, NR15 1YL, England

**EDWARD O. INMAN**  
Director of the American Air Museum  
Duxford Airfield, Cambridge, CB2 4QR, England

**VICTORIA MUSGRAVE**  
Principal, Wymondham College  
Wymondham, Norfolk, NR18 9FZ, England

**KEITH R. THOMAS**  
Le Bourg, 16140 Charmes,  
Aigre, France

**CHARLES WALKER**  
9824 Crest Meadow, Dallas, TX 75230-5331 USA

**DENNIS S. WOLF**  
Cultural Attaché, U.S. Embassy,  
24 Grosvenor Square, London, W1A 1AE, England

**LT. COL. W.D. WUEST**  
14 St. Andrews Close, Hingham,  
Norfolk, NR9 4JT, England

# ★ ★ ★ FROM THE PRESIDENT ★ ★ ★

BY DICK BUTLER (44TH)

Good things happen to good people, and here is a great example. Her Majesty Queen Elizabeth II in her Queen's Birthday Honours List has appointed our own David Hastings as a Member of the Most Excellent Order of the British Empire (MBE). This order was instituted by King George V in 1917 to recognize the manifold services, voluntary and otherwise, of British subjects. David's citation is for "Services to the community, especially Heritage in Norfolk." Included were his 23 years as a Memorial Trust Governor, 19 years as a District Councillor, 24 years in Scouting ending as an Assistant County Commissioner (Air), 33 years in the Royal Observer Corps, plus Heritage Hunter Fleet, Wymondham College Governor, Wherry Housing, Broadband Sports Council, Horning Sailing Club, and Norwich and Norfolk Aero Club. Wow! What a record of service.

In our humble opinion, no one could be more deserving of this great MBE appointment than David Hastings, and speaking for all of the members of the Second Air Division Association, I extend to David our most sincere and fondest congratulations to him and to his wife Jean. We can feel a personal involvement, as one of the most prominent factors leading to this appointment was the recognition of David's 23 years as a Memorial Trust Governor. We are well aware of this service in which he has worked so long and diligently for our Second Air Division Memorial Library. It is what it is today, largely as a result of David's dedication to it as a Trust Governor.

David's award will be presented to him by Her Majesty the Queen at Buckingham Palace. As of the time of this writing, the date of the ceremony has not been announced. He may take three members of his family with him when the presentation takes place. David has said, and we know it from experience, that the award is as much to Jean and also to the teams he has worked with, as it is to him. Hopefully, by the next issue of the *Journal* we will be able to print a photo of David receiving his MBE.

A report on our 56th Annual Convention that took place in early June in Oak Brook, Illinois appears elsewhere in this issue. I will say it was another super get-together organized by Evelyn Cohen, and we thank her for all she did to make it so successful and enjoyable for all those in attendance. I do want to mention that three new group vice presidents were involved in this convention and in the Executive Committee meetings that also took place at Oak Brook. Attending his first convention was Link Veazey, 446th Bomb Group VP. We were impressed by Link's interest and willingness to get involved in Association business. He succeeded Aud Risley, who was the 446th group VP for several years. Also attending his first meeting as a group vice president was Hugh Bennett of the 491st Bomb Group. Hugh has been a long-time active member of the Association, and is a very welcome addition to the Executive Committee. He succeeded Hap Chandler as group VP. Hap will continue on the Executive Committee as one of the three most recent Association presidents. The new group vice president for the 44th Bomb Group is George Washburn. He is a long-time member of the 2ADA and also of the 44th BG organization. He has been a regular attendee at meetings of both groups. George succeeded Julian Ertz, former 44th group VP, at the convention. We sincerely thank Julian for his service and will continue to seek his participation on committees.

Also at the convention I was elected to serve another term as president. I consider this to be a great honor to be asked to continue my service as Second Air Division Association President for the upcoming year. I promise that I will make every effort to promote and enhance our beloved organization and to adhere to the purpose of the Association as stated in Article 2 of the Bylaws. ■

## The 57th Annual Convention of the 2ADA May 27- 28 - 29, 2004

Hyatt Regency Hotel • Philadelphia, PA

Tour to Atlantic City . . . . . Friday, May 28

Tour of Philadelphia . . . Saturday, May 29

**Complete details will be in the Winter Journal.**

SECOND AIR DIVISION ASSOCIATION



THE SECOND 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 Library of the Norwich Millennium 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 made for Associate (Non-Voting) memberships and also for subscribing memberships (Non-Voting).

**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.

## 2ADA NEW MEMBERS

### Headquarters

Herbert M. Berkowitz

### 389th BG

Robert F. Dale  
Gary Lash

### 445th BG

Frederick A. Jacobi  
Martin J. Posner

### 453rd BG

Roy Cashdollar

### 466th BG

Harry Landers

### 489th BG

Edmund N. Myles

# EXECUTIVE VICE PRESIDENT'S MESSAGE: THE CHICAGO CONVENTION, JUNE 2003

BY GEOFF GREGORY (467TH)

The 56th Annual Convention of the 2nd Air Division Association was convened by President Dick Butler on June 4 in Oak Brook, Illinois. President Butler also chaired the two-day Executive Committee meetings prior to the general convention. I might add here, for general information, that all members of the Executive Committee pay ALL their own expenses, with the exception of two working lunches and one dinner. Generally, it was pretty much business as usual, with one exception: Richard Butler (44th BG) was nominated to serve a second term as president. The nomination was confirmed by acclamation at the general business meeting the following Saturday. He thus becomes the eleventh president to serve a second term. In addition to Richard Butler's nomination, the following nominations were agreed to and presented at the general membership business meeting: Geoff Gregory as Executive Vice President, E.W. (Bill) Nothstein as Treasurer, David Patterson as Secretary; Evelyn Cohen as Vice President Membership and Convention Committee Chair, and Ray Pytel as *Journal* Editor. All nominees were elected — good luck to them all in 2004.

It was our pleasure to welcome the grandson of General Leon Johnson (44th BG), as well as Craig Harris, president of the 8th Air Force Historical Society. We enjoyed his remarks at the banquet — in spite of the fact that he flew B-17s!

We also welcomed and enjoyed our visitors from England, Agnes & Pat Ramm and Jean & David Hastings. David has served us well as the outgoing Chairman of the Board of Governors of the Memorial Trust. We were pleased to welcome the new Chairman of the Board of Governors, Matthew Martin. Matthew made the trip in spite of the fact that he was momentarily expecting the birth of his first grandchild. He impressed us with his knowledge of Memorial Library affairs, his outlook for the future of our Memorial, and his robust sense of humor. It is clear from his remarks that the "Brits" think of the future of the Library as existing for hundreds of years. He also announced the beginning of a new fund-raising drive in England for the Capital Fund of the Memorial Trust. More power to them.

The 392nd BG held its "stand alone" convention in conjunction with the 2ADA this time. Reports are that the arrangements were satisfactory to all, and everything went very smoothly. The Executive Board of the 44th BG also attended as a group. We were pleased to welcome both.

Patsy & Charles Beavis, friends of Edna & Jim Reeves, arranged a bus tour of Chicago. About forty of us took advantage of that and thoroughly enjoyed it. Our tour guide was most knowledgeable, as well as entertaining.

The runaway hit of the convention was the Dzenowagis family's film, "The Roll of Honor." The film is a composite of the activities surrounding the presentation of the Roll of Honor and the dedication of our Memorial Library in its new home in The Forum on the Millennium Plain. It is a splendid film, and was most enthusiastically received by all in attendance. It is the latest of the wonderful video history of the 2ADA filmed by the family over the last seventeen years. The family was acknowledged for their contributions, and presented with a special award by our awards committee. Thank you, Helen, Joan, Joe and Joe Jr.

The convention closed on Saturday evening at our lovely final banquet. The theme honored the widows of our deceased members, as well as their close family members who were in attendance.

Several of them participated in our candle-lighting ceremony.

Remarks from past Chairman David Hastings, present Chairman Matthew Martin, and 2ADA past presidents and former members of the Board of Governors E. Bud Koorndyk and Charles Walker rounded out the program. Jordan Uttal did his usual fine job as MC; and the 56th Annual Convention of the 2ADA is now history. Although the weather outside was cool and damp, the atmosphere in the hotel was warm and cordial. The entire staff was friendly, cooperative, and most helpful in attending to our needs. Actually, they seemed to enjoy us. Bless and thank you, Evelyn, for another great one!

## TIDS & BITS

The aforementioned widows in attendance numbered thirteen, and received special mention at the banquet.

In appreciation for their MANY contributions and efforts on our behalf, Jean and David Hastings were presented with a lovely mantle clock. The clock was especially chosen to conform to the Hastings' living room décor.

The Executive Committee was pleased to donate money that you enclosed with your dues payments, designated for the Capital Fund and the 2ADA/Fulbright Fund. Respectively, the amounts were \$35,000 and \$25,000. Matthew Martin gratefully accepted, with thanks from the Board of Governors.

Finally, it appears that Convention 57 will be held in Philadelphia, right in the "heart" of the wonderful Historic District. Great news! It is also probable that #58 will take place in San Diego, in conjunction with the dedication of the new bronze B-24 in Balboa Park.

So it is on to 2004 in the City of Brotherly Love! Hang on to your health and your friendships — they are both precious!

GOD BLESS THE UNITED STATES OF AMERICA! ■

## The British Take Their Grass Very Seriously!

FROM "THIS ENGLAND" • SPRING 2003



This sign at a National Trust property in the Cotswolds has certainly proved effective — no one has dared to walk on the grass even to mow it!

# Report of the 2ADA Representative on the Board of Governors of the Memorial Trust

BY CHUCK WALKER (445TH)

The Second Air Division Annual Convention held in the Chicago area in May will be properly reported on by others in this *Journal* to which I refer you for all the news up to that time. Especially read about Matthew Martin's plans for the future. We are indeed fortunate to have a man of Matthew's caliber as our new Chairman.

Our new Chairman has rescheduled the annual business meeting of the Trust Governors from 10 October as previously planned to 12 November so that the 2ADA attendees can also attend the Biennial Lecture by Lord Carrington on 13 November. To fill out the visit, Matthew reminds us of the Remembrance Day Service at the Cathedral on 9 November. He has also scheduled the 10th for time to visit the Memorial Library and the 11th for a tour of the new Records Building. Several members indicate they may wish to attend these functions.

Our Memorial Library Capital Fund (interest from which keeps our Library functioning) needs a sizable increase to assure the Library's future in perpetuity. Matthew has appointed an Appeal Committee which is at work developing the strategy to be used in the Appeal. It is recognized that these are difficult times to be waging an appeal, but Matthew is confident that due to the high esteem in which the Memorial Library is held by the citizens of Norwich and Norfolk, a good measure of success can be achieved. Your 2ADA has already contributed \$75,000 to the Appeal and we are hopeful that many of you will find this an opportune time to make a contribution. In most cases, if not all, your contribution is tax-deductible. Your name will be recorded in the Book of Benefactors to be kept in the Library for all to see. As Matthew says, "The forthcoming appeal represents a major challenge. We will do our best. The Memorial Trust and the Library are held in high regard locally."

The Library was opened on Sunday 15 May to support Radio Norfolk's Local History Day at The Forum. Jennifer Christian and Lesley Fleetwood staffed the Library between 10 a.m. and 4 p.m. BBC Norfolk Radio has officially moved into The Forum and BBC Television is soon to follow. This is good news for the Library as they are located directly above the Library and will be close by for a cooperative environment.

Hilary Hammond, Trust Vice Chairman,

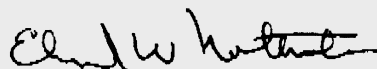
has laboriously worked out the details on insurance coverage for our Library and its employees. The 5 July Governors meeting indicated the Governors were pleased with the results of his efforts.

Our esteemed editor informs me this

report will be the last before the holidays, so although it's 97 degrees in the middle of July in Dallas, I will take this opportunity to wish each of you the Happiest and Healthiest of Holidays. These wishes are most sincere. ■

## SECOND AIR DIVISION ASSOCIATION ANNUAL FINANCIAL STATEMENT

GENERAL FUND BALANCE, JULY 1, 2002		\$195,442.78
INCOME		
Membership Dues	\$93,241.00	
Interest	\$2,285.80	
Other	\$105.31	
TOTAL OPERATING INCOME		\$95,632.11
EXPENSES (excluding Grants)		
Journal & Related Expenses	\$45,149.43	
Operating & Administrative Exp.	\$46,371.91	
TOTAL OPERATING EXPENSES		\$91,521.34
GRANTS		
ABCM Wreaths	\$918.58	
Memorial Library	\$12,800.00	
Fulbright Foundation	\$39,000.00	
TOTAL GRANTS		\$52,718.58
TOTAL EXPENSES		\$144,239.92
NET INCOME (after expenses)		(\$48,607.81)
GENERAL FUND BALANCE, JUNE 30, 2003		\$146,834.97
DONATION RECEIPTS		
Memorial Library Endowments	\$5,040.00	
8th Air Force Heritage Museum	\$100.00	
Library Books	\$1,910.00	
Memorial Library	\$22,699.00	
Fulbright Foundation	\$11,555.00	
TOTAL DONATIONS RECEIVED		\$41,304.00
DONATIONS DISBURSED		
Memorial Library Endowments	\$5,040.00	
8th Air Force Heritage Museum	\$100.00	
Library Books	\$1,910.00	
Memorial Library	\$75,000.00	
Fulbright Foundation	\$11,000.00	
TOTAL DONATIONS DISBURSED		\$93,050.00
NET DONATIONS		(\$51,746.00)



ELWOOD W. NOTHSTEIN, TREASURER

Donations received for the Memorial Trust and/or other undertakings are deposited in a separate account from the General Fund. These gifts are disbursed at the direction of the Executive Committee.

# NOTES AND NEWS FROM THE HONORARY PRESIDENT

BY JORDAN R. UTTAL (HQ)

Well, here we are again (Thank you, Lord), this time in mid-July, and I am getting off word to my extended 2ADA family for the Fall 2003 *Journal*. I hope this finds you and yours well.

It was indeed a pleasure participating in our 56th Annual Convention at Oak Brook in early June. In addition to well-aged wine and cheese (my bread and butter), I do so enjoy being with my well-aged friends.

One of them, incidentally, was invited by President Butler to sit in and observe at our two days of Executive Committee meetings. I was very pleased when he took me aside after we concluded, and told me that he had never imagined the quantity and quality of the efforts of your Executive Committee. I hereby pass on to my colleagues, his favorable comments. And so to business . . .

## ROLL OF HONOR

In the minutes of the Oak Brook business meeting, elsewhere in this issue, you will find information on this subject, but let me add the following: A list of 195 names to be added was compiled from various sources, and each group VP was sent the names of those of his group that were proposed. Fortunately, several of the group VPs found errors in the information, and at the moment I am waiting to hear from the remaining groups. This will be brought to a head by October 1st, and a corrected list will be sent to Norwich for addition to the master Roll of Honor.

## THE HISTORIAN OFFERS THE FOLLOWING:

In the last issue I opened up our records on bombing accuracy. I do hope you took pride in the great improvement achieved by our combat crews. In this issue I offer another area of 2nd Air Division improvement in our operational efforts. I speak of "The percentage of Credit Sortie Aircraft making Effective Sorties." Let us remember:

"Credit Sortie Aircraft" were those aircraft which took off and entered enemy territory. As you know, many that took off didn't, for any number of reasons. "Effective Sortie Aircraft" were those which actually attacked enemy targets. Now then, here's the scoop:

Please Note: In 1943, there were no 2AD operations in June, July and August in the ETO. Our North Africa figures are not included in the above. Of the remaining nine months in the ETO, we went from 37% in January to 85% (WOW) in May. Started

Period	Credit Sorties	Effective Sorties	Percentage
January – May 1943 plus September - December	3,653	2,455	67%
January – December 1944	66,695	51,722	78%
January – April 1945	24,014	20,182	84%
<b>TOTALS</b>	<b>94,312</b>	<b>74,359</b>	<b>79%</b>

September at 85%, dipped to 41% in October, and finished December back up to 78%.

In 1944, we started January at 61% and worked up, month after month, to 80% in June. We went up and down slightly every month thereafter, finishing December at 84% (got to 90% in October). In 1945 we started at 85% in January and February, hit 93% in March, and finished in April at 77%.

So, here again, good buddies, we have another example of 2nd Air Division improvement in performance, a reflection of

*great leadership*, and determined effort by the combat crews and the ground crews that kept them flying.

Okay, so much for now. I know that after this issue, there will not be another one reaching you before the end of the year. So, let me extend, now, my very best wishes to all of you with whom I served, and with whom I have reached my eighties in the friendly atmosphere of our Association. May your Holidays be Joyous, Healthy, and satisfying in every way. ■

## The Editor's Contribution

BY RAY PYTEL (445TH)

### ANSWERS TO LAST JOURNAL'S QUIZ:

1. The 9th Air Force was "in charge" of the Ploesti raid.
2. The five groups participating were: 44th, 93rd, 389th, 98th, and 376th.
3. Five medals of honor were awarded: Lt. Col. Addison Baker (93rd) Col. Leon Johnson (44th) Major John Jerstad (93rd) Second Lt. Lloyd Hughes (389th) Col. John Riley "Killer" Kane (98th)
4. The 60th anniversary of the raid was held 30 July – 3 August 2003 in Salt Lake City, Utah.

### FALL JOURNAL QUIZ:

1. The RAF raided Berlin a number of times at night while the 8th AF raided various German cities in the daytime. Name at least three British bombers that participated in such raids.
2. What British bomber was used in the "Dambuster" raid, and how was it modified to fit the needs of this raid?



This NEW 2004 calendar is packed with photos and historical information.

Order your copy today!

**\$10** (plus \$2.50 shipping & handling)

Make your checks payable to: "Bomber Legends"

Your organization will receive a portion of the sale of each calendar through Feb. 2004. We track sales by the special code in the ( ) following "B-24 Liberator Club" below.

*Bomber Legends*



**B-24 Liberator Club (2AD)**  
1672 Main Street, Ste. E - 124  
Ramona, CA 92065

# 56<sup>TH</sup> ANNUAL BUSINESS MEETING

## SECOND AIR DIVISION ASSOCIATION, 8TH USAAF

### JUNE 7, 2003 • OAK BROOK, ILLINOIS

**A. Call to Order:**

1. The meeting was called to order by President Butler at 10:00 AM.
2. Jim Reeves gave the invocation, and President Butler led the Pledge of Allegiance to the Flag of the United States of America.
3. The Secretary verified that a quorum was present.
4. The President then introduced special guests:
  - a. Matthew Martin, incoming Chairman, Board of Governors, 2nd Air Division USAAF Memorial Trust.
  - b. David Hastings, member of the Board of Governors for 23 years, and outgoing Chairman.
  - c. Craig Harris, President of The 8th Air Force Historical Society.
  - d. Bill Cullerton of the 355th Fighter Group.

**B. Report of the Delegate Committee (Barney Driscoll, Chairman):**

Chairman Driscoll reiterated that the 2nd Air Division Association is a non-profit, non-political organization of U.S. Air Force veterans, and is so registered under IRS Code Section 501-(c)-(19) (IRS ID # 25-1327743). As such, certain income tax considerations apply in the performance of official Association duties.

The participation of regular members of the Association as official delegates to today's Business Meeting is such a duty, and the reasonable cost of attendance is construed to be a charitable contribution and may be deductible as such for those who itemize deductions on their income tax returns. Nevertheless, members having questions are urged to seek professional tax advice, as the Association cannot provide tax advice.

The convention chairperson will make a finalized list of all regular members of the Association attending this meeting.

A motion then made by Mr. Driscoll was approved that all regular members attending this June 7, 2003 Business Meeting be declared official delegates and that it be so documented in the minutes of the meeting.

**C. Report of the Secretary (David Patterson):**

1. The Winter (2002-03) edition of the 2nd Air Division Association's Journal carried a copy of the minutes of the Association's last General Business Meeting (Sept. 2, 2002), and thus had been available for review by the members. To refresh memories, he read these minutes in condensed form, and a motion to approve them as published was then passed.

2. Roberts Rules of Order, under which the Association operates, now allows conduct of official business by means of electronic media. A motion was now approved that the Executive Committee may conduct official Association business either by mail or by electronic means (FAX, E-mail) as long as all members may participate. If any negative positions are taken by a member, it is further provided that, then, the negative comments are recirculated to all members before a final vote is taken.

**D.1 Report of the Treasurer (Bill Nothstein):**

General Fund Activity – nine months period 7-1-02 through 3-31-03:

Beginning balance, 7-1-02:	\$195,443	
Operating income (dues, interest, & other):	<u>\$93,254</u>	
Expenses:		
Operating expenses (Journal, Oper. & Admin.):	\$63,829	
Grants (wreaths for cemeteries: \$918, Memorial Library: \$2,600, Fulbright Fund: \$25,000):	<u>\$28,519</u>	
Total Expenses:	<u>\$92,348</u>	
Net income (after expenses):	\$ 906	<u>\$ 906</u>
General Fund Balance, 3-31-03:	\$196,349	

**D.2 Report of the Audit Committee:**

President Butler reported that the audit of the books was performed and reported to the Executive Committee. The audit revealed that the books were complete, correct, and in proper order.

**E. Report of the Vice President – Membership (Evelyn Cohen):**

1. Membership now stands at approximately 4,600 (all time top was over 8,000). We are now getting new members through a new source: the Internet. Many indicated they had never heard of the 2nd Air Division Association.

2. The Association is now providing Memorial Day wreaths for all cemeteries where it is known that 2nd Air Division veterans are buried. This Association project

now encompasses 13 cemeteries, stretching from North Africa, to the European Continent, and to England.

**3. Future Association conventions:**

- a. 2004: Several locations are being studied: Philadelphia and others.
- b. 2005: A bronze B-24 statue is to be placed in Balboa Park, San Diego, CA in 2005, with the dedication scheduled for Memorial Day. If this schedule holds, our Association's convention will be in San Diego so we can attend this Memorial Day, 2005, dedication.

**F. Report of the Journal Editor (Ray Pytel):**

Mr. Pytel stated that all was well with the Journal.

**G. Report of the Association's Memorial Trust Governor (Charles Walker):**

(Governor Walker gave credit to Governor Hastings for furnishing the notes which supplement his own as basis for the following presentation.)

1. 2nd Air Division Association/Fulbright Librarian, Tahitia Orr, has been doing an outstanding job in England, working with local school and civic groups as well as performing library duties. To the delight of all, she has agreed to stay another year.

2. At the American Air Museum, Duxford, England, the restored B-24 is now located in the display area. Some remaining finish work has yet to be done, but it looks great.

3. Mr. Hastings has established and maintains close links between the Memorial Library and the USAF at Mildenhall Air Base. The USAF has extended his appointment as an "Honorary Squadron Commander" for an additional year, and through David's work, Mildenhall has become very aware and very keen on the Memorial Library. For instance, the base magazine, "The Marauder," recently carried a full-length article about the Library.

4. B-24 paintings, made available by the 2nd Air Division Association and signed by many of its members, have been installed in various prominent public and armed service locations in the Norwich-Norfolk area. The recipients thank the Association for this courtesy.

5. The BBC documentary on the 2nd Air Division, "The Liberators," has been broadcast several times, and has received an award for excellence. The Dzenowagis film, "Roll of Honor," shown Friday evening at this convention, was also shown several times in England to packed houses and enthusiastic crowds. It visually captures the true spirit of the unique 2nd Air Division Memorial.

6. BBC Norfolk and BBC Television will shortly move their permanent offices to the floor directly above the Memorial Library, which should provide better opportunities for enhanced publicity for the Memorial.

7. The British organization, "Friends of the 2nd Air Division Memorial," has proven to be a very active and supportive group. Their annual "Thanksgiving Dinner" draws sell-out crowds. The net proceeds are contributed to the Memorial. (Last year, this amounted to 1,200 pounds sterling.)

8. Visitor count at the Memorial Library has been over 4,000 per month (over 200 per day), and climbing steadily. For visitor guidance, a new Memorial Trust brochure has been published which details the history and mission of the Memorial.

9. The design of the new Memorial Library provides a conference room, not available in the Memorial Room that burned down in 1994. Thus, in years past, the Fulbright Commission had to hold its annual meetings to choose a scholar for the 2nd Air Division Memorial Library in London, far from where the scholar would serve. Now, with a conference room available at the Library, the commission in 2002 held, for the first time, its annual meeting at the Memorial Library. The commission members' enthusiastic response to this fine facility and its advantageous location sets the stage for future meetings there.

10. Outgoing Chairman Hastings has initiated publication of what is hoped to be a semi-annual Trust Newsletter to keep interested parties in the USA and Britain apprised of current Trust and Library activities.

11. Flight Lt. John Nichol, RAF "Tornado" navigator shot down in the Gulf War and made a POW under Saddam Hussein, authored the book *Tornado Down*. He points out that too many uninformed people are now attempting to "rewrite history" with their misconceptions of the plight of POWs. So, he is now writing a book on the plight of bomber crew POWs in WWII, entitled *Bomber Command* (covering both USAAF and RAF). He urgently needs help from 2nd Air Division crews who have had a personal POW experience. Please contact John by e-mail at john@johnnichol.com to contribute your own personal experiences in this regard.

12. One other item — the new Forum building, home of the Memorial Library, was given an urban design award in the Civic Awards – 2003.

(continued on next page)

## 56TH ANNUAL BUSINESS MEETING (continued from page 7)

At this time, Mr. Walker asked the new Chairman of the Board of Governors, Mr. Matthew Martin, for comments on the future of the Library:

1. After giving tribute to his predecessor, David Hastings, and David's wife, Jean, for their outstanding work and dedication to the Memorial Trust and Library, Mr. Martin gave a short account of his own background. He recently retired as a solicitor (attorney, to us in the USA) with 41 years service, including service with the law firm that composed, in 1945, the Declaration of Trust for the 2nd Air Division Memorial. In addition, he has been closely involved with many British charities through the years. (Matthew was also Clerk to the Memorial Trust for many years.)

2. Mr. Martin pointed out that in England, "charities" such as the 2nd Air Division Memorial, live on for centuries — and so it will also.

3. He then spelled out the immediate and most pressing matters facing the Memorial Trust:

a. To keep the public eye focused in an appropriate manner so that they will never forget the sacrifices made by the nearly 7,000 2nd Air Division men who gave their lives to ensure our freedoms. As part of such a program, the Governors will sponsor a biennial lecture by a speaker of national or international importance. This winter (November 13, 2003) such a lecture will be given at the University of East Anglia by Lord Carrington, former UK Defense Secretary, Foreign Secretary, and Secretary-General of NATO.

b. Another challenge facing the Memorial is to assure its independent financial strength for the future. This fall, the Governors will launch an appeal for endowment funds for this purpose. Mr. Martin has formed a committee of six prominent people in the Norfolk community, people of stature who have had experience in such an endeavor.

c. A challenge to the Board of Governors is to assure strong leadership in future years. As vacancies occur, the Board must be continually refreshed with new, young, vigorous, dedicated candidates, capable of carrying the Memorial forward from strength to strength.

In closing, Matthew promised his total commitment to the Memorial, and, just as those almost 7,000 young men did not fail in their mission to eradicate an evil leader from the world, he and his fellow Governors will not fail in their mission to the Memorial.

### H. Report of the President (Richard Butler):

President Butler pointed out that this is the 56th year of the Association, and what remarkable things have been accomplished in that time: how many members have enjoyed our successes, how many friendships have been established, and how much work has been expended by so many in order to make our Association so successful, and to bring pleasure and camaraderie to so many.

We enjoy a special pride in the continued success and growth of the 2nd Air Division Memorial Trust and Library, a success in large part due to our Association's nurture and support through the years. We take pride in the fact that it is the only truly living memorial to veterans who gave their lives defending the freedoms we enjoy today.

I. Reports of General Committees: There were no reports.

### J. General Business:

#### 1. Old (Unfinished) Business:

##### a. 2nd Air Division Roll of Honor (Jordan Uttal):

1) Ongoing research has produced some new names for possible addition to the Roll of Honor. However, these must be verified through official channels. When that is done, a final tally will be published in the Association's Journal.

2) Mr. Uttal had earlier asked Group Vice Presidents to review the existing Roll of Honor lists, and report any corrections (i.e., errors in spelling, serial numbers, etc). As only 12 were found, these will be held until a major revision of the Roll of Honor is needed.

##### b. 2nd Air Division "Killed in Line of Duty" Register:

A formal register had been proposed to list 2nd Air Division personnel killed in non-combat related activities while serving with the Division. To date, only thirty-two such names were found. This is too short a list to place in a formal book, thus, a calligraphed list in old English script will be kept by the Trust Librarian for use by researchers. Group lists will be placed in the Library's Group files.

##### c. List of Base Contacts for guidance:

Members of the "Friends of the 2nd Air Division Memorial" organization in Norwich are eager to help returning veterans and their families with transportation, help finding accommodations, etc. A list of these people has been given to each Group Vice President for use by any of his Group members who may be planning a visit to Norwich.

#### 1. New Business:

a. President Butler introduced Mr. Craig Harris, President of the 8th Air Force Historical Society, who brought sincere greetings from the 8th Air Force Historical Society and from the leaders of the Mighty 8th Air Force Heritage Museum, Savannah, GA.

1) The Historical Society has recognized that its prime mission is education to apprise the public of the 8th Air Force experiences.

2) With this in mind, the Society's Education Committee collaborated with the Mighty 8th Air Force Heritage Museum and the Prentice Hall Publishing Company in the development of a curriculum guide, "Honoring the American Past." This 124-page, profusely illustrated booklet, and accompanying teaching guide, tell the story of the 8th Air Force in context with the development of aviation, including the development of military aviation during our country's participation in World Wars One and Two. This provides a backdrop upon which the history of the 8th is painted. The publication is written for grades 7-12 (although it has been used with success in grades 5 and 6).

3) To aid in presenting the story, a kit was assembled, which consists of the booklet, 21 transparencies illustrating subjects in the booklet, and a 25-minute video. The latter provides a good method of introducing the theme, and includes an attention-getting poignant story of the combat experiences of a B-17 crew member shot down in World War Two.

4) President Harris kindly made a gift of a kit to the Association and pointed out that many of our members are called upon from time to time to talk to their local neighborhood clubs, schools, etc. about their World War Two experiences. This kit would be of great help in organizing such a presentation.

He said that additional kits are available from the 8th AF Heritage Museum, at P.O. Box 1992, Savannah, GA 31402. Price is \$25 (\$22.49 to Museum members). (Ed. Note: Plus shipping & handling charge of \$4.00.)

5) President Harris followed by making a presentation from the 8th Air Force Historical Society to the 2nd Air Division Memorial Library of the book *Mississippians in the Mighty Eighth*. He considers this an outstanding treatise and asked Governor David Hastings to convey it to the Library in England. Mr. Hastings accepted it with sincere thanks.

6) In closing, President Harris thanked all for being invited to the convention, and to speak at this membership business meeting, and hoped all would have an enjoyable time at the convention.

### K. Report of the Nominating Committee (committee member Rokicki reported in the absence of Chairman Leeton):

Pursuant to Executive Committee review and action on the original report of the Nominating Committee, the following names were now placed in nomination for membership approval:

1. President: Richard Butler (for a second term).
2. Executive Vice President: Open for nominations from the floor. (Note: Bob Cash (492nd BG) had been selected, but declined.)
3. Vice President, Membership: Evelyn Cohen
4. Treasurer: E.W. (Bill) Nothstein
5. Secretary & Director, Administrative Services: David Patterson
6. Journal Editor: Ray Pytel

President Butler asked for nominations from the floor for each of the officer positions.

Mr. Geoff Gregory was nominated for Executive Vice President.

There were no nominations from the floor for the other positions.

The nominations were closed, and a motion was approved to accept the above listed nominations by acclamation.

### L. Other Business:

1. President Butler called on Bill Cullerton, fighter pilot from the 355th Fighter Group, for comments.

The 355th Fighter Group shared an air base (Steeple Morden) with a bomber group, and he indicated that this helped him and his colleagues better understand bomber operations.

He flew cover for many bomber missions, and stated that he had great admiration for the bravery of the bomber crews who, time and again, undaunted, flew into clouds of flak to accomplish their bombing drop.

He thanked all for inviting him, and said he was proud to be here.

2. A suggestion was made from the floor to reduce future conventions from four to two days, to eliminate seemingly unscheduled time at the convention. This would save members both time and money. President Butler will ask our Convention Chairperson to consider this.

### M. Adjournment:

There being no further business, a motion to adjourn was approved. Adjournment was at 11:10 AM.



David G. Patterson  
Secretary, 2nd Air Division Association, 8th USAAF



## MEMORIAL DAY AT MADINGLEY

BY TAHITIA ORR, 2ADA/FULBRIGHT LIBRARIAN

On Memorial Day 2003 I was lucky enough to attend the Memorial Service at the Cambridge American Cemetery. Accompanying me were two lads from Scarning Primary School and their teacher, Mr. Philip Brazier. Our day out also included a fine ramble around the Cambridgeshire countryside, a visit to the Duxford Air Museum, and a stop at the 355th Fighter Group memorial at Steeple Morden.

The weather was superb, and the sunshine really made the sobering rows of crosses and Stars of David stand out against the closely cropped grass. The cemetery, with its Wall of Remembrance, gorgeous chapel, and American flag flying proudly overhead, is a truly moving place. On this day, the areas by the reflecting pools were filled with hundreds of chairs, which were quickly filled as the service began with the posting of colors by the Joint Analysis Center Honor Guard from RAF Molesworth. The playing of the British and United States national anthems followed this tribute. The music throughout the service was quite good, provided by the United States Air Forces in Europe Band and additionally enhanced by a visiting choir from Minnesota.

I was not surprised to hear the invocation, prayer of remembrance, and main address all touching on the recent war in Iraq and the renewed partnership between Britain and the United States. The crowd attending reflected this friendship, with many British service people attending as well as many Americans from RAF Mildenhall and Lakenheath. There were a large number of people in attendance; I would estimate anywhere from 300-400.

When it came time to place the wreaths against the Wall of Remembrance, it seemed as if half the crowd moved forward, flowers in hand. There were 119 groups listed in the program in order to present a decoration. One of our Governors, Mr. Ted Inman, presented the 2nd Air Division Association wreath. It was amazing to see the somber white wall turn into a festival of colors and remembrance. After the ceremony, I joined the line of people slowly walking down the wall, thinking of the wishes and memories that each wreath represented.

The boys and I were most impressed with the Missing Man formation done by the F-15E Strike Eagles from the 494th Fighter Squadron at RAF Lakenheath. This ear-ripping display was followed by three flypasts by the B-17 "Sally B." Even though she's the wrong aircraft for me, she's still a wonderful sight! The *oohs* and *aahs* from the crowd were tremendous, and the guys were beside themselves with joy.

After the ceremony, I was able to visit with many of our base contacts and members of the Friends of the 2nd Air Division Memorial group. Many of them were there to lay wreaths but some just came to pay their respects. Then we all changed out of our dress clothes and went over to the Duxford Imperial War Museum for an afternoon of fun!

We toured the American Air Museum first, as the boys really wanted to see the restored B-24. Our visit there was really up close and personal as we crawled underneath planes, into bomb bays, and around wings, pointing out details and sharing facts. I am continually amazed by how much Mr. Brazier's class has learned about the wartime era, and the boys didn't let him down as information just spilled out of them.

I would recommend most highly a trip into the Land Warfare Hall for anyone going to Duxford. The exhibits are presented in "authentic battlefield scenes" and the place is full of sound, dust, and trails running through falling-down city streets with tanks on either side. I really appreciated the sections focusing on WWII in the Far East and the experiences of the prisoners of war. They displayed before-and-after photos of the prisoners, some of their wartime diaries, and examples of crafts made to pass the time in prison camp. All of this really brought the horror of being held in prison alive for us.

After leaving Duxford, we managed to find our way over to Steeple Morden to take a look at the 355th FG memorial. Veterans from the fighter group were there attending a reunion that weekend and we found the memorial packed with wreaths and bouquets. I was impressed with the memorial with its propeller and high curved wall enclosing the engraved stone. The 2AD Memorial Library had hosted a visit of the 355th FG during their reunion, and it was good to see the area in which the veterans I met served. Then we headed for home, agreeing that it had been a wonderful and very full day. ■

---

### THE 2ND AIR DIVISION MEMORIAL LIBRARY THE FORUM, MILLENNIUM PLAIN, NORWICH, NORFOLK, NR2 1AW, ENGLAND

---

July 30, 2003

Mr. Richard D. Butler  
President, 2nd Air Division Association

Dear Mr. Butler:

It was a great pleasure and honour to receive our Distinguished Service Awards from the 2nd Air Division Association presented by Trust Chairman Matthew Martin.

We are most appreciative for the recognition shown to us by the Association and will continue to execute our duties with enthusiasm, whilst upholding the principles of the Memorial at all times.

It is a privilege to work in the Memorial Library; welcoming returning veterans and their families is a particular pleasure. Day-to-day life is often hectic, always varied but never other than fulfilling and enjoyable.

Yours sincerely,

Jennifer Christian and Lesley Fleetwood



**491st BOMB GROUP  
POSTREMUM ET OPTIMUM  
the  
RINGMASTER  
REPORTS**

BY HUGH M. BENNETT

Hap Chandler resigned as group vice president prior to the 56th Annual Convention of the 2ADA in Oak Brook. Although I was his assistant, I didn't automatically become VP; according to our

bylaws, President Dick Butler appointed me to succeed Hap until we have our election in October in St. Louis.

It was very disappointing to find that Bea and I were the only ones from the 491st registered for the convention. Hap came for the Executive Committee meetings on the 3rd and 4th only. Jack VanAcker showed up for the buffet on Friday.

Since finding out about the 2ADA in 1982, the first convention I attended was in Norwich in '83, and I have missed only one since. In twenty years it's surprising the number of friends you make. The 2ADA is a great group; but the sun is rapidly getting into the west for most of us.

It has come time to promote member-

ship in The Heritage League, as it will be up to them to carry on the ideas and accomplishments of the 2ADA. Irene Hurner, president of the League, is doing a fine job and is a very energetic person.

For those who can't afford to attend both their own group reunion and the 2ADA convention, the 392nd Bomb Group tried something different this year. In conjunction with the 2ADA, they came two days early for their own get-together and joined with the 2ADA for the rest of the time. According to Evelyn Cohen it worked out very nicely. A good thought for future reunions.

See you all in St. Louis in October.  
God Bless! ■

HALESWORTH  
**489TH  
NOTES**  
BY  
JOHN deCANI

This column has a new byline and the 489th Bomb Group Association has a new group vice president. For the record, I was the radio operator on Joe Lawson's crew. We were in the 846th Bomb Squadron and flew most of our missions in "Umbriago" (42-50330). When the war ended I returned to college and wound up spending fifty mostly happy years at the University of Pennsylvania, retiring with the rank of Professor Emeritus of Statistics in 1998. I have been a member of the 489th Bomb Group Association (and the Second Air Division Association) since 1980. Bud Chamberlain recruited me when he spotted my name attached to a letter to the editor of the Liberator Club's *Briefing*.

Neal Sorensen's act as 489th group vice president is not hard to follow; it is impossible to follow. I can hope only that I can come close to the standard of leadership that Neal has set and that the 489th Bomb Group Association is at least as healthy when I leave the office of group vice president as it is as I assume it.

We are fortunate in that the first-rate set of officers that Neal leaves behind has agreed to stay on. Specifically: Charlie Freudenthal has agreed to remain as Source of Wise Counsel, assistant group vice president, and editor of our newsletter, *489th Bomb Group*. Charles Reeves and John

Lamar will continue as secretary and treasurer respectively.

The 489th group VP's job as a columnist is made slightly more difficult because Charlie does his job as editor of the newsletter with such skill. As Neal pointed out in his last column (page 8 of the Summer 2003 issue of the *Journal*), the newsletter is published six times a year compared to the *Journal's* four. This keeps the newsletter "a scoop ahead" of the *Journal*. Neal made up for this handicap through his association with the Second Air Division Association, the Fulbright Committee, and his personal anecdotes. Your new group VP has no such

glamorous affiliations, and his personal anecdotes (at age 79) are of very limited interest.

As group VP, I will be a member of the Executive Committee of the Second Air Division Association. Hence, I expect to be present when momentous decisions are made and perhaps I will acquire some column-stuffing personal anecdotes of my own.

The 489th Bomb Group Association will meet in Louisville in October. I'm hoping to attend and to meet some of you there. If not, look for my next column in the Winter 2003-2004 issue of the *Journal*. ■

**Impossible? When Pigs Fly?  
OK, Now Hear This!**

COMPILED FROM WIRE AND OTHER SOURCES BY  
MILWAUKEE JOURNAL SENTINEL STAFF • 5/25/03

Don't complain if you find yourself seated next to a pig on your next flight. It may be a service pig providing emotional support to its owner. Under newly revised Department of Transportation guidelines, the pig might have just as much right to fly as you.

There really are such things. Psychiatric service animals help people disabled by panic disorder, post-traumatic stress syndrome, depression, and brain chemistry dysfunction, according to the International Association of Assistance Dog Partners.

But new uses have opened the door to fraud. "People have tried to bring on board rodents, ferrets, monkeys, and snakes for emotional support," says David Berg, an attorney for the Air Transport Association, an airline trade group. In one case, a woman showed up with a 300-pound pot-bellied pig, claiming it was a service animal. The pig went berserk and tried to ram the cockpit.

Service animals fly free, although airlines may ask for documentation, such as a letter from a licensed mental health professional. And under the new rules, airlines are not required to carry ferrets, rodents, reptiles, or spiders, no matter how emotionally supportive they may be. ■



HARDWICK

# Open Letter to the 93rd

BY ALFRED ASCH

## WE LOST FLOYD MABEE!

Floyd Mabee passed away after a rather long illness on 9 May 2003 in a hospital near his home in Port Richey, Florida. Many of us in the 93rd Bomb Group and other members of the Second Air Division Association remember Floyd for his dedicated work to help establish projects to preserve the memories of those who fought so gallantly in the air war of World War II, especially for those who made the supreme sacrifice with their lives in the cause of freedom. Floyd was a top turret gunner on the "Shoot Luke" crew with John Murphy as pilot during combat over Europe. He joined the 93rd at Barksdale Air Base, Louisiana in the spring of 1942 and the group flew its first combat mission on October 9, 1942. His crew always seemed to fly the tough ones, and on one of our trips to North Africa, Floyd flew the famous low-altitude raid against the Ploesti oil industry on August 1, 1943 when we lost 45 out of 178 B-24s that day. He completed more than 35 missions, which was ten more than the 25 required to complete a combat tour in the 8th Air Force at that time. Floyd returned to the States in the summer of 1943 after the Ploesti raid. He attained the grade of Master Sergeant, the highest grade for an enlisted man at that time.

Floyd served as vice president to the Second Air Division Association, representing the 93rd Bomb Group, for a number of years. During his tenure, he was a strong supporter of the Association's Memorial Library at Norwich, England, and he worked tireless hours to identify everyone of the 93rd who was killed in action, to make the Division's Roll of Honor complete. He also supported the efforts of Dave and Jean Woodrow to install a large memorial marker at our WWII Hardwick Air Base and he supported the development of a very nice museum there for the 93rd. Of significance, Floyd joined a few ex-93rds to help plead the case against the British government converting Hardwick to a massive "tip" site (American translation: garbage dump). The opposition prevailed and Hardwick is better than ever today as a memorial for the 93rd. Another project Floyd managed was the installation and dedication of a 93rd memorial plaque and the planting of a tree at the Air Force Mu-



**Dot and Floyd Mabee at the dedication ceremony in Dayton.**

seum in Dayton, Ohio.

Floyd's decorations include: The Distinguished Flying Cross with one Oak Leaf Cluster, the Air Medal with one Silver and two Oak Leaf Clusters, the Purple Heart, the Good Conduct Medal, and four Campaign Ribbons.

Floyd will be sorely missed by everyone. He and Dottie were so supportive of all the activities of the 93rd Bomb Group and the Second Air Division Association. In addition to Dottie, Floyd is survived by his son, Harold. Dottie's address is: Mrs. Floyd Mabee, 11524 Zimmerman Road, Port Richey, FL 34668.

## HOLIDAY GREETINGS!

Since this will be the last *Journal* received this year, Naomi and I take this opportunity to wish you all a Very Merry Christmas and a Happy and Prosperous New Year. I personally thank you all for the support and considerations you have given me during the last number of years I have served as group vice president for the 93rd BG, Ted's Travelling Circus. ■

## FOLDED WINGS

### Headquarters

Earl D. Brown

### 44th BG

John H. Walker  
Albert T. Wheaton

### 56th FG

Leo F. Battista

### 93rd BG

Luther C. Cox  
Samuel Millman

### 389th BG

Walter W. Ketron  
Elwood I. Lash  
William W. Moller  
Lee Walton

### 392nd BG

Anthony Albino  
William T. Barry, Jr.  
Robert M. Berger  
John Fritsche  
Joseph F. Tierney (14th)

### 445th BG

H. Curt Crouch  
Eldon Long  
Samuel F. Miller

### 446th BG

Harry N. Dartz  
Michael R. Emrich  
William J. Kahle (389th)  
George L. Shanks  
Edward L. Sheley

### 448th BG

Kenneth W. Engelbrecht  
Jay Young, Jr.

### 453rd BG

Norel B. Robey  
Harry C. Winslow

### 458th BG

Virgil L. Fisher  
Doyle C. Johnston

### 467th BG

Charles H. Clawson

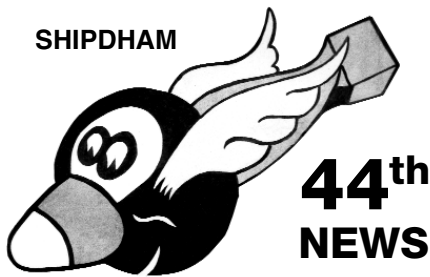
### 491st BG

Louis J. Bur

### 492nd BG

Carl W. Johnson (467th)  
Robert A. Menweg

## SHIPDHAM



BY GEORGE A. WASHBURN

### “NEW KID ON THE BLOCK!”

In late May, I received an e-mail from Dick Butler asking if I would be willing to be nominated for 44th group VP. I thought about it for a while, and then remembered that a lot of people over the years have given time and effort to keep this Association going, and perhaps it was time for me to try to give something back. So, I called Dick and agreed. At the Chicago convention, after a hard-fought campaign, I was duly elected! One of the duties is to write the article for the *Journal* four times a year. This is, therefore, my first effort, and Dick suggested I tell a little about myself.

I came from the little town (population

300) of Montgomery in the Berkshire hills of Western Massachusetts. I enlisted in the aviation cadet program and graduated in the class of 44-A — twin engine advanced school at Moody Field, Georgia. I arrived at Shipdham in late June of 1944 as copilot on Elmer Kohler's crew, and flew 19 missions with them. Major Bob Lehnhausen, squadron C.O., asked if I would like to check out as pilot. After a short check ride with Frank Davido, operations officer, I was on my own — with, of course, the help of a great crew. Herman Eckstein was my first copilot. The rest of the crew were orphans, as their pilot, Thurston E. Van Dyke, flying as copilot on the first mission, ditched in the Channel and was hospitalized for a few months. After ten months Eckstein got his own crew and Van Dyke flew copilot for me with his old crew on my last two trips. I finished 35 in December, returned to the U.S. in January, and had my 21st birthday in February. I am still in contact with Woody Staples, tail gunner, and Walter Fitzmaurice, radio operator. Woody is now 91 and still shoots skeet!! He had some nerve at his age flying with a 20-year-old steering the ship!!

Great tail gunner. Word must have been out — we never got hit by fighters.

After the war I returned to school and received a degree in civil engineering. Dick Baynes, past president of the 8th AF Historical Society, was in many classes with me at Rensselaer Polytechnic Institute. I retired in 1987 after 37 years with Northeast Utilities in Connecticut, and two years later moved into a new home in my old hometown of Montgomery — population now 800!

My late wife of fifty years and I started attending 2ADA conventions in 1976 at Valley Forge, PA, and have attended many over the years as well as our own 44th reunions. I will always remember that first one, as we did not know a soul. Pete and Mary Henry made a point of welcoming newcomers, and made us feel right at home. We have had the pleasure of making many new friends at these affairs.

The 44th Bomb Group is having its annual group reunion October 9-13 at the Doubletree Hotel in Arlington, Virginia. Hope to see many of the group there. Happy Holidays to everyone. ■

## OLD BUCKENHAM



## NEWS OF THE 453RD FROM FLAME LEAP

BY LLOYD W. PRANG

The 56th Annual Convention of the 2nd Air Division Association that was held in June proceeded in its usual seemingly effortless manner. If it looks easy, that's because of the intense professional planning put forth by Evelyn Cohen. It's great to simply arrive, check in, and begin to set up the 453rd hospitality room. The hospitality room we had this time was superb.

Richard Robert, the newly elected secretary of the group, brought nine members of his family with him. They busied themselves checking out the sights of the Big City. However it must be said that they were never late for dinner. Good show, Dick. We look forward to seeing everyone again in New Orleans.

Abe Wilen and his son Barry, along with Barry's wife Diane, took good care of Pat & Agnes Ramm. Although Abe lives in Florida, Barry and Diane live in the greater Chicago area and are excellent tour guides. Pat

and “Aggie” have been coming over to the States for many years. It's probable that they know more about the places they've visited than some of the people who live there. At the 453rd dinner meeting, Pat gave us a few words of greeting from the people at Old Buck. We're looking forward to having them join us again in New Orleans this September at our 453rd BG reunion.

Max Stout volunteered to take on the duties of host of the hospitality room on Friday, June 6 while Irene and I visited with friends in our old neighborhood of Palatine, IL. Thanks, Max.

Derek Hills, the Trust Librarian for the 2AD Memorial Library Endowment Program, reported that the Trust had purchased the following books for the period 2002-2003: *Abel Ferrara: King of New York* by Nick Johnstone; *American Pie: Slices of Life (and pie) from America's Back Roads* by Pascale Le Draoulec; and *She's Gone Country:*

*Dispatches from a Lost Soul in the Heart of Dixie* by Kyle Spencer. The inscriptions read: Presented by the 453rd Bomb Group (H), B-24s, 2nd Wing, 2nd Air Division, 8th Air Force, Old Buckenham, England.

There are some among us who when asked to contemplate going to a 2ADA or 453rd reunion reply, “At my age I no longer buy any green bananas. Therefore, I don't try to plan that far ahead.” John Hildebran offers this bit of wisdom to those who subscribe to this type of thinking: “I saw an article about a fellow who lives some fifty miles from us. This fellow turns 100 years old on May 7, 2003. He flies his own ultralight aircraft and plans to do it on his 100th birthday if he can find someone to pull-start the engine because he doesn't have an electric starter yet. He bought his first motorcycle at the age of 86!” So, the moral of the story might be, “Enjoy yourself; you may have more time than you think.” Don't you just love the parody of those old songs.

I'm reminded that the next issue of the *Journal* (Winter) will get to you sometime in January, 2004. Therefore, Irene and I would like to take this opportunity to wish each of you a Very Merry Christmas, a Happy Hanukkah, and a Healthy and Happy New Year. ■

# *Twisted Scrap Into A Liberator . . . or "Sheet Metal Magic"*

By **CHUCK STEWART** • Excerpted from the July 2002 issue of *Pacific Flyer* and the 3D SAD Association Newsletter

When a pile of twisted scrap metal arrived aboard a flatbed trailer in September 1996, few who saw it could imagine it had once been a B-24D Liberator.

Even fewer imagined it could ever resemble one again. The one person who did was Ed Kaleta, 58, who runs an aircraft restoration shop on the outskirts of San Diego, California.

Kaleta, who has restored a number of wrecks for air museums, wasn't intimidated by the condition, size, and complexity of the remains. In fact, he was confident that he and his crew at Kal Aero Service Inc. could rebuild the bomber in five years.

It took longer because he rebuilt a Curtiss P-40N before turning to the B-24 full-time. But, last month, the 66.4-foot-long fuselage of the restored Liberator rolled out of Kaleta's shop for delivery to the Hill AFB Aerospace Museum in Utah.

## **ALL THE RIGHT MOVES**

The operation took several hours but went off without a hitch. Since only the nose gear was installed (the mains are attached to the wings), moving the B-24 was a problem.

So a four-wheeled dolly was attached to the belly, allowing it to roll. A crane fitted with canvas sling and operated by Marco Crane & Rigging of San Diego helped move the fuselage into position to be lifted.

Once the B-24 was out of the shelter, slings were attached to the four wheels. Then the 7,200-pound fuselage was lifted twenty feet, spun around with the tail facing forward and lowered onto a trailer donated by Intermountain Rigging & Hauling of Salt Lake City.

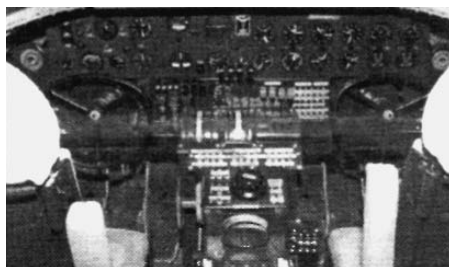
After rigging tiedowns to hold it in place, the Liberator was on its way to Ogden, Utah. Its scratch-built tail section and three of its Pratt & Whitney 1830 engines had been completed and shipped earlier.

The Lib's graceful, 110-foot Davis wing was recovered fairly intact, despite 53 years exposure to the elements on an island in the Bering Sea. Kaleta expects to finish the 25-foot outer panels in a month, the in-board sections in another four.

When the wings are ready for shipment, Kaleta will accompany them to oversee the



The Liberator's 66.4-foot-long fuselage being lowered onto flatbed trailer for the trip to Utah.



Cockpit and instrument panel were restored to mint condition.

final assembly of the B-24 inside the museum's main display building. In the meantime, he is still looking for a few last items with which to detail the plane.

At the top of the list is the B-24's nose-mounted pitot tube. If he can find one, Kaleta said, he can duplicate it in reverse to make the required set of two.

## **COST NO OBJECT**

Maj. Gen. Rex Hadley (USAF Ret.), head of the Air Force Heritage Foundation's B-24 project, was on hand to monitor the transfer. During a break, he explained some of the financial aspects of the restoration.

"By the time it finally goes on display, we will have spent \$336,000, according to the U.S. Air Force Museum.

"Even at that price, it's a bargain," he added. "Of the 19,257 various Liberators built, only about twenty survive today, so adding another one to the population is something of a miracle."

As for where the money came from, Hadley pointed to the ten names stencilled on the side of the fuselage. They are not



Crane lifting the 7,200-pound B-24 fuselage onto the waiting flatbed.

the crew that was aboard the plane when it crash-landed on Great Sitkin Island in Alaska's Aleutian chain on January 18, 1943.

"It's a shame," Hadley said, "but the museum business is all about money these days. Each of the men whose names are on the plane paid \$10,000 for it."

It was a tough compromise to make, said Hadley, because the pilot who was flying the plane when it went down, Ernest G. Pruett, is still alive. Pruett, who is now 87 and lives in Reno, Nevada, was a 27-year-old captain with the 36th Composite Group at Adak, Alaska at the time.

He visited the Alaska crash site with Hadley in July 1995 and is expected to attend the unveiling of the finished Liberator later this year, Hadley said.

## **POSTSCRIPT**

After completing his fourteenth museum airplane, Kaleta is considering retiring when he hits 60 so he can travel with his wife, Sharon. But he's still got two years to go, and he'd like to do one or two more jobs before calling it quits: another B-24 or a Martin B-26 Marauder. ■

It was the winter of 1945 and we were stationed at Horsham St. Faith Air Base, 458th Bomb Group, Norwich, England. Outside there was a steady downpour of freezing precipitation: a mixture of sleet, snow, and super-chilled rain. The air had that special quality of cold and dampness that comes from the nearby North Sea, rightfully named North. The gang had assembled in my room on the corner on the second floor of the junior officers' barracks. There were two reasons to be in my room: my cotton mattress to lounge on and my hot plate to toast the bread and cheese that was offered downstairs in the lounge every night. My cotton mattress was unique. The other fellows had only straw pads as mattresses for their beds. The only heat in the whole place was my little illegal hot plate. Because of electrical shortages in England at that time, all electrical devices were forbidden to the point that when we were out flying, searches of our rooms were made and electrical appliances were confiscated. They never found mine because I would carefully store it tied up under the bed when I was away. Hot water was provided us for a short time once a week for a shower. Except for the kitchen there was no heat provided in the building. It was like living in a refrigerator.

The twenty-four hour notices had been posted for my crew and the other crews that were scheduled to fly a combat mission the following day. We parted the blackout curtains that covered the windows for a last look at the weather. We concluded with confidence that no one was going to fly in that weather. We were conditioned to retire early, and as we got ready to go to bed we joked about a long sleep. We were confident the mission would be scrubbed and we would be able to sleep undisturbed as long as we liked.

To our surprise we were awakened around one o'clock a.m. "Why are you waking us up? No one is going to fly in this weather. Look out the window!" In an overly serious manner we were told part of the news. "The troops on the Continent are in trouble. The mission is on! While you were sleeping everyone has been out scraping snow and ice off a few hundred feet on one end of the runway." Nothing was said as we ate breakfast with the mission ration of fresh eggs. I wasn't hungry but I was conditioned to eat. Breakfast for me was like taking a dose of medicine. My thoughts were racing. Is this one of those military situations where a few are sacrificed to save many? One doesn't have to be a general to know that combat rule. Soon breakfast was finished and we were off to the briefing hut. I couldn't help but look up at the stupid attempt at humor above the entrance to the Nissen hut: "IS THIS TRIP NECESSARY?" We walked in and there on the big map was the mission path drawn with the big red lines. It was the usual path over Holland into Germany. It wasn't a long mission. The briefing started in the usual pattern, and then Colonel James Isbell explained "the plan" to us. The airplanes were fully fueled with the usual 2700 gallons of gasoline and the bombs loaded. The planes had been towed and lined up in takeoff order on the ramps near the end of the runway. The wings of the planes had been cleaned and deiced. Coming out of the icy revetments, brakes were ineffective. One airplane might skid into another plane. One doesn't dare take the risk of a disaster with a line of airplanes loaded with high octane gasoline and bombs. Colonel Isbell explained that the brakes would hold for us to run up the engines for maximum takeoff power, but after two hundred feet the remainder of the ten thousand foot runway surface was covered with a mixture of sleet and black ice. Brakes would only hold on the part that had been scraped

## Black and White Ice

BY CECIL GRAY JOHNSON (458TH)  
Cecil.johnson@isye.gatech.edu

and sanded. Without being told, we all knew immediately that once the takeoff roll started there was no stopping. We would be taking off in an overloaded airplane across a black and white ice field in the dark. Taking off

was hazardous enough, but the real tricky part would be landing on our return. Nothing was said, but in this kind of weather it was not unusual for ice to form on the wings even as one is taking off. Airplanes don't fly well with ice on their wings.

Colonel Isbell guaranteed us two hundred feet of runway free of ice for the landing wheels to strike on landing. After that we were to cut all four engines, "horse" the airplane back using full extension of the control yoke to tilt the elevator control until the back tail skid touched the runway, and then let the B-24 scoot out across the ice field. "Stay off the brakes and let the plane stop itself" was the instruction. Horsham St. Faith was an excellent airfield formerly used by the British, and in addition to the ten thousand foot paved runway there was an unobstructed grass perimeter beyond the runway. He explained that what we were about to do had never been done before. I could sense he was giving us all he had to offer. Even before combat, while in training we had all seen some of our friends crash in balls of fire from mistakes and malfunctions in training. We all knew what it was like to return to our barracks and view the empty bed that had been occupied the night before. From previous associations I knew Colonel Isbell was no heroic fool. He wanted us to complete our missions but not to take foolish risks. In summary, the Germans were counter-attacking our troops and the Allies critically needed heavy bombardment support behind the enemy lines.

It took us about twice as long as usual to take off, climb up, and assemble into the racetrack holding pattern. This morning there were no mishaps. Our target was a train marshalling yard in the middle of Germany. We hit the target and had only a moderate amount of flak. It was a short mission, but England has short days at that time of year and we needed to land before dark. On return the group formation flew the salute over the Cathedral tower at Norwich at low level in the usual manner, and then the fun began. It took us a long time to land that afternoon. We were all veteran pilots by that time and we were adept at hitting a spot on the runway even in those "war weary" airplanes. As each plane hit the runway it scooted across the ice. The snow tractors crawled out to hitch to the airplane and tow it to a revetment. There were no mishaps, no balls of fire or empty beds, but the process was painfully slow. The 458th, with fifty-four-plus airplanes that day, had done it again. In the truck returning us to debriefing, one of the pilots, Jackson, gave the mission a new title: "How about skating on thin ice in a B-24?" We debriefed in the usual manner but the mood was different. This time Isbell didn't pick any of us out to reprimand or compliment. It was different tonight; that kind of talk would have been out of place. I gave Kelly my ration of whisky. I didn't need to be reinforced. In less than twenty-four hours we were back in my room trying to stay warm and eat cheese and toast from that hot plate.

One of the ironies of war is that this day and this mission will fade because it was so successful. I doubt the ground troops ever knew directly that we had given them some relief from the pressure. I compliment Isbell for his leadership that day. Most of all, my highest compliments go to my crew and to all those people who scraped, and scraped, and scraped. ■

## 466TH BG ANNUAL MEETING

Our annual meeting was held on Thursday evening, June 5, 2003 at our 466th BG group dinner at the Hyatt Regency Hotel, Oak Brook, Illinois, in conjunction with the Second Air Division Association's 56th annual convention. We had 22 attendees: Dick Baynes, Margaret Calderalo, Bill Campbell, Malcolm Dike, John & Irene Horan, John & Martha Kraeger, Jim & Mary Lorenz, Stanley & Joann Mohr, Bill & Lue Nothstein, Jim & Elinor Russell; and Jean, Joe & Mary Saltarelli. We had one new couple, Bruno & Mary Fondriest, and Glenn Alexander, a member who has not attended the last ten years or so. Bruno was



**At the 466th group dinner (above): John & Martha Kraeger. Left rear: Mary Fondriest and Bill Nothstein. Below: Irene & John Horan, Dick Baynes, and Glen Alexander. PHOTOS BY MARY LORENZ**



in the 784th Squadron as accordion player in the "466th Flying Deck" dance band!

I introduced the new attendees and noted our agenda for the meeting. Jim Russell gave a brief grace, and we all enjoyed a chicken dinner. After dinner, we had the annual meeting.

I noted that our membership has been declining; we now have 243 members and 24 associate members, down 20 from last year. This same trend is seen in the 2ADA membership, which now is 4500. However, there is no actual target date for the 2ADA to dissolve.

The 2ADA asked that we present a by-law change to allow the Executive Committee to do electronic voting, so that all could be familiar with it at the 2ADA business meeting. (Note: At the annual business meeting of the 2ADA this was approved.)

You may have heard that the 2ADA Nomination Committee had asked me to be the incoming Executive Vice President. However, the Executive Committee voted that the current officers serve a second year. Thus I was released from that obligation.

## ATTLEBRIDGE TALES



BY JIM LORENZ



**Lots of conversations in the 466th suite. Foreground: Bill Campbell, Jim Lorenz, Margaret Calderalo, Malcolm Dike. Left rear: Stanley Mohr & Joe Saltarelli.**

Assistant VP John Horan announced that he and Irene would be running the raffle right after this meeting is adjourned.

Stanley Mohr gave us his treasurer's report: our current balance was \$1,058.21. He announced later that \$255.00 had been added from the raffle, for a new total of \$1,313.21. Our only continuing expense is that we pay for the Veterans' Day wreath on our 466th BG Frans Green monument (£40, approximately \$65). Our BGA pays for the Memorial Day wreath and petrol for mowing around the monument.

I next announced that the current officers of the 466th would accept another term, if elected. I stated that nominations were in order from the floor.

It was moved and seconded that our current officers be nominated.

It was moved and seconded that the nominations be closed and the current slate be unanimously reelected.

Thus I, as VP of the 466th BG, would continue to represent our interests on the 2ADA Executive Committee; John Horan is assistant VP; and Stanley Mohr continues as treasurer.

I noted that The Heritage League is having a representative give a short talk and seek new members at each of the group dinners being held tonight. I gave a short presentation on The League. My wife, Mary,

had a request for seven applications.

Dick Baynes, president of the 466th BGA, mentioned the next meeting of the 466th BGA, October 15-19, 2003 at Colorado Springs with the 8th Air Force Historical Society.

The meeting was declared adjourned and there would be a short recess for clearing of our tables; then on to the raffle, which is our only fund-raising event.

Our hospitality suite was well used. Bruno F. brought two photo albums of base photos. Dick Baynes will arrange for copies for our historian. The photos are from our group dinner and our hospitality suite.

## MAIL CALL

We were saddened to learn of the death of our beloved Col. Beverly Steadman. An obituary was e-mailed to us by Bev's nephew, Father Larry Steadman. Excerpts from the obit:

*Col. Beverly E. Steadman died Saturday, May 3, 2003 in Houston. He graduated from Kansas State in 1938 with a bachelor's degree in Mechanical Engineering and was commissioned as a Second Lt. in the U.S. Army on May 28, 1938. His first assignment was as a gunnery officer. A year later, he entered Flight School at Randolph Army Air Base in San Antonio, TX and was recommissioned June 24, 1940 as a Second Lt. in the then U.S. Army Air Corps as a flight instructor. He was promoted to the rank of Major in the Army Air Force in 1942, and in 1943 he was named Deputy Group Commander of the 466th Bomb Group. On January 23, 1944, Major*  
*(continued on next page)*



**This photo of Beverly Steadman (right) and Lou Loevsky was taken at the 1999 reunion of the 466th BG, in Savannah at the Mighty 8th AF Museum. "Bev" had just presented Lou with the DFC which he is proudly displaying. Bev was the deputy C.O. of the 466th BG when Lou earned his DFC 55 years earlier. Bev will be missed . . . we all loved him.**

# FALLING LEAF: THE BIG QUESTION

BY ED WANNER (445th)

I don't know if I'd have believed this tale or not, but maybe you will.

We (my copilot Mac and I) were riding a British train from Diss to London on a three-day pass. We'd heard the distinctive little "tweet-tweet" of the engine and had gotten ready to board as soon as it stopped chugging.

These trains loaded from the side, and we tossed our B-4 bags up through the door and climbed into the compartment after them. There were two RAF crewmen across and facing us, and they nodded to us as we settled down to read a newspaper. One of them was on crutches.

The train whistled and pulled away from the station. About a half hour later, one of the British airmen asked us what type of plane we were crew on. I told them

B-24s, and they mentioned that they were in Lancasters.

Time dragged on, and one Limey looked at me and said: "You Yanks probably won't believe this, but I fell in the Lancaster tail turret from about 4,000 feet with no parachute. The tail just snapped off, and there I was with no chute."

Well, I didn't want to call him a liar, so I asked him when this happened. He answered that it happened about a month ago. I guess my mouth hung open in partial disbelief, so I asked him if he wasn't kidding. How did he manage to survive? Well, he said, they hit some heavy turbulence as they were approaching their RAF field after a practice mission. That was when the fuselage ripped and the tail turret fell free, away from the fuselage, with

him in it.

He said he couldn't reach his parachute pack which fell away from the tail. As fortune would have it, the tail came down like a falling leaf. His impact with the ground was far from gentle, he said, but at least he was able to hobble away with a broken leg.

The look on my face must have suggested that I wasn't certain that I could believe the story — so he pulled out a crumpled section of newspaper with his tattered picture, barely recognizable.

Has anyone else read or heard this story? And if it's true, what happened to the rest of the crew? I didn't ask about that.

*Ed. Note: I believe Ripley had the story — only it was a B-17, and there was no mention of the crew. Does anyone recall that particular Ripley cartoon? ■*

## ATTLEBRIDGE TALES (continued)

*Steadman's group arrived at Attlebridge. The first combat mission was to bomb Berlin, the only group given this tough assignment as their initial combat experience. On D-Day, the 466th crews were bombing Nazi coastal installations. In August of 1944, he was assigned to the RAF War College. He became one of the few Americans invited to continue as an instructor at the RAF War College. At the end of the war in Europe, Lt. Colonel Steadman was assigned as a Staff Officer to General Clay, Berlin Commander. Berlin became a focal point eventually leading to the Berlin Air Lift. In 1959, Col. Steadman retired from the Air Force and joined Lockheed Missiles and Space Company in Sunnyvale, CA, assisting with the Polaris Missile Project.*

We also just received a letter from Derek Hills noting that he has purchased two new books with the 2002/2003 interest from our 466th book endowment. These books maintain the memorial aspect of our book collection and help support the American studies in local schools and colleges. The books purchased are: Bernard Goldberg's *Bias: A CBS Insider Exposes How the Media Distort the News*, and Christopher Finch's *The Art of Walt Disney*. Our bookplate reads: "Presented by the 466th Bomb Group, in honor of all who served at Attlebridge Air Field (B-24 Base), March 1944 – July 1945."

The accompanying article was sent to me by Jim Russell, a pilot in the 466th, to prove our only hazard situations were not always on combat missions.

## "Gas Trucking Humor"

BY JIM RUSSELL (466TH)

After a couple of trips to France, hauling gasoline to the 3rd Army's thirsty war machines, the word got around that a pack of Chesterfield cigarettes would barter for a bottle of French wine. A carton would get two bottles of champagne. So, before departing on our next trip, our entire crew of nine men pooled their allotment of cigarettes, and I, the copilot, was appointed "Chief Negotiator" on our flight to St. Dizier Air Field. While waiting for our cargo to be unloaded, we proceeded to search for a tavern (or whatever it's called in France). We discovered a back gate through the perimeter fence with a canal running alongside the fence and a road leading to a community where we were told we would find a tavern.

There was a small two-man raft with a pole to propel us across the canal. We ferried some of the men across and then we made the mistake of loading the raft with three men. Needless to say, about midway across the canal the raft started tilting. Just before it capsized, I jumped out into about six feet of canal water. (Having had a rural upbringing during the Depression, I made a qualified determination that the water had a high percentage of sewage in it.) Anyhow, the extra weight jettisoned; the other two men on board managed to stay dry. I swam to the bank and climbed out.

Determined not to abort the mission, I slogged behind the rest of the crew about 1/2 mile to the sought-after tavern, whereupon I prepared to trade cigarettes for booze. The cartons of Chesterfields had been carefully stored in my flight suit leg and knee pockets. However, upon inspection, I realized that the cigarettes had taken on a massive amount of water and had swollen so much that the wrappers were split and the tobacco looked more like Wheaties than tobacco.

When we got back to Attlebridge, the part of the crew that didn't get to go on the flight (only a skeleton crew was used) were very disappointed over our failure, and it was a long time before they quit asking me how the water in France tasted. ■



# 492nd BOMB GROUP HAPPY WARRIOR HAPPENINGS

NORTH PICKENHAM

BY WILLIS H. BEASLEY

## MEMORIAL DAY • MAY 2003 CAMBRIDGE

Ted Inman, Director of the Imperial War Museum Duxford and member of the Memorial Trust Board of Governors, graciously consented to lay the wreaths on behalf of the 2nd Air Division Association and The Heritage League on Monday, May 26, 2003 at the Cambridge American Battle Monument Cemetery. Ted sent a program and pictures.



**TED INMAN holding the 2ADA wreath (left) and The Heritage League wreath.**

Our good friend in England, Russell Ives, laid the wreath on behalf of the 492nd Bomb Group. Excerpts from a letter from Russell state, "The Service of Remembrance started on time at 11 a.m. with the posting of the colors by the Honor Guard from RAF Molesworth; this was followed by the playing of the British and United States National Anthems. One of the moments that we all look forward to is the Recognition of Veterans and this year we had a reunion of fighter pilots from the 355th Fighter Group (The Steeple Morden Strafers) present. You can guess what the applause was like as they stood to be recognized by those present.

"The Airmen and Airwomen of the 48th Fighter Wing from RAF Lakenheath paraded the floral decorations along the front of the Wall of the Missing. We were asked to stand in front of the person holding our wreath. The commands were given and the airman who stood in front of me handed over the 492nd Bomb Group wreath into my care. We were given the order to lay our wreaths at the foot of the wall after which

we took a couple of steps back for a Moment's Silence. The silence at Madingley is like a fog, which surrounds you like a capsule. It is a total silence and is very moving. We raised our heads as a Prayer of Remembrance was read. Over the 492nd wreath on the Wall of the Missing was the name of 2nd Lt. Luke S. Rybarczyk, navigator on 1st Lt. Eugene H. Hadden's 856th BS crew who were missing in action on 20 June 1944. Following the firing of volleys by the Honor Guard from RAF Lakenheath, flags were raised and Taps was played by the United States Air Forces in Europe Band. Four F-15E Strike Eagles flew the Missing Man formation. The service closed with the benediction by Chaplain Major Kelvin Gardner of the 48th Fighter Wing at RAF Lakenheath.

"It is always a great honor for me to lay the wreath for the 492nd Bomb Group."



**RUSSELL IVES holding the 492nd BG wreath after the service at Madingley.**

## MEMORIAL DAY • MAY 24, 2003 ARDENNES

Our good friend in Belgium, Ferdinand Dessente, laid wreaths for the Second Air Division Association and the 492nd Bomb Group. He translated an article from the newspaper. In part, it reads:

### NEUPRE 58TH MEMORIAL DAY

Under pouring rain, the emotion.

Emotion, Saturday, in the American Cemetery of Neuville, during the 58th Memorial Day. Notwithstanding glacial rain, there were hundreds in attendance.

Saturday, hundreds of people (including politicians, associations, simple citizens, youth and children) were faithfully assembled on the site of the American Cem-

etry of Neuville-en-Condroz for the annual ceremony of homage to the memory of the soldiers killed in action, organized by the American Overseas Memorial Day Association of Belgium (AOMDA).

Yet Saturday morning, glacial rain was omnipresent, adding an even more solemn impression than the usual one. In the dreariness, a sometimes strange feeling of communion was growing at the sight of the vast grassy expanse, the 5,328 white tombstones, and the dozens of umbrellas opened to block the torrents of water rushing down from the sky.

Courage was thus required from these school children who came to show that the young are not ready to forget the sacrifice of those soldiers who came from across the ocean in order that they might today live in a country where democracy reigns.

Courage was also needed for Mr. Duffy, former Superintendent of the American Cemetery, quite some years ago. How emotional, when tottering, he got up to lay his wreath next to dozens of others; a symbolic gesture while his daughter Maureen and three of his grandchildren were looking on.

Another reason for this particular atmosphere was that the ceremony was taking place when Mr. Arthur Courts, Mayor of Neupre, in his speech referred to the after-Iraq war knowing the position that Belgium took in this conflict. He declared:

"One has often heard a saying that if happiness is an individual matter, the conditions for happiness are a problem to be solved collectively. They are bound to democracy, to peace, to the respect of others with their differences. Some of these concepts were somewhat roughly handled on the international level during these last months. One of our objectives, of our dreams, should be to replace the Departments of Defense with Departments of Peace, of Solidarity, and of International Cooperation."

The picture chosen by the editor of the newspaper was that of **FERDINAND DESSENTE** (below) with the Second Air



Division Association Wreath. The picture was taken by Mrs. Sonia Kozlowski, reporter of the newspaper "VERS L'AVENIR."

(continued on page 20)

# And You Thought It All Started with World War II – Part 2

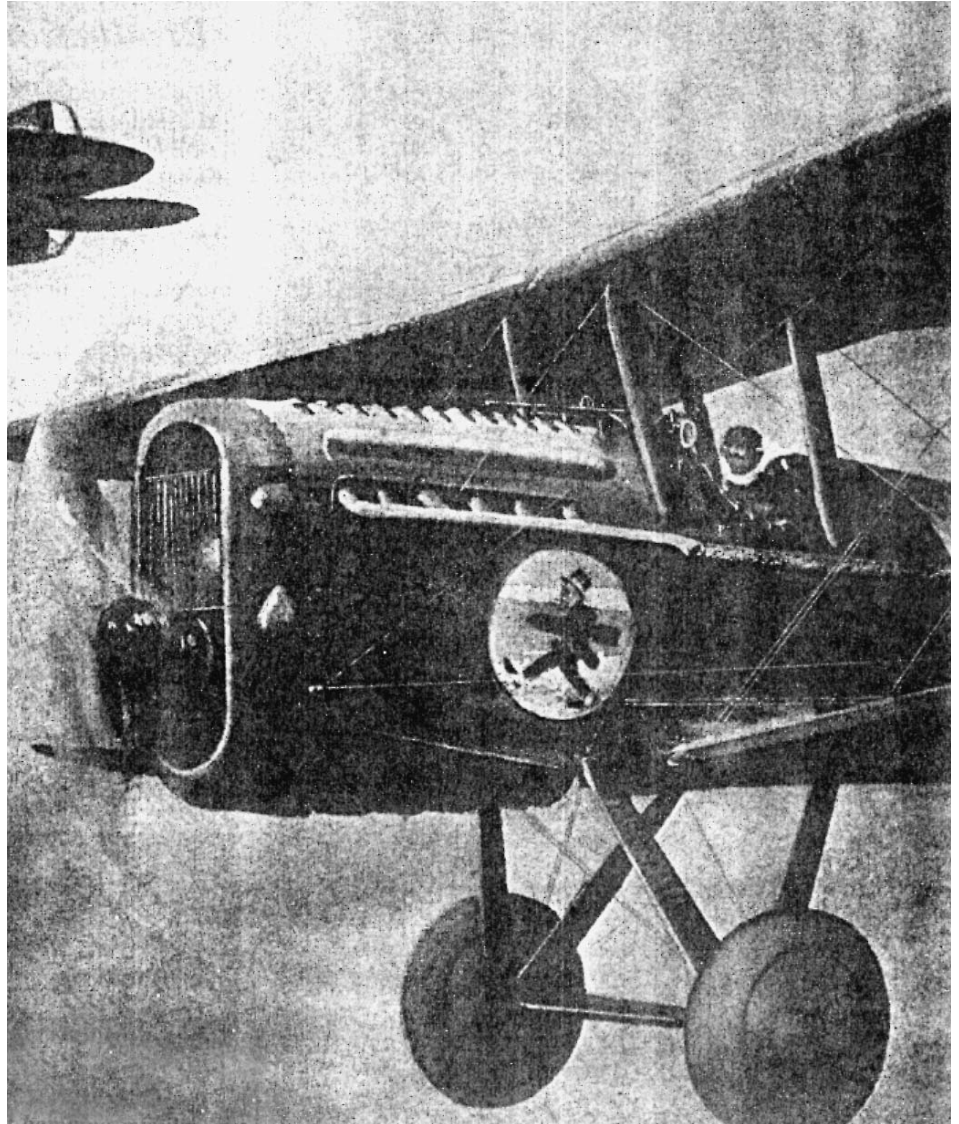
## “FINAL PUNCH PROVED VALUE OF AMERICA’S AIR POWER IN WORLD WAR I”

EXCERPTED FROM THE BOOK: “OFFICIAL PICTORIAL HISTORY OF THE ARMY AIR FORCES”

The September 1918 push into the St. Mihiel salient proved that after months of hard preparation the Army’s air arm was combat-ready for the conclusive blows of World War I. An air armada of more than 1,500 Allied planes was put at the disposal of Col. “Billy” Mitchell, and these became the basis of a daring and generally effective plan for strategic assault on the enemy’s communications, factories, and fighter force, as well as for tactical operations in observation, direction of artillery fire, and ground strafing. In the final thrust in the Meuse-Argonne, American flyers proved they were a match for the enemy’s best. In spite of bad weather, U.S. airmen scanned German territory, screened troop movements, ferreted out machine-gun nests with low-flying aircraft, destroyed enemy balloons, bombed strategic targets, and, by drawing off Germany’s fighters in combat, kept them from seriously impeding the movement of American troops and supplies.

More than 200 American bombers, accompanied by about 100 pursuits and 53 triplace machines, stemmed an enemy counterattack on October 9 by dropping 32 tons of bombs and disabling 12 enemy fighters. Pursuits as well as bombers carried bombs which were released electrically from racks under the wings, no longer carried in a basket and tossed over the side as earlier in the war.

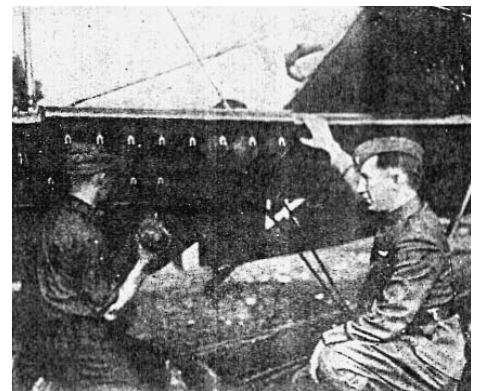
When hostilities ceased, 45 squadrons were flying at the Front with a total of 767 pilots, 481 observers, and 23 aerial gunners. In addition to observation and pursuit, American squadrons had dropped 137 tons of explosives on the enemy. This total was to be dwarfed by a day’s payload in World War II, but contemporary observers were predicting an expansion of this “navy of the air” until no part of Germany should be “safe from the rain of bombs” and “Berlin itself” would have reason to know “what an air raid means.” ■



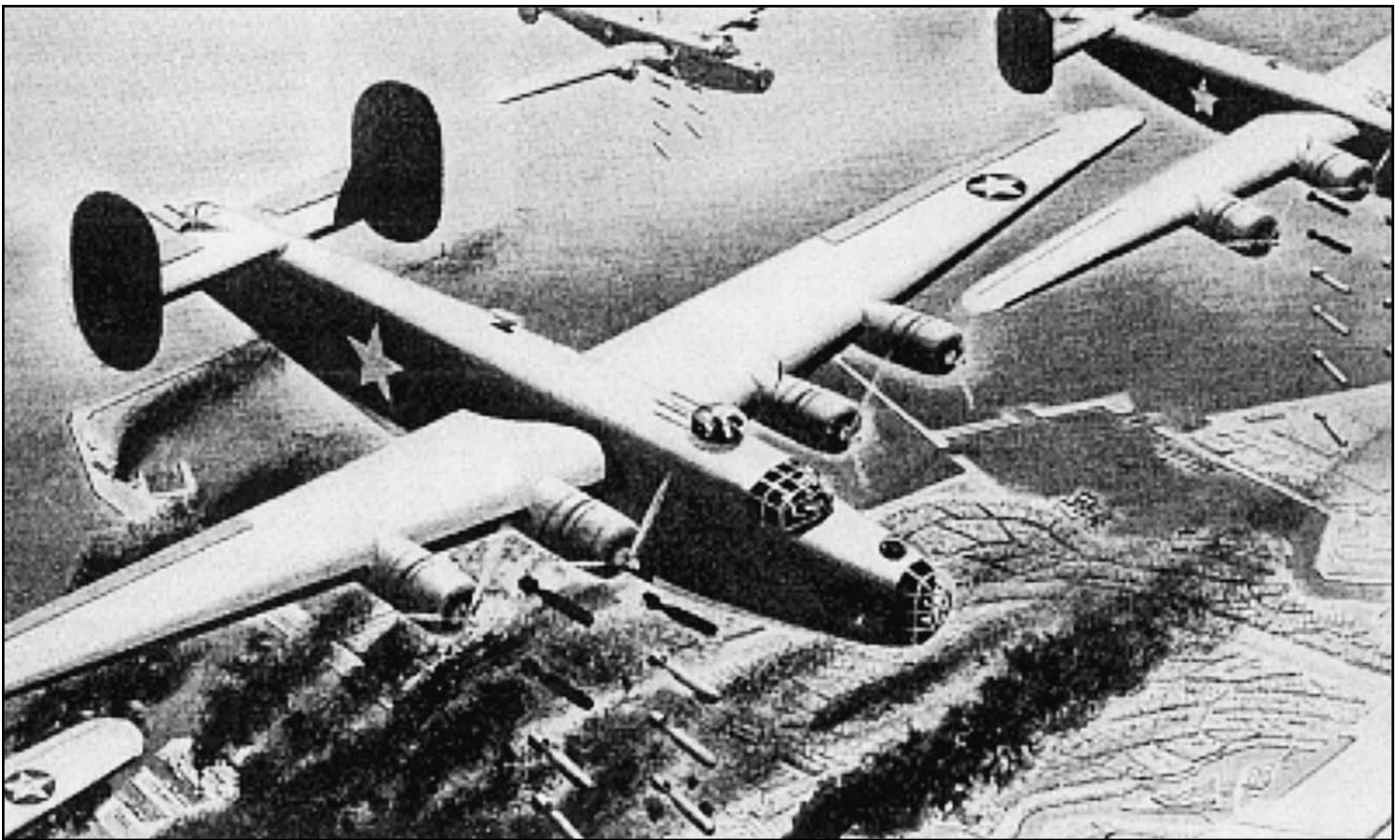
American De Havilland-4 on a daylight bombing mission over German lines. Adapted from British plans, the DH-4 was the only American-produced battle plane to reach the Front in World War One.



Owl and telescope insignia identify this plane as belonging to 278th Squadron. As in World War II, pilots and crews named planes for girlfriends.



Officer of 96th Day Bombardment Squadron, still wearing Signal Corps insignia, checks loading of bomb rack under the lower wing.



# WAR LOG OF THE LIBERATOR

FROM A WARTIME ADVERTISEMENT OF THE CONSOLIDATED VULTEE AIRCRAFT CORPORATION • REPRINTED FROM "BRIEFING", SUMMER 2003

**D**AILY, the war log of the Consolidated Vultee Liberator — huge, 4-engine, long-range American bomber — grows longer.

On all our global battle fronts, these multi-ton bombers are pounding the Axis.

You have only to scan your newspaper headlines to spot reports of the Liberator's work from the Mediterranean to the Aleutians, from Burma to Germany, from the South Pacific to Nazi-occupied Europe.

## **WAKE ISLAND —**

Liberators in 2000-mile round trip, drop 24,000 pounds of bombs on Jap-held Wake Island.

## **NORTH PACIFIC —**

Liberator bombers blast Jap-held Kiska in 13 raids, score hits on ships, runways, and camp areas.

## **SOLOMON ISLANDS —**

Liberators drop heaviest load of 2000-lb. block busters ever to hit Rabaul. Large fires seen for miles.

## **BURMA —**

Liberators bomb Rangoon railroad yards, dump over 30,000 pounds of bombs. Another formation drops 60,000 pounds on oil refinery at Syriam and Jap-held mines at Namtu.

## **NORTH AFRICA —**

Liberators, maintaining a "shuttle bombing service," pound Nazis' Mareth positions in more than 500 sorties.

## **GERMANY —**

Liberators bomb Wilhelmshaven for third time in one of heaviest attacks of war.

## **FRANCE —**

Liberators pound Nazi U-boat pens at Brest and Lorient, start fires, hit power station. More than a score of enemy fighter planes destroyed.

## **SOUTH PACIFIC —**

South Pacific Command announces Liberators being used to replace other warplanes, because of longer range and heavier bomb-load capacity . . . waves of Liberators join in aerial attack on huge Jap convoy, disable all 10 of its warships, all 12 of its transports, wipe out 15,000 troops, down 82 Jap fighter planes. Daring Liberator attack on New Guinea Jap Base, sets fires visible for miles — destroys 23 Jap planes.

## **ITALY —**

Liberators resume round-the-clock pounding of harbor at Naples, score direct hits. Fifty Liberators drop 250,000 pounds of bombs on harbor installations and merchant ships at Reggio di Calabria, at "toe" of Italy.

## **SICILY —**

Fifty U.S. Liberators, escorted by RAF fighters, bomb shipping in Augusta harbor. Twenty vessels hit.

## **MIDDLE EAST —**

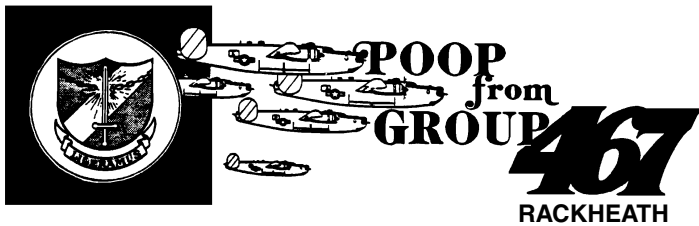
During past six months, long-range Liberators based in this area engaged in more than 5000 separate sorties totaling over 21,000 flying hours. They dropped more than 8,500,000 pounds of bombs, definitely sank 49 enemy ships, probably sank 25 others, damaged an additional 28. They definitely destroyed 99 enemy aircraft, probably destroyed 41 others, damaged 59.

## **CHINA —**

Liberators arrive to form new heavy bombardment group for Fourteenth Air Force, give it weapons of longer range, deadlier fire power . . . Liberators raid Jap bases at Canton, drop 80,000 pounds of bombs on airport installations.

SUCH REPORTS, selected at random, highlight the job being done by the Consolidated Vultee Liberator — formidable 4-engine bomber.

**CONSOLIDATED VULTEE**  
**AIRCRAFT CORPORATION**  
 Designers and Builders of the Liberator



BY GEOFF GREGORY

Well, the sun has risen and set on the 56th Annual Convention of the 2ADA, held at the Hyatt Regency in Oak Brook, Illinois, a suburb of Chicago. The weather was cool and damp, so the shopping mall across from the hotel received a workout, especially from the ladies.

The 2ADA Executive Committee, which meets for two days prior to the actual convention, carried out business pretty much routinely. One exception was the nomination of Dick Butler (44th BG) to an additional term as president. Dick has proven to be an excellent president who brings much expertise to the table. This was presented to the membership at the regular business meeting on Saturday, and was accepted by acclamation. Also, the office of Executive Vice President was vacated. Nominations from the floor were requested. As a result, yours truly has agreed to serve in that capacity next year. I consider it an honor to do so, and will serve to the best of my ability. Since I can't hold two offices at the same time, this will most probably be my last Poop From Group. That will most likely be a relief to you, but I have enjoyed the opportunity to "talk" to all of you.

The runaway hit of the convention was the presentation of the Joe Dzenowagis family film of the dedication of our new Memorial Library last November. Titled "The Roll of Honor," this was the most outstanding film the family has produced — it is absolutely spectacular. The many 467th members who made that special trip will indeed be grateful for the memories. Several hundred of us watched a large screen performance that lasted two hours. Yet, I believe that no one left; I never heard a chair move.

Our 467th was not too well represented at this convention. However, seven members of the Dzenowagis family and our beloved Charlotte Shower attended, so our 467th table had a very happy time.

The hotel staff was uniformly helpful, friendly, and most efficient. The food — always an important part of any gathering — was superior to the average hotel cuisine, well presented and efficiently served.

In previous Poops, I said I would offer a few suggestions for our visit to San Antonio. Ralph will have many pamphlets available, of course. I just want to mention a few of the less "touristy" places you may want to try.

If you plan to stay after the convention and wish to consider a different hotel, look into "Homewood Suites." It is directly on the river; every room is a suite with a kitchen; a good breakfast is included, served in a room that is full-length glass overlooking the river; and there is a free cocktail hour in the evening. Reservations will be tight at that time of the year, but worth a try. Don't settle for the first quote — tell them you have friends who pay \$79 – \$99 depending on the day.

For transportation, there are trolleys going all over center city. Frequent user passes are available. Of course you will want to see the Alamo, River Center (a mall with all the usuals), and Majestic Theatre (one of our favorites). The architecture transports you to a Mediterranean Village. You need to make a tour appointment — call 210-226-3333 for info. Of course, the Missions are a MUST!

There are several to choose from, but if you will do just one, you probably want to see Mission San José. It WILL require some walking, but there are plenty of chances to rest. All this info will be readily available; I just wanted to make a few suggestions if you have to limit your time.

FOOD! The important stuff! For a reasonable meal, try Shilo's, street level next to Casa Rio. It has been there for years and is consistently good at what they serve. It's a German deli, with knockwurst, sauerkraut, great pea soup, and ice cold homemade root beer. Of course, for a hamburger, the only place is Fudruckers! For ribs, try Tony Roma's in the River Center. You will also find all the "usuals" in the Food Court.

Mexican food can be found everywhere. It is usually not spicy because they cater to tourists. There are two acceptable places close to our hotel in "El Mercado" — the Market Center. You will want to "do" El Mercado — they have very colorful Mexican items to take home. Watch your prices! They know the tourists are in town. Pico de Gallo is another good restaurant very close to the hotel. If you like, or want to try, chicken-fried steak, the Texas Café on the River, and the Jail House near the hotel, are good. The Jail House is a fun-type interesting place. The size of the servings is obscene, but the quality can vary. It's an interesting experience! Now, if your food tastes are different from mine, forget the whole thing and go it on your own! That's it for food!

The Riverboat rides are well advertised, but the lines can be very long. A hint: If you plan to ride that evening, buy your tickets during the day (there are several places along the river). They are good all day, and you can avoid the long buying line later. A group of you can reserve a dinner cruise down the river — great fun and no more expensive than good restaurants in tourist cities.

There is SO MUCH MORE to see and do! Just ENJOY SAN ANTONIO! All Texans have two homes — always one in San Antonio! Make it yours as well. COME ON DOWN! Hope to see a bunch of you there.

Since the next issue of the *Journal* will not be mailed until after the holidays, Terry and I wish you all the happiest of holidays and good health in 2004. ■

## 492ND HAPPY WARRIOR ... (continued from page 17)

### MILITARY RECORDS

(As seen in the August 2003 *Short Bursts*, Air Force Gunners Association Newsletter)

The National Personnel Records Center is making it easier for veterans with computers and Internet access to obtain copies of documents from their military files.

Military veterans and the next of kin of deceased former military members may now use a new online military personnel records system to request documents. Other individuals with a need for documents must still complete the Standard Form 180 which can be downloaded from the online web site.

The new web-based application was designed to provide better service on these requests by eliminating the records center's mailroom processing time.

Veterans and next of kin may access this application at:

<http://vetrec.archives.gov>

Please note there is no requirement to type "www" in front of the web address.



Complete coverage of the 492nd BG activities at the Oak Brook, Illinois June 2003 convention will be in "The Happy Warrior" volume 8.3. ■

# 458th BOMB GROUP

HORSHAM ST. FAITH



BY RICK ROKICKI

## 458TH MEMORIALS

Regarding the Summer 2003 *Journal*, there are a few corrections that should be noted. First, the plot plan I received was over 3 x 4 feet square in size. I had reduced it to approximately 8 x 10 inches, and further reduction in the *Journal* made it almost unreadable unless you used a powerful magnifying glass. However, the roadways and lanes plus the Fifers entrance and "The Green" could be made out. So much for consolidating space caused by reducing the number of pages in the *Journal*.

When I sent in my column last April, I advised that a bronze plaque would be installed at the Fifers Lane entrance. Shortly thereafter, Christine Armes advised that the memorial would be a polished blue granite placed on a sand-colored brick wall. Please note this change.

The preliminary sketch of the memorial design planned for the airfield installation (also an 8 x 10 mailing to the *Journal*) was possibly too small to read any of the inscriptions. I erred in the size, saying it was to be 5 feet tall when it was actually closer to 4 feet high. Additionally, the £4087 total when equated to dollars, could be technically "somewhere in the ball-park" (I never claimed to be a banker). In any case, when the memorial was ordered and the "near final" costs came in, we were about £1000 short. The concrete base foundation and brick installation (from our old quarters) was not included in the memorial installation cost. This being the case, I wrote to several dozen members for the additional funding. As of this date (7-12-03), we are fully funded. It now appears that the earliest the memorial can be installed will be in late November or early December. In any case, circumstances beyond our control have made it necessary to plan for a dedication in the spring of 2004.

As you may or may not remember, this memorial project was conceived by Christine Armes, who presented me with all the possibilities of including all who actively operated out of Horsham St. Faith during the war. Christine has worked with representatives of the RAF squadrons who flew from this airfield before we arrived, for their contributions. I recently received a notice of deposit from the Blenheim Society of £500. This has been an on-going operation since my initial appeal and letters beginning April 27, 2002. I don't have an actual total to date, but I would venture a guess of nearly £6000, raised by the 458th, 2AD Headquarters (who were there before us), the RAF lads of 119 Squadron, the Blenheims, and hopefully the 56th Fighter Group who haven't yet responded as an organization.

Make no mistake, I had the easy part in this project. Christine did everything from getting approvals at both

the airfield and from the builder who offered any area she chose. In short, she did all the "leg work" including RAF funding, banking and accounting of all contributions and sending me copies of checks and deposits. If we had hired a consulting firm to handle this work, it would have cost thousands of dollars. I would appreciate if those of you who wish to thank Christine for all she has done, would drop her a word of thanks for carrying the brunt of all the work she has done for us. For further information on Christine, please check the Fall 2002 *Journal*, my column, page 13. If you no longer have that issue, I will be happy to send you a copy of that page.

## DIE CAST B-24

The 1:72 scale (18" wingspan) B-24 is now available to Second Air Division Association members at a 33% discount. Normally selling for \$150.00, CORGI CLASSICS has reduced the cost to \$100.00 plus \$6.98 S&H & insurance. Currently there are two models available, and a third, all silver without any deco art other than Air Force "Star & Bar" insignia on wing and rear fuselage, is yet to come depending on our interest.

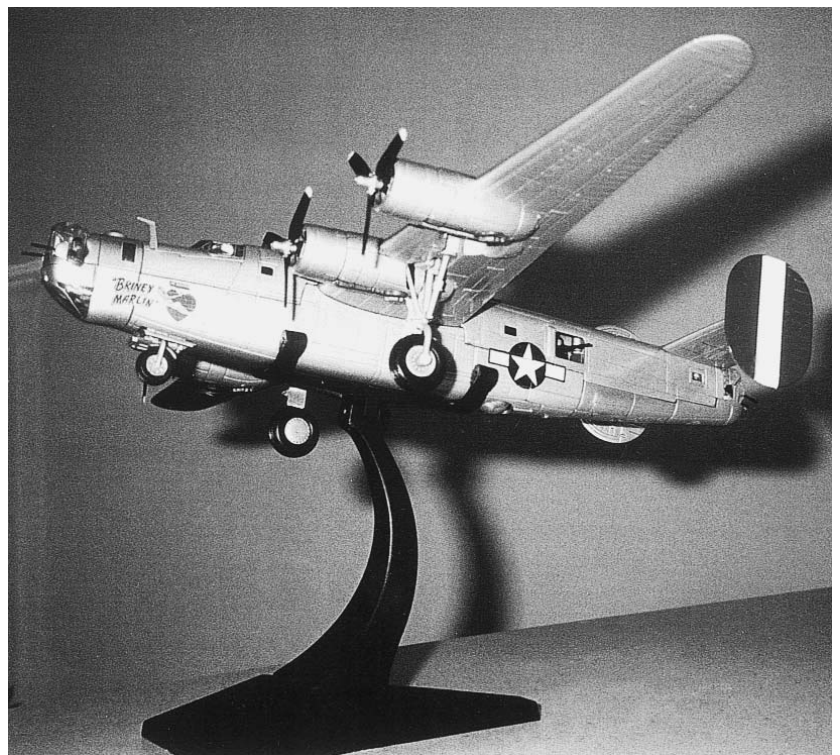
One B-24 now available is the B-24 "J" silver finish, but has the insignia of "The Dragon and His Tail" on the right fuselage and both tail fins have the rudders painted with red and white horizontal stripes and a black diagonal bar. This is, I believe, a 10th Air Force Pacific decor.

The second model available is the B-24D, olive drab paint, 93rd Bomb Group that flew the Ploesti raid in 1943. This is a "D" model with a GREENHOUSE nose, NO nose turret.

The third option I have convinced the CORGI CLASSICS people to make for us in the 2ADA is to be all silver, "J" model with no deco art, just the Air Force insignia. This will represent the 8th Air Force and the 15th Air Force as well.

After the Summer *Journal* reached our members, I had a steady flow of telephone calls, FAX messages, and 31 letters, to this date. I'm sure there will be more to come. I requested an order form from CORGI, and it appears on page 35 of this issue.

The photo below is of my model which has the vertical stabilizer  
(continued on next page)





## 446TH BOMB GROUP

# FLIXTON-BUNGAY UPDATE

BY LINK VEAZEY

Members of the 446th Bomb Group met in San Diego, California for its 17th annual reunion, May 15-18, 2003. Over 100 members were in attendance. We had a great time, and highly recommend the San Diego area as a reunion site for other veterans' organizations. Dick Butler, president of the Second Air Division Association, attended the annual business meeting and was a most welcome guest.

During the annual business meeting, the members agreed to sponsor a trip to Flixton-Bungay in conjunction with the dedication ceremony of a monument to honor those group personnel who made the supreme sacrifice of giving their lives during the Air Campaigns over Europe. The journey will take place from September 22-29, 2003. Anyone interested in accompanying us on this tour may make reservations by calling 1-800-624-6579 Ext 132 (John Shumate), CWT/Garner Travel. In addition to the dedication ceremony tour, plans include visits to the 2AD Memorial Library, AAMB Duxford, Madingley Cemetery, Bletchly Park, RAF Uxbridge, and one day in London.

The following members were nominated and elected to serve as officers for the 446th Bomb Group Association for the next year. President: Link Veazey; First Vice President: Mary Nell Roos; Second Vice President: John Hill; Secretary: Arlene Gibson; Historian: Bill Davenport.

The 446th Bomb Group Association 2004 Reunion will be in the area of Washington, D.C., May 26-30, 2004 in conjunction with the dedication of the World War II Memorial, May 29, 2004. Hotel reservations may be made by calling (301) 977-8900.

If you are an 8th Air Force veteran from World War II and are not an active member in the activities of your unit Association, I highly recommend that you become active and renew friendships with old acquaintances. You will not be sorry that you did. ■

## 458TH BOMB GROUP (continued from page 21)

izer painted in red with a white vertical stripe made with white label tape. The "nose art" was made from a photo of a painting I had done by Mike Bailey. The size was reduced to a 1:72 scale by Sir Speedy copy and print shop, then printed on label paper and cut out with a pointed model knife blade (Exacto). Of course the right side still has the "Dragon..." and striped tail, but it's not obvious on display. If you choose to wait for the all-silver, no deco art model, I'm sure you will be very pleased. They offer a 28-day return policy if not satisfied. If you want the model as it is offered and plan to make the changes as I have done, it is not too hard to do, and I will be happy to help if I can. However, I didn't have the option as you will have, and given the choice, I would have opted for this one. Whatever your choice, you have their guarantee to be pleased or your money back. Be sure to request their aircraft catalogs; they have a 1:72 scale fighter aircraft plus loads of other "goodies." If you are a collector of fine museum quality scale models, CORGI has some of the finest made.

### ROLL OF HONOR: 458TH ADDITIONS

I received a list of 11 names that were forwarded to Jordan Uttal for 458th BG additions to the Roll of Honor, if I could confirm them as being from our group. These names came from a source on the Continent, possibly from The Netherlands or Belgium. From the 458th records, the following were shown as KIA in our group records: 1st Lt. George N. Spaven; 2nd Lt. Francis R. Morley; S/Sgt. Fernand G. Morin; S/Sgt. Leonard A. Charles, Jr.; S/Sgt. Patrick H. Cook; S/Sgt. Alfred L. Bracksieck.

The following were stated as being 458th, but I had no record. If you can confirm any of these, please let me know ASAP: F/O Kenneth Brett; 2nd Lt. Charles G. Bieber; S/Sgt. Kenneth S. Kenyon; S/Sgt. William H. Musseman.

Not enough room left in this issue to publish the listing sent to me by Derek Hills, Trust Librarian, of books purchased for the 2AD Memorial Library with the interest earned from our Book Endowment Fund. ■

## The New 11th Edition of Merriam Webster's Collegiate Dictionary Confirms It . . . These Are Not Your New Dictionary Definitions

**Company policy:** The corporate equivalent of your parents saying, "Because I said so."

**Radio:** Something you turn up to drown out the strange engine noise in your car.

**Baroque:** When you are out of Monet from going Chopin.

**Perfectionist:** A person who can't enjoy Tchaikovsky's music without knowing how to spell his name.

**Bore:** Someone who not only won't stop talking, but won't let you stop listening.

**Budget:** A method for going broke systematically.

**Brat:** A child who acts like yours, but belongs to someone else.

**Bacteria:** (1) The back door of your company's cafeteria.  
(2) The only culture your boss has.

**Confidence:** Pursuing Moby Dick with a jar of tartar sauce.

**You:** The only consistent feature in all your failed relationships.

**Lite year:** 365 days of drinking lousy beer.

**Wisdom:** The type of teeth you get from biting off more than you can chew.

**Confusion:** Sometimes the only indication that the mind is actually working.

**Misery:** Not knowing what you want and killing yourself to get it.

**Bloody Mary:** What you should make if life hands you tomatoes instead of lemons.

# THE MULBERRY HARBORS – THE D-DAY SURPRISE

EDITOR'S NOTE: WHO SENT IN THIS STORY?

For the many of us who were engaged in or supporting the air battles of WWII in the 8th Air Force, the sole sources of our information about the land campaign were from the BBC, the English press, and the *Stars and Stripes*. A few had access to intelligence data which provided additional details. The events described herein are usually omitted from books, films, and documentaries about Operation Overlord, the invasion of Normandy.

Many years ago, I read Sir Winston Churchill's superb six-volume series entitled *The Second World War*. In several of these tomes, he made mention of Mulberry Harbor. My curiosity and interest were aroused, and the resulting research is the basis for what follows.

During the planning for Operation Overlord, among the many critical problems to be solved was that of supplying the continuously increasing number of troops that would pour into the beachhead after it was established. According to the logistics experts, it could not be done by landing supplies on the beaches — a harbor was considered essential. Unless Cherbourg could be captured intact, a highly unlikely possibility, no army of the size required for the invasion could be supplied. How was this seemingly impossible task to be accomplished?

Prime Minister Churchill initially identified the requirement as early as May 1942, but the specific idea came into being in June 1943. By August 1943, a detailed project for the construction of two full-scale temporary harbors was underway. They were to be built in England, towed across the Channel to the Normandy coast, and put into operation as soon as possible after the first troop landings. The code name for the harbors was MULBERRY!

The magnitude of the task confronting the planners and engineers involved almost defied imagination. Massive quantities of special equipment, utilizing over one million tons of steel and concrete, was to be made in England and then transported by sea to the appropriate location. There they were to be assembled rapidly in the face of possible enemy attack and the ever-present threat of inclement weather.

The two temporary facilities designated as MULBERRY "A" and MULBERRY "B" were to be about the size of Dover harbor. Each would consist of an outer floating breakwater, an inner fixed breakwater made of hollow concrete caissons, and four floating piers running out from the beaches to the pierheads. Coasters and landing craft would unload at the pierheads directly into army trucks, while larger cargo vessels would have to offload onto barges and other smaller ships. During the period required to assemble the harbors, shelter was to be provided for the special craft unloading on the beaches by sinking obsolete ships to form breakwaters for the five assault sectors. Approximately 4.5 miles of breakwater were required.

After a 24-hour delay caused by weather, General Eisenhower made his decision for the invasion of Normandy to commence: D-Day was set for 6 June 1944. The assault force consisted of 176,000 men, 20,000 vehicles, and thousands of tons of supplies all to be landed in the first two days. The first MULBERRY components were towed across the Channel on "D" plus one. The outer floating breakwaters were in position one week later, and by 18 June,

*(continued on next page)*

## DRONES, PHOTOS, AND CHAFF WERE US!

By JOE CAPICOTTO (8th Combat Camera Unit, 25th BG) • Reprinted from the 3SAD Association Newsletter

Drone bombing of V-Weapon concrete defenses (Aphrodite missions) was just one example of the value of the 25th Bomb Group to the Eighth Air Force. One of our more exotic missions of the 654th Bomb Squadron (25th BG) was the photographic reconnaissance of drone bombing of V-Weapon concrete structures in the Pas-de-Calais area. These drone bombers (overage B-24s) were filled with nitro-glycerin compound. The bomber was flown by a pilot to a point over the North Sea. At this point he parachuted to be picked up by the British Coast Guard.

The drone bomber was controlled thereafter by radio from an aircraft flying nearby. The strike was photographed by a Mosquito bomber carrying a member of the 8th Combat Camera Unit. The mission was to fly close to the drone to photograph the effect. I flew several of these missions as photographer. The photographs were used to analyze all angles of the flight and to improve methods and equipment of future missions.

Dean Sanner, 654th BS pilot, and August Kurjack, 8th Combat Camera Squadron, did not return from one of these missions. Both were captured and made prisoners of war. Navy pilot Joseph P. Kennedy, older brother of former President John F. Kennedy, lost his life as pilot of a drone B-24 aircraft. The drone B-24 exploded in the air as the controls were checked and the fuse was set just before he was to parachute.

Combat cameramen from Watton and other bases were all over the ETO filming the German V-1 and V-2 rocket sites, plus filming

the German submarine pens at Heligoland Island in the North Sea.

Another duty of the 25th BG was to drop chaff, an aluminum foil dropped over German anti-aircraft defenses to disorient the radar-equipped anti-aircraft guns. Chaff-dispensing missions code-named "Gray Pea" were flown by Mosquito bombers of both the 653rd and 654th Squadrons. Ninety-seven bombing missions by the 8th Air Force were accompanied by chaff missions of the 25th Bomb Group. Three hundred and fifty-two sorties were flown. There were thirty aborted sorties; only four missions did not fulfill all expected requisites.

On occasion crew members of the 654th Bomb Squadron performed two duties. Their first and primary objective was to drop chaff over the defense perimeter before the bombers arrived. Turning and climbing over the bomb formations, they photographed the bomb strike in motion picture. Since the Mosquito was the fastest propeller-driven aircraft in WWII, it delivered the strike photographs to 8th AF Headquarters before the bombers had returned to their bases!

All of our pilots had completed a full tour of missions previously, but volunteered for duty in the 25th Bomb Group. Many had flown with the RCAF or RAF in combat, and they wore those pilots' insignia plus the USAAF wings.

*Editor's Note: The 25th BG (Watton) and the 36th BS "Squadron of Deception" (Cheddington) flying B-24s were inadvertently omitted from the Summer Journal's list of 8AF units. ■*

# "I Never Got to Paris . . . But Our B-24 Did"

BY FRANK SCHAEFFER, AERIAL ENGINEER, 44TH BOMB GROUP

Bailing out of a B-24 with its No. 2 engine on fire, my chute became snagged on a bomb shackle while swinging around the bomb rack in order to allow others from the flight deck to go out before me. That resulted in my parachute starting to spill, which I quickly grabbed with both arms while standing on the catwalk behind the forward bomb rack with some more folds of the canopy being sucked out by the strong slipstream. As a result I went out of the forward end of the rear bomb bay. The chute was immediately pulled out of my arms and left me swinging violently. Having read of one other flier jumping with a spilled chute (can't recall who or when), I've wondered if anyone besides the two of us had the same experience.

Mine was from 20,000 feet and without oxygen or helmet and gloves. The first part of that bailout was pretty rugged, but I survived.

The plane continued straight and level on auto pilot, trailing a cloud of dark smoke. Some of our crew later decided that it may still be flying, and wanted to change its name from "My Peach" to the "Flying Dutchman," after a sailing ship which, according to legend, is still going on its course without its crew.

In France, while being sheltered by the Resistance people, I was asked where in America my home was, "Californy or New York?" My reply was Milwaukee, which was met with a "Huh?" They'd never heard of it. So then I said "Chicago." That got an immediate reaction: "Ah, gangsters," and pantomime of shooting a tommy gun.

After being changed into civilian clothes in a French home, I was told to get into a one-horse cart which had been hitched up. I was told to lie flat in order to not be



seen. The cart was being driven out towards a forest where there had been a secret covered-over hole with some food and wine stashed in it. The horse must have been pretty old, because at almost every step I was being sprayed by bits of horse apple. Arriving in the forest, the hidden hole was uncovered and I was told to get into it until nightfall, when it was again covered over with brush and debris. After dusk the two French resisters came and gave a soft whistle, which was their signal to me. Then I was escorted across fields, woods, and across roads to a rendezvous with two other Frenchmen who took me on a further nighttime walk to finally arrive at a home on the edge of a village where I was to stay for three weeks until General Patton's 3rd Army arrived to liberate the French. I then discovered other American, English, and Canadian fliers who were also being sheltered in and near that village.

Being more fortunate than others of our crew, I slept in a feather bed in that home while those of our crew not captured were hiding out in the forests with the maquis in tents and lean-tos. They had to forage for some food, snaring rabbits and catching carp in ponds, while I had regular but small meals prepared by the women.

However, there was some risk involved in my situation because of a young Frenchman who had been trained in England and then dropped into France at night by parachute with a radio set and other equipment. He would share that room and feather bed with me when not traveling elsewhere. Not being told his name, I referred to him as "Shorty." He regularly used his radio equipment to send messages back to England. When his storage battery went dead, I was volunteered to pedal his bicycle hooked up to a small generator in order to get power for his message equipment.

The village's name is Orbais l'Abbaye, and the French family name is "Benier." Shorty's real name is Louis Guyomard. His home was in Paris.

Years later I learned from our crew's copilot, W. Scott Gippert, that our abandoned plane had been shot down over Paris by the Germans about sixty miles from our target, La Perth Airfield, Romilly, France. The date was August 8, 1944.

In conclusion, now 59 years later: We are losing many of the Evasion Helpers from Europe. Some are living in the USA, and are welcome as attendees of the Air Forces Escape and Evasion Society Reunion. Most of my personal helpers have passed on. But Jean-Pierre Benier, who was only four years old in 1944, returned one of my dog tags. Apparently it had been given to a member of his family as a souvenir. ■

## THE MULBERRY HARBORS – THE D-DAY SURPRISE (continued from page 23)

the floating piers were half completed and most of the concrete caissons had been flooded and sunk in position — both harbors were in use!

The MULBERRY allocated for the American forces was located at St. Laurent; the one for the British at Arromanches. On the basis of a favorable meteorological forecast, some twenty-two sections of floating pier were dispatched from England on 17 June. They were almost across the Channel, within sight of the harbors, when an unforecast gale developed early on 19 June. Every section was lost!

During the next few days, the weather inflicted a serious setback to the Allied cause. Along England's south coast, convoys were forced back into port; in mid-Channel, tow ropes broke and barges being towed were lost. Off of the landing beaches, vessels dragged their anchors and were smashed ashore. By 21 June, the MULBERRIES started to break apart, particularly the American one because it was more exposed.

When the storm abated, the American MULBERRY had been totally destroyed. Parts of it that could be salvaged were used

to repair the damage to the British harbor. In three days, the weather had inflicted five times as much damage on Allied shipping as the Germans had caused since D-Day. Until Cherbourg was captured and its harbor made operational, all supplies and reinforcements received by the Allies in Normandy came through the British MULBERRY, a few small ports, or were landed on the beaches in the American sector.

History records the breakout of the Allied forces from the beachhead and their complete victory over the German armies in the west eleven months after D-Day. "MULBERRY" did its part. ■

I hope that all of you enjoyed reading the Headquarters Newsletter that you received in July. Since I used just about all the news I had on hand, I don't have a lot to put in the Fall *Journal*. I did attend the 56th Annual Convention in early June, even though I was late arriving because of a minor physical problem. The highlight was the showing of the latest version of the film "Roll of Honor." It runs just over two hours and is still undergoing some editorial changes. If you haven't seen it, I hope you will make an effort to attend one of the showings. It is being shown at various regional meetings, and copies of the film will, I think, be for sale soon.

This gives me the opportunity to say how much all of us appreciate the great work of the Dzenowagis family, not just for this fabulous film, but for all the others they have produced over many years. Copies of all the films are now stored with the other archives of the 2ADA and its bomb groups, with the county archivist at the Norfolk Records Office. The county has a new building that was constructed to protect archival material. Again, let me say that this never would have happened without the leadership of Joe Dzenowagis and the work of his entire family. I can see Joe Jr. now at all of the conventions in recent years with his camera equipment as he covered all of the activities. I often wonder how many miles he has walked with that equipment and how many hours he has spent processing and editing the miles of film. And we cannot forget the work that Joe's wife, Helen, and all the rest of their children contribute to this project.

I never write anything in either the *Journal* or the Headquarters Newsletter without urging everyone to contribute to both the funds that the Board of Governors controls (remember that they can spend only the interest earned by these funds) and to the 2ADA/Fulbright Librarian Fund. When you send in your annual dues this year, add whatever you can afford. We need to ensure that these funds are sufficient to ensure that the Memorial Library will exist in perpetuity.

Shortly after getting back from the meeting in Oak Brook, I received the following letter from David Hastings. We are all pleased that the Queen's Birthday Honours List includes the MBE for David!

*Just to thank you and the 2nd Air Division Association for yet another superb convention and all your great kindness to us, but we missed Ruth. Also those wonderful cheques for your Memorial Library. We could not believe it when we looked at the list produced by Milt Veynar to see that we had attended*

## KETTERINGHAM HALL DIVISION



BY RAY STRONG

*23 gatherings! How time flies, but what memories you have given us. Equally it was so good to have the privilege of dining with HQ again. How can we also thank you enough for that wonderful clock. We got it safely home as hand luggage, despite a long check at O'Hare, and the customs officer at Heathrow was so delighted that we had been given such a gift that he just waved us on our way with his own appreciation. Every quarter*

*hour when we hear its melodious chimes we think of all our great friends in the 2ADA, and it has pride of place in our lounge.*

*Our flight home was good, and a charming girl at O'Hare took pity on an "Old Pilot" and upgraded us to business class, which was nice. Sadly got stacked for thirty minutes on arrival at London and then they had no gate for us so we deplaned on the apron and had to be bussed back to the terminal.*

*The weather here is very hot, and we have just about got the garden and field back to normal as everything has grown so much.*

*Finally, you may have heard about our huge surprise in the Queen's Birthday Honours List. Really as much Jean's and the teams I worked with as mine, but the family is delighted and very excited about going to Buckingham Palace for the investiture.*

*Stay well, God Bless, and thanks again.*

— David and Jean Hastings

## PATRIOTS WILL

By JACK C. HUBBARD, Major, USAF (Retired) • Book Review By RAY PYTEL

Major Hubbard was an enlisted man both in the Canadian Army and later in the 8th Air Force during the heady days of World War II. His travails and experiences relate not only to his combat experience as a crew member on a B-17, but how through his shrewd planning, forced maturing, and mostly to the ever-present "luck of the draw," he navigated around what the enemy and the military threw in his path until his discharge as a T/Sgt after the end of World War II.

Civilian life did not offer much in a career after WWII, and he jumped at a chance to "re-enlist in grade" as a T/Sgt. A year later he applied for OCS and ended up as a "180 day wonder." Apparently the military felt that peacetime duty required officers with more training than the "90 day wonders" received during World War II.

Here are some other reviews:

*PATRIOTS WILL describes a salt-of-the-earth member of the greatest generation, his exploits in World War II as a flyer in B-17s in the 8th Air Force, and his return to duty after the war ended. This tanker/turned MP/turned radio operator-gunner fought to join the 306th Bomb Group and fly his 24 missions. His down-to-earth first-hand accounts of serving and living with men of the 306th BG gives the reader a graphic feel of life in wartime England and in flak-laden German and French airspace. PATRIOTS WILL is a must-read for all who are interested in World War II, who had friends or relatives in the 8th Air Force, or who want to freshly appreciate what our young men did and how they performed when duty called.*

— Jerry Hilmes, Lieutenant General, U.S. Army (Retired)

*Jack Hubbard has written a fascinating story of his experiences in World War II as a Canadian soldier and as an American airman. Great reading for all!*

— George M. Johnson, Major General, USAF (Retired)

*I have had the distinct pleasure of reading PATRIOTS WILL, so ably written by Major Hubbard. I strongly urge all readers who are interested in the history of one of the great combat units of World War II, the Eighth Air Force, to read this most graphic combat report written by one of its memorable officers.*

— Allard G. Russell, Captain, U.S. Navy (Retired)

Anyone interested in obtaining a copy of the book can place an order at a local bookstore, order it online at [www.1stbooks.com](http://www.1stbooks.com), or request a copy from Hubbard himself: e-mail [hubbnett@aol.com](mailto:hubbnett@aol.com), phone (941) 907-4151, or write: Jack Hubbard, 6926 Woodmore Terrace, Bradenton, FL 34202. The price is \$20 postpaid to 2ADA *Journal* readers. He will sign a copy of the book if you state to whom it should be dedicated.



HETHEL  
**389th Bomb Group  
Green Dragon  
Flares**

BY FIELDER NEWTON

The Wright Brothers made their historic flight at Kitty Hawk, NC in 1903, and the year 2003 has been designated as the 100th anniversary of flight. This started me thinking about my Dad, who loaded all his worldly possessions into his Model "T" Ford in 1916 to start a journey from Tulsa, OK to Sharon, PA. Today this would not be much of a problem with the interstate superhighways running across the country, but in 1916 there were few paved highways, and most roads were dirt. This being the case, the Model "T" would get mired down in mud up to the hub caps, making it necessary to stop and ship two trunks by Railroad Express. As far as I can recall the rest of the trip was uneventful, and I do not know how long it took or how many miles were involved. From this time forward the automobile and the roads improved very rapidly, and Americans fell in love with the automobile.

It seems that it took longer for Americans to get enthused about flying, and for many good reasons I am sure. I had my first ride in an airplane in the mid-thirties when a Barn Stormer came to our town with a Ford Tri-Motor passenger plane. What a treat for \$1.00! I remember so well that it was dusk and I was sitting at a window seat looking at the engine spitting fire out of the short exhaust pipes, and all of the time wondering if this was what the engine was supposed to do. The flight was short, but I was forever hooked. Later I had a flight in a Piper Cub, which only enhanced my desire to fly. This enthusiasm was increased by attending the annual Cleveland Air Races. Sitting in the bleachers down by the shores of Lake Erie, we could watch the small single-engine planes race around the course, turning so close to the pylons that you marveled at the pilots' skills in keeping from hitting them.

When you look back in time, aviation made some giant steps from Kitty Hawk to the late thirties and the development of that other bomber and the B-24. As unprepared as we were when Pearl Harbor was bombed, we had two good bombers ready to be mass-produced and the B-29 to follow. With the proven, smaller, medium bombers and fighter aircraft, and with the industrial might of America ready to pitch in, the pipe lines were soon full of new aircraft; and we were prepared to defend our honor and freedom.

By the end of the war the development of jet aircraft was well on the way, and there continues to be no stopping the progress of the best military and commercial aircraft the world has ever known.

Looking back on the Model "T" and the Ford Tri-Motor, we have come a long way; and all in my Dad's lifetime of 89 years. Having been born in 1882, he grew up with the horse and buggy and lived to see the beginning of space travel.

We of the Second Air Division can take pride in our part of the aviation growth while standing tall in our loyalty to our country and our comrades buried in England. Our Memorial Library in Norwich will always be there to honor the memory of all the young men who gave their lives to preserve our freedom. GOD BLESS AMERICA and all the young men and women protecting our freedom around the world.

The 389th BG has lost another member. Israel E. Levine, a former public relations director at City College and The American Jewish Congress and the author of many biographies for young readers, died on May 10, 2003 in Queens. He was 79 and lived in Flushing. The cause was complications after vascular surgery, his family said.

A Brooklyn native who became a decorated airman in World War II, Mr. Levine graduated from City College in 1946 and joined its public affairs office. He was director from 1954 to 1977, and during this time also edited the alumni magazine. He later edited *Health Care Week* magazine, worked in public relations, and in the 1980s was the Jewish Congress's communications director. Recently he had his own firm, I.E. Levine Public Relations. ■



SEETHING

## *The 448th Speaks*

BY KING SCHULTZ

It is a great sadness to report that the Chairman of the Station 146 Tower Association, Bob Majoran, has been killed in an auto accident. He was an invaluable part of organizing the Tower Association from scratch, and was heavily involved in the restoration and maintenance. You will remember he always flew his 1943 L4H Piper Cub at Tower events.

Derek Hills, Trust Librarian, reports the following books were purchased for the 448th Bomb Group under the 2002/2003 book endowment program: *The 448th BG (H) Liberators over Germany in WWII*, by Jeffrey E. Brett; and *Culture Shock – San Francisco At Your Door*, by Francis Gendlin. These books are "Presented by members of the 448th BG (Seething) in memory of all members of the 448th who gave their lives in WWII, 1943-1945."

As you know, there is a Roll of Honor on display in the 2AD Memorial Library in Norwich. These are men who gave their lives in combat. Jordan Uttal reports that eight men of the 448th have recently been added to the Roll. They are: T/Sgt. James M. Brant, 2nd Lt. Jerome C. Fay, 1st Lt. Jarol Seymour, 2nd Lt. Jack B. Kolstad, 2nd Lt. Byron E. Lanphear, S/Sgt. Girthel R. Morrison, 2nd Lt. John H. Oelhabe, and 2nd Lt. Walter A. Yuengert.

Finally, we must report the loss of several more of our ranks in recent months: Donald C. Todt; 1st Lt. Vaiden Dozier (navigator of E.K. Schultz crew); Jerome A. Haas; Robert P. Ewing; Maj. Delvin Harry Meyer (USAF Retired with 22 years, distinguished scholar and businessman); Liborio WE. Papalia; Sgt. Paul Lippert (crew chief); and Capt. Stu Barr (copilot, B-24 "Comanche"). Barr was shot down over France and became a member of the French Resistance until finally liberated by General Patton. During his military career, he flew B-36s and then graduated into intelligence.

Radio operator Norman Dunphe of crew 611 is searching for fellow members of his crew, piloted by Karl W. Augenstein. Contact Norman or this writer. ■



BY FRED A. DALE

A letter to the editor on page 35 of the Summer *Journal* brought amazing results in identifying the crew members whose names were apparently written nearly sixty years ago on a scrap of paper found in a Belgian flea market recently.

While the historical records do not list most of the crew as 445th members, that is not unusual if the crews were shot down just days after their arrival, before all the processing was completed. We shall check further and determine if a MACR report was filed, and if any crew members appear on the Group's Honor Roll.

Here are the two letters in question:

Dear George,

Regarding your letter published in the latest number of the 2ADA *Journal*, I can confirm that the advice given to you by Rick Rokicki, to whom I am copying this, is sound. The scrap of paper includes not only the 445th BG "F in a circle" identification but also the "last three" (306) of the aircraft's USAAF serial number as well as its radio call letter (K+).

Here is all that I have been able to discover about the aircraft:

Identity: B-24H-10 CF 41-29306.

Originally assigned to the 458th BG but transferred shortly after arrival in England in February 1944 to the 445th BG, 700th BS, radio call letter: K+. Squadron code: IS (on rear fuselage).

Traced on the following missions among the few for which I have formation sheets:

Feb 20 (Brunswick) – led high right in the lead squadron – pilot: Blomberg.

Feb. 21 (Diepholz) – #3 position in the lead squadron – pilot: Miller.

Feb. 22 (Gotha) – led high right in the second squadron – pilot: Blomberg.

Feb. 29 (Lottingen) – from hardstand #8 – pilot: Swofford.

Lost on April 22, 1944 (Koblenz) – on

return, the aircraft went down near Herseaux, Belgium (possibly at a place named Espierres), just across the border from Lille-Tourcoing-Roubaix conurbation, France.

I am also sending this to Fred Dale and to Dick Gelvin (445th BG navigator and now historian), as the above details might assist them in finding crew members.

Tom Brittan  
42 Chemin de la Joselette  
83390 PIERREFEU-DU-VAR  
FRANCE



Dear George,

Your letter touched an immediate chord of memory with me. That scrap of paper from Belgium with the aircrew names recalled wartime good buddies. Here is part of the story.

Attached is a copy of an overseas assignment order dated 17 March 1944, sending replacement aircrews to the 8th AF. Crew 54 and Crew 55 trained together at Biggs AAF, El Paso, TX from November 1943 to March 1944. Lts. Riddle and Antonsen had by this time gone through B-24 transition together for several months prior and were now the closest of friends. At Biggs AAF our two crews became close also and shared the assignment to the same group and squadron: 445th Bomb Group, 700th Squadron. Both crews flew new B-24 aircraft to England, eventually arriving at our duty station in early April, 1944.

Our crew went on our first mission on 25 April. Riddle's crew went on their first mission on 21 April. They didn't return.

The history of the 445th BG (3rd edition, 1948) shows group mission #56 which sent 24 aircraft to Koblenz. Two planes failed to return. One of these is apparently, if not obviously, that of Lt. Riddle, because his loss on their first mission is clear from personal memory of the event. Thus the information found on the scrap of paper from the flea market in Belgium. I have no other details.

How the names of those guys could not show up on any roster of the group or squadron is unexplainable, if not untenable! Some on this crew may have paid the supreme price.

Many thanks to you for such astute judgment and interest in this matter, George. Our 2ADA is a closely knit society of survivors that does not mind networking among the members.

I shall prepare a letter also to Ray Pytel, *Journal* editor, with proof from published records of 445th BG crew assignments. Crews who saw action but are not even recognizable in unit rosters presents a situation requiring a look into.

Ken Wander (445th BG)  
Lt. Col. USAF Res (Ret.)  
9428 Eddie And Park Road  
St. Louis, MO 63126-2861

## OVERSEAS ORDERS

### RESTRICTED

Ext, Par 4, SO 77, Sec I,

Hq Eighth AFRD, 17-3-44 Cont'd

#### CREW NO. 54 (APO 12832-BJ-54)

2nd Lt. Charles L. Riddle 0689354  
2nd Lt. Robert H. Lemon 0749695  
2nd Lt. Ray O. Hargis 0702916  
2nd Lt. John W. Bryant 0696203  
S/Sgt. John F. Mahoney 31312836 (748)  
S/Sgt. Robert M. Varty 39264256 (757)  
Sgt. Charles B. Coffman 33499388 (611)  
Sgt. Harry A. Kolinski 12088936 (611)  
Sgt. Vincent T. McHugh 17019895 (611)  
Sgt. Harold E. White 12169958 (612)

#### CREW NO. 55 (APO 12832-BJ-55)

2nd Lt. Robert C. Antonsen 0603940  
2nd Lt. Kenneth H. Wander 0750526  
2nd Lt. Joseph M. Caslaspro 0702900  
2nd Lt. John C. Brown 0696202  
S/Sgt. Robert L. Hansman 15060485 (748)  
S/Sgt. Robert M. Kimmoy 16163817 (757)  
Sgt. Charlie H. Bunton 17180968 (611)  
Sgt. James R. Cockrin 17174573 (611)  
Sgt. Henry J. Gordon 31307156 (611)  
Sgt. Harold D. Hobbs 36738394 (612)

## Oh Ertz! How It Hertz!

Former 44th BG group VP Erstwhile Julian Ertz relates the story of life in the fast lane around Costa Mesa, California (Los Angeles being one of its many suburbs), where he lives.

It seems that the wife of one of our many World War II high altitude "gray haired wonders" asked her husband one night:

"Shall we go upstairs and have sex?"

To which her hero replied:

"Honey, either we go upstairs or we have sex — I can't do both on the same night!" ■

# Do More Than Remember... Never Forget!

BY TONY PARSONS • REPRINTED FROM THE LONDON DAILY MIRROR, SEPTEMBER 11, 2002

*Editor's Note: This article comes to us from the 3d Strategic Air Depot Association Newsletter. Hal Ulich (305th Repair) submitted it to that publication along with the following note: "This is worth reading and passing on to others. I can't believe that the ultra liberal, left wing, London Daily Mirror would print this. In a world gone crazy with the 'it's your own faulters' after the attacks on the twin towers in New York, it is refreshing to note that common sense is still available in the UK. Just a word of background, for those of you who aren't familiar with the Daily Mirror: This is a notorious left-wing, anti-American daily in the UK. I had to read this article three times and I still don't believe the Mirror published it."*

ONE YEAR AGO, the world witnessed a unique kind of broadcasting — the mass murder of thousands, live on television. As a lesson in the pitiless cruelty of the human race, September 11 was up there with Pol Pot's mountain of skulls in Cambodia, or the skeletal bodies stacked like garbage in the Nazi concentration camps.

An unspeakable act so cruel, so calculated, and so utterly merciless that surely the world could agree on one thing — nobody deserves this fate. Surely there could be consensus: the victims were truly innocent, the perpetrators truly evil.

But to the world's eternal shame, 9/11 is increasingly seen as America's comeuppance. Incredibly, anti-Americanism has increased over the last year.

There has always been a simmering resentment to the USA in this country — too loud, too rich, too full of themselves, and so much happier than Europeans — but it has become an epidemic. And it seems incredible to me. More than that, it turns my stomach.

America is this country's greatest friend and our staunchest ally. We are bonded to the US by culture, language, and blood. A little over half a century ago, around half a million Americans died for our freedoms, as well as their own. Have we forgotten so soon? And exactly a year ago, thousands of ordinary men, women and children — not just Americans, but people from dozens of countries — were butchered by a small group of religious fanatics. Are we so quick to betray them?

What touched the heart about those who died in the twin towers and on the planes was that we recognized them. Young fathers and mothers, somebody's son and somebody's daughter, husbands and wives. And children. Some unborn.

And these people brought it on themselves? And their nation is to blame for their meticulously planned slaughter? These days you don't have to be some dust-encrusted nut job in Kabul or Karachi or Finsbury Park to see America as the Great Satan.

The anti-American alliance is made up of self-loathing liberals who blame the Americans for every ill in the Third World, and conservatives suffering from power-envy, bitter that the world's only superpower can do what it likes without having to ask permission. The truth is that America has behaved with enormous restraint since September 11.

Remember, remember. Remember the gut-wrenching tapes of weeping men phoning their wives to say, "I love you," before they were burned alive. Remember those people leaping to their deaths from the top of burning skyscrapers.

Remember the hundreds of firemen buried alive. Remember the smiling face of that beautiful little girl who was on one of the

**Remember, remember September 11, 2001 — when one of the greatest atrocities in human history was committed against America.**

planes with her mum.

Remember, remember — and realize that America has never retaliated for 9/11 in anything like the way it could have.

So a few al-Qaeda terrorists got locked up without a trial in Camp X-ray? Pass the Kleenex.

So some Afghan wedding receptions were shot up after they merrily fired their semiautomatics in a sky full of American planes? A shame, but maybe next time they should stick to confetti.

America could have turned a large chunk of the world into a parking lot. That it didn't is a sign of strength.

American voices are already being raised against attacking Iraq — that's what a democracy is for. How many in the Islamic world will have a minute's silence for the slaughtered innocents of 9/11? How many Islamic leaders will have the guts to say that the mass murder of 9/11 was an abomination?

When the news of 9/11 broke on the West Bank, those freedom-loving Palestinians were dancing in the street. America watched all of that — and didn't push the button. We should thank the stars that America is the most powerful nation in the world. I still find it incredible that 9/11 did not provoke all-out war. Not a "war on terrorism." A real war.

The fundamentalist dudes are talking about "opening the gates of hell," if America attacks Iraq. Well, America could have opened the gates of hell like you wouldn't believe.

The US is the most militarily powerful nation that ever strode the face of the earth. The campaign in Afghanistan may have been less than perfect and the planned war on Iraq may be misconceived.

But don't blame America for not bringing peace and light to these wretched countries. How many democracies are there in the Middle East, or in the Muslim world? You can't count them on the fingers of one hand — assuming you haven't had any chopped off for minor shoplifting.

I love America, yet America is hated. I guess that makes me Bush's poodle. But I would rather be a dog in New York City than a prince in Riyadh. Above all, America is hated because it is what every country wants to be — rich, free, strong, open, optimistic. Not ground down by the past, or religion, or some caste system. America is the best friend this country ever had, and we should start remembering that.

Or do you really think the USA is the root of all evil? Tell it to the loved ones of the men and women who leaped to their deaths from the burning towers.

Tell it to the nursing mothers whose husbands died on one of the hijacked planes, or were ripped apart in a collapsing skyscraper.

And tell it to the hundreds of young widows whose husbands worked for the New York Fire Department. To our shame, George Bush gets a worse press than Saddam Hussein. Once we were told that Saddam gassed the Kurds, tortured his own people, and set up rape-camps in Kuwait. Now we are told he likes Quality Street. Save me the orange centre, oh mighty one!

Remember, remember, September 11. One of the greatest atrocities in human history was committed against America.

No, do more than remember. NEVER FORGET. ■

# THE RED CROSS CLUBS

REPRINTED FROM THE NORTHAMPTON EVENING TELEGRAPH

Officially or otherwise, GIs were at liberty to make bicycle excursions of the area surrounding their bases in the evenings. With a pass, the Liberty Run to a local town or city could be taken. The runs sometimes consisted of as many as four or five GMC 6x6 trucks with a 1900 hours departure and a 2300 hours return.

Apart from the pubs, cinemas and dance halls, some of the larger cities had a Red Cross Club. These were set up and administered by the American Red Cross using a requisitioned hotel or manor house. Amenities included comfortable beds, bath and shower rooms, cafeterias, game rooms, and lounges with letter-writing facilities and the latest American periodicals. The scope, of course, depended on the the size and space available, but all were well-patronized by the local USAAF community. There were also Anglo-American Clubs sponsored by Anglo-American Hospitality Committees consisting of local people to promote and foster good will. The amenities were not as extensive as in the Red Cross Clubs, but they were excellent places for getting acquainted with British families. Leave periods depended on the discretion and requirements of the unit commanders. Generally, enlisted men got a 48-hour pass once a month, while officers had more flexible arrangements. Combat crew airmen were often allowed three-day passes during periods when their units were "stood down."

The favorite destination was London. Apart from the historic and entertainment attractions, there were fifteen Red Cross Clubs in Central London alone. Seven were strictly for enlisted men, four for male officers, and one, at 10 Charles Street, for women officers only. The others catered to both officers and men, the most famous and largest being Rainbow Corner on Shaftsbury Avenue. It opened in December of 1942 and could host 2,000 men at one time. It had a staff of over 400, the majority being British, with American employees holding the administrative positions. This was the usual form of staffing at the clubs in large metropolitan areas. Large military bases also had Red Cross facilities. Every major airfield had an Aero Club staffed by three American Red Cross girls with some help from local women. The Red Cross donut wagons were always welcomed at the air bases and depots.

Many who worked at Red Cross clubs



**Red Cross Nurses  
arriving at London's Milestone Club**

were volunteers. In London, several of them were women of prominence.

"At Rainbow Corner there was this lovely lady in a Red Cross uniform who sat at a desk in the lounge. A sign on the desk read, 'Have Adele Astaire write a letter home for you.' She was the sister of Fred Astaire, the famous movie star and dancer. She was also Lady Cavendish, having married into British royalty. I was fascinated by her beauty and asked her to write a letter for me. But I really did it so I could just look at her. She had the most beautiful pair of legs I've ever seen in my life!" said one G.I.

The club at the Washington Hotel in London's Mayfair district was for enlisted

men and was one of the busiest, second only to the famed Rainbow Corner. It was smaller, but cozier and more intimate than the larger club. A Yank could sit on a comfortable couch and write a letter, get a room for about two dollars, eat in the cafeteria without having to use his ration coupons, dance to a good band, and maybe meet a nice girl!

Lalli Coppinger says, "The girls were carefully screened. I was one of them for two years and I learned a lot about the young American male. But they weren't the kind that we had become familiar with through the movies. Some were from big cities, but a lot of them were from small towns and farms in the USA. Their average age was 19-23, but I met some who were even younger. There were many who had never tasted liquor or smoked and had little or no sexual experience. At the most vulnerable time of their lives, they were turned loose in the largest city in the world with just about every temptation known to man available to them. London was renowned for its variety of entertainment, some of it good and some of it bad, as many an unsuspecting G.I. found out. But they learned fast and most all of them survived. God bless them all!" ■

## ***Mighty 8th Air Force Museum to be debt-free by 2004***

**BY C.J. ROBERTS, MUSEUM PRESIDENT & CEO**

On March 18, 2003 the voters of Chatham County, Georgia approved the continuation of a special sales tax referendum that levies a one percent tax on all taxable purchases. This Special Purpose Local Option Sales Tax, or SPLOST as it is known locally, will be used to fund various Chatham County projects including bridges, roads, and drainage, as well as numerous building and expansion projects conducted by local non-profit organizations. Our museum is one of those non-profits that will greatly benefit from the SPLOST initiative.

As most of you are aware, the museum was built with funds from the sale of revenue bonds. Funds collected through the SPLOST will retire the outstanding balance due on these bonds, thus making the museum debt-free! This is positive for the museum as it puts us solidly on the path to permanence.

The retirement of the bond debt, coupled with an increasing attendance and the development of numerous new exhibits and programs, will generate a great deal of momentum for the museum. Your support of the 2003 annual campaign will help us build upon this momentum and achieve continued success. ■

# CONGRATULATIONS FROM STATE GOVERNORS ON SECOND AIR DIVISION MEMORIAL LIBRARY DEDICATION

*These letters were received too late for the Spring 2002 Journal. Copies have been delivered to the 2AD Memorial Library in Norwich, England.*

## COLORADO

I want to express my sincere appreciation, from me and on behalf of all Coloradans, for the courageous service you and your fellow fliers and support personnel performed in Europe during World War II.

I know that the 8th Air Force, and the 2nd Air Division in particular, suffered greatly at the hands of German air defenses. Nearly 7,000 young men from your ranks gave their lives while defending our allies in the United Kingdom, and while beating back an unprecedented Nazi threat to freedom worldwide.

It is right that all Americans, and all free people around the world, remember the sacrifice of those who died in that war. I appreciate the goal of the 2nd Air Division Memorial Library in keeping the people and lessons of history in the minds of visitors and schoolchildren.

Bill Owens, Governor of Colorado

## HAWAII

On behalf of the people of the State of Hawaii, I send greetings of warmest aloha as we honor the memory of the brave men and women who lost their lives fighting as members of the Second Air Division of the 8th Air Force in World War II.

It gives me great pleasure to commend the veterans of this division who have established a library in Norwich, England to commemorate the 6,700 individuals who gave their lives for the cause of freedom. These war heroes came from every state in our nation, and the people of Hawaii are proud of the sacrifices made by our predecessors.

We became a great nation because every time our beliefs and ideals have been threatened, our military forces have stepped forward to defend them. Our citizens owe a debt of gratitude to the brave members of the Second Air Division of the 8th Air Force who answered the call to duty. This library will preserve the memory of these outstanding Americans so that future generations can continue to appreciate the proud legacy of military service that defines our country.

We join citizens across the world in paying tribute to our fallen heroes and in gaining inspiration from their sacrifices.

Benjamin J. Cayetano, Governor of Hawaii

## IDAHO

As Governor of Idaho, I extend my sincere gratitude for the dedicated service and the sacrifices of the members of the Second Air Division of the 8th Air Force during World War II.

As a U.S. Senator, while serving on the Armed Services Committee and chairing the Personnel Sub-Committee, my deep respect and appreciation grew for the men and women who proudly wear the uniform of the United States Armed Forces. Now, as Governor and Commander-in-Chief of the Idaho National Guard, I continue to see, firsthand, the commitment and sacrifice of our soldiers as they serve our country.

The soldiers of the Second Air Division are a part of that enduring legacy who will never be forgotten. History records their bravery as they defended our nation and our allies from the enemies of freedom. To those courageous individuals who gave their lives, for those who now serve,

and for the veterans who continue to live as patriotic Americans, we are forever indebted.

On behalf of the citizens of Idaho, on the occasion of the dedication of the Memorial Library in Norwich, England, I send best wishes.

Dirk Kempthorne, Governor of Idaho

## IOWA

Thank you for taking the time to write us about travel information for the state of Iowa. It is very important to us to hear from you. We want to make sure all citizens are informed on issues they are concerned about, so we appreciate the opportunity to ensure that you get some additional information.

The appropriate state office to address your concern is the Department of Economic Development, so we have forwarded your letter to that department for review. Someone from the department should contact you regarding this issue within a few weeks.

In the meantime, if you have any additional questions or concerns that can be addressed by this administration, please do not hesitate to contact our office again.

Thomas J. Vilsack, Governor of Iowa

## MAINE

On behalf of the citizens of Maine, I am happy to extend my congratulations to the Second Air Division Association for your efforts in founding the Second Air Division Memorial Library. You have built a facility that will honor the memories of your comrades who paid the supreme sacrifice in the defense of freedom.

We live in an age where learning and cultural understanding are dependent on access to seemingly limitless amounts of information. The Second Air Division Memorial Library will provide those wishing to learn about the United States a place to broaden their understanding of our country. Furthermore, it will facilitate further research and documentation of the Second Air Division during the Second World War.

Again, congratulations and best wishes for continued success.

Angus S. King, Jr., Governor of Maine

## MASSACHUSETTS

On behalf of the citizens of the Commonwealth of Massachusetts, I am pleased to extend our best wishes for the building and success of the Second Air Division Memorial Library.

The people of Massachusetts and the nation have much to be proud of in the many individuals who have answered the call to duty. Our nation was born out of a long and steady struggle for freedom. It is important that we remember and recognize all those who made great sacrifices to protect and preserve the liberties we hold dear.

As Governor, I commend your efforts to honor our fallen soldiers, and I wish you much success on this important project.

Jane M. Swift, Governor of Massachusetts

## MICHIGAN

Thank you for taking the time to share your concerns with me. Your information and opinions help keep me informed on matters that are most important to the people of Michigan.

I have taken the liberty of forwarding your information and concerns to the President and CEO of the Michigan Economic Development Corporation, Mr. Doug Rothwell, for his review. Mr. Rothwell's office will contact you if he has any questions or needs further information.

Thank you again for contacting my office.

John Engler, Governor of Michigan

## MINNESOTA

It is with great pleasure and pride that I congratulate the members of the 8th Air Force Second Air Division Association on the dedication of the library in Norwich, England in memory of the soldiers who sacrificed their lives for their country.

During the Second World War, over 6,700 young Americans, members of the 2nd Air Division of the 8th United States Army Air Forces, based in Norfolk and Suffolk, England, lost their lives in the line of duty.

This library is a permanent memorial to the fallen comrades of the 2nd Air Division. The library is filled with a collection of materials about American freedom, culture, and life, about the Second World War in the air, and about the special relationship between the people of the United Kingdom, specifically the people of East Anglia, and the people of the United States. The halls of this great building remind us that we must never forget the contributions of the men and women of our armed forces during this historic period in the world's history.

On behalf of all of the people of the great state of Minnesota, thank you for your dedication, thank you for your sacrifice, and thank you for your service to our great nation.

Tim Pawlenty, Governor of Minnesota

## NEVADA

On behalf of the citizens of Nevada, I am pleased to join with others in honoring the members of the Second Air Division of the 8th Air Force. Founded upon the ideals of freedom and democracy, America has long relied upon the men and women in our armed forces to ensure that these principles are properly preserved for future generations to enjoy.

The Second Air Division is a group of dedicated individuals, and is to be commended for patriotic spirit and a notable record of service. I hope that this library is visited by many and that everyone will remember and honor the 6,700 Americans who died preserving its ideals.

Kenny C. Guinn, Governor of Nevada

## NEW JERSEY

On behalf of the State of New Jersey, I am pleased to extend warm greetings and congratulations to the 2nd Air Division of the 8th Air Force.

In November 2001, members of the 8th Air Force traveled to Norwich, England to dedicate a library in memory of their 6,700 comrades who lost their lives during World War II. New Jersey commends the members for honoring the memories of those who paid the ultimate sacrifice for our country.

As the son of a former Marine Corps drill instructor, and as one who was named after an uncle killed during World War II, I have a deep respect

and admiration for our veterans. As World War II veterans, you have shown bravery and commitment to the sacred principles of freedom and liberty which are the foundation of our nation. During times such as these, when our nation faces yet another conflict, we are reminded once again of the sacrifices made by all who have served in uniform.

Again, congratulations and thank you. It is only through the continued concern and commitment of individuals such as yourselves that we may hope to provide a better quality of life to all.

James E. McGreevey, Governor of New Jersey

## NEW MEXICO

On behalf of the citizens of New Mexico, I send best wishes on the dedication of the Second Air Division Memorial Library. This library, devoted to the 6,700 comrades who sacrificed their lives for the sake of this country, will stand as a memorial of what these men and women fought for: life, liberty, and the pursuit of happiness.

We honor the friends and family members of those who have lost their lives; their efforts during World War II will not be forgotten. We also appreciate those who have supported the dedication of this wonderful library, and those who have contributed to this noble cause.

Finally, I salute all of those who have worked endlessly to see the creation of this building. May the memory of what it stands for be remembered by future generations. Good luck for the success of the Second Air Division Memorial Library!

Gary E. Johnson, Governor of New Mexico

## VERMONT

I am pleased to join with others in honoring the members of the Second Air Division of the 8th Air Force. I also applaud the dedication of the library in Norwich, England in their honor. It is gratifying to know that there is a special place for archiving the actions of an extraordinary group of people.

Vermont always stands ready to honor those men and women who served their country in military service. We understand and appreciate the sacrifices made for the freedom we cherish. The library will show new generations how your service changed the course of history, and why a grateful world community continues to remember and pay homage.

Best wishes for a most successful project.

Howard Dean, M.D., Governor of Vermont

## WASHINGTON

As governor of the state of Washington, I am pleased to send my congratulations on the dedication of a library in Norwich, England in memory of the 6,700 members of the 2nd Air Division of the 8th United States Army Air Forces who lost their lives in the line of duty.

I am appreciative of the thousands of patriotic men and women who have fought gallantly and sacrificed their lives to protect our nation in the name of American freedom and democracy. In these trying times, I believe every citizen in Washington and the United States is aware of the tremendous debt of gratitude they owe to the men and women who have served our country so honorably.

The goal of the library to educate people about American life, the events of World War II, and the special relationship between the United States and the United Kingdom is admirable. I hope many individuals will have the opportunity to learn from this valuable resource.

Best wishes for a bright future for this library!

Gary Locke, Governor of Washington

# ATTENDEES AT THE 56TH ANNUAL 2ADA CONVENTION OAK BROOK, ILLINOIS • JUNE 2003

## 44th Bomb Group

Apgar, George & Eryl  
Aston, Lee & Mary  
Abbott, Leon  
Butler, Dick & Ardith & Richard  
& Janet & Kay Drake  
Ertz, Julian  
Folsom, Gerald  
Fenton, Roger  
Kay, Paul  
Lord, John & Kathryn  
Lynch, Dick & Betty  
Morse, Perry & Ruth  
Murrack, Mel & Marilyn  
Mikoloski, Ed  
O'Reilly, Don  
Schaeffer, Frank  
Schwarm, Ed & Erla  
Washburn, George &  
Cynthia Harmonowski

## 93rd Bomb Group

Adams, Jim & Dot  
Boersma, Bob & Grace  
Bradley, Joe & Peggy  
Cadle, John  
Doerner, Bill & Jo  
Harwood, Paul & Nora  
Johnson, George  
Johnson, Simone  
Levine, Paul & Jordan &  
Carmel & Greg Nefcy  
McKeever, Bob & Madeleine  
Mikolajczyk, Mike & Dorothy  
Neumann, Clarence &  
Mary Ann Swanson  
Roure, Dan & Eileen Hunt  
Schwarzgruber, Joe  
Swaim, Vernon  
Spencer, Don & Marylou  
Vangness, Elmer & Nellie  
Veteto, Hearol & Maxine

## 389th Bomb Group

Ball, John  
Borland, Dave & David &  
Wendy Borland  
Clark, Gaynell  
Dowden, Bill & Jane  
Driscoll, Barney, Emme & Laura  
Gebhard, Norbert & Betty  
Greenberg, Sol  
Hallett, Allan & Jean  
Helmer, Bruce  
Katz, Stan & Sylvia  
Magee, Mitchell  
Kissling, Jim & Joanne &  
Arlene Fexman  
Klemp, John  
Koorndyk, Bud, Pat, Bob, Nancy  
& Jack & Muriel DeGraff &  
Greg & Marcia Peters  
McClain, Jim  
Newton, Fielder & Marge  
O'Connor, Walt & Marie Fenard  
Sills, Bill & Steve  
Tucholski, John & Margery  
Watson, Bob & Joyce  
Young, Ed & Pete

## 392nd Bomb Group

Beddingfield, Luther  
Buzick, Jim  
Cheek, Carroll & Mabel  
Dye, Charles & Helen  
Egan, Teddy  
Gesing, Richard & Rita  
Gilbert, Lawrence & Marjorie  
Goar, Jim & Annabelle

Glettler, Barney  
Keilman, Blanche  
Kopecky, Ray & Norma Jean  
Linzmeier, Ralph & Pat  
Mackey, Oak & Maxine  
Micksch, Joe & Ella May  
Olson, Arthur & Lillian  
Peterson, Mary  
Reid, Emily Long & Ann Phillips  
Rodgers, Fred & Florence  
Rothrock, Mary  
Specht, Claude & Jan  
Tison, Annette  
Tuchel, Bob & Marcella Nance  
Zyborst, Stan

## 445th Bomb Group

Bowen, Rowe  
Condon, Jack  
Dale, Fred & Dana  
Dewey, Bill & Marilyn  
DiMola, Elizabeth  
Elfstrom, Leroy & June  
Federici, Frank & Virginia  
Goldsmith, Ed & Anita  
Harlow, George  
Lemons, Ray & Jean  
Luhmann, Clarence & Winnifred  
Patterson, Dave & Joan &  
Carole Holliday  
Pytel, Ray  
Querbach, Al & Dorothy &  
John Eckert  
Roloff, Ed  
Suckow, Bob & Shirley  
Thevaos, Ted & John  
Walker, Chuck  
Weinstein, Ira & Marilyn Gandelman  
Zobac, Ed & Rose

## 446th Bomb Group

Hay, Andy & Shirley Wagner  
Risley, Aud, Fern & Susan  
Veazey, Link & Hilda

## 448th Bomb Group

Ladas, Lou, Elizabeth & Elizabeth

## 453rd Bomb Group

Crumrin, Lyman & Geneva  
DeCleene, Ken & Helen  
Fenoglio, Paul & Barbara  
Harriman, Russ  
Hurner, Irene  
Kinell, Carl  
Kotapish, Jim  
Maddleton, Dot & Steve  
Morris, Walt  
Prang, Lloyd & Irene  
Ramm, Pat & Agnes  
Robert, Dick & Leonard Hebert  
Dugan, Roslyn & Kyle  
Hebert, Paulette & Bridgette  
Nassauer, Cynthia & Christine  
Johnson, Mary Ann & Glen  
Stites, Wilbur & Jeane  
Vercler, John & Josephine &  
Caleb Stout  
Victor, Bob & Isabelle  
Wilen, Abe, Barry & Diane  
Wittig, Herman & Linda  
Woods, Bill & Marie

## 458th Bomb Group

Birmingham, Robert & Marie  
Birmingham, Frank & Lucille  
Craft, Harry, Margaret & Josh  
Domek, Charles  
Dyer, Dale & Virginia

Fraser, Don  
Geppelt, Elmo & Joanna  
Hartzell, Bud & June  
Hebert, B.P. & Georgia &  
Norma Dugal  
Hicks, Roger  
Needham, Jim & Dottie Reid  
Piskin, Arnold & Hannah  
Pulse, Dick & Betty  
Rokicki, Rick & Ceil  
Vehslage, Lou & Mark

## 466th Bomb Group

Alexander, Glenn  
Baynes, Dick  
Calderalo, Margaret  
Campbell, Bill  
Dike, Malcolm  
Fondriest, Bruno & Mary  
Horan, John & Irene  
Kraeger, John & Martha  
Lorenz, Jim & Mary  
Mohr, Stan & JoAnn  
Nothstein, Bill & Lue  
Russell, Jim & Elinor  
Saltarelli, Jean, Joe & Mary

## 467th Bomb Group

Dzenowagis, Joe, Helen,  
Joe, Victor, Linda, Joan &  
Anastasia & John Gulas  
Gregory, Geoff & Terry  
Mundy, Walt  
Shower, Charlotte

## 489th Bomb Group

Chamberlain, Bud & Mike  
Engler, Don & Shirley  
Freudenthal, Charlie & Helen  
Goeltenbott, Carl & Shirley  
Harkins, Charles  
Hoffman, Francis  
Kirby, Bob  
Lamar, John & Pat  
Reeves, Charles  
Smith, Bill & Connie

## 491st Bomb Group

Bennett, Hugh & Bea  
Chandler, Hap  
Johnson, Scott  
VanAcker, Jack

## 492nd Bomb Group

Beasley, Bill & Norma  
Cash, Bob & Dorothy  
Floyd, Tom, Margaret & Edie  
Heckman, Howard & Wilbert &  
Margaret, Laverne Hughes &  
Gramberg, Fran, Brian,  
Heather & Brad  
Mahoney, Brian  
Miceli, Sam & Edith  
Seaton, Ellis & Edna Mae

## Headquarters 2AD

Cohen, Evelyn & Lillian  
Norris, Dave & Lida B  
Reeves, Jim & Edna &  
Charles & Patsie Bevis  
Stevens, Tessie Rice  
Strong, Ray  
Uttal, Jordan  
Veynar, Milt & Caron

## Board of Governors, 2AD Memorial Library

Hastings, David & Jean  
Martin, Matthew

## 8th AF Historical Society

Craig Harris



To the Editor:

Re page 22 of the Winter Journal (Vol. 41, No. 4): I think the Liberator top turret gunner was miffed because Dick Tracy had been admiring that B-17 bomber instead of the B-24!

Frank Schaeffer (44th)  
N2885 Hwy 22  
Montello, WI 53949



To the Editor:

Just to thank the 2nd Air Division Association for yet another really wonderful convention. It was so marvellous to be with you all in Chicago, with Evelyn Cohen once again making the superb arrangements. We can never thank you all enough for your kindness to us over so many years, and we still cannot believe that this was our 23rd convention!

The cheques for your Memorial Library were deeply appreciated, as was the one from The Heritage League. Thank you also for that marvellous clock which now has pride of place in our lounge. Each time we hear its melodious chimes it reminds us of all our great 2nd Air Division friends and that amazing family. To see the Dzenowagis film "Roll of Honor" in its new version was again so moving; they have really caught the true spirit and meaning of your Memorial. We eagerly look forward to taking it around the villages in the autumn, and were so pleased that we could present them with the Oscar Award.

Once again, our heartfelt thanks. Stay well and God Bless.

Jean and David Hastings



To the Editor:

On March 21, I traveled to Savannah for my first look at the Mighty Eighth Air Force Heritage Museum and the dedica-

tion of the stained glass window created in Andy's (Andrew S. Low, Jr.) memory. It was a trip that I wish each of you could take, as the museum itself is wonderful—a very imposing building with a marvelous collection of memorabilia all would truly enjoy.

On the grounds of the museum, amidst many poignant memorials to those who have served in the 8th Air Force scattered throughout the grounds, is an incredible chapel, very much like one you would see in the English countryside. Named the "Chapel of the Fallen Eagles," it is just the right size, perfectly positioned, with a quiet dignity. Inside, the windows stand out in vivid colors, each with wonderfully significant symbolism to remember the deeds and people who have contributed so much to our country.

We know that Bill and Dottie Eagleson, along with Frank and Jackie Thomas, conceived of this project long ago. We also know that they did not limit it to a 453rd BG project, but also included other 8th Air Force groups and Andy's classmates from the Class of 1942 at West Point. The fact that so many different individuals from Andy's career were involved just heightens our appreciation for the project.

We are honored that my daughter, Jessica Low Kalfian, an artist and jewelry designer, was asked to design the window. She did the preliminary drawings and included logos for the 8th Air Force, West Point, the USAF, and most importantly, the B-24 airplane. The window is just inside the main entrance to the chapel, and the execution of her design was extraordinary. It is hard to describe our awe in having Andy remembered in such a special manner.

We are indebted to A.N. "Tommy" Thompson, a West Point classmate, who provided opening remarks and a moving reminder of Andy's undergraduate years and career. He was joined by Craig Harris (457th), Richard Kennedy (448th), Hap Chandler (491st), and Russell Harriman (453rd), each of whom had a role in the dedication ceremony. Jim Elkins and Milt Stokes (453rd) also attended, to our delight.

It's so difficult to find the words to describe how meaningful this window is to my family and me. To know that so many of you cared enough to bring the project to fruition is very humbling. Andy considered the military life he chose as a privilege to serve, and he did so with great respect and honor. Thank you so much for recognizing this and helping to create a last-

ing memorial to your shared experience.

Helen F. Low (453rd)  
737 Boston Neck Road  
Narragansett, RI 02882



To the Editor:

Can your readers throw some light on the fate of the aircraft and its crew of eight, details of which I give below?

Aircraft B-24J — 155-CO — number 44-40294 — name "Slossie" — 701st Bomb Squadron, 445th Bomb Group, based at Tibenham, Norfolk.

Paul Thrower of the East Anglian Aircraft Research Group has kindly advised me that this aircraft and crew were lost, killed in action on 12 October 1944. As further details of the loss are not available here, I would very much appreciate any information that can be provided about this aircraft and its crew.

Roger L. West  
3 Church Crofts  
Castle Rising  
King's Lynn  
Norfolk, PE31 6BG  
ENGLAND  
Telephone 01553 631794



To the Editor:

I would like to pass on to your members how impressed I was by your wonderful Memorial Library at Norwich. The effects could be summed up by the term, "It blew my socks off."

It is marvellous to have a living story of the links between those who served with the Second Air Division and the people of East Anglia.

When one remembers that the Nazis burned books, a library is very strong testimony for why the war was fought. To have such a collection of books, videos and information, keeps alive all who served in the Division.

I served at Goose Bay, Labrador and we live near Prestwick, Scotland, so are aware of some of your many achievements. Again congratulations on such a wonderful idea for a war memorial. God bless.

Henry R. Thomson  
19 Main Street  
West Kilbride  
Ayrshire, Scotland, U.K.



To the Editor:

In the Letters section of the Winter *Journal*, Bill Davenport (446th BG) wrote about memorials in France.

Iris and I were invited to attend a wreath-laying at Montlieu-la-Garde on 31 December 2002, remembering the B-24 of the 392nd BG's Lt. Thomas R. McKee crew. Enclosed are photographs of the memorial and a copy of the local press report.

There are a number of memorials in the "Charent" region of France, where we currently live. Any others that I discover regarding the 2nd Air Division, I will notify you, or if any 2AD members know of others, please inform me.

Keith Thomas (Trust Governor)  
Le Bourg  
16140 Charme  
Aigre  
FRANCE  
E-mail: iris.thomas@wanadoo.fr

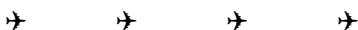


To the Editor:

The "Folded Wings" column of the Spring 2003 *Journal* contained the name of Thomas P. Zaluzky, Jr. of the 467th Bomb Group.

I graduated from the Big Spring, Texas bombardier school in the class of 43-12, August 26, 1943, and one of my instructors was Lt. Zaluzky. I would like to contact his family.

Paul I. Anderson (389th)  
15015 Vista Drive  
Caldwell, ID 83607-8261

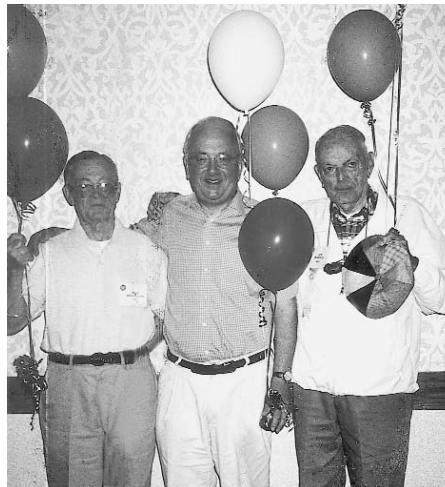


To the Editor:

We had a wonderful time at the convention in Oak Brook. Here are a couple of pictures we took.

The balloons are from our dinner tables at the Hyatt. The following morning, the Bradleys, the Mikolajczyks, and Simone Johnson, the honored widow of C.D. Johnson, carried the balloons out to the front lawn of the Hyatt and sent them aloft in honor of all our beloved members of the Mighty 8th Air Force, 2nd Air Division.

Peg & Joe Bradley (93rd)  
175 Courtshire Drive  
Brick, NJ 08723



**Copilot "Mike" Mikolajczyk (left) and radio operator Joseph Bradley (right) pose with Matthew Martin, Chairman of the 2nd Air Division Memorial Trust. Mike and Joe are the only remaining living crew members out of four who survived a mid-air collision of their B-24 "Naughty Nan" over Belgium.**



**Outside the Hyatt, at the convention in Oak Brook (L-R): Simone Johnson, widow of engineer C.D. Johnson; Dot & Mike Mikolajczyk; and Joe & Peg Bradley are ready to release the balloons in honor of the members of the 2nd Air Division.**

## THE FINAL FOLD



**The Price of Freedom  
WEAR IT PROUDLY!**

The global assault on freedom has motivated sculptor Robert Henderson to create a symbol of perpetual gratitude to those who keep watch over this fragile privilege. Henderson, whose fame comes from the recording of World War II aviation history via monumental bronze warbirds, considers this newest endeavor, THE FINAL FOLD lapel pin, also an historical statement.

The symbol of the folded American flag has traditionally been our country's parting acknowledgement of recognition of service and sacrifice. The Stars and Stripes, when worn by Americans, is a sign of solidarity and pride.

"THE FINAL FOLD goes one step further," states Henderson. "It is a profound and somber statement about the supreme sacrifice asked of and received from our modern-day freedom fighters." Included are all those who serve in the preservation of freedom — police, fire and military personnel. In those roles, they have willingly agreed to guard our liberties. "It's imperative that those men and women be acknowledged in a non-political manner," affirms the sculptor.

THE FINAL FOLD lapel pin is a silent connection between all Americans. Politics aside, diverse opinions unspoken, THE FINAL FOLD will help unite a nation in turmoil. This is a symbol of pride and gratitude to all those who keep us free — past, present, and future.

The price is \$6.95 plus \$3.00 shipping. All monies derived from the sale of the pins will be donated to a tax-exempt non-profit corporation dedicated to the preservation of American history. A special Web site has been set up to accommodate worldwide participation in making this statement of support. Please visit [www.finalfold.com](http://www.finalfold.com) or call 1-800-305-1738.



To the Editor:

My 80th birthday doesn't occur until December '03, but my three daughters planned and held a surprise party this July '03 and arranged for me to take a ride on the "All American" B-24 at Palwaukee Airport in Wheeling, Illinois.

Once airborne, the passengers had the run of the ship from the waist to the nose and flight deck. The young ones did just that, but this middle-ager stayed on the flight deck (arthritic knees).

It was quite a thrill to fly in the old bird again after 58 years. I had many recollections, such as standing just in front of the bomb bay at the flight deck during all take-offs because crew members were not allowed to be forward in the nose area during landings and takeoffs.

During landings I came from the nose (navigator) and hopped up onto the flight deck and stood behind the cockpit in case my pilot needed any input from me.

So this was my 31st time! It was a neat experience!

Frank W. Federici (445th)  
2611 Harlem Boulevard  
Rockford, IL 61103

*Ed. Note: Why would the pilot need a navigator when landing, couldn't he see the runway?*



To the Editor:

I have enjoyed your recent articles about the B-32 Dominator. I have a bit more history on the B-24's big brother to pass on.

Upon graduation from aircraft engineering officers school I was sent to the B-24 mechanics school at the Consolidated plant in San Diego in December of 1943. As a brand new 2nd looie, I was assigned as officer of the day on a beautiful Sunday, which was, of course, my normal day off. As the plant was closed, I wandered freely to learn what I could during this great opportunity. I came upon a big fenced area with about five airplanes stored. I talked to the civilian guard there, and he freely let me in, accepting my OD brassard and unloaded 45 as sufficient authority. Among the fleet were two bigger-than-life airplanes with B-32 on their name panels, a type which I had never heard of before. One had twin vertical stabilizers and rudders similar to the B-24, but the other had a high-sweeping single tail. There was a clear seam around the fuselage ahead of the empennage, indicating there was a question in somebody's mind as to the best tail configuration. The single tail won out, but the twin-tailed job looked neater to me. I always liked the idea of a rudder in each inboard engine slipstream. So, the B-32 started with twin tails.

I knew I was privileged to be in an inner sanctum, and took advantage of the opportunity. I climbed aboard the single-tail machine, and there was enough room on the flight deck to play ping-pong. I enjoyed the feel of the spacious pilot's position, but the controls and instrumentation were not unusual. I had heard that the B-29 had a dedicated flight engineer's position, but I wasn't prepared for the unique and complete flight engineer's console. He had a full engine instrument panel, starting and other control switches, and throttle, mixture, and prop controls. He was clearly in charge of the engines, with the pilot having primary command of the power settings only. Clearly, the flight engineer was going to be a busy guy on a mission.

I never got a flight in a B-32, nor even saw another one again. After returning from England, I did get time as flight engineer in B-29s, and even got a chance to pilot a B-50, the B-29's powerful brother. They were big airplanes, and still seem like that to me even now. Yes, I have indeed been privileged to go through life getting paid for playing with other people's expensive toys.

Ed Schwarm (44th & HQ)  
251 Regency Drive  
Marstons Mills, MA 02648



# B-24 at Dulles? It's Time to Make a Pledge!

**FINALLY** . . . After years of "begging" the Smithsonian to recognize the Liberator as a distinctly honorable warbird, it's time to take the reins! We have recently spoken with personnel at the Air and Space Museum and are now preparing to GIVE the Smithsonian, at Dulles, the one and only B-24 they will ever have to represent your participation in American history.

**SPRING 2004 IS OUR GOAL!** The final gift will have YOUR name on it because you know how important our legacy is. The memorial will be identical to the one at the United States Air Force Academy — a 1/6th scale bronze B-24 on a granite pedestal, 18' wingspan.

Levels of participation will be as follows:

- **FOUNDER – \$25,000** (We already have one Founder donor, *The Children of WWII Aviators*).
- **LEADERSHIP – \$10,000**
- **PATRON – \$5,000**
- **FRIEND – \$1,000**

The engraving below the monument will distinguish each name as to the level given. GROUPS MEMORIAL INC. OF THE AAF, a 501(c)(3) tax-exempt non-profit corporation, will accept monetary donations as well as the transfer of securities. **BUT, until more specifics are available, we want to know how supportive YOU are.**

**It's time to make a pledge! We must be proudly placed in our nation's most prestigious museum — FINALLY! Don't miss this opportunity — IT'S YOUR LAST!**

## The B-24 Memorial at the Dulles Annex of the Smithsonian Air and Space Museum

- I'd like to be a FOUNDER DONOR – I pledge \$25,000.
- I'd like to be a LEADERSHIP DONOR – I pledge \$10,000.
- I'd like to be a PATRON DONOR – I pledge \$5,000.
- I'd like to be a FRIEND DONOR – I pledge \$1,000.

Name/Rank: \_\_\_\_\_

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

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

**Send pledges to:  
Groups Memorial Inc. of the AAF  
816 Water Street • Canon City, CO 81212**

For further information, call 1-800-305-1738 or log on to [www.warbirdcentral.com](http://www.warbirdcentral.com)

# An Exclusive Offer Available Only to Members of the Second Air Division Association



## ▲ B-24J LIBERATOR—THE DRAGON AND HIS TAIL

This Liberator was flown by the 64th BS, 43rd BG in Le Shima, described as a "lump of coral in the Bonins." It was distinguished by one of the most colorful crew insignia of all—a dragon and a "lady." This provocative artwork was created by Bartigan, famed for his fuselage-length murals painted on many 43rd Bomb Group Liberators. **Wingspan: 18", Scale 1:72**

## B-24D LIBERATOR—BALL OF FIRE III ►

The Liberator was the most widely used strategic American bomber of World War II. This is the Limited Edition model of the B-24D Liberator—Ball of Fire III, 328th BS, 93rd BG. It was piloted by Major Joseph Tate and later by Frank Kilcheski with a dual nickname of "War Baby." Tate flew it on the most famous Liberator strike of all—the August 1, 1943 Tidal Wave mission against oil refineries in Ploesti, Romania.

**Wingspan: 18", Scale 1:72**



## The finest B-24 Liberator die-cast models ever made can be yours for just \$100 (a special \$50 discount)

Produced in greater numbers than any other World War II bomber, the Liberator and the pilots who flew this plane earned a distinguished war record in the European, Pacific, African and Middle Eastern theaters. The Liberator was a potent bomber with its long operating range. In addition to making bombing runs, the plane was also used on antisubmarine missions, for reconnaissance and to transport troops and vehicles. Winston Churchill himself used a Liberator as his own transport aircraft. In Europe, the United States Army Air Force operated mainly as a day bombing force. In all, it is estimated that Liberators dropped over 630,000 tons of bombs, while also downing many enemy aircraft.

Now Corgi Classics presents die-cast replicas of the B-24 Liberator distinguished by unsurpassed authenticity and intricate detail. They are crafted with a full crew, authentic markings, rubber tires, interchangeable undercarriage, removable engine covers and clear cockpit canopies with finely sculpted pilots. Each comes with a display stand and full color collector packaging. And each one weighs over 3½ pounds.

Choose one or both of the models shown. If you're interested in an unpainted model (bearing the Air Force stars—and to be produced only if there is sufficient interest), check the appropriate box in the order form. Each model is available only to Second Air Division Association members for \$100 each (normal price is \$150). Mail your order today.

★ ★ ★ Remember you can also request an unpainted version (see order form). ★ ★ ★

© 2003 Corgi, Inc.

**CORGI CLASSICS. EXPERIENCE A TIMELESS COLLECTING TRADITION.™**

### ORDER FORM • Please Respond Today

**YES.** Send me:

- B-24J Liberator—The Dragon and His Tail for \$100 each  
 B-24D Liberator—Ball of Fire III for \$100 each

#### UNPAINTED VERSION

I am interested in an unpainted version bearing just the Air Force stars. I understand that if there is sufficient interest in this version by Second Air Division Association members that I will be contacted by Corgi Classics and invited to order.

**My satisfaction is guaranteed.** I may return my model within 28 days for refund or replacement.

\* Plus \$6.98 per model for shipping, handling and insurance. Sales tax will be billed if applicable. Please allow 3-4 weeks for delivery.

Name \_\_\_\_\_

ALL ORDERS ARE SUBJECT TO ACCEPTANCE.

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone (\_\_\_\_) \_\_\_\_\_

E-mail Address \_\_\_\_\_

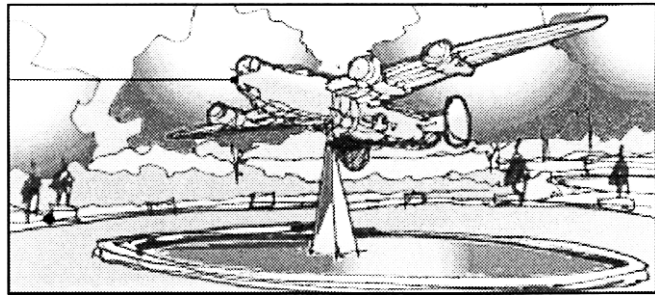
for customer service updates and news of other collecting opportunities

**CORGI** Mail to: Corgi Classics, P.O. Box 910, Norwalk, CT 06852-0910

# B-24 Memorial SAN DIEGO

B-24 Liberator Club/ B-24 Memorial  
1672 Main Street, Suite E-124  
Ramona, CA 92065

(760) 788-3624 • b24club@earthlink.net



We are raising funds to build a **B-24 Memorial** in it's birthplace, **San Diego, California**, to honor those who built, maintained and flew the B-24 and the PB4Y-1 & 2. The memorial will be a bronze B-24, with an 18 foot wingspan, identical to the one located at the USAF Academy in Colorado Springs. The memorial will be placed in front of the Veterans Memorial Center, as the centerpiece of the Veterans Memorial Gardens, located in San Diego's historic Balboa Park. We ask you for your contribution by being part of this worthwhile project. Please note: A receipt will be mailed for every contribution as required by the IRS to make you eligible for an itemized deduction under Sec. 501 (c) (3) of the Federal Tax Code.

Name: \_\_\_\_\_ Rank: \_\_\_\_\_ Branch of Service: \_\_\_\_\_

Military Unit or Company (BS/BG/AF): \_\_\_\_\_ Check if you wish included:  POW;  MIA;  KIA

Your Name (If Different From Above): \_\_\_\_\_

Street/City/State: \_\_\_\_\_ Zip: \_\_\_\_\_

Tel.: \_\_\_\_\_ Email: \_\_\_\_\_

Write in amount of donation and check one: \$ \_\_\_\_\_  Check (Payable to: **B-24 Memorial – San Diego**)

     Credit card # \_\_\_\_\_ Exp. date: \_\_\_\_\_

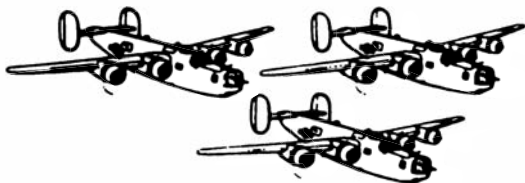
- \$500.00 or more:** Name to be placed on B-24 Memorial in Veterans Memorial Park. Complimentary one year membership to Veterans Memorial Center.\*
- \$100.00 or more:** Name listed on Donor Honor Roll, on permanent exhibit inside Veterans Memorial Center. Complimentary one year membership to VMC.\*
- \$50.00 or more:** Complimentary one year membership to Veterans Memorial Center.\*
- Less than \$50.00:** I just can't afford to be a big contributor, but I'd like to help.\*

\*All donations will receive a one year membership to the Veterans Memorial Center in San Diego, future home of the bronze B-24 Liberator Memorial, and a six month subscription to the *Veterans Journal* (San Diego County Edition). Memberships and subscriptions to commence upon dedication of Memorial.

*Let's make the installation in time with our tentative  
2005 2ADA Annual Convention in San Diego!*

**SECOND AIR DIVISION ASSOCIATION  
EIGHTH AIR FORCE**  
RAY PYTEL, JOURNAL EDITOR  
P.O. BOX 484, ELKHORN, WI 53121-0484

Non-Profit Org.  
U.S. Postage  
**PAID**  
Ipswich, MA 01938  
Permit No. 74



**CHANGE OF ADDRESS?**  
Any changes should be sent to:  
**Evelyn Cohen**  
06-410 Delaire Landing Road  
Philadelphia, PA 19114-4157