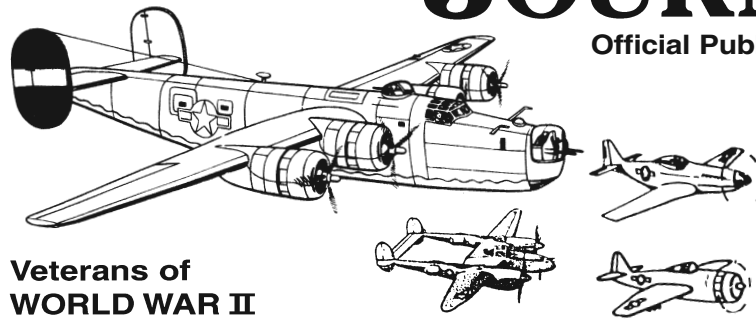


THE JOURNAL

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Veterans of
WORLD WAR II

Volume 51 Number 3

FINAL EDITION

Fall/Winter 2012

Past Presidents and Conventions of the 2ADA

1946-48	Howard Moore Chicago (preliminary organization)	1970-71	Ken Darney Cincinnati, Ohio (June)	1993-94	John B. Conrad Hilton Head, S. Carolina (November)
1948-49	Father Edward Seward Chicago, Illinois (October)	1971-72	Joseph Whittaker Williamsburg, Virginia (July)	1994-95	Charles Walker Kansas City, Missouri (May)
1949-50	John Cunningham Chicago, Illinois (October)	1972-73	William Robertie Norwich, England (May)	1995-96	Geoff Gregory Lexington, Kentucky (July)
1950-51	Raymond Strong Cleveland, Ohio (October)	1973-74	William Robertie Colorado Springs, Colorado (July)	1996-97	Neal Sorensen Milwaukee, Wisconsin (June)
1951-52	Raymond Strong New York City (October)	1974-75	William Brooks Wilmington, North Carolina (July)	1997-98	Oak Mackey Irvine, California (May)
1952-53	Jordan Uttal Chicago, Illinois (October)	1975-76	Goodman Griffin Norwich, England (May)	1998-99	Earl Wassom Oak Brooks Hills (Chicago), IL (May)
1953-54	Percy Young Chicago, Illinois (October)	1976-77	Earl Zimmerman Valley Forge, Pennsylvania (July)	99-2000	F.C. "Hap" Chandler Austin, Texas (May)
1954-55	Fen Marsh Washington, D.C. (August)	1977-78	J.D. Long Lake Geneva, Wisconsin (July)	2000-01	Felix Leeton Tampa, Florida (May)
1955-56	Stephen Posner Washington, D.C. (August)	1978-79	E.A. Rokicki San Diego, California (July)	2001-02	Walter J. Mundy Norwich, England (November)
1956-57	Richard Clough Chicago, Illinois (August)	1979-80	Pete Henry Norwich, England (June)	2002-03	Richard Butler Baltimore, Maryland (September)
1957-58	Stephen Posner Hershey, Pennsylvania (August)	1980-81	David Patterson Cambridge, Massachusetts (July)	2003-04	Richard Butler Oak Brook, Illinois (June)
1958-59	Percy Young New York City (August)	1981-82	Vincent LaRussa San Antonio, Texas (July)	2004-05	Geoff Gregory Philadelphia, Pennsylvania (May)
1959-60	Dean Moyer Chicago, Illinois (August)	1982-83	Andrew Low Nashville, Tennessee (July)	2005-06	John DeCani San Antonio, Texas (May)
1960-61	John Karoly Washington, D.C. (October)	1983-84	Charles Freudenthal Norwich, England (May)	2006-07	Alan Senior/Oak Mackey Washington, D.C. (October)
1961-62	Charles Stine Pittsburgh, Pennsylvania (October)	1984-85	J. Fred Thomas Palm Springs, California (October)	2007-08	Earl Zimmerman Grand Rapids, Michigan (August)
1962-63	John Cunningham / Percy Young Chicago, Illinois (September)	1985-86	E. Bud Koorndyk McAfee, New Jersey (September)	2008-09	John L. Lee Dallas, Texas (October)
1963-64	Jordan Uttal Norwich, England (June)	1986-87	James H. Reeves St. Charles (Chicago), Illinois (July)	2009-10	Richard C. Robert Rosemont, Illinois (September)
1964-65	Warren Alberts Chicago, Illinois (October)	1987-88	Carl I. Alexanderson Norwich, England (May)	2010-11	Charles L. Walker New Orleans, Louisiana (September)
1965-66	Warren Alberts Washington, D.C. (June)	1988-89	C.N. (Bud) Chamberlain Colorado Springs, Colorado (June)	2011-12	Richard C. Robert Cruise (Baltimore - Bermuda) (Sept.)
1966-67	Charles Merrill Dayton, Ohio (June)	1989-90	Frank DiMola Hilton Head, S. Carolina (November)	2012- *	Richard C. Robert Elected Executor of 2ADA Dissolution Rosemont, Illinois (September 6-9)
1967-68	John Jacobowitz Washington, D.C. (June)	1990-91	Richard Kennedy Norwich, England (July)		
1968-69	John Jacobowitz Chicago, Illinois (June)	1991-92	Richard Kennedy Dearborn, Michigan (July)		
1969-70	Paul Trissel Gettysburg, Pennsylvania (June)	1992-93	John B. Conrad Las Vegas, Nevada (October)		

*** The Second Air Division Association is
Dissolved Effective November 30, 2012.**



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MEMORIAL TRUST BOARD OF GOVERNORS

Table listing the Memorial Trust Board of Governors with names and addresses for Matthew Martin, Prof. Christopher Bigsby, Liza Davis, Ben Du Brow, Joseph M. Dzenowagis, Peter Foster, David Q. Gurney, Anthony Harmer, Andrew Hawker, David Hill, Michael Longe, David Sisson, and Charles Walker.

President's Farewell Message

BY RICHARD C. ROBERT (453RD)

IT IS NOW OFFICIAL. THE SECOND AIR DIVISION ASSOCIATION OF THE 8TH AIR FORCE (USAAF) IS DISSOLVED EFFECTIVE NOVEMBER 30, 2012.

As I write this message, the 2ADA is now in the process of dissolving, so this will be the final 2ADA President's Message and last *Journal*. We all knew the bitter end was just around the corner, due to declining membership and lack of qualified candidates for the offices of the Association. It's a sad day, but age has caught up with us. During the war we were mostly in our late teens and early twenties; now we are in our late 80's and early 90's.

The Annual Business Meeting of the Second Air Division Association was held during the September 6-9, 2012 convention of the 2ADA at the Hilton Hotel in Rosemont, Illinois. The WWII veteran members who were in attendance at the Business Meeting approved the Executive Committee's Resolutions to dissolve the Second Air Division Association effective November 30, 2012. We WWII veterans of the Air War over Europe just ran out of steam due to too many birthdays, and could no longer continue as an Association. It is now up to our USA-based Heritage League and the Memorial Trust in Norwich, England to keep our memories and sacrifices alive for succeeding generations.

The 2ADA will no longer exist as an organization after November 30, 2012. Accordingly, I wish to remind our members and their families that any contribution made to the Second Air Division Association of the Eighth Air Force (USAAF) after November 30, 2012 is Null & Void, and must be returned to the sender. Therefore, I urge you to consider designating the Heritage League or the Memorial Library as a beneficiary instead of the Second Air Division Association.

If you wish to remain connected to the Eighth Air Force or WWII, I suggest you consider joining the Eighth Air Force Historical Society. For those who were awarded the Distinguished Flying Cross, you may wish to consider joining the Distinguished Flying Cross Society (DFCS), which is composed of all who were awarded the DFC, regardless of which war or branch of service.

The Official Minutes of the final 2ADA Business Meeting are to be found elsewhere in this *Journal*. Some of the more important Executive Committee Resolutions and Amendments approved at the Business Meeting included the following: President Richard C. Robert was elected Executor & Dissolution Committee Chairman; the Dissolution Committee members elected were John Ray Lemons, Oak Mackey, Fielder N. Newton, Ray R. Pytel and Charles L. Walker. This committee has the responsibility to pay all debts and obligations of the 2ADA, and to distribute its financial and non-financial assets in accordance with the Legacy Continuation Plan. This Plan was amended as follows: Deleted the Oversight Committee; Deleted the Mighty Eighth Air Force Museum as a beneficiary of the 2ADA; Changed the distribution formula for our two remaining beneficiaries: the Heritage League and the Memorial Library, so that each will now receive an equal share of the 2ADA's residual assets.

Two grants from the Newmark Trust Funds were made to the Memorial Library for the Records Digitization Project. The first grant was for \$50,000.00, and the second grant was for the residual Newmark Trust Funds remaining after all 2ADA expenses are paid. Also, a grant of \$2,500.00 was made to the Heritage League to digitize the immediate past ten years of the *Journal* into a PDF format so that the Heritage League can place them on the Internet for all to see.

The 2ADA's 2012 convention in Rosemont, Illinois was an outstanding final convention. It was appropriate to hold the final 2ADA convention in the Chicago area where the Association started in 1946, and incorporated two years later with the Illinois Secretary of State. Our 2ADA Registered Agent, John Horan, located a Chicago area attorney, Neil Anderson, who agreed to assist the 2ADA with the Dissolution process required by the Illinois Secretary of State's Office. As our Dissolution Attorney, Neil Anderson met with the 2ADA Executor and Dissolution Committee at the convention concerning the Illinois State Dissolution process. Attorney Neil Anderson and his wife Patty were honored guests at the Saturday night banquet. They were introduced to the attendees by President Richard Robert, who later presented Neil with a Certificate of Honorary Membership in the Second Air Division Association.

A total of 147 people attended this convention, 43 of whom were WWII veterans. It was good to see so many family members in attendance. Much was accomplished at this final convention, thanks to the Executive Committee which held two days of intense meetings prior to the convention. The most important matters involved determining the effective date for the Dissolution of the Second Air Division Association, amending the Legacy Continuation Plan, selecting an Executor and a Dissolution Committee to dissolve the Association, and appropriate funds for the Records Digitization Project in Norwich, England.

The convention's success was due to the year-long effort of the Convention Committee, which was composed of Chairman Oak Mackey and his late wife Maxine; my wife, Entertainment Chair Gwen Bruton Robert, and Heritage League President Marybeth Dyer.

It was a wonderful experience and great honor to have served two terms as your President, and to have been the 65th and final President of the Second Air Division Association of the Eighth Air Force (USAAF). I now look forward to my new position as Executor and Chairman of the Dissolution Committee. And in closing, I wish to thank each and every member of the 2ADA Executive Committee which made all this possible. Farewell to all. ■

FOLDED WINGS

HDQ

James H. Reeves

392nd BG

Lt. Joseph W. Westbrook (Ret.)

445th BG

John A. Barron

Henry M. Lively

Clarence A. Luhmann

453rd BG

Frank Mulconrey

467th BG

John Bradford Brinson, Jr.

Glen L. Kenagy

489th BG

Joseph V. Sivon

491st BG

Arthur Vincent Grimes

FINAL MEMBERSHIP & CONVENTION REPORT

BY OAK MACKEY (392ND), 2ADA VP MEMBERSHIP

At the time of the 65th Annual Convention of the Second Air Division Association in Chicago September 6–9, 2012, total membership was 1383 after subtracting those 184 members who did not pay their 2012 dues. There are 248 associate members, 70 subscribing members, and 17 Memorial Trust Governors and former Governors. Subtract those numbers from 1383 and we have a total of 1048 veteran members. Total attendance at the convention was 147. 43 were veterans; the others were associates, Governors, and guests. At one time, way back in the 1980s, Evelyn Cohen reported a total membership of 8000 veterans. I have no record of members' birthdays so I do not know the oldest nor the youngest. We can surmise if an 18-year-old kid came to the Second Air Division in late 1945, he would have been born in 1927 and would be 85 now. I very much doubt we have such a member in our ranks, and our average age is probably 91, maybe 92. When a family reports a veteran's death to me they usually give his age — the oldest death reported in the past year was 97. It is possible we have members who have reached 100, though I am not aware of any.

The convention was an enjoyable success. There are many reasons why that is so. The Hilton Rosemont Hotel was so cooperative in every way. The meeting and dining rooms were very adequate and properly equipped. One little glitch: the General Meeting on Friday was delayed about 10 minutes while hotel staff found an American flag so we could recite the Pledge of Allegiance. The hotel's food was excellent and served by a very efficient crew. After dinner on Thursday night Joseph Dzenowagis, Jr. presented a film of events from previous conventions. One outstanding event was from the 1995 convention in Norwich. 250 2ADA veterans were assembled in the parking lot near the City Hall, waiting for their turn to join the parade behind the Salvation Army Band and march to the Norwich Cathedral, a long mile away. As they marched there was thunderous applause from all the British people lining the sidewalks all the way, just one of many memorable events in the film. Joe, we "Thank You" sincerely and appreciate all the work you did in preparing this excellent film. There are several others who worked very hard to make the convention a success. Marybeth Dyer, President of the Heritage League, made all the name tags, managed the registration table, helped at the two Executive Committee meetings and the General Membership Meeting, and supervised the Hospitality Room. To Marybeth and all the Heritage League members, "Thank You" so very much. There is another Heritage League member who has earned special appreciation. As the 2ADA Back-up Secretary for the past five, maybe six, conventions, Irene Hurner has written the minutes of every meeting of the Executive Committee and the General Membership. Not an easy task, it is a lot of time-consuming hard work. "Thank You" Irene for all you have done. On Friday evening Mary Monica Music, Inc. provided a five piece band for singing, dancing, and easy listening. For at least one number Gwen Robert, President Robert's wife, joined the band's singer at the podium and she is very good. I understand Gwen leads a ladies choral group in Baton Rouge. Also, she was a member of the Convention Committee in charge of providing entertainment and decorating the dining room tables. "Thank You" Gwen for that, and all the other little things you helped with. Saturday evening was time for the banquet, the candle lighting ceremony, a special meal of sirloin steak and all the fixings, a time to visit with friends, and introduction of honored guests. There were three Memorial Trust Governors, Matthew Martin, Andrew Hawker, and David Sisson. Matthew and Andrew have attended many conventions in the past; it was David's first visit and he said he enjoyed it very much. Other honored guests were Neil and Patty Anderson. Neil is an attorney from one of the Chicago suburbs who has been retained to help us through the legal aspects of dissolving the 2ADA. He is a WWII buff and a pilot who owns his own airplane.

Well, my dear friends, we have had 65 wonderful conventions, but now the party's over, time to turn out the lights and close the door. ■



WENDLING

392nd

BY OAK MACKEY

The 392nd BG Memorial Association met in conjunction with the 2ADA at the Hilton Rosemont Hotel on September 6, 7, & 8, 2012. There were five WWII veterans: Jim Goar, Allen Duff, Bob Harned, Tom Perry, and myself. Martha Bambauer, widow of Gilbert Bambauer, was there. Others were all Second Gens — sons, daughters, nephews, nieces, etc. Ben Jones grew up near the 392nd BG airfield, emigrated to the U.S. and is now a member of the U.S. Air Force. Elsewhere in this *Journal* is a list of the twenty-six Crusaders who were there.

Headquarters for meetings and other activities was my suite on the ninth floor. It was a bit cramped for space if everyone was present at the same time, but we made do and had a real good time. There were snacks and drinks aplenty, the old stories were repeated, new ones invented, and visits with old friends we hadn't seen since last year. There was a business meeting led by President Jim Goar, however I don't have the minutes of that meeting. Annette Tison will be providing those in the next edition of the 392nd BG NEWS.

So where will the 392nd BGMA meet next year? That is undecided as of now, but likely with the 8th AFHS, maybe with the 2ADA Heritage League, possibly a stand-alone. Wherever it is I'll plan on being there, the good Lord willing and the creek don't rise.

The Second Air Division Association will be terminated, dissolved, and gone by November 30, 2012. It's sad, but that is so, and perhaps it's a time to remember some of the Crusaders who have gone before. There's Col. Lawrence Gilbert, Ernie Barber, Myron Keilman, John Conrad, Fred Thomas, Robert Lane, J.D. Long, Cecil Rothrock, Robert Vickers, Joseph Whittaker, Stanley Zybort, and many others who do not come to mind at this moment.

Well, enough of that, look to the future. The Second Gens will keep the 392nd BGMA alive for many years, and the Third Gens for years after they have gone.

See you all next year. ■

The (Former) Editor's Contribution

BY RAY PYTEL (445TH)

We have reached the end of our road! Time to clear the deck and close up shop. To those of you who missed our final 2ADA convention in Chicago, there is still a way to enjoy a get-together with some of our comrades. Yes — the Heritage League will continue where we left off, so it is possible to see a few hardy past 2ADA guys if you really want to make an effort and go to their conventions.

I have promised to forward some articles to the *Heritage Herald*, so you haven't gotten rid of me yet. But you must read the *Herald*.

Oh yes — I am no longer your 2ADA Editor, I am a part of the five-member Dissolution Committee with the last president, Richard Robert, elected the Executor. It is our duty to put the 2ADA out of existence by November 30, 2012.

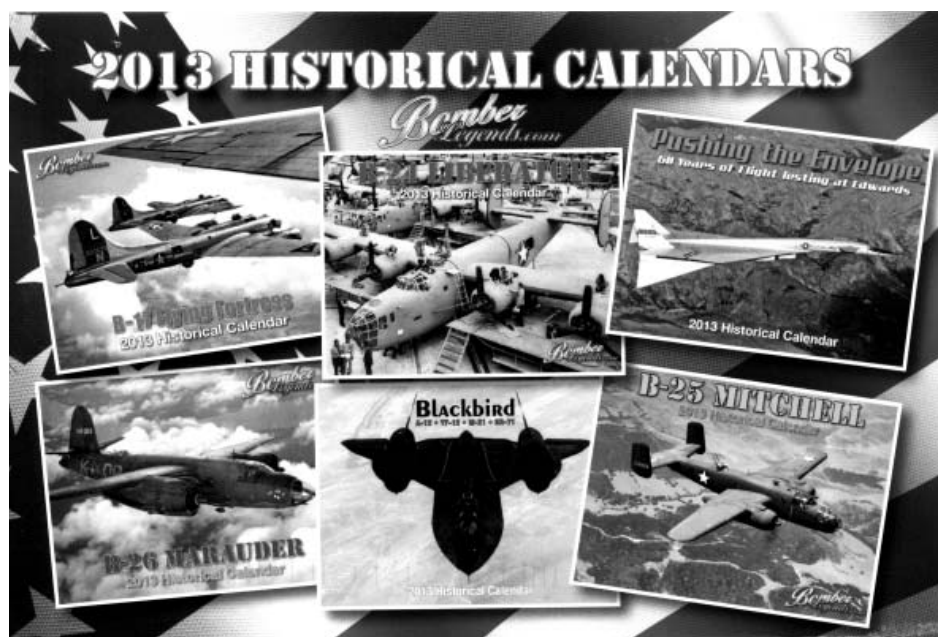
There are a lot of loose ends to tie up and farewells to be made — so sadly I must say, "Farewell, my dear comrades, farewell!" ■

WWII The Italian Way

(ANSWERS TO THE SUMMER QUIZ)

- | | |
|-------------------|--|
| September 1, 1939 | Italy stays neutral when Germany invades Poland. |
| June 10, 1940 | Italy declares war on France and England after Germany conquers France, to grab the southern part of fallen France. |
| June 22, 1941 | Germany invades the Soviet Union and together with Rumania and Italy declare war on the Soviets. |
| December 7, 1941 | Japan attacks Pearl Harbor and declares war on the United States and Britain the next day. |
| December 11, 1941 | Germany and Italy declare war on the United States. |
| July 25, 1943 | Mussolini overthrown after the Allies invade Sicily. |
| September 8, 1943 | Italy makes peace with the Allies. |
| October 13, 1943 | Italy declares war on Germany. |
| April 28, 1945 | Mussolini is executed by Italian partisans. |
| May 7, 1945 | Germany formally surrenders to Italy and the Allies, preceded by the collapse of German forces in Italy on April 29, 1945. |

Thus Italy finally found a way to be a "victor" in WWII!



- B-24 "Liberator" Calendar
- B-17 "Flying Fortress" Calendar
- B-25 "Mitchell" Calendar
- B-26 "Marauder" Calendar
- Blackbird: A-12, YF-12, M-21, SR-71 Calendar
- Pushing the Envelope: 60 Years of Flight Testing at Edwards

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HETHEL
389th Bomb Group
Green Dragon
Flares

BY FIELDER NEWTON

The sun has set and the doors have closed on the 65th Convention of the Second Air Division Association in Chicago. On November 30, 2012 the Association will be officially ended. Great memories will remain in the hearts of all who participated through the years in this great organization of old B-24 Liberator veterans.

The Heritage League did an outstanding job of hosting the well-planned events as well as sponsoring the hospitality room. They deserve our sincere appreciation for their good works. What a

great group they are. They have invited us to join them for their annual conventions, and hopefully we will when possible.

All information on the 2ADA Executive Committee and membership meetings can be found elsewhere in this *Journal*. President Dick Robert did a fine job in presiding over the difficult task of closing the 2ADA, and it went smoothly.

Along with me, six men from the 389th, Paul H. Hedges, Fred Wegge, Roberto Ruiz, Allan P. Hallett, James H. McClain, and Lawrence B. McNary met in the hospitality room for an informal meeting to reminisce and say goodbyes. Information was given that the requests to help the Brits on their work on the Chapel and Museum at Hethel were successful. Allan Hallett, our Treasurer since 1989, closed the account with a check for \$2,500 which was given to Matthew Martin, Trust Chairman, who will hand-deliver it to Hethel. Our thanks are ongoing to Fred Squires and his boys for the outstanding job they have done in restoring and preserving our history for all of us and generations to come.

Goodbye and God bless. ■

Attendees at the 65th Annual 2ADA Convention

44th BG

Donald W. O'Reilly

93rd BG

Harold Burks* & Lillian Chin
 Henry Nykamp* & Jean Koznarek*

389th BG

Allan Hallett* & Jean Hallett*
 Paul Hedges*
 James McClain*
 Lawrence B. McNary
 Fielder Newton* & Marge Newton*
 Roberto Ruiz & Gloria Ruiz
 Fred E. Wegge* & William Wegge*
 Charles E. Wells & Martha Wells

392nd BG

Martha Bambauer & Debra Bambauer
 Bob Books*
 Aubrey Burke
 Allen Duff,* Sheri McCoy & Riley Porter*
 James Goar* & Deborah Beigh* (daughter)
 Robert Harned,* Bill Harned* & Bob Harned*
 Gregory Hatton
 Oak Mackey*
 Jim Marsteller* & Ben Jones*
 Bill McCutcheon
 Joseph McNiel*
 Harvey W. Nabor* & Mark A. Nabor*
 Thomas Perry*
 Dennis Rogers*
 Ronald Rogers & Mary Scott
 Jack Rotzien*
 Annette Tison*

445th BG

Jack Dyson* & Doris Dyson*
 Claudia Kastning & Paul Kastning
 John Ray Lemons* & Jean Lemons*
 Clarence Luhmann* & Winnefred Luhmann*

445th BG (cont.)

Sam Mastrogiacomo* & Joan Mastrogiacomo*
 Ray Pytel*
 Joseph Reus, Shirley Reus & Curt Reus
 Ed Roloff* & Randy Roloff*
 Charles Walker* & Dede Walker*
 Ed Zobac* & Rose Zobac*

446th BG

Susan Risley*
 Steve Risley & Chris Risley

453rd BG

Albert Biel* & Claire Biel
 Frank Davidson
 Donald Dumoulin* & Billie Dumoulin
 Irene Hurner,* Barbara Mello* & Rosemary Lighty
 Burton Madison* & Deborah Simms*
 Oliver "Mo" Morris* & Karen Merrell*
 Russell Neatrou* & Nona Allen*
 Richard Robert,* Gwen Robert,* Mary Anne Johnson, Cynthia Nassauer, Roslyn Dugan, Paulette Hebert & Leonard Hebert
 Murray Schwartz* & Shirley Schwartz*
 Jean Stites*

458th BG

Frank Birmingham* & Lucille Birmingham*
 Craig Birmingham & Alisa Birmingham
 Robert Birmingham & Jim Birmingham
 Robert E. Birmingham & Natalia Berra
 Dylan Birmingham
 Jean Coghlan & Sharyl Whalen
 Dave Cormia* & Karen Cormia*
 Lee Davis
 Marybeth Dyer*
 Steven Dyer
 Barbra Figueroa*
 Efrain Figueroa
 Robert L. Jones & Janet E. Jones
 Joan Kizaric*

458th BG (cont.)

Willard Rodermel* & Beth Rodermel*
 Brooke Shapiro & Aaron Shapiro

466th BG

Vicki Warning* & Kurt Warning*

467th BG

Joseph Dzenowagis, Helen Dzenowagis,
 Joseph Dzenowagis Jr., Victor Dzenowagis &
 Anastasia Dzenowagis
 Brian Mahoney*
 J. Wilson Noden* & Cecily Noden
 James Sherrard* & Beth Sherrard

489th BG

Chris Clark*
 August Gary, Paul Olbrich, Deedee Olbrich,
 Keith LaChance, Paige LaChance, Brooke
 LaChance, Cade LaChance & Cavan LaChance

491st BG

Hugh Bennett* & Bernice Bennett*

492nd BG

Paul Gidel* & Steve Gidel

Board of Governors

Matthew Martin*
 Andrew Hawker*
 David Sisson*

Bomb Group Unknown

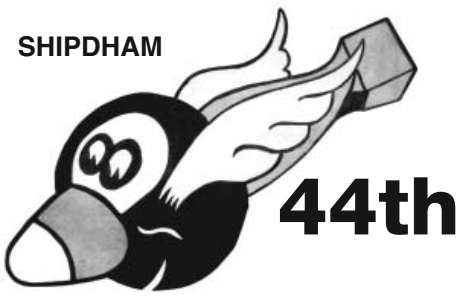
Ashley Bonk & Milo Bonk

Special Guests

Neil Anderson & Patty Anderson

* Recorded as having attended the 2ADA Business Meeting on September 7, 2012. Not all attendees signed in.

SHIPDHAM



My Shortest Flight

BY HERBERT JACKSON RUSSELL

In October 1943, the 68th Squadron had one plane left in Libya to bring their last engineering men to England. Our final plane was serviced and ready for flight but our pilot wanted a last minute check flight. Everything went well and we thought we were ready to begin the return the following day. However, upon landing after the short check flight, the plane nose dropped too hard and the nose wheel collapsed. Damage was extensive, so another plane had to be located for our return flight.

Lt. Irby of the 66th Squadron had room for our four guys and he agreed for us to ride with his crew. He was our pilot on the "HELEN BE HAPPY" ship, and takeoff

was planned for October 11, 1943. Our 68th passengers were Capt. Chris Sand (eng. officer), and Sergeants Barton Cramer (crew chief), Cecil Johnson (prop. spec.) and Herbert Russell (squadron inspector). Also, another passenger, Lt. William Rendall (a navigator).

Lt. Irby had been delayed in returning to England because of extensive battle damage to the leading edge of the right wing and the wiring harness for the two engines. Repairs had been made and flight tested OK before our scheduled flight.

We assembled at Benina airfield on a warm, sunny morning for our return flight. Lt. Irby had a crew of nine men plus Lt. Britt as observer and our five passengers. Preflight and servicing completed, our takeoff from Benina airfield on the morning of October 11 was normal and all engines were running smoothly. Our climb was going smoothly as we headed for the mountains, but at about 800 feet altitude all four shut down without warning. Lt. Irby rang four bells and we passengers in the waist scrambled for our chutes, not knowing exactly what was happening but the silent engines told the story. One glance out the waist window was enough — prepare for a belly landing. Lt. Irby was able to make a 180 degree turn and headed our

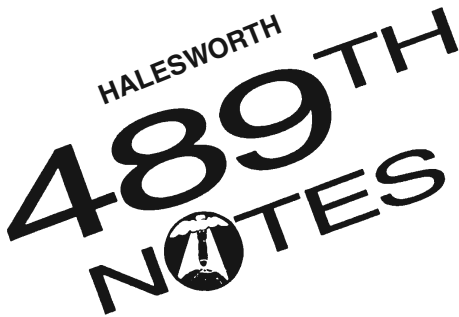
plane for a plowed field. We bellied in, brushing trees and plowing a huge furrow for 150 yards. With a full fuel load in mind, we really scrambled to get out of that plane. Our waist guys pried the waist windows open with .50 cal gun barrels, the flight deck guys went out the top hatch, and Lt. Irby kicked the navigator hatch in to free Lt. Rendall who was trapped in the nose section. All personnel who rode the plane down had cuts and bruises, and Sgt. Johnson had a broken ankle. Lt. Saenger was the only man with a parachute harness on when the bailout bell rang. He quickly snapped on his chute and went out the nose wheel door, but in those few seconds we had lost vital altitude and the chute never blossomed, and he did not survive the fall.

I wish I could tell you the exact time of our flight, but it was SHORT!

P.S. Will Lundy described this crash landing on page 141 of his book *Roll of Honor*. At the time he did not know the names of the 68th personnel involved in the crash landing.



Herbert Jackson Russell was M/Sgt. and Squadron Inspector with the 68th Squadron, 44th Bomb Group, 1942-1945. ■



BY CHARLIE FREUDENTHAL

This is my second separation from the 489th Bomb Group, and it hurts. In 1945, when the Group was at Davis-Monthan, I took some leave to drive my 1940 Ford convertible home to Massachusetts. Jack Pritchard and his bride of just a few weeks went along as far as Missouri. After leaving the car with my Dad, I went back to Tucson, only to find some big changes. The first one was that I had been transferred out of the Group, and replaced as Group Bombardier by good friend Walt Randall. Major (later Lt. Colonel) Arvo Lohela was the new Group Operations Officer, and I was a new member of Base Flight Test. So, the 489th moved on to Fairmont, Nebraska, and I moved again too — right back to Wendo-ver in October! The Group's move to

the Pacific was scrubbed and the outfit was deactivated.

Well, time and a half (as the union man says) went by and I kept moving. Then, one day in Germany I read about the Second Air Division Association and I met Roger Freeman who was working on the first of his three volumes about the Eighth Air Force. He put me in touch with the 2ADA, and in almost no time I was back with Colonel (later Brigadier General) Napier, and 18 more ex-489thers. The next step was to find more members, and through the following 36 or so years, the 19 of us grew to an active organization of about 500. It's difficult to get an exact figure because there was, as is normal, a constant movement of members coming and going. But we had great reunions along with the Second Air Division Association as well as on our own.

Several years ago the tide turned, and there was more going than coming, so that we were struggling along with perhaps 12 or fewer members appearing at our reunions. We still had great times, and I emphasize that — we had outstanding times wherever we were, didn't we? But now, as Abou ben Adham said, "The moving finger writes, and having writ moves on." I wish you all, wherever you are, whatever Group you were in, and whatever you

did, I wish you God Speed, Happy Landings, Good Friends, Peace and Love. Helen's and my days with the 489th and the 489th Association were the best of days, and I thank you all for that. Blessings and Cheers always. Keep in touch! ■



BY JIM LORENZ

Group Vice President, 466th BG

SUBMITTED BY MARY LORENZ

As this is the final issue of the *Journal*, we want to express our appreciation and gratitude to all who participated in the gatherings over the years and to our *Journal* Editor for keeping us all in touch. New friendships have been made and old ones renewed. Thank you, 466th members. It has been an honor. ■

Reports of the 2ADA Treasurer

For Fiscal Year July 1, 2011 – June 30, 2012

PREPARED BY J. RAY LEMONS, 2ADA SECRETARY, FROM INFORMATION AND DATA FURNISHED
BY ROBERTA RUSSELL, 2ADA BACKUP TREASURER

GENERAL FUND	SECOND AIR DIVISION ASSOCIATION STATEMENT OF ASSETS, LIABILITIES & FUND BALANCE AS OF JUNE 30, 2012
Beginning Balance 7/1/2011	\$54,068
Receipts	
Return Of Cruise Advance	\$13,207
Membership Dues	36,000
Other	885
Total Receipts	\$50,902
EXPENSES	
Journal & Related Expenses	\$28,263
Operating & Admin. Expenses	16,610
Memorial Library	10,000
Total Operating Expenses	\$54,873
Net Expense over Receipts (loss)	– (4,150)
Ending Balance	\$49,305
ALL FUND BALANCES	
General Fund June 30, 2012	\$49,305
Equipment	613
Membership Account	1,137
All Accounts Total	\$51,055
	SECOND AIR DIVISION ASSOCIATION STATEMENT OF ASSETS JULY 1, 2012
	Special Checking Account (Newmark Trust Funds)
	Checking Account
	“M & I Bank” Indianapolis, IN
	New Special Checking Account
	Funds Deposited
	\$11,428.57
	\$68,571.43
	Total Fund Balance
	Total Liabilities & Fund Balance
	Liabilities – Note 4
	Fund Balance – General July 1, 2011
	Fund Balance – Membership
	Current Year Net Distributions
	Equipment – Note 3
	Total Assets
	Total Checking & Savings
	Membership Checking & Savings
	Current Assets
	Checking/Savings – Note 1
	M & I Bank
	General Fund

NOTES TO FINANCIAL STATEMENTS AS OF JUNE 30, 2012

1. Marshall & Isley Bank (M & I) of Indianapolis, IN (General checking funds) has a balance of \$49,305.*
2. For the convenience of managing membership dues, the VP of Membership maintains a checking account used to receive member payments. Periodically funds are transferred to the General Account which is managed by the Treasurer.
3. The equipment, including computers, copiers, fax machines, staplers, calculators, and miscellaneous office items, is very old and has little or no relative value. For record purposes only, these assets are carried over at \$0 with the exception of a new computer @ \$613.
4. Contingent Liabilities: In the event the Second Air Division Association terminates its charter and dissolves in accordance with the terms of the Legacy Continuation Plan, it will distribute the net assets as follows: 34% to the Memorial Library Trust; 33% to the Second Air Division U.S.A.A.F. Heritage League, and 33% to the Mighty Eighth Air Force Heritage Museum.
5. New special checking account M & I Bank of Indianapolis, IN (Newmark Trust) has a balance of \$80,000.

*June 30, 2012 – M & I Bank account balance does not include outstanding checks of \$1,155.00.



BY EDWARD J. DITTLINGER

I am writing to tell about my experience in the 445th Bomb Group, 703rd Squadron. I was the flight engineer on R.C. Schmidt's crew #162-12. We were assembled in Kerns, Utah and had phase training at Davis Monthan Air Field, Tucson, Arizona. After phase training we went to Topeka AAF, Kansas to pick up our new B-24. We flew to England via the northern route. We stopped over in Manchester, New Hampshire; Gander, Labrador; and Kefleck, Iceland. We landed in Stone, England where our B-24 was taken away from us. From Stone we were sent to the 445th at Tibenham. We flew 35 missions. Below is an account of our 35th mission. On our 30th mission our pilot Lt. Schmidt wanted to make captain, so he volunteered for a second tour. Our copilot was promoted to 1st Lt. and appointed pilot of the crew. Also, after our 9th mission our navigator Jay Heisel was made lead navigator and transferred to Isom's crew. For the rest of our missions we flew with various copilots and navigators.

MISSION NUMBER 35: LT. KEITH PORTER'S CREW

The following account is copied from the diary of Lt. Keith Porter, written by him on September 9, 1944. This was the last mission for his crew. The following men were members of his crew: Lt. Keith W. Porter, pilot; Unknown, copilot; Unknown, navigator; Lt. Robert E. Stoneburner, bombardier; T/Sgt. Edward L. Dittlinger, engineer; T/Sgt. James C. Cammack, radio operator; S/Sgt. Robert F. Bennett, assistant engineer/gunner; S/Sgt. Billy W. Buzbee, armorer/gunner; S/Sgt. Lee O. Effner, gunner; S/Sgt. Everett L. Williams, gunner.

The copilot and navigator are unknown as they were not members of the original crew. The original pilot, Lt. Roy C. Schmidt, signed up for a second tour and our copilot, Lt. Porter, was made pilot. The original navigator, Lt. Jay L. Heisel Jr., was transferred to a lead crew as lead navigator.



R.C. Schmidt's crew #162-12. Front row (L-R): Jay Heisel, navigator; Robert Stoneburner, bombardier; Keith Porter, copilot; Roy Schmidt, pilot. Back row (L-R): Billy Buzbee, armorer/ball turret gunner; Robert Bennett, assistant flight engineer/gunner; James Cammack, radio operator; Lee Effner, gunner; Everett Williams, gunner; Edward Dittlinger, flight engineer/top turret gunner. Photo taken 4-26-1944, Topeka AAF, Kansas.

Mission #35, September 9, 1944

Never in my life have I ever been [luckier than] today. Death knocked but we wouldn't let him in. We were flying "L" "THUMPER" in the high right element on a mission to Main, Germany. Had a pretty hard time during assembly but finally we started out over the Channel. I had gone back in the bomb bay and was just getting back in the pilot's seat and plugging in my headset when a terrific jolt hit us. Glass and parts came flying back in my face. I was so stunned and couldn't figure out what hit us. I looked at all our instruments and they seemed to be OK. The wind blowing in my eyes made them water, and water from my oxygen mask was freezing on my neck. I was so damn cold and couldn't get my interphone to work to find out what happened. The copilot was just as confused, and we were both sweating it out. The navigator came up on the flight deck and said the nose turret was knocked off. My first thought was that "Stoney" (Stoneburner) was gone (he rides in the nose turret). I was plenty sick to my stomach at the thought of it. Soon after, the navigator told me that he wasn't in it at the time. That was a great relief.

Temperature was -18 degrees C, and all this air coming right back on us through the open nose. Some of the wiring was dangling outside my side window, causing a lot of sparks and fire. Fire is

one of the worst enemies of an airman. I asked the engineer to take a fire extinguisher and go up and stop it. He couldn't get up there because of the great amount of air rushing through. We turned the battery switches off, which stopped the sparking, however this also cut the engine instruments. The engineer located the nose turret electrical cannon plug and disconnected it, then we could turn the battery switches back on. The jolt wrecked some of the oxygen bottles, so we dove down to an altitude where we didn't need it. We still had our bombs, so we found a hole in the clouds and salvoed them into the Channel. Found the first field available, which was a P-51 base, shot flares and made a nice landing. Everybody gathered around the ship and looked with amazement, and why not — the whole nose was sheared off. Several big dents were in the bomb bay. All the gunners in the back of the aircraft said that when it first hit they scrambled for their parachutes, and boy I don't blame them. They were expecting the ship to blow up, and so was I. "Stoney" was sitting on the nose wheel door ready to pull the release to let him go. What happened was that another B-24 in the high squadron crossed us and then came back across and we had a collision. None of us saw him coming and none of the other crew saw it happen. All I know

(continued on next page)

A Message from the Journal Publishers

Time has a funny way of slipping by here at Choice Graphics. We measure its passing more in terms of projects completed than in days gone by. However, there are a few projects which serve as reminders that yet another season has arrived. One such project each quarter has been the 2ADA *Journal*.

We love working on it! Your evident dedication to each other, and to the memories of battles fought and lives lost, is a reminder that the freedoms we enjoy came at a high price. Your stories are a testament to the value of friendships forged under duress, and underscore the character of your generation. It is clear that the *Journal* has helped to maintain and even strengthen friendships that span both miles and years. At times it has felt as if we are privileged bystanders, allowed to peer at the inner workings of a special family.

What journeys you have travelled, and how humbling for us to have been observers. Your articles have made history so much more real and complete for us. History by nature is painted with a broad brush — but in each issue, the *Journal* pays homage to those individuals whose lives fill in the details. Young men who set aside fear and climbed up into planes that may not return. Men and women who stood by each other, and refused to blink when the world needed them to be strong.

So, from Paul and Bev, Keith and Christina, Emily, and the rest of the gang at Choice (and Defiance) Graphics — a heartfelt thank you for allowing us the honor of sharing in your journey for so long. We have truly enjoyed being connected to you these past years.

You are all heroes to us — for your past service, and for working so diligently for so long to ensure that your stories are remembered. To help further the goals of the Second Air Division Association, Choice Graphics will be making a donation to the 2nd Air Division Memorial Library, and will be donating a portion of the time necessary to generate digital archives of past *Journal* issues.

**In sincere appreciation,
Keith and Christina Harris
Owners, Choice Graphics**

The Wartime Contributions of Charles Lindbergh

BY DAVID C. LEVITT

May 20, 2012 was the 85th anniversary of Charles Lindbergh leaving Roosevelt Field for his history-making transatlantic flight. The handsome, modest, “all-American” aviator captured the hearts and imaginations of millions when he flew solo for over 33 hours to Paris, without autopilot, which didn’t exist back then. Lindbergh also has been remembered as a leader of the noninterventionist movement to keep the United States out of war in Europe during the early 1940s. Few, however, are aware of his extensive World War II wartime contributions.

Immediately after Pearl Harbor, on December 7, 1941, as a loyal American he wanted to serve his country as a fighter pilot. A few months earlier, however, the Lone Eagle (as he had been deemed since his solo flight to Paris), had resigned his commission as a colonel in the Army Air Corps in protest against President Franklin Roosevelt’s personal attack on him for being an Isolationist. Roosevelt had called him a “copperhead” — a poisonous snake, a traitor. Even though Lindbergh had been one of the prime forces behind shutting down the Isolationist movement on December 8, 1941, appeals to the highest levels of the military were turned down.

Now, due to Lindbergh’s earlier involvement in the Isolationist movement, only Henry Ford offered him a job. As a technical advisor, Lindbergh used his engineering and organizational abilities to help solve problems Ford had in implementing automotive mass production techniques for use in constructing B-24 bomber planes. Later, as a test pilot, Lindbergh flew P-47 Thunderbolt and F-4U Corsair fighter planes.

As a patriotic American, Lindbergh wanted to do more for the war effort than he could by remaining on the United States mainland. He managed to obtain a consultant position to extend the flying range of fighter planes on American islands in the Pacific. He flew as a civilian in this new role without the knowledge or approval of top military officials. Civilians are not supposed to fly combat. Also, if captured by the Japanese while doing so, he would be executed as a spy. However, the Lone Eagle, at the age of 43, quickly earned the respect and admiration of his fellow fighter pilots with his superb flying skill and willingness to fly any mission. Both to be patriotic and to get accurate assessments for extending fighter aircraft range, Lindbergh actually flew in combat. While flying a P-38, he shot down a Japanese airplane. Lindbergh demonstrated that a Corsair’s bomb load could be quadrupled by destroying an enemy target with a 4,000 pound bomb. American pilots extended their flying distance over twenty percent by adapting Lindbergh’s fuel management techniques. Lindbergh flew 25 missions in a Corsair and another 25 in a P-38. If he had been a U.S. military pilot, he would have completed a tour of duty (50 missions in the Pacific). ■

445TH BOMB GROUP (continued from page 9)

was there was this terrific jolt and then glass and wind rushing through the flight deck. Everyone was pretty well excited and didn't know just what to do. I talked to the pilot of the other B-24 and he said we pushed in about three feet of his wing and cut a huge gash in his waist and nearly knocked off his rudder. [Like us] he also made a crash landing at another base and came back to home base this afternoon. I've heard of many and have seen some mid-air collisions but always both ships never came back. They either exploded or went out of control. It was a miracle and doesn't happen once in a million. God just didn't intend for us to die yet, I guess. No one was hurt in either ship and both landed OK. The reason "Stoney" wasn't in the nose turret was because his heated suit wasn't working and he was getting cold. He had called the engineer on the intercom, who told him where the electric fuse was located. He had climbed out of the turret to check the fuse when the collision happened. Three minutes sooner and he wouldn't be here tonight. Humor had its little part too. The navigator said, "I'm working on my map, and looked around and I'm looking into open space." We stayed at the P-51 field until Major Casey flew down to get us. He shook my hand and said, "Damn fine job, Porter." I feel very fortunate to be able to write this tonight. Never do I want to come that close again. We've had very hard luck trying to get this last mission, and may God be with us when we try again. I'm going to church tomorrow and give my thanks. We were given credit for this mission. "HO RAY." ■

Farewell to the 2ADA... but not to its members and their families

BY ANDREW HAWKER OF THE BOARD OF GOVERNORS OF THE MEMORIAL TRUST

I was born in June 1944, so my sole contribution to the war effort was to lie in my pram and watch the Liberators and the Lancasters fly overhead. However, my father was in the RAF at the time, and I grew up in Norwich, with its many bombed-out areas and surrounded by the airfields on which you served. In 1963, when your first Memorial was opened in Norwich Central Library, I was a student in Liverpool, another city which had suffered severely from aerial bombardment. However, in 1994 I was back in Norwich, and I saw from my 8th floor office window the terrible fire which engulfed the whole building. Later that day, I walked past the smouldering ruin, and I was deeply saddened, because by that time I had come to know some of your predecessors who had been on 2ADA Executive Committee visits to Norwich — Jordan Uttal, Geoff Gregory, Evelyn Cohen, Bud Koorndyk, Bud Chamberlain.

But what joy, and what a party, in 2001 when you came to Norwich in your hundreds to dedicate your new Memorial Library, and not one of you dropped out in the aftermath of the dastardly deeds of 11 September! By this time, my wife Andrea, herself a Norfolk-born American citizen, and I had become Friends of your Memorial, we had been to one of your Bomb Group reunions in the States, and we had such fun acting as couriers on your coach trips and attending many of the 2ADA convention functions. After that, I was honoured to be proposed by Jordan and Geoff to be a Governor of the Memorial Trust, and it's been both a privilege and a pleasure to serve as such for the last ten years. In particular, it's been a pleasure for both Andrea and me because of the great conventions we've attended in seven different American cities and last year on the cruise ship to Bermuda, and the trips we've made in conjunction with them, several times enjoying wonderful hospitality as guests in your homes. Incidentally, Andrea sends her greetings to you all, but she was unfortunately prevented by family commitments at home from coming with me this year.

So now we say farewell to your Association, but not to you as individuals or to your children and grandchildren, many of whom have also become our friends. You will always be the most welcome of

visitors at your Memorial Library in Norwich and at the museums and markers on your bases.

At the end of the war, Winston Churchill paid a tribute to RAF Bomber Command from which I'd like to quote a short extract, because I believe it applies every bit as much to all who served in your 2nd Air Division. Mr. Churchill said: "All your operations were planned with great care and skill. They were executed in the face of desperate opposition and appalling hazards; they made a decisive contribution to Germany's final defeat. The conduct of the operations demonstrated the fiery, gallant spirit which animated your aircrews, and the high sense of duty of all ranks. I believe that the massive achievements of Bomber Command will long be remembered as an example of duty nobly done." I am very conscious — and my father, who will be 93 next month, wishes to be associated with these remarks — that almost all of you were volunteers. Yet despite the chilling odds, the flow of volunteers never faltered. The price was known to be enormous, but it was a price which continued to be paid with unquestioning courage, and in the case of nearly 7,000 of your colleagues with the supreme sacrifice. If today it represents a debt which can never be repaid, it is at least a

debt which must never be forgotten. All of us involved with the Memorial Trust will do all in our power to ensure that it never is forgotten. Your Library will continue to be an agent for knowledge about the United States of America to young and old in the United Kingdom, and by so doing it will contribute to understanding and friendship between our two countries. Above all, however, it will stand as a unique and worthy memorial to those 7,000 young men who weren't able to return home to enjoy the freedom which they, and you, had bravely fought for, and which my generation and our children's have been blessed to enjoy.

I'd like to finish with the words of Pericles of Athens in 431 BC which are proudly displayed in your Library in Norwich, because they were as relevant in the 1940s, and are today, as they were all those years ago:

*"Take these men as your example,
Like them, remember that posterity
can only be for the free,
And that freedom is the sure possession
of those alone who have the courage
to defend it."*

Thank you for what you did for us 70 years ago, thank you to you and your families for being our friends today, and may God bless you and keep you. ■

Remembering...

BY ROBIN EATON

Reading David Gurney's 'A Governor's Musings' in the last *Journal* (Summer 2012) took me back to a May evening in 1972 when David's parents hosted a party at their Norfolk home, at Bawdeswell, for visiting 2ADA veterans.

As many of you will know, my late husband Tom was later to be the Chairman of the Governors of your Memorial Library (i.e. from 1974 – 1996). Tom spent his war years as a prisoner of war in the Far East and so had not before had a chance to meet any of you Friendly Invaders.

A day or two after the party we invited a small group of veterans to come to tea at our house. During tea they suggested we should come to the next convention in the U.S. which was to be held at Colorado in 1973. As it turned out I could not get away, so our son David, then 13, travelled with Tom. Nearly 40 years later David still remembers, vividly, standing on the top of Pike's Peak, Colorado and after the convention going with Dal and Joanne Moran and Tom via the Grand Canyon and Las Vegas to L.A. and Disneyland.

In 1976, the Bicentennial year, the whole family — Tom and I, David (16), Kate (15), and Mary (11) journeyed to Valley Forge. After the convention we drove on to Washington, staying with the Veynars, and had the privilege of visiting The White House and The Capitol. We then went via Williamsburg to Greensboro, North Carolina where we stayed with J.D. and Emily Long. Both families were wonderfully

(continued on next page)

YOUR HERITAGE LEAGUE

BY MARYBETH DYER
Heritage League President

It will last in our memories for a very long time. The final official gathering of the 2ADA was a once in a lifetime convention, and those of us who attended felt how special it was. We were privileged to have 41 veterans in attendance and every moment with them was treasured. The hospitality room was a great place for all

of us to catch up, hear the stories and enjoy the wonderful displays that were set up (thank you, Chris and George). The Heritage League hosted wonderful symposiums on prison camp life and the Book of Honor (thank you, Greg and Ben) and enjoyed our invited speaker Mike Perry telling us about the Army Heritage and Education Center in Carlisle, PA.

It was good to get out of the hotel for lunch on Saturday (thank you, Sue). Typical Chicago pizza was enjoyed by a large bunch, and Bert Biel was surprised for his 90th birthday with a cake from Claire and his daughters.

But most importantly, no one will forget the final Banquet. The Candle Lighting Ceremony started the banquet, and members of the Heritage League gave every one of our veterans a Heritage League coin as a token of our appreciation for their service (thank you, Brian). It was an emotional

night which no one wanted to end. The first hosted 2nd Air Division convention in 1948 was in Chicago, and after 65 years of fellowship, friendship and fun, Chicago was the site of the final convention for the 2nd Air Division Association in 2012.

But it will not stop there . . . the Heritage League will continue the tradition! It will be our privilege and honor to host future conventions for all veterans of the 2nd Air Division and their families for many more years. We will be in touch with every active member of the 2nd Air Division Association and we hope you will support us in keeping the memory and legacy alive by encouraging your family and friends to join us in our mission.

Thank you for allowing us to join you in all your conventions, and most of all thank you for your service so many years ago. We will work hard to make you proud.

Until we meet again . . . ■

Until We Meet Again

BY IRENE HURNER, HERITAGE LEAGUE PAST PRESIDENT

In the last issue of the *Journal* I wrote, "Thanks for the memories." Today, nothing could be truer, as the 2ADA and my father's 453rd Bomb Group Association both voted to disband during the Chicago convention. This convention was poignant for me, and, I am sure, for all attendees, as many of us will not see each other again. Yet, I look forward to the next convention, this time to be hosted by the Heritage League, with the hope that everyone will continue to get together for our conversations. I have been known to sit in the lobby talking late into the night and going home suffering from a loss of my voice. To my great regret, I did not record all of my conversations and I will probably not remember all of the details, but I will always be grateful for the friendships. During his farewell address, Trust Chairman Matthew Martin enumerated many places he would have not seen if he hadn't attended the conventions. I would not have seen many of these same wonders in the United States or in England either.

I was told that Evelyn Cohen felt that the annual meetings should be held in places that people would like to travel to on a family vacation. For many, including me and my family, that was the case. We would either arrive a few days early or stay a few days longer to take in the sights. Like everyone, I have mementos from many conventions that jog my memory. I am writing with a pen from the 57th convention in Philadelphia that says we were there May 27-30, 2004. My, how time

flies! It seems like just a year or two ago that my daughter and other family members were getting a tour of the city from John and Tom Raiser. What an enjoyable afternoon we spent.

It has been my privilege to serve for several years as the Back-up Secretary for the 2ADA. My back-up has been Carol Holliday. She taught me how to use a new-fangled digital tape recorder, though I took the cassette style along as a spare just to be sure. I am getting old (I am a grand-

mother), and maybe too old for the new and continuously improved technology. Since Carol was not able to attend the last two years, I muddled through on my own. I appreciate the patience that Presidents Richard Robert and Charles Walker had in reviewing the minutes to be sure they were correct before being sent for publication.

I look forward to seeing everyone again at the next Heritage League convention.

Until then, Keep Flying High. ■

REMEMBERING (continued from page 11)

welcoming. The Longs arranged for us to have a few days on the beach at Litchfield, South Carolina and to travel with a friend of theirs on the Intra-Coastal Waterway, seeing areas where early settlers had lived — and our first alligators! We all then enjoyed Orlando and Disney World — by all accounts much smaller than it is now. Mary was enchanted by 'A Small, Small World' and used up all her tickets visiting it while her brother and sister went on more adventurous rides! Tom and I were most impressed by the efficient and attractive layout. It is no wonder so many British families still want to visit Orlando.

As the years passed and we came to conventions on a number of occasions, we got to see more of your vast country — visiting San Diego; San Antonio; McAfee, New Jersey; Chicago; Hilton Head, South Carolina; Dearborn near Detroit; and lastly Irvine, California. On each trip we explored the area further before or after conventions so getting a better grasp of your way of life. For example, we drove from Chicago to Grand Haven for a happy visit to the Koorndyks, meeting their family and friends as well as enjoying time on the beach on Lake Michigan, before flying home from Detroit.

The 2ADA reunions helped Tom and me to broaden our horizons and our understanding of the geography, history and people of the U.S., to make new and lasting friendships, and, for those of us who are still here, to retain warm memories of a shared past.

The dissolution of the 2ADA cannot change history or our gratitude to the USA for supporting Britain in the dark days of World War II. ■

Britain's Heroes of Bomber Command

BY GEOFF SIMPSON, RAF HISTORIAN • REPRINTED FROM "THIS ENGLAND" MAGAZINE, AUTUMN 2012

Marshal of the Royal Air Force Sir Arthur Harris summed up the situation. Writing in 1947 he declared, "There are no words with which I can do justice to the aircrew who fought under my command. There is no parallel in warfare to such courage and determination in the face of danger over so prolonged a period, of danger which at times was so great that scarcely one man in three could expect to survive his tour of operations."

The 120,000 men who flew into action with Bomber Command during the Second World War all volunteered for that most dangerous of jobs and more than 55,000 of them did not survive.

Many came from England and the other countries of the British Isles. Many too came from the Empire and Commonwealth and from the occupied countries such as Norway, Poland, Czechoslovakia, France and the Netherlands. For much of the war they represented a major means by which Britain could take the fight to Nazi Germany.

There were those who went through a complete "first tour" of 30 operations without sighting an enemy aircraft or having any other kind of narrow escape. Others were shot down on their first operation. Some did not even make it to a Bomber Command squadron before they were lost. For example, there were occasions when crews still learning their craft at operational training units were pressed into service to make up the numbers for a major raid.

Most of those who flew were very young men, but not all of them. When a Wellington of No. 37 Squadron was lost with all its crew on the night of 31st May/1st June 1940, the rear gunner was 55 years old. This veteran was Pilot Officer Sir Arnold Wilson, born on 18th July 1884. Sir Arnold had achieved the King's Medal and Sword of Honour at the Royal Military College, Sandhurst, had served in the 32nd Sikh Pioneers and the Indian Political Department and had been awarded the DSO in 1916 after reconnoitering a position under Turkish fire. He was later MP for Hitchin, Hertfordshire, as a National Conservative, and in 1939 he volunteered for the RAF, taking a considerable drop in



A Lancaster crew of No. 75 (New Zealand) Squadron about to take off on their last operation in March 1945. They came safely home. NEVILLE SELWOOD

rank to do his bit yet again.

The Avro Lancaster became the most familiar and most famous of Bomber Command's heavy aircraft, though many airmen went to war in a range of other types including the Handley Page Halifax and Hampden, Short Stirling, Vickers Wellington, Bristol Blenheim and Armstrong-Whitworth Whitley. Then there was the "Wooden Wonder," the de Havilland Mosquito, very fast and with a crew of just two. Some Bomber Command fliers even saw action in the Flying Fortress and the Liberator, more often associated with the United States Army Air Force.

The veterans remember the aircraft, but they also remember the airfields which spread up and down the eastern side of England. Now the names are just towns and villages, unfamiliar to most, but they resound in the memories of those who served — Bottesford, Horsham St. Faith, Swinderby, Coningsby, Downham Market, Ludford Magna, which was "Mudford Magna" to its inhabitants, Scampton, Swanton Morley and Syerston are just some of those airfields from which the bombers took off to head for Germany and occupied Europe. At some, those returning might be greeted by gatherings of ground personnel. Elsewhere, this was considered bad luck.

Then the war ended and the "Bomber Boys" entered an era where their massive

contribution to world freedom seemed unrecognised. They were not mentioned in Churchill's VE Day speech; Air Chief Marshal Harris was not invited to some of the major victory events; there was no specific campaign medal and no recognition of the part played by the groundcrew.

Politicians had turned away from Bomber Command as the impact of what the bombers had been ordered to do to help win the war became more evident in the post-war world.

Since then, the attack on Dresden in February 1945 has become a symbol of the unacceptability of bombing and many untruths have developed around it. This target was not personally chosen by Arthur Harris as has been claimed. The historian Sir Martin Gilbert has described the raid as a direct result of the Yalta Conference involving the top Allied leaders.

The idea that Dresden had no military importance was far from accurate. Frederick Taylor, in his book *Dresden*, pointed to a document emanating from the German High Command in 1944 which listed 127 factories in Dresden with their own code used to maintain military secrecy. In addition, the city was to be fortified as part of the German attempt to hold the Russian advance.

Times change, and now in 2012, after many years of campaigning led by the Bomber Command Association, an impressive Bomber Command Memorial of Portland Stone stands on the edge of Green Park in the heart of London, having been unveiled by Her Majesty The Queen on 28th June 2012. Cast in bronze are

(continued on next page)

"The Navy could lose us the war, but only the Air Force can win it. The fighters are our salvation, but the bombers alone provide the means of victory."

— Winston Churchill

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

BY CHUCK WALKER (445TH)

I write this final letter to the *Journal* with a great deal of emotion. I have served the 2ADA for nearly forty years. I have been Group Vice President of the 445th BG and fortunately elected President of the 2nd Air Division Association twice.

I think back to the hundreds of friends I've made both in the 2ADA and in England as the 2ADA Representative to the Board of Governors.

I recall some of our leaders: Jordan Uttal, Bud Chamberlain, Bud Koorndyk, Geoff Gregory and Earl Zimmerman. I think of the British leaders: Tom Eaton, Anne Barne, Paul King, David Hastings, Hilary Hammond and Phyllis DuBois, and of course, the fine Board of Governors now serving, as well as the marvelous staff at the Memorial Library.

I have enjoyed two trips a year to England to attend Governors meetings for the last eleven years and met many other British friends. I have had the opportunity to visit my old base at Tibenham and enjoyed several glider rides. The 900-year-old church, which is almost in the traffic pattern, is a treasure.

Of course, I regret the shutting down of the 2ADA as it has been a prominent part of my life for over forty years, but I am wise enough to acknowledge it is time to do so.

We can look back on the fact that we have created a wonderful, unique memorial to our fellow comrades. We have funded the Memorial Library in perpetuity and have created a means of having an American presence in the library at all times. To my knowledge, no military group has

created such a living memorial to those they lost. As I agree with shutting down the Association I take great pride in what we have created for posterity. We all should be proud.

The Chairman of the Memorial Trust, Matthew Martin, graciously will continue my membership as a Governor even though the Heritage League has nominated a very capable representative to be confirmed in November. Dede and I plan to attend the November meeting and hopefully the next one in May of 2013.

As we close down I want to thank Ray Pytel for the superb job he has done editing and publishing our 2ADA *Journal*. It has been the lifeline of our organization.

So with that, I bid you all a very fond farewell. ■

BRITAIN'S HEROES (continued)

sculptures of airmen by Philip Jackson, who was also sculptor for the memorial in The Mall to Her Late Majesty Queen Elizabeth the Queen Mother. Philip Jackson's work ensures that every visitor, however remote the Second World War is to them, has a concept of the men who are commemorated at one of the most prominent spots in London.

The design for the roof of the structure takes its inspiration from the "geodetic" construction used in the Vickers Wellington. It incorporates sections of aluminum recovered from a Handley Page Halifax of No. 426 Squadron, shot down over Belgium on the night of 12th/13th May 1944, with all eight crew members lost.

Present on that summer day were some of the men who not only survived the darkness and the cold over Europe, the flak and the night fighters, but have survived long enough to ensure that proper tribute is paid to their comrades.

For others life was much, much shorter. Recently, in the churchyard at Woodford, Cheshire, I came upon a family grave with a memorial to Sergeant Gordon Ernest Ross who is buried in Durnbach War Cemetery, south of Munich. On the night of 28th/29th July 1944, Sergeant Ross was the bomb aimer in a Lancaster of No. 626 Squadron taking part in an attack on Stuttgart. Near the target, the aircraft was shot down by a German night fighter and the navigator was the only survivor.

Sergeant Ross and his comrades were amongst those lost on their first operation.

RAF Bomber Command Memorial Unveiled by the Queen

REPRINTED FROM "BRITISH HERITAGE" MAGAZINE, NOVEMBER 2012



The RAF Bomber Command Memorial honors the 55,573 Bomber Command airmen who gave their lives in World War II. Some 800 veterans and 5,700 widows and family members gathered in Green Park for a service of dedication and remembrance with many of the Royal Family in attendance. Her Majesty the Queen unveiled the statue of the seven-man crew of a heavy bomber by sculptor Philip Jackson. Britain's last remaining airworthy Lancaster bomber then flew over Green Park to scatter poppies in a tribute to the fallen. ■

70 Years of Friendship and Memories

BY DAVID HASTINGS, FORMER CHAIRMAN OF THE BOARD OF GOVERNORS

As the last Governor left who had the privilege of knowing the 2nd Air Division USAAF during the war, and as this is the last issue of the *Journal*, I hope you will allow me to share with you just some of my memories of the last seventy years. However before I start can I express my personal thanks to Ray Pytel for all his friendship over so many years and for editing the *Journal* for eighteen years with some stunning issues which have kept the links alive across the Atlantic.

My friendship with all of you began in 1943, when my mother's work as the Deputy Commandant of the British Red Cross in Norwich meant our home in Norwich was "Open House" to the 2nd Air Division. We made many friends, only to lose them within a few weeks as the carnage of your losses in those early days was terrible. Even later on, when I was adopted by Lt. Al Dexter and his crew of the 389th BG at Hethel, death was never far away, and I lost a very great young friend who was killed on a mission. Then my crew chief, Pop Gantus, who volunteered for aircrew after the Al Dexter crew completed all their missions and returned home, was shot down and killed only a few months before the war ended. Also, how can I ever forget my other great friend from the 389th BG, Earl Zimmerman.

So my generation knew we had a huge debt to repay, which is why when in 1980 Tom Eaton invited me into his office to ask if I was willing to become a Trust Governor, I jumped at the chance to serve your Memorial and start to repay some of the debt. Although I have to admit now that my generation of Trust Governors have really gained more than we put back, thanks to all your friendship. I was lucky enough to join the Trust when many of the original Governors were still there, and to be trained by such people as Lady Mayhew, Anne Barne, Tom Eaton, Alfred Jenner, Jordan Uttal, Tom Cheyne, Bill Wuest and Roger Freeman was wonderful, and I will never forget Lady Mayhew's words of guidance when she said repeatedly, "REMEMBER THIS IS THEIR MEMORIAL, not ours. We are only the custodians."

The Memorial Library was very different in those days. Known as the American Room, it was situated in the corridor in the Norwich Central Library leading from the Main Library to the Reference Library, and the Library was run by the Norwich



ONE HAPPY PILOT: David Hastings on landing at Norwich Airport after transatlantic flight of "Diamond Lil" in 1992.

City Council. We had no staff; just the Roll of Honour, one line of bookshelves, and very little money, and we met in the Chief Librarian's Office. Just before I became a Governor, the Trust had almost exhausted the original funds donated in 1945 and Tom Eaton as Vice Chairman had made his memorable visit to his first 2nd Air Division Association Convention to spell out the situation. The Association responded immediately and every year since, making you the largest single donor to the Memorial, and we can never thank you enough. There is no doubt in my mind that without Tom's wisdom and leadership, we would not have the Memorial Library that we all enjoy today, and I was indeed privileged to serve as his Vice Chairman for ten years followed by being Vice Chairman for Paul King for four years.

We decided in those early days that the Memorial must change its image. Roger Freeman designed the brochure, we produced our first leaflet and also made our first film, "Remember Them," which we took around the villages, schools and clubs. This was such a success that thanks to Lt. Col. James Mahoney, Deputy Commander of the 467th BG who had taken colour film throughout the war, we made a second one, "A Village Remembers," using his voice as the commentary with Jordan Uttal speaking the closing

words. This proved another success, and a London film company converted both films onto video and we sold thousands of them, before sadly the masters were destroyed in the fire in the library in 1994. Another great memory was the evening when Anne Barne called a meeting to form the Friends of the 2nd Air Division Memorial, and we were staggered to see the lecture theatre in the old Norwich Central Library filled to capacity. How blessed we have been with the Friends at the Norwich conventions when they acted as coach couriers, arranged all the Base Day programmes, strengthened the links with the old bases, and provided so much support for the Trust. The vision of Anne Barne was then taken to the United States, where the Heritage League was formed thanks to support from Bud Chamberlain.

Then that amazing morning in a packed Music Room at the Assembly House, when Anne Collins, the Cultural Attaché from the U.S. Embassy in London, announced that we had been awarded a Fulbright Scholar, the only library in Europe to have such an accolade, and the 2nd Air Division Association then raised funds to continue it on in perpetuity. Tom Eaton asked me to act as the liaison officer with the Fulbright Commission and I enjoyed fourteen wonderful years of very happy meet-

(continued on next page)

70 YEARS OF FRIENDSHIP AND MEMORIES *(continued from page 15)*

ings, mainly in London but occasionally in Norwich. One special meeting was when the U.S. Ambassador invited us to his private residence at Winfield House to thank the Trust and our Fulbright Scholars for all they had achieved, and you only have to read the book produced by Fran Davies to realise how good our eight Fulbright Scholars had been for Anglo/American relations and the Memorial Library.

By now the Norwich City Library had come under the control of the Norfolk County Council. Hilary Hammond arrived as the Director of Libraries, visited the Memorial, and asked to attend a Governors meeting where we were overjoyed to hear him declare that “the Memorial is the jewel in the crown of the County Libraries.” He became a huge supporter and eventually a Governor, and indeed we owe him so much. We slightly extended the Library, Roger Freeman gave us the huge B-24 wall mural, we added the tail fins and Group boxes, Geoff Gregory gave us the Freedom Shrine, Jordan Uttal gave us a slide projector in memory of his wife Joyce, and we now had our own hard-working small staff.

Then how can we ever forget those 2nd Air Division Association Conventions. Jean and I have been lucky enough to attend twenty-six of them with that great family. In those early days Evelyn Cohen had a huge task with up to 1800 delegates attending, and we met such famous people as Jimmy Stewart, Andy Low, and Moose Allen. Also how can we ever forget all those wonderful 2nd Air Division families who had us back to stay with them in their homes after the conventions and gave us so many great tours of the USA, especially David and Joan Patterson, Geoff and Terry Gregory, and the Dewey family. Then of course as a pilot how can I ever forget all those 29,000 miles of flying with David Patterson in his Cessna C-337 Skymaster to almost every part of the USA, a real British pilot’s dream.

Next we had the Norwich Conventions, and for Jean and I and our small company to work for Evelyn Cohen was such great fun. Evelyn demanded 110% but it was a great challenge and a chance to try out several new ideas. How can we ever forget those private 2nd Air Division Association trains from London with the 2ADA headboard on the locomotive and the Anglian Big Band playing Glenn Miller music on the platform when you arrived. The Norwich composer of your moving

“2nd Air Division Fanfare” and his request that we should include the recorded sound of B-24s taking off echoing around the nave of our Cathedral, something we never thought the Dean would approve, but he did and the services became a highspot of the conventions. We must never forget the support we received from RAF Coltishall, RAF Neatishead, and the USAF at Mildenhall. What about the year when RAF Coltishall gave you a whole day with a private airshow including the Red Arrows, something which we later discovered cost over £800,000 — what a wonderful gift and tribute to the 2nd Air Division USAAF.

Then the Banquet at the Norwood Rooms, when we got the famous Ray Shields Orchestra down from London to play in their USAAF uniforms and Jimmy Stewart stood up on the stage to conduct the orchestra when they played “The Glenn Miller Story” — his wife Gloria

BOOK NOW AVAILABLE: “The Diamond Lil Homecoming” (ISBN 978-1-904006-619) is now available in England. (See the back page of the Summer 2012 edition of the Journal for more information on this book). Contact David Hastings or the 2nd Air Division Memorial Library for details on how to order.

never forgave me. That night, B-24 pilot Mike Benarcik also presented his famous painting “Welcome Home Yank” to the Royal Air Force, the WACs wore their wartime uniforms, and Jordan Uttal told a very risqué story in front of our Lord Bishop . . . what memories.

Then on your next visit when nearly 900 attended, we had to take every hotel room in Norwich plus some outside and we also had to build a huge tent on the Norfolk Showground for the banquet. As always we produced a daily news sheet, and the job of getting a copy under each bedroom door in every hotel early each morning was quite exciting. Luckily the next time you came back we had just opened our superb new Sport Village at Broadland and we easily sat down over 1200 for the banquet. There I was reunited at last with my old wartime B-24 pilot Lt. Al Dexter. We also played a joke on then 2ADA President, Frank DiMola, when he and Elizabeth were collected in a Rolls Royce for the Reception at County Hall and when he arrived he found to his horror a huge RAF Guard of Honor awaiting his inspection.

How can we ever forget those nights at Broad House Wroxham, when Edward and June Trafford always invited a coachload to supper. One year Jimmy Stewart and Andy Low played and sang squadron

songs, and on another one we even got Evelyn Cohen and Geoff Gregory to sing, much to the amusement of Colonel Shower. Edward Trafford was the first person to donate funds for the rebuilding after the fire — what a family indeed.

Then 1992, when the Trust was asked by the Tourist Board to help with the “Friendly Invasion Year” and Tom Eaton told me to “find a B-24 and bring it to Great Britain.” If you had said in 1943 that I would be a pilot, fly a B-24 across the Atlantic and fly again with my wartime pilot, I would have laughed at you, but it all happened that year. “Diamond Lil” was a huge success, and to see over 20,000 people waiting at Norwich Airport to greet us on our arrival was amazing, as were the low level flights over all the 14 bases, Headquarters, and the Morley hospital (now Wymondham College), which we had to repeat, flying as many youngsters as we could.

Next was that awful memory of 1994, when Tom Eaton phoned me very early in the morning, telling me to get up to the Library quickly. Tom, Hilary Hammond and I just stood watching in horror as our library burned to the ground. Two days later we were allowed into the stack tower to see what was left of our office, and we then spent several days packing up our archives which had been saved in the basement but needed to be freeze-dried. I think it showed the strength of the Trust that we had a temporary office open in Noverre House in three days, thanks to Paul King, and then re-opened a temporary Memorial Library early the next year in Glasswells.

Then in 1995 we had the 50th Anniversary of the VE Day Parade and we tried to recreate the original 1945 parade. Thanks to the 2nd Air Division Association, Norwich had the best VE Day parade outside London, with 405 of you on parade. Evelyn told me to have the coaches ready at the bottom of Guildhall Hill as you would never march all the way to the cathedral — but you did, being cheered all the way. We had to end the day on a high note, so we hired our Theatre Royal and Bob Brister and his amateur cast put on a tremendous 1940s show. We showed a huge picture of Evelyn on the stage screen, and we all ended singing our hearts out with “We’ll Meet Again.”

Then we started the huge task of working with the 2nd Air Division Association and our top London design firm of Event Limited, to design and build your dream of your new Memorial Library. John Whitehouse designed the superb Appeal brochure, but was sadly killed in a horse riding accident, a terrible blow as he, a young pilot, had been earmarked as a future Chairman of the Memorial Trust. Another memory was the happy days working with Roger Freeman at his home in Dedham to produce the new Trust brochure. You also visited the Bure Valley Railroad and named a locomotive "2nd Air Division USAAF," which is still proudly hauling passengers in your honour today.

So finally to 2001 and the opening of your magnificent new Memorial Library, the only one of its kind in the world, and the last Norwich convention we would arrange with Evelyn Cohen. The twelve months of planning had been completed, the print and design work finished, and then came the awful events of 9/11. Evelyn phoned to say you were still coming, and then something happened which I doubt if many of you know about. Two days after Evelyn's call I received a telephone call from a Special Branch Officer in London to say that I was to meet him at Norwich Police Station the next day at 10:00 am, no arguing, just be there. He was a steely blue-eyed and crew-cut officer who explained that you were the first large group of U.S. citizens to visit Europe after 9/11 and the U.S. Embassy was very worried, so he and his team would look after you from your arrival at Heathrow and Gatwick until they put you back on your planes to return home. He asked to see the programme and immediately made changes. He then looked at the Fly-Past we had planned and removed all the civilian aircraft. He also closed the airspace over Norwich during the opening ceremony, which did not please Norwich Airport, but he was right.

Two days later he was back with some of his team and asked to walk the route our coaches would take from the Cathedral, and they changed the route. He also said that no members of the public were to be allowed in the Cathedral, but the Dean and I pleaded with him as this was the only occasion we could all be together. In the end he relented but only if the local people entered by the left door and were screened, with the 2ADA using the right door. Not many people noticed the armed plain-clothes policemen on all of our coaches that day, nor the police marksmen on the roof of the City Hall and St.



David Hastings (left) as Trust Chairman, showing H.R.H. Prince Philip the Duke of Edinburgh around the Memorial Library at the opening of the Forum by Her Majesty The Queen in 2002.

Peter Mancroft Church. How amazed we were at the Opening Ceremony to learn that the father of General Hess, who jointly opened the Memorial with our Lord Lieutenant Sir Timothy Colman, flew B-24s with the 389th out of Hethel, was shot down and became a POW. What a joy it was to hear the youngsters from Wymondham College play the 2nd Air Division Fanfare that morning as their tribute to you. You also presented the College with that amazing wall mural for their wartime chapel and opened the 2nd Air Division Memorial Garden, so in the future the 1200 students on campus will never forget you.

How can we also ever forget that night in St. Andrews Hall when you received the Freedom of our City of Norwich — the highest award the City can give — a project we had started in 1995 and so well deserved. Luckily for us the Dzenowagis family has preserved all these memories on film, a priceless gift to the Memorial, so future generations will be able to relive all these occasions and understand the price of the freedom they enjoy today. Also that last evening with Evelyn after the convention was over, when we paid all bills and sorted the paperwork, when she had us all watery-eyed as she reminded Jean and I that this was the last Norwich convention. We still treasure the Bronze 2ADA Medallion that everyone involved was given that year by Bud Chamberlain.

Finally, the opening of the Forum by Her Majesty The Queen and Prince Philip, the Duke of Edinburgh. As Chairman I

had the privilege of introducing Prince Philip to the Senior Governors, the 2ADA President and our great Library Team, before showing him around. He was deeply impressed, especially by the bookplates which made it, in his words, "a truly living Memorial." The bureaucrats said we were NOT to ask him to sign our Visitors Book, nor was I to give him a 2ADA Medallion, but I decided to do both as it had to be done, and I received a severe ticking off afterwards. Still it was worth it! Then the happy memories of working with the United States Air Force of today at Mildenhall and the students of Wymondham College, to strengthen their links to your beautiful Memorial Library. We must never forget your gift of copies of your wonderful painting, "End Game," which now hangs in many of our civic buildings, village halls, and with the USAF at Mildenhall, so that you will never be forgotten, nor must we forget your Markers on the old wartime bases and the many roads we have had named in your honour.

So after all those years of trying to repay just a little of the debt we owe to the 2nd Air Division USAAF, but not really succeeding, and working with a really great team of Governors and Library staff who worked so hard to meet all the challenges in the early years, but it was great fun. Memories and friendships that Jean and I will remember for the rest of our lives, and all due to meeting you in 1943 and then answering Tom Eaton's request in 1980.

THANK YOU, and GOD BLESS. ■

65th Annual Business Meeting of the Second Air Division Association

September 7, 2012 • Hilton Rosemont Chicago O'Hare, Rosemont, IL

A. Call to Order:

1. The 65th Annual Business Meeting of the Second Air Division Association was called to order by President Richard Robert (453rd BG) on September 7, 2012 at 09:30 a.m. in the Yeager Room of the Hilton Rosemont Chicago O'Hare Hotel.

2. President Robert gave the Invocation.

3. Secretary John Ray Lemons (445th) led the Pledge of Allegiance.

4. President Robert welcomed everyone to the meeting and introduced Trust Governors, 2ADA Past Presidents in attendance and other guests.

5. President Robert appointed Irene Hurner to serve as Parliamentarian.

6. Secretary J. Ray Lemons called roll. There is no Executive Vice President.

7. Acting Treasurer Roberta Russell was absent.

8. President Robert stated that a quorum was present.

B. Report of the President (Richard Robert, 453rd BG):

Many members have been lost during the past year, including Treasurer Earl Zimmerman, Past Treasurer Bill Nothstein and Director of Correspondence Services Maxine Mackey. It is time for the Second Air Division Association to go off into the sunset.

C. Report of the Delegate Committee (Albert Biel, 453rd BG):

Albert Biel gave the Delegate Committee report. *"The 2ADA (Second Air Division Association) is a non-profit, non-political organization composed of U.S. veterans and registered with the Internal Revenue Service under Tax Code Section 501(c) (19). Its TIN (Tax Identification Number) is 25-1327743. As such, all voting members present are official delegates. The reasonable cost to such attendees is construed to be a charitable contribution and may be deductible by those who itemize deductions on their annual income tax returns. The 2ADA cannot provide advice on these matters. Members are advised to seek their own professional advice as may be needed."* The Executive Committee voted at its meeting to have all attending members of record declared official delegates with a list to be published in the 2ADA *Journal*. Albert Biel made a motion to accept the Delegate Committee report. Seconded by Oak Mackey. Motion carried.

D. Report of the Secretary (Ray Lemons, 445th BG):

Secretary Lemons stated that the minutes of the 2011 business meeting on the "Enchantment of the Seas" cruise ship were published in the *Journal* and would not be read. There being no corrections to the minutes, Chuck Walker moved to approve the minutes as published. Seconded by Oak Mackey. Motion carried.

E. Report of the Treasurer (Roberta Russell): Presented by Audit Committee Chairman J. Ray Lemons:

Lemons noted that Treasurer Earl Zimmerman passed away earlier in the year. The financial report was prepared from information and data furnished by Roberta Russell, Earl's daughter, who assumed the duties of Treasurer. A complete report will be published in the *Journal*.

FUND BALANCES as of July 1, 2011

General Fund	\$54,068.00
Membership Account	\$ 1,916.00
All Funds	\$56,597.00

FUND BALANCES as of June 30, 2012

General Fund	\$49,305.00
Equipment	\$ 613.00
Membership Account	\$ 1,137.00
All Funds	\$51,055.00

F. Report of the Vice President Membership (Oak Mackey, 392nd):

Chairman Mackey (392nd BG) reported that as of April 11, 2012 the membership was 1655. Currently membership is 1567. Of this number, 1318 are veterans, 248 are associate members, 70 are subscribing members, and 17 are Governors and former Governors. There were 88 deaths since September 11, 2011. Chuck Walker made a motion to accept the report. Seconded by Murray Schwartz. Motion carried.

G. Report of the Journal Editor (Ray Pytel, 445th BG):

Editor Pytel said that all is well. There will be one more issue of the *Journal* and then Pytel will work with the Heritage League to include information in the *Heritage Herald*. Murray Schwartz made a motion to accept the report. Second by Oak Mackey. Motion carried.

H. Report of the 2ADA Representative to the Memorial Trust Board of Governors (Charles Walker, 445th BG):

Representative Walker said that he missed the April meeting of the Governors, but was able to attend in July. He intends to travel to Norwich for the November Annual Governors Meeting. Governor Walker asked Matthew Martin to continue with the report.

I. Report of the Board of Governors (Matthew Martin, Chairman, and Andrew Hawker, Vice Chairman):

Chairman Matthew Martin stated that the library is doing well and continues keeping up with modern library practices. The Friends of the Library disbanded this past year and donated its treasury funds of £3,591 to the library. Norfolk County Council continues to give major monetary support to the library. The Biennial Lecture Series last fall featured Sir Sherard Cowper-Coles, a retired British Ambassador who served in Israel, Saudi Arabia and Afghanistan. This coming May 7, 2013, Professor Philip Bobbitt, a nephew of President Lyndon Baines Johnson, will be the first American to speak in the series. Chairman Martin said that total funds for the library under the Governors' control are \$3,820,000. The monies are divided between the Capital Fund, the Book Fund, and the American Scholar Fund. Only the interest is used to pay for the activities. The cataloging project of approximately 108 boxes of material in the Norfolk Records Office by a professional British archivist is complete and the list is on the website. Now the goal is to digitize those documents to have them available on the web for all to see. The Governors' hope is that some of the Bernard J. Newmark bequest could be used for the project.

Chuck Walker said that after watching the Dzenowagis family's movie

“Homecoming,” the previous evening, it reinforces the British welcome of Americans. People should try to go to Norwich for Remembrance Day, November 11th.

Vice Chairman Andrew Hawker gave a report on the American Presence in the library. The Memorial Library is housed in the same building with the Norwich city library, the busiest library in England both in the number of visitors and in books loaned. In addition to helping to choose book stock and develop programs for adults and children, American Scholars Elizabeth Rawitsch (NH) and Kate Anderson (OH) coordinated with the staff to update our Facebook page, <http://facebook.com/2ndair>; a blog, www.2ndair.wordpress.com; and an embryonic You Tube Channel, www.youtube.com/2admemoial. Both women have grandfathers who are still alive and served in World War II. Elizabeth will be leaving this summer after two years and will be replaced by Chad Ryan (GA, OK, OR). Chad served four years in the U.S. Air Force as a Public Relations Officer and investigator. He has an English wife. Kate will continue for a second year. Outreach work has increased significantly because of the scholars. Launched a year ago in February, the American fiction collection has met with great success. The library is the only source for some titles in the entire country. A fiction reading group has been started. An autumn lecture series is planned and there are several programs for school children. There are four small satellite libraries. For a complete list of the activities and promotions, people may request “A Year in the Life of the 2nd Air Division Library” from the Memorial Library.

J. Heritage League (Marybeth Dyer, President):

President Dyer said that the League is celebrating its 25th anniversary. She reviewed the Heritage League’s purpose to honor the veterans and to continue to support the memorials established by the 2ADA, and some of its activities. Marybeth also said that the League has applied to migrate to a 501(c) 3 from the current 501(c) 19 status. A convention will be held next year and all are invited to attend.

Past President Irene Hurner said that the Heritage League established a Transition Committee some years ago that will help veterans with donations, arranging for the laying of wreaths, and other things the veterans may need. Contact President Dyer for more information.

K. General Committee Reports:

1. Awards Committee (J. Ray Lemons, 445th BG):

John Ray Lemons said \$1,000 to the Memorial Library Book Fund and \$1,000 to the Memorial Library Memorabilia Project will be donated in memory of 2ADA Treasurer and Past President Earl Zimmerman. Chuck Walker moved to accept the report. Seconded by Oak Mackey. Motion carried.

2. Convention Committee (Oak Mackey, 392nd BG):

Oak reported that before Maxine Mackey, Convention Committee Chairman, passed, she had signed the contract with the hotel and had completed most of the work for the convention. Oak continued with final arrangements. There were 113 members and guests present. There were 6 cancellations with refunds given. An additional 28 persons attended only the banquet. The total attendance was 141. J. Ray Lemons made a motion to accept the report. Seconded by Allan Hallett. Motion carried.

3. Liaison to the Heritage League (Oak Mackey, 392nd BG):

Oak thanked the Heritage League for its help with the convention. Among the things done were the printing of the name tags, registration, hospitality room, printing of the agendas, and other papers. Oak said to encourage family and friends to join the Heritage League. Oak noted that veterans are honorary members. Russ Neatrou made a motion to accept the report. Second by Murray Schwartz. Motion carried.

L. Old Business: None.

M. New Business:

Review of Actions Taken by the Executive Committee:

- Motion passed to dissolve the Second Air Division Association.
- Motion passed to dissolve effective November 30, 2012.
- Motion passed to change the distribution of the Legacy Dissolution Plan to eliminate the Mighty 8th Heritage Museum as a beneficiary of the 2ADA.
- Motion passed to delete the Oversight Committee from the Legacy Dissolution Plan.
- Elected an Executor and Dissolution Committee composed of four members.

EXECUTOR: Richard Robert (453rd)

COMMITTEE MEMBERS: Ray Lemons (445th), Ray Pytel (445th), Chuck Walker (445th), Fielder Newton (389th)

Fielder Newton made a motion to amend the number of members on the Dissolution Committee to five, and to nominate Oak Mackey (392nd) as the fifth member. Seconded by Fred Wegge. Motion carried.

- Motion passed to transfer all 2ADA funds under the control of the Membership Vice President to the Dissolution Executor.
- Motion passed to transfer all 2ADA funds under the control of the Treasurer to the Dissolution Executor.
- Passed a resolution recommending the Trust Governors appoint a Representative from the Heritage League to replace the 2ADA Representative after dissolution. (Note: This would be a perpetual voting American seat.)

• Motion passed to give the Heritage League \$2,500.00 to digitize the approximate past ten years of the *Journal* into a PDF format so that the Heritage League can put them on the Internet for all to see.

• Motion passed to donate \$50,000 from the Bernard J. Newmark bequest to begin digitizing the library’s records.

Oak Mackey moved to donate to the Memorial Library any residual Bernard Newmark funds after all expenses of the 2ADA are paid. Seconded by Fielder Newton. Motion carried.

Oak Mackey moved to approve all actions taken by the Executive Committee during the week. Seconded by Russ Neatrou. Motion carried.

N. Farewell Remarks:

Farewell remarks were made by the Trust Governors, 2ADA Dissolution Committee Members, and the Heritage League President.

President Richard Robert in closing remarks said that John Horan is the Registered Agent for the Second Air Division Association. He contacted Neil Anderson, a Chicago area attorney, who will provide legal services for the disbanding of the Association. Mr. and Mrs. Anderson will attend the final banquet. The Bernie Newmark bequest has been a great help. Robert said that he’s come a long way from a tail gunner to the President of the Second Air Division Association. He thanked members for placing their confidence in him and for electing him as Executor.

O. Adjournment:

President Richard Robert declared the meeting adjourned at 11:29 a.m.



IRENE M. HURNER

Backup Secretary for Ray Lemons
Second Air Division Association, 8th USAAF



The 2nd Air Division Memorial Library and Archive

Remembering the past...Inspiring the future.

BY LIBBY MORGAN, JENNIFER HOLLAND,
AND DR JOHN ALBAN

It's been a busy year in the Memorial Library, and I hope the summary of the year's events presented in "A Year in the Life of the 2nd Air Division Memorial Library" printed elsewhere in this issue of the *Journal* gives you some idea of the many and varied activities we've been engaged in.

This autumn we're looking forward to a series of upcoming events, organised as part of the "Norfolk's American Connections" project (www.norfolksamericanconnections.com), celebrating Norfolk's historic links with North America, including the 70th Anniversary of the U.S. Army Air Force arriving in Norfolk:

- **The Diamond Lil Homecoming** – a talk by David Hastings MBE
- **Attlebridge Airfield** – a talk by David Gurney (County Archaeologist)
- **From Alaska to the Mississippi** – a presentation by Sainsbury Centre for Visual Arts
- **The Mighty 8th Air Force in East Anglia** – a lecture by Dr Sam Edwards
- **Ribbons across the Atlantic** – a lecture by Professor Geoffrey Plank
- **Pocahontas: The Making of a Norfolk Gentlewoman** – Professor Malcolm Gaskill

And we're going to be working this school term with our colleagues at the Norfolk Record Office delivering a number of workshops about the Second World War to primary schools in Norfolk.

We're also promoting our new online learning resource, "What was the impact of the Second Air Division in East Anglia during the Second World War?" This education pack includes sound clips, digitized copies of photographs and documents from the 2nd Air Division Archive and Memorial Library collections, and can be downloaded from the Norfolk Record Office website at <http://www.archives.norfolk.gov.uk/e-Resources/Teaching-Packs/NCC098692>.

Looking ahead to next year, we are currently working to support the application of a bid for funding to the Heritage Lottery Fund (HLF) for a regional wide project called "The Eighth in the East." This ambitious project aims to record the history of the 8th Air Force in East Anglia, with a community archaeology and

an oral history programme, and then to share that history as widely as possible. The HLF has already provided funding for two consultants to assist in the work required to put together the final bid, which we hope to submit before the end of the year. Should the funding application be successful, the project will run from 2013 – 2015.

And as this is the last edition of the *Journal*, we'd like to share some final thoughts and greetings from Norwich.

Dr John Alban (Norfolk County Archivist) writes:

"The Norfolk Record Office deems it an immense honour to be the custodian of the archive of the 2nd Air Division. This unique and magnificent collection is a permanent reminder of that special relationship between Norfolk and the United States, forged out of the flames of war; a close association which, ever since, has withstood the test of time. It is a truly fitting memorial to those of the 2nd Air Division who gave their lives in the cause of freedom. Preserved for posterity, the archive will continue to tell their tale."



The Archive Centre, Norwich. Home of the Norfolk Record Office.

Jennifer Holland (Assistant Director for Community Services and Head of Norfolk Library and Information Service) writes:

"Your vision and desire to remember fallen colleagues, and to keep the special link between Norfolk and the United States, led to your truly wonderful living memorial. It has been a privilege to meet a number of veterans when you have visited Norfolk, and it will continue to be a privilege to work with the Governors of the 2AD Memorial Library and the library staff to keep the memories alive for future generations."



**The Forum, Norwich.
Home to the 2nd Air Division Memorial Library.**

Libby Morgan (Trust Librarian) writes:

"The dissolution of the 2nd Air Division Association heralds a new era for the Memorial Trust and the Library, and we will feel the loss of our many friends from 'Across the Pond.' However your Memorial Library and Archive here in Norwich is a

permanent memorial to the 7,000 young Americans of the 2nd Air Division who lost their lives during the Second World War. We shall continue to tell their story, and yours, ensuring the achievements and sacrifices made by the men and women of the 2nd Air Division and the Mighty 8th Air Force during World War Two will never be forgotten by the people of Norfolk and East Anglia."

On the 13th June 2013 we will be celebrating the 50th Anniversary of the original dedication of the Memorial Room in 1963. On that occasion the U.S. Ambassador read the following message from President Kennedy:

"On the occasion of the dedication of this Memorial, I would like to join in paying tribute to the members of the Second Air Division who sacrificed their lives in the defense of free men everywhere.... May their sacrifice continue to strengthen the bonds of friendship between our two nations, allies past and present, against tyranny. May it also inspire us to pursue with energy and patience the opportunities for securing peace with justice preserved for us by those whose memorial we dedicate today."

Here's to the next fifty years! ■

A "Fond Farewell" But Not Goodbye

**BY JENNY CHRISTIAN AND LESLEY FLEETWOOD OF
THE 2ND AIR DIVISION MEMORIAL LIBRARY STAFF**

As the two longest serving members of the 2nd Air Division Memorial Library staff, it was with great sadness that we learned of the decision to dissolve the 2nd Air Division Association.

There are many fond memories we shall treasure of the various friendships we formed with 2ADA members and their families, especially the times we shared during 2nd Air Division Association conventions held here in Norwich.

The overwhelming support and kindness we received from the Association after the devastating fire of 1994 encouraged us and strengthened our resolve to embark upon the daunting task of recreating the Memorial Collection.

After the seven years we spent in temporary accommodations rebuilding the collection, it was such a joy to finally see the restored collection moved into its wonderful new home. Attending the official rededication ceremony of the 2nd Air Division Memorial Library in November 2001 was an emotional experience neither of us will ever forget.

In the fullness of time, the dissolution of the 2nd Air Division Association was inevitable, but you may rest assured that whilst we continue to conduct library business as usual, we will always remain loyal to the ethos of your unique, living memorial.

We would like to take this opportunity to express what a great privilege it is for us to be able to work in such a special place; to help promote the history of the 2nd Air Division, and to perpetuate the memory of the nearly 7,000 young Americans who lost their lives in the line of duty. ■

The Memorial Trust of the 2nd Air Division USAAF

BY MATTHEW MARTIN, TRUST CHAIRMAN

I have been asked about the long term future of the Memorial Trust and your Memorial Library here in Norwich. The most important point to stress is that it will go on and on. It is a living operation and may change over the years to ensure that it is relevant to each succeeding generation of user. Periodically it may change its appearance so that fresh ways are found to tell your story and the reasons for its existence.

Each generation of Governors has legal responsibilities for maintaining the Trust so that the original benefactors' wishes are adhered to. So the Governors cannot abandon the core purpose of the Charity. Indeed there are Charities in existence in Norwich which date back over several centuries and continue the objects of the people who set them up in the first place.

I have to acknowledge however that, very occasionally, events occur which frustrate those intentions. For example, many centuries ago a Charity was established in Norwich to pay for the cost of ringing a curfew bell in one of the churches in central Norwich. Well, of course, there is no need for curfew bells anymore so the UK Charity regulators, the Charity Commission, permitted the objects of that Charity to be changed so that the Governors of the funds are now permitted to use the income to maintain the fabric of that Church.

It is hugely difficult to imagine circumstances under which your Memorial Library cannot be maintained in perpetuity. But should that most unlikely event occur, then the Charity Commission would, I believe, seek to ensure that the funds continue to be used for a distinctly American purpose. For example the Commission may say that the funds should be used to help maintain the American Air Museum at Duxford near Madingley. As I have said, I regard this possibility as extremely remote, but it should give the surviving members of the 2nd Air Division Association a measure of reassurance to know that the purpose of the Memorial Trust will not be departed from and that we here in the UK will continue to discharge our duties to maintain the Memorial to those brave young American airmen of the 2nd Air Division who were killed in action in the Second World War.

PROFOUND THANKS FROM NORWICH

Sadly, we have reached the last edition of the *Journal*. I'd like to take this opportunity to give the sincerest thanks to a whole host of people, many of whom have gone before.

Thank you to the members of the 2nd Air Division of the 8th Air Force for establishing in 1945 the Memorial Trust which led to the creation of the Memorial Library, which, to this very day, stands as a permanent Memorial to those gallant young Americans of that Division who were killed in action in the Second World War.

Thank you to those six men who met in Chicago in 1947 for a few drinks on a Friday evening and enjoyed themselves so much they decided to do it all again the following year.

(continued on page 55)

**If you'd like to keep in touch
with the Memorial Library, we're online at:
Website: www.2ndair.org.uk
WordPress: www.2ndair.wordpress.com
Facebook: <http://www.facebook.com/2ndair>**

**Or write to us at:
2nd Air Division Memorial Library
The Forum, Millennium Plain
Norwich, Norfolk NR2 1AW, England
Email: 2admemoial.lib@norfolk.gov.uk**

A year in the life of the 2nd Air Division Memorial Library

September 2011

On 11th September Elizabeth and Libby attend the Seething Airfield Charity Air Day with an exhibition about the Memorial Library. The flag flies at half-mast in remembrance of those killed in the 9/11 terror attacks.



October 2011

Our new American Scholar, Kate Anderson joins the team. Memorial Library and Norfolk Record Office staff host a children's activity



"Far From Home: Evacuees and American Airmen in Norfolk."

November 2011

We celebrate 10 years since the new Memorial Library opened in the Forum in November 2001; the new online 2nd Air Division Archive catalogue is launched; and Sir Sherard Cowper-Coles gives the Memorial Trust's Biennial Lecture.



December 2011

Olly Gruner is the guest speaker in the last of our very successful Autumn public lecture series on American life and culture - a packed Memorial Library was entranced with his lecture "All the news that's fit to sing": Politics and protest in American folk music 1940 - 1965.



January 2012

We join forces with Norfolk Libraries' "Join Up January" campaign and sign up some new library members.



"The things I want to know are in books; my best friend is the man who'll get me the book I ain't read" Abraham Lincoln

February 2012

Amongst a host of visitors we welcome Jenny Cousins and staff from the American Air Museum at Duxford.



A year in the life of the 2nd Air Division Memorial Library

March 2012

Libby and Melissa Hawker (Education Officer at Thetford Ancient House Museum) deliver a schools workshop about the "Friendly Invasion". Jenny and Lesley are interviewed for "Burnt Offerings" a film about the 1994 Norwich City Library fire.



April 2012

We host an American Memories Morning reminiscence event using photographs from the 2nd



Air Division Archive. And in the Easter holidays Kate runs a very successful children's event "Catching Dreams with Pocahontas"

May 2012

We're visited by friends of the 466th Bomb Group (Attlebridge). Among the group are three veterans:

Bill Campbell, Earl Wassom, and Melvin Demmin.



June 2012

Libby and Kate give a presentation to the Mid Norfolk Family History Society about the US Army Air Force in East Anglia during World War Two, and Kate's own family links with Hingham in Norfolk.

Case Study - from Ohio via Hingham, Mass back to Hingham, Norfolk



Norfolk County Council

July 2012

We launch the Norfolk's American Connections Project - celebrating Norfolk's historic links with North America and the 70th Anniversary of the Friendly Invasion. The associated events programme runs from 4th July to Thanksgiving.



August 2012

As part of the Norfolk's American Connections project Kate works with a group of young film makers, creating a film about the US Army Air Force in Norfolk during WW2 - helping out with dialect coaching, dance training, and hairstyling.



The Friendly Invasion

They may have been known as “over-sexed, over-paid and over here,” but the sacrifice of the young American airmen who flew out of Norfolk on dangerous bombing missions will never be forgotten.

EXCERPTED FROM THE EASTERN DAILY PRESS, NORFOLK, ENGLAND, JULY 4, 2012

It was a time of jitterbugging and big band sounds, and the first taste of peanut butter, chewing gum and Coca Cola for many Norfolk people. There was even a rodeo at Carrow Road!



The unusual sight of a rodeo — obviously popular with American GIs — at Carrow Road in 1943.

Between 1942-45, 50,000 American airmen with the U.S. 8th Army Air Force (USAAF) were stationed within a 30-mile radius of Norwich at any one time. There were 18 USAAF airfields in Norfolk, occupied by bomb groups flying B-24 Liberator and B-17 Flying Fortress aircraft, and fighter groups providing support with their P-47 Thunderbolts, P-38 Lightnings, and P-51 Mustangs.

Traces of many of the old airfields can still be found today and some are still operational, while others have found new uses or have returned to agricultural use.

The impact of the “friendly invasion” on local communities was considerable, particularly in villages next to airfields, where American servicemen, and women, vastly outnumbered the local population.



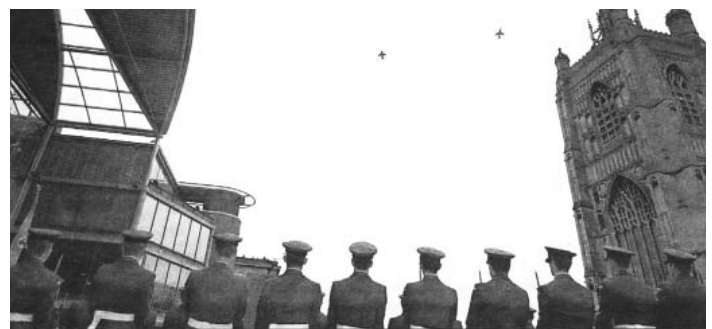
There were several weddings between American GIs and their English sweethearts during World War II.

Initially branded as “over-sexed, over-paid and over here,” suspicion and prejudice towards the GIs rapidly disappeared among those who got to know them, and enduring friendships were forged between the Americans and the local population, which still exist today.

The young American aircrews who flew out of Norfolk made a terrible sacrifice that should never be forgotten. ■



WACs and American GIs relaxing at Ketteringham Hall.



Two Jaguar aircraft from RAF Coltishall performed a fly past at the official opening of the new 2nd Air Division Memorial Library.

An Ode to the 2nd Air Division Memorial Library

By E. BUD KOORNDYK (389th & 93rd) • REPRINTED FROM THE 2ADA JOURNAL, WINTER 2008

Photos from www.tournorfolk.co.uk and www.military-airshows.co.uk

What does it mean that we as a proud generation of men and women, who through God's providence, have been enabled to pass on to the generations that follow a living memorial such as the 2nd Air Division Memorial Library in Norwich, England?

It will be a living memorial as long as men and women from generations that follow will step forward and give of their time and talents to help preserve the freedoms that we enjoy today, and as a continual reminder of the over 7,000 men and women who gave their lives in its defense in our generation.

It is a memorial which so aptly expresses our love for freedom. These freedoms have become the cornerstone and bedrock of our Memorial Library and with it the legacy which we will pass down to the generations that follow.

Freedom does not mean that we are able to do whatever we want to do. Freedom means that we have been set free to become all that God wants us to be and achieve all that God wants us to achieve and enjoy all that God wants us to enjoy, in whatever avenue of life we are asked to serve.

May those who follow us and are called to serve from our two nations on behalf of the 2nd Air Division Memorial Library use these freedoms as a compass and north star to guide them through the uncharted waters that we see existing in the world today. May their heads and minds be lifted out of the confusion of earth long enough to hear the solutions of a higher being.

The songwriter Woody Guthrie beautifully expressed this feeling, and I quote:

*"Nobody living can ever stop me,
As I go walking the freedom highway.
Nobody living can make me turn back,
This land was made for you and me."*

Pericles in 431 BC also said:

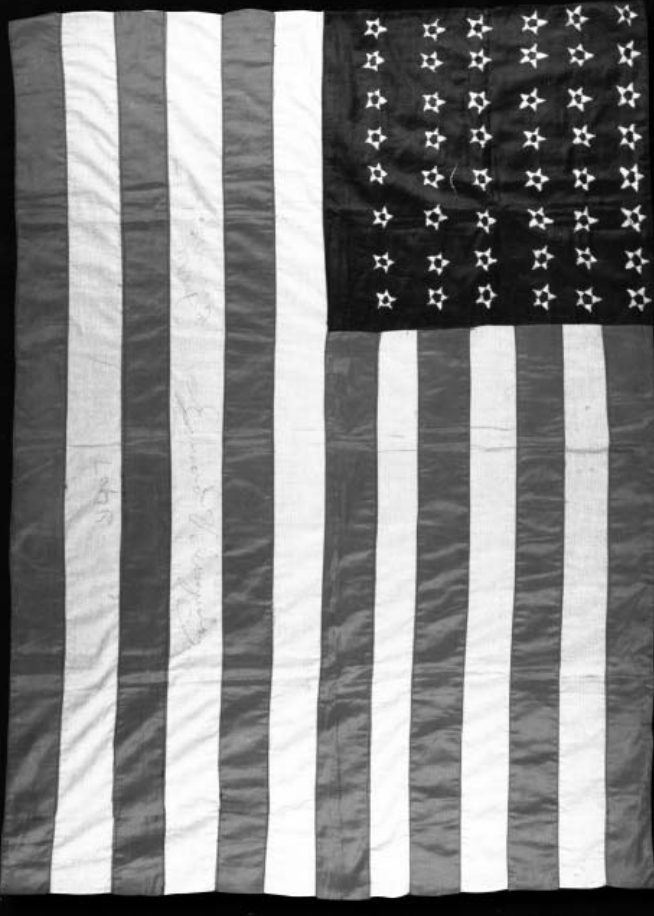
*"Take these men as your example,
like them, remember that posterity
can only be for the free,
that freedom is a sure possession of
those alone who have
the courage to defend it." ■*





Norfolk events with a distinctly American theme

July - November 2012



Norfolk's links with North America date back over 400 years to the days of the Pilgrim Fathers. Since then people have traversed the Atlantic in both directions, trading goods, fighting wars, exchanging skills, sharing knowledge, and influencing each other's cultures and religions.

Listed below are just a few of the events that took place during the **Norfolk's American Connections** project (July through November 2012), a lively programme of concerts, films, dances, exhibitions, talks and performances showcasing the people who have crossed the pond, along with the places where you can explore the links between Norfolk and America.

- **Film Screening: UK premiere of "Deopham at War: The Anglo-American Experience in Wartime Norfolk, 1939-1945"**
- **1940s Style Dance with American Big Band Skyliner**
- **Tibenham Heritage Air Festival** featuring magnificent vintage aircraft and exciting air displays
- **Norfolk's American Connections Big Day Out at The Forum**
- **Our Little Friends Hangar Dance** at Hardwick Airfield
- **Our Little Friends Hardwick Warbirds Open Day**
- **"Come Fly with the American Army Air Force!"** Children become part of the USAAF and re-enact the preparations for a bombing mission.



- **Shipdham Library, the Townshends and the Historiography of Early America:** Explore one of the most intriguing secrets held in the library at Shipdham Church.
- **Exhibition: Far from Home: Nose Art of the United States Army Air Force**
- **Wings of Friendship:** Using photographic, sound and written archives, Archivist Frank Meers looks at the American presence in WWII and its social impact on Norfolk.
- **Village at War: Life on the Home Front:** Step back to the 1940s to find out what life was like in Norfolk during WWII.
- **American GIs in Thetford:** Discover the influence of American GIs on life in Thetford.
- **The Diamond 'Lil' Homecoming:** Join David Hastings MBE for a talk about the 1992 historic flight of a B-24 Liberator from Fort Worth, Texas to Norwich, England.

- **Across the Pond Film Festival** celebrating the best of British and American cinema.
- **Toilet Bowls and Tree Graffiti: Attlebridge Airfield:** County Archaeologist David Gurney uses a surprising range of surviving archaeology to tell the story of USAAF Station 120.
- **2nd Air Division Memorial Library Lecture Series**
- **Film Screening: Yankee Doodle Dandy**, the morale-boosting WWII musical, along with a short film of Hollywood stars visiting Norfolk in WWII and an exhibition of rare Hollywood postcards and memorabilia.
- **Exhibition: Norfolk's American Connections:** Discover the many, and unusual, links between Norfolk and America.
- **Exhibition: The story of the Americans around Wymondham, 1942-45:** Display includes photos, memories and memorabilia from the bases at Hethel, Deopham and Old Buckenham; the hospital at Morley; D-Day and Wymondham station.



The Norfolk's American Connections Project is financially supported by the Heritage Lottery Fund and is being delivered by Norfolk County Council, South Norfolk Council, 2nd Air Division Memorial Library, The Garage, and other community partners across Norfolk.



For more info, stories, and pictures, go to www.norfolksamericanconnections.com

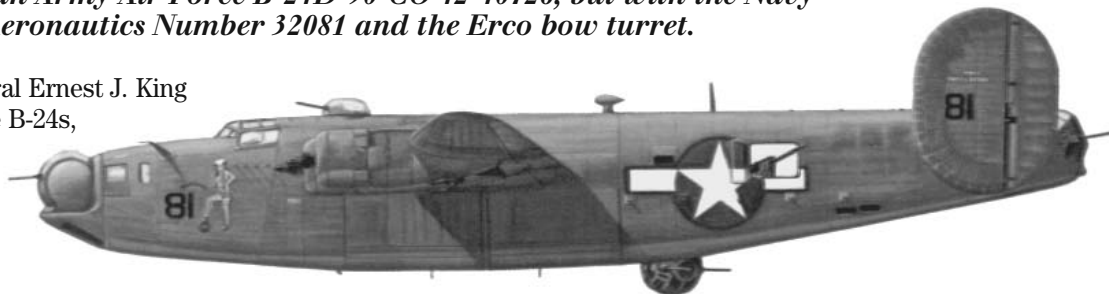


These, Too, Were “Liberators” . . .

THE PB4Y-1 (B-24D)

“Whitsshits” was built as an Army Air Force B-24D-90-CO 42-40726, but with the Navy she wore the Bureau of Aeronautics Number 32081 and the Erco bow turret.

EARLY IN 1942, Navy Admiral Ernest J. King requested some long-range B-24s, but General Henry H. Arnold wanted no part of the Navy’s encroachment into the Army’s land-based bomber program.



Then the Navy had a prototype seaplane built by Boeing, the PBB-1 Sea Ranger. This aircraft was built at a new Navy plant in Renton, Washington. Disenchanted with seaplanes, the Navy gave up the Boeing plant in Renton so that the Army could have a fourth source for their B-29s. In return, the Navy got B-24Ds, right off the production lines, to start their land-based antisubmarine patrol aircraft program. This trade was effected on 7 July 1942. By August 1943, the Army had agreed to disband its Antisubmarine Command.

THE PB4Y-1 “LIBERATOR”

Initially the PB4Y-1s were USAAF B-24Ds drawn from a variety of block numbers. With the disbanding of the Army’s antisubmarine units, the B-24Ds equipped with ASV radar were traded to the Navy for new production B-24Ds. These aircraft all had plain glass noses. Eventually a number of these aircraft would have Erco bow turrets installed in their noses.

The Navy kept calling their PB4Y-1s “Liberators,” but their nose turreted aircraft were re-equipped with the Erco gun position, distinctive in appearance and very much to the Navy’s liking. Vice Admiral Harry E. Sears, first-tour commander of the Buccaneers squadron, recalls taking conventional B-24s from the line at San Diego, flying across the bay to North Island, and modifying them: “In the nose, which we extended about three feet, we fitted a surplus seaplane Erco bow turret. This was a dandy apparatus in which the gunner was integral with his twin .50-caliber guns and had twice the ammo supply of the other turrets . . . 800 versus 400. He also had a nice slab of armor in front of him which extended a cone of protection to the pilots as well. The longer nose added to the plane’s longitudinal stability, though it did increase our overall weight.”

Later PB4Y-1s to come off the assembly lines were B-24Js equipped with either the Corsair or the Emerson turret in the nose. Altogether the Navy received 977 PB4Y-1s.

THE PB4Y-2 “PRIVATEER”

This Navy single-tailed “Liberator,” aboard in 1944, is seven feet longer forward of the wing and the armament rearranged to include a new Consolidated nose turret plus two top turrets, one forward and one aft of the wing. It retains the tail turret and adds two waist turrets. Each turret is armed with two Browning .50-caliber machine guns. The design was appropriated from the PBY Catalina — the souped-up 1350 HP engines without superchargers have the familiar Hamilton three-bladed props and slinger deicer. The familiar B-24 oval engine nacelles are turned 90°, with the larger diameter vertical, instead of horizontal, as the B-24s. Some Erco bow turrets were retrofitted into the early models of the PB4Y-2. Altogether 740 were delivered to the Navy. ■



. . . of Sorts

THE PB4Y-2 “PRIVATEER”

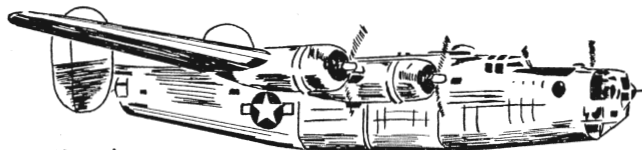
After WWII, the PB4Y-2s were painted overall Gloss Sea Blue. The white blisters on the lower forward fuselage housed a variety of antennas. Unlike the Army Air Force, the Navy used their “Liberators” well into the 1950’s.



1958

SECRETARY AND PUBLICITY CHAIRMAN:

Hathy Veynar (Nee Gladys Hathaway)
1125 Bristow Drive
Annandale, Virginia



NEWSLETTER



VOLUME 1.#1.

MAY 1958

DEAR TROOPS:

Spring is here! - - And with it another year to start planning for summer vacations. And along that idea - - plans to include the 1958 REUNION of the 2D AIR DIVISION ASSOCIATION! Plans are underway to make it as nice a Reunion as possible. AUGUST 22ND, 23RD and 24TH are the dates. The HENRY HUDSON HOTEL in NEW YORK CITY the place. There's a limited number of tickets to all current shows available, so get your order in early. The next Newsletter will be coming out ahead of schedule to give you the latest up-to-date plans of the Reunion. However, you can be thinking about what plays, TV shows, etc., you would like to see. As soon as you receive the questionnaire you can fill it out and send it off immediately. We don't want to disappoint any of you, but we do have to know as soon as possible.

The Henry Hudson Hotel is located at 353 West 57th Street just 58 steps from the new, colossal Coliseum. Motorists can reach the hotel directly from express highways without driving through traffic congested streets. It is also easily accessible to the Railroad, Bus and Air Terminals, Rockefeller Center, Times Square, Theatre District, Madison Square Garden, Shopping and Business Centers.

Special rates of \$11.00 per day per couple in airconditioned rooms are available to us for two days prior to and two days after the Reunion.

Reunion schedule of events will be sent to you in the very near future. I have given you this brief resume so that you can be thinking about the REUNION.

WAF "TENTH" ANNIVERSARY

The WAF will celebrate their "Tenth" Anniversary on 30 June 1958. Many changes and improvements have taken place for women serving in the Air Force since the days we served together in England. Let's try and help them make this a nice celebration by being a self-appointed recruiter and talking to girls who meet the high standards of the WAF and by referring them to the local recruiter. There is still a great demand for Women in the Air Force in all categories. We as ex-service women are in a good position to counsel young girls on the advantages of military service. Let's get behind the WAF and see if we can push them over the top.

***** BITS AND CHIPS *****

HEADQUARTERS 2ND AIR DIVISION

Sally Allen has decided to join the "Broken Bones Club" with a broken hip and two broken arms. Understand that's not the club to belong to so hurry and get them mended and terminate your membership with them. Joanne Affronte is quite active in the Air Force Association and takes her reserve duty at March Air Force Base, California, and works with Maj. Ruth McCraw who was stationed with us at Ketteringham Hall. Floyd Anderson is employed by Boeing Airplane Company, Transport Division for the past year and likes the change very much as it gives him more time with his family than when he was "on-the-road" selling giftware. Howie Baum accepted the position of Assistant Business Manager and Purchasing Agent for the Milton Hershey School - a school for orphan boys in Hershey, Pa. Howie and Jo and family were sight-seers in Washington, D.C. and were the house guests of Hathy and Milton Veynar. While visiting there, had a get-together with "Red" Hardin and talked over old-times, old places. Rose Donahue for many months on the sick list is slowly recovering. Get well, Gal. Hal and Virginia "Peaches" Hoerner will be attending the Reunion in August since they are moving to the New York area June 1st for two years and then return to Atlanta. We'll be seeing you there. The Karl Hoppers (Vivian Reimer) are the proud parents of a baby girl born in October making a grand total of three boys and one girl. Major James A. La Ponsie and family are presently assigned at Goose Bay, Lab. and will be returning to the States this coming June. Delores (Homer) McGeary and her husband have named their new baby boy William Homer McGeary. He was born 2 November 1957. Norwood C. Middleton associated with the Roanoke newspapers for almost fifteen years has just become the managing editor of the Roanoke Times. Congratulations!!! M/Sgt. Beatrice Puck will be wending her way homeward from Germany this Spring. "Puckie" hope your assignment allows you to attend the Reunion in August. Mattie Kirkpatrick Reinhardt had as her guest for a few days Roxie Reynolds Pettinato from Essex, Montana. Marge Thompson Erdres also lives quite close to Mattie. Hilda (Berry) Sanford writes that the reason for her absence from the Reunions is her two little queens. Do hope you can make it this year. Eleanor Storms says that they are still stationed at George AFB and she

(continued on next page)

Shedding New Light After 68 Years

PART 2 OF 2 • BY CAROL E. HOLLIDAY

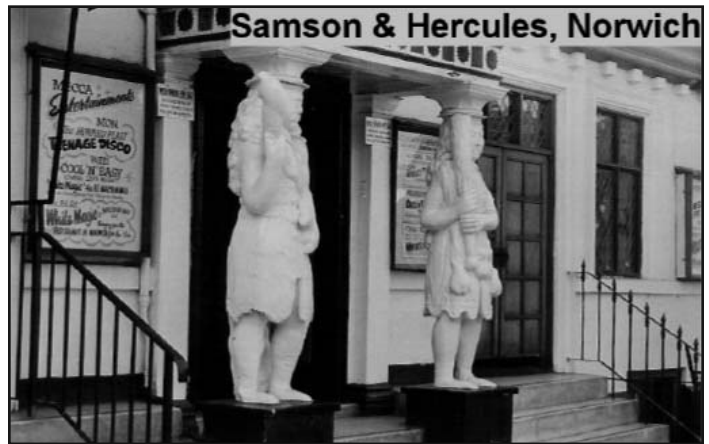
Ed. Note: For Part 1 of this story, see page 24 of the Summer 2012 issue of the Journal.

In the Summer 2012 issue of the *Journal*, I attempted to explain some of the processes of locating what became of an English fellow's grandfather who was KIA on a mission 7 January 1944 coming back from a bombing run to Ludwigshafen, Germany. The search for any information has been difficult because the grandson lives in Norfolk, UK and our 445th veteran, T/Sgt. Joseph A. Rosati, an American, had enlisted from Trenton, New Jersey. Let me just be frank and mention that the details of this story are sketchy. There has been renewed interest in the bombing run that day, but I cannot promise that what is written here is the veritable truth.

For our purposes here, the story about T/Sgt. Joseph A. Rosati began around June, 1943 when he met his bride-to-be at the Samson and Hercules Club which was then located just near to the Norwich Cathedral. The friendship developed into romance and they became engaged to be married.

What I can piece together is that on 7 January 1944, three bomb groups, the 93rd, the 389th and the 445th, set out on a mission to Ludwigshafen, to place bombs at a chemical operations plant (the I G Faren Industrie plant). The bombing run was successful and they hit their target, however as they turned back toward England, they ran into Luftwaffe fighters and anti-artillery fire from below. This is where the story gets sketchy. James M. Stewart was the CO for the 445th that day and from the book by Starr Smith, *Jimmy Stewart: Bomber Pilot*, he wrote, "On the return flight, one of his fliers broke rank." (This answers the question as to why 445th BG pilot 2nd Lt. Lester Eike diverted to the south and subsequently ran short of fuel, crashing near Mendelsham, Suffolk Co). "Stewart went on his radio to bring him back [the leader of the 389th], an act that violated the mandatory silence for all squadrons actively engaged in combat. "Padlock Red Leader to Padlock Green Leader... Padlock Red Leader to Padlock Green Leader..." When the other pilot did not get back on course, insisting he was on the right path and the rest of the squadron was off, Stewart signaled the other fliers to fall in line with Padlock Green Leader. "We're sticking with you," Jimmy told him over the radio.

The Luftwaffe picked up their tail from the radio and set about to wipe them out. Twenty-eight miles south of Paris, sixty Messerschmitts and Focke-Wulfs came straight on toward Jimmy's squadron and launched a vicious attack. The first of Stewart's men to be shot down was the same pilot who had taken them off course. (That pilot was actually the CO of the 389th BG that day). A badly shaken Stewart, who watched helplessly as the plane fell in a dark downward plume, managed to lead the rest of his men safely back to England. The problem here is that Eike's crew of the 445th did not make it back and that crash was so horrific that it killed five of the ten crew members aboard, T/Sgt. Joseph Rosati being one of them. The fact that pilot Lester Eike survived to tell about it, and yet nothing was mentioned in the missing air crew report about them diverting to the south, confounds me. It's been said that a lot of veterans were KIA on



In mid-1943, Joseph Rosati met his bride-to-be at the old Samson and Hercules nightclub, which was located near the Norwich Cathedral.

their first mission or a last mission which would end their tour of duty. Sadly, as it turns out, this was T/Sgt. Joseph Rosati's third mission.

Conclusively, I researched what I'd found out from the Mortuary Records through the FOIA people at Ft. Knox, KY which I'd sent for nine months earlier. What I set out to do originally for this endeavor was to locate where T/Sgt. Joseph A. Rosati was finally laid to rest. As it turns out, I found the place where he was buried for the grandson's benefit. I was also able to locate the family's census records in the 1940 U.S. Federal Census (five brothers and sisters and a great-great-grandfather who had emigrated from Italy). It's been both rewarding and exciting at times, but as much as I hate to say it, this must be a disappointment for this young man because the path has grown cold. However, you never know. When you hit a clue which makes sense and leads you forward, everything else falls into place. When dealing with the extraction of 68-year-old war records, perseverance is a key factor, but even more critical is having patience. ■

NEWSLETTER EXCERPTS (continued from page 29)

is presently working in the Wing Accounting Office to keep busy while her three children are in school. Irene Noble had a call from Tessie (Rice) Stevens and her health has improved so much. Let us hear from you Tessie and how the world is treating you. Bill and Hope Lauer have 3 sons - Rob, Dick and Jack. Bill was a victim of polio several years ago, but is recovering nicely. Maxine (Carter) Gentry affectionately known as "The Little Corporal" during the Old Catton days, married shortly after WWII, and with her husband, Glenn, owns and operates a very modern pharmacy. They reside at 677 Portola Drive, San Francisco, and Maxine would like to hear from any of her old friends. Warmest greetings to all from Henry and Shirley Dietch who reside in Park Forest, Illinois, with their sprouts - Bill, Nancy and Jimmy. Postcards received from Jackie (Gra Hovac) Turchet announce that she and the family spent three weeks in the Valley of the Sun - Phoenix, to be exact. Just how lucky can you get - live in California and vacation in Arizona. ■

THE BALLOON BOMBERS

BY C. GRAHAM

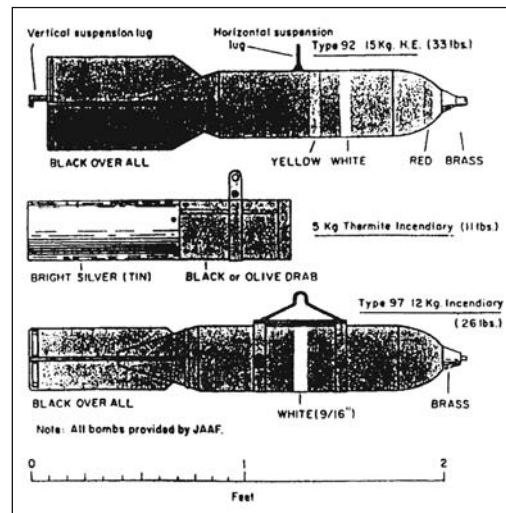
WITH SPECIAL THANKS TO "BULLETIN AIRWAR" AND TO THE FOLLOWING:
MRS. ANN DAY, JIM LONG, CALGEN PRESCOTT, AND KOKU-FAN MAGAZINE

It isn't easy anymore to startle people with little known facts about the history of World War II — the following did astonish us, however: From the period of 3 November 1944 to March 1945, an attack force of over 6,000 bombers penetrated the defenses of the North American Continent and deposited approximately 300,000 pounds of explosives from Alaska to Texas. Because of the rigid secrecy employed by the Canadian and United States Governments during the attack periods, even today, there is little evidence

that it ever took place. From the little that we know, it appears that the results were not particularly effective.

The bombers were Japanese balloons launched with a cargo of three to four incendiary or high explosive bombs suspended underneath each basket. The predominant load was undoubtedly of the incendiary type since these bombs would offer the most promising results for the propagation of the primary detonation.

The balloons could be released only when the prevailing winds were most favorable, since they had no control of the directions other than a crude altitude control device. There was only a four-month



period in the winter when the winds were favorable and, fortunately for us, it was also the worst time for starting fires. Summer was considered best because of the dryness.

An instrument package in the basket was operated automatically by changes in temperature and when it became warmer, as would be the case at lower altitudes, specific quantities of sand ballast were dumped and thereby allow the balloon to maintain a proper height until it reached its general destination via the jet streams of the upper atmosphere. Eventually, the sand was exhausted and there would be a certain loss of the gas. The balloon would then descend to earth where the bombs would, hopefully, detonate.

Calgen Prescott, who has a sample of the bag, tells us that the color of it is a very pale green. The material itself is made up of about five layers of rice paper that were glued together with a vegetable paste called Konnyaku Nori. The paste was made from a potato-like vegetable called Konnyaku. Apparently, the basket was of wicker construction common to such purposes and, if so, would be a neutral tan color. It isn't known if the

balloons ever carried national insignia or markings of some kind. We'd guess that some did.

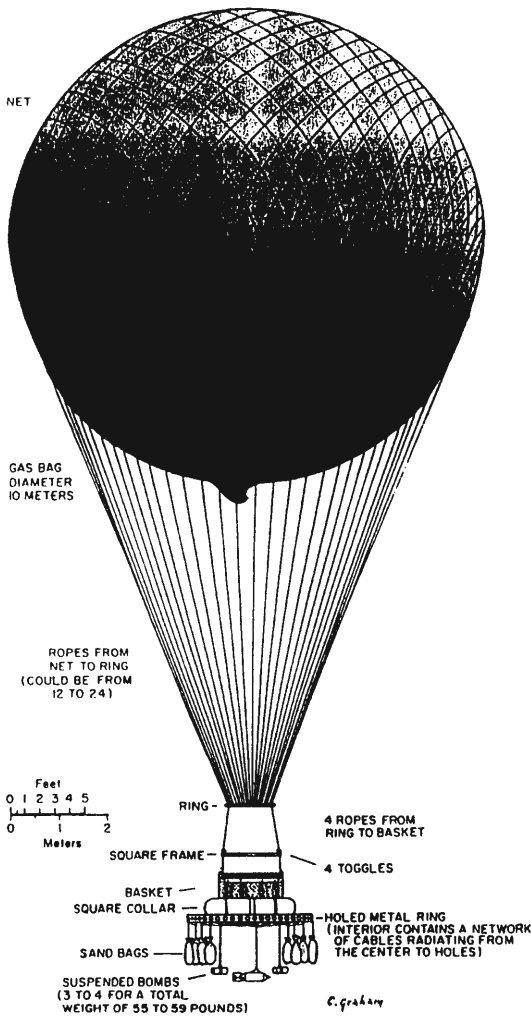
Editor's Note: For more details, read the book "Retaliation: Japanese Attacks and Allied Countermeasures on the Pacific Coast" (1975) by Bert Webber; also read his articles in American History Magazine circa 1975-80. Another article on the subject appeared in the September 1988 issue of World War II Magazine, written by Michael E. Unsworth. ■

BALLOON LANDING LOCATIONS

3 NOVEMBER 1944 – MARCH 1945

The map shows the known locations of some of the balloon landings which were launched during the period of 3 November 1944 to March 1945. Over 6,000 were released (some with great ceremony). KOKU-FAN Magazine calls them "Paper ICBMs".

- * Indicates a balloon landing in which there was a detonation of the bombs.
- Indicates a balloon landing in which there was NO detonation due to some malfunction of the bombs.



WHILE WE WERE AWAY...THEY SENT 6,000 BOMBERS AGAINST AMERICA!

What Did You Do in the War, Ma?

BY AL BLUE • REPRINTED FROM THE ZADA NEWSLETTER, MARCH 1971

When Rep. Edith Rogers of Massachusetts informed Gen. George C. Marshall in the spring of 1941 that she expected to introduce a bill establishing a women's corps in the Army, the War Department had to face up to an issue it had long avoided. Planners in the General Staff hurriedly outlined the framework for a women's organization which would "meet with War Department approval, so that when it is forced upon us, as it undoubtedly will be, we shall be able to run it our way." Mrs. Rogers incorporated the plan in a bill which she introduced in the House 28 May 1941, calling for establishment of a Women's Army Auxiliary Corps, or "WAAC." After considerable debate and delay, the events of 7 December 1941 changed the attitude of the majority and the Rogers bill became law on 15 May 1942. The measure permitted the enlistment of 150,000 women between the ages of twenty-one and forty-five, but set an initial strength limit of 25,000.

Legal authorization, of course, did not guarantee public acceptance of the idea. Congressional critics had been unable to defeat the measure, but their opinions and predictions of dire consequences reflected the feelings of a large segment of the public. To some congressmen the measure was "the most ridiculous bill" and "the silliest piece of legislation" within their memory. The Army itself was unwilling at first to accept this newest addition to its forces. However, the wartime performance of the WAACs altered the attitude of many commanders, including General Eisenhower, who originally was opposed to women in the Army. "The simple headquarters of a Grant or a Lee," said Eisenhower after the war, "were gone forever. An army of filing clerks, stenographers, office managers, telephone operators, and chauffeurs had become essential ... From the day they first reached us their reputation as an efficient, effective corps continued to grow." As early as November 1942 the WAAC strength limit was raised by executive order from 25,000 to the 150,000 authorized. (In fact, however, this limit was never reached. Because of recruitment and other problems, peak strength was less than 100,000.)

AIR WAACs

It was typical of the AAF to desire a separate women's corps completely independent of other branches of the Army. The AAF, furthermore, early recognized the need for full Army status, rather than auxiliary status, for the WAAC. These two ideas were temporarily squelched in November 1942 when General Marshall wrote a note to the Chief of Air Staff: "I believe Colonel Moore this morning took up with Mrs. Hobby the question of her attitude toward a separate women's organization for the Air Corps (sic). I don't like the tone of this at all ... I don't wish anyone in the Air Corps office to take up, without my personal knowledge, any question of organizing a separate unit, or any discussion of it except with me first." Although the AAF could not acquire WAACs on its own terms, it was glad to take them on any basis. During the early months of the existence of the WAAC, the Aircraft Warning Service received top priority in the assignment of women in the AAF. The Air Forces felt that effective operation of AWS stations required full-time personnel subject to military discipline, and WAACs began to arrive at these posts in September 1942 immediately after completing their basic training at Fort Des Moines. In March 1943 the AAF began to receive its first WAACs for use in posts other than AWS stations. Small companies reported for duty at Chanute and Scott Fields and at Jefferson Barracks, Missouri. In the following month twenty-three WAAC units arrived at air bases in the United States, and by the end of September 171 air bases had WAACs as part of their personnel.



Hazel Bliss, Doris Ogden, Mary Frances Williams, and Gladys Veynar, with Captain Marble doing the honors.

WAAC TO WAC

In the summer of 1943 the Women's Army Auxiliary Corps became the Women's Army Corps. This step, placing the corps *in* the Army instead of *with* the Army, corrected a fundamental error which had been growing increasingly obvious. With the conversion to Army status, approximately 80 percent of the women serving with the AAF reenlisted. At peak AAF WAC enrollment of 39,323 in January 1945, more than 200 different job categories were filled by enlisted women, while WAC officers held more than 60 different types of jobs in addition to that of company officer. Some 20 WACs were listed as "Air Crew Members" and there was at least one WAC Crew Chief. Women sometimes also made non-combat flights as radio operators. As an experiment, one entire flight line was staffed with WAC mechanics, and there were eventually some 617 women in Airplane Maintenance, 656 Aviation Specialists, and lesser numbers in related jobs. The AAF WAC program was headed by LTC Betty Bandel.

THE WACs OVERSEAS

In the spring of 1944, the AAF adopted a plan for assignment of WAC clerical workers to the headquarters of combat air forces around the world. However, well before this system went into effect WACs had been shipped to the Eighth Air Force in England, the first WAC Separate Battalion arriving in July 1943. The satisfactory performance of this unit led to so many requests that by September the Air Force WACs made up one-half of the total WAC strength in the ETO. Requests from other theaters soon poured into AAF Headquarters, eventually resulting in the following distribution of AAF WAC personnel in January 1945: European Theater - 2,835. Mediterranean Theater - 457. Pacific Ocean Area - 2. Far East Air Forces - 694. China-Burma-India Theater - 287. Air Transport Command - 2,755. Other - 285. Total - 7,315. If there was any doubt in the public mind by the end of the war as to the official Air Force attitude toward the WACs, it was removed by General Arnold's final report to the Secretary of War. General Arnold recommended that "a nucleus organization of female soldiers should be maintained in peacetime in order to provide for rapid and efficient expansion in time of national emergency." He pointed out that wartime experience "has clearly proven that these women, in the jobs they were qualified to perform, were more efficient than men." ■

FIRST WAAC BATTALION ARRIVES — 557 STRONG AND THE AIR FORCE GOT 'EM ALL!

A FLASHBACK — REPRINTED FROM THE 2ADA NEWSLETTER, MARCH 1978

So read the headlines in the Stars and Stripes of July 25, 1943. Wave weary though they were, the WAACS made an impressive sight as they marched to their barracks to the tune of "Let Me Call You Sweetheart" played by the 2nd Air Division band.

This first contingent included girls who only a few months previously had been students, secretaries, models, telephone operators, chorus girls and the good-looking kid who served them "off the arm" in Max's Diner on U.S. Highway No. 1.

Their trip to England was something to remember. Less than a day out of New York the soldiers aboard the WAAC transport had established lines of communication which would have made Marconi sit up and take notice.



Certainly didn't take the Joes and Janes long to 'mix it up'.

Lengths of lines weighted with tent pegs were swung outboard carrying messages to the portholes of the WAACs' cabins. "I come from Des Moines. I am a sergeant. Who are you and what do you look like?" They read. Internal communications were established via the ventilator shafts.



Poor Jackie Hanify calls out for somebody to come and play with her. Down boy!

When they first arrived by train at their base the WAACs demonstrated their military training and discipline by taking exactly 12 minutes to adjust packs, clear the platform and start marching to their barracks. Can't remember any of us ever doing it that fast!

First order of business for the WAACs was a trip to London to attend a course in Communications School. They had two special coaches on the train, and as they passed through town after town Civilians gaped, soldiers, sailors and airmen of the United Nations cheered and waved.



Sgt. 'Smokey' Layfield sits down to teach two WAACs (Hazel Bliss left and Evelyn Cohen right) the fine art of poker. Little did he know that Evelyn had mastered that art some years previously!

London, the WAACs decided, was just the place they had been wanting to see for a long time. WAACs, the GIs who happened to be around the neighborhood when the girls moved into their billets decided, were just the people they had been wanting to see for a long time.

Within a few minutes of moving in — and the billets were in a house that looked like a de Mille set before the depression — Joes and Janes were doing balcony scenes that Romeo and Juliet never even thought of.

The WAACs had fun. They liked London and being with the soldiers. The Red Cross took them on tours of historical places and bombed out areas. The soldiers took them on tours of Pubs and dances, but at 6:30 every morning they stood reveille like everybody else.

The WAACs soon proved themselves to be a formidable and efficient force, and in no time at all they had gained the respect of everybody they worked with. Once settled into their particular job — plotters, typists, teletype operators, all vital cogs in the machin-



General Kepner, along with a few thousand others, was on hand to greet the WAACS.

ery of the 8th Air Force — they were given one day of indoctrination at a heavy bomber base.

They watched salvage operations on a Liberator that had crashed; They went to the briefing room where combat men explained the briefing procedure; They had a guided tour through a Liberator; They visited the ordnance shop where they examined the machine guns; They had a guided tour through the control tower, AA defenses and ammunition dump; They then returned



Fire Drill — (1 to r) Ginny Bowdoin, Hazel Bliss, Anita Going, Jean Young and Doris Ogden.



As pretty a chorus line as I've ever seen. Can't name them all but our chief honcho, Evelyn Cohen, is number five in from the right.

to the interrogation hut and waited for the planes to return from that day's mission, after which they talked to the men about their experiences. After all this they returned to their home base eager to get back to work now that they knew how important their job was.

The job they did is history, but it will never be forgotten by those men who were fortunate enough to work along with them. Our only wish now is that more of them will re-join the 2nd Air Division via the Association. ■

"GUNS R US": NEW TRIGGER-NOMETRY

A FLASHBACK — REPRINTED FROM AIR FORCE MAGAZINE, FEBRUARY 1944

Flexible gunnery has been worked out to a mathematical formula, a system called "position firing" which is based upon speed, course, air density, deflection, and many other factors. Despite these calculations it is much simpler and more accurate than older sighting methods.

If the man behind the gun can't protect his plane from enemy fighters, the world's best pilots, bombardiers and navigators are rendered useless. There is no denying the importance of flexible gunnery to the accomplishment of our mission, and statistics from the combat areas are backing up that fact.

We also are more than ever aware of the difficult and complicated task facing the gunner. The bombardier, for example, aims at a stationary target from a plane being held on a straight and steady bombing run. But the gunner is firing from a platform moving 250 miles an hour in any direction and trying to hit an object moving perhaps 350 miles an hour in a different direction.

Every schoolboy knows that a hunter has to aim slightly in front of a flying duck — has to "lead" it — to allow for the distance the duck will have flown by the time the bullet reaches it. He also knows that if a newsboy on a bicycle aims directly at the customer's porch when he throws a rolled newspaper, it won't land on the porch but probably in the bushes next door because he has failed to allow for the forward motion of the bicycle.

Put these factors together, boost the speed up to hundreds of miles an hour, let the directions be forward, backward, up, down, toward you, away from you, or any combination of these directions, and you get the beginnings of an idea of the gunner's job.

The problem is not easy. Nor is it impossible.

Good minds went to work on it long ago. What it would take, all agreed, would be a means of simplifying the gunner's sighting methods. The task was undertaken simultaneously by three different groups of mathematicians, who took a system developed by the RAF, refined it, and came up with something interesting.

In Detroit, a Navy consultant worked on it. At the Aberdeen Proving Ground, the Ordnance Department provided new ballistic tables and then the National Re-

search Defense Council worked on it. In North Africa, three operations analysts with the 9th Air Force developed an improved sighting system and checked its results in actual combat.

What these experts did was to work out the complicated mathematical formulas governing the relation between the bomber's direction and speed and the enemy fighter's course and speed. Then they calculated the amount of lead, or deflection, which the gunner had to allow to hit the fighter at any instant of attack. To do that, they had to make exact allowances for the bomber's speed, the muzzle velocity of its machine guns, the varying density of the air at different altitudes, the direction of the fighter with relation to the bomber's line of flight, and the fighter's speed and range.

Despite all these variable factors, the braintrusts working independently in Michigan, Maryland, and North Africa came up with essentially the same equation for calculating deflection. The mathematics were formidable, but the answers — and the answers are the gunner's concern — are surprisingly simple. The result is a system known as "position firing." It is a development of great significance. And the beauty of position firing is that it is both simpler and more accurate than the older sighting methods. It proceeds upon the doctrine that while every enemy fighter is dangerous and needs watching, he becomes most dangerous and at the same time easiest to hit when he starts a direct attack. To hit your bomber, he must keep aiming at the spot where his target will be by the time his bullets get there. To keep aiming at this spot, he must fly in a slight curve. This is called the pursuit curve.

Broadly defined, position firing is a method of calculating lead or deflection based on the enemy fighter's angle of attack and the subsequent angles along a pursuit curve which the enemy fighter must follow to get continuous hits on you. More simply, it is a system by which the gunner's deflections are figured out for

him in advance; he comes to use these calculations almost automatically.

As the enemy fighter flies along the pursuit curve, he slides in toward the tail of the bomber he is attacking. Because this curve is predictable, the fighter becomes vulnerable to the fire of the gunner who understands the principle that the forward speed of his own plane is added to the speed of his bullet. The bullet keeps this forward speed no matter what the direction of the aim — above, below, or to either side.

The drag of the air on the bullet is, of course, another factor. This air resistance we used to call trail; now we call it what it really is: bullet slow-down. It is important for some shots, but not nearly as important as the effect of the motion of the gunner's own airplane on the direction of the bullet.

This is not to say that the principle of bullet slow-down may be disregarded. The gunner should fully understand this factor. The combined effects of bullet slow-down and of the forward motion of the gunner's own airplane sometimes lead to faulty observation by the gunner. Many, having observed the behavior of a tracer bullet fired from an airplane, will argue that it moves in a curve. This is an optical illusion; it does, indeed, appear to curve in the direction opposite that of the airplane from which it fired. Actually, except for the downward curve caused by the force of gravity, the bullet moves in a straight line. The explanation of the illusion is that the bullet loses speed as it flies, while the airplane from which it is fired continues to move at constant speed. If the relative speed of the airplane and that of the bullet remain constant, the bullet's path would appear to be the straight line that it is. Gunners, therefore, must not rely on tracers to disclose the behavior of their fire. What the gunner sees as his tracer flies out into space may not be in line with the facts.

Ways of teaching the new system of gunnery have been worked out by the Instructors School (Flexible Gunnery) at Fort Myers, Florida, and these instruction methods are being passed along to AAF gunnery schools. Existing training devices like the Waller trainer, in which the gunnery student bangs away with an electric gun at movies of fighter planes projected on the inside of a spherical

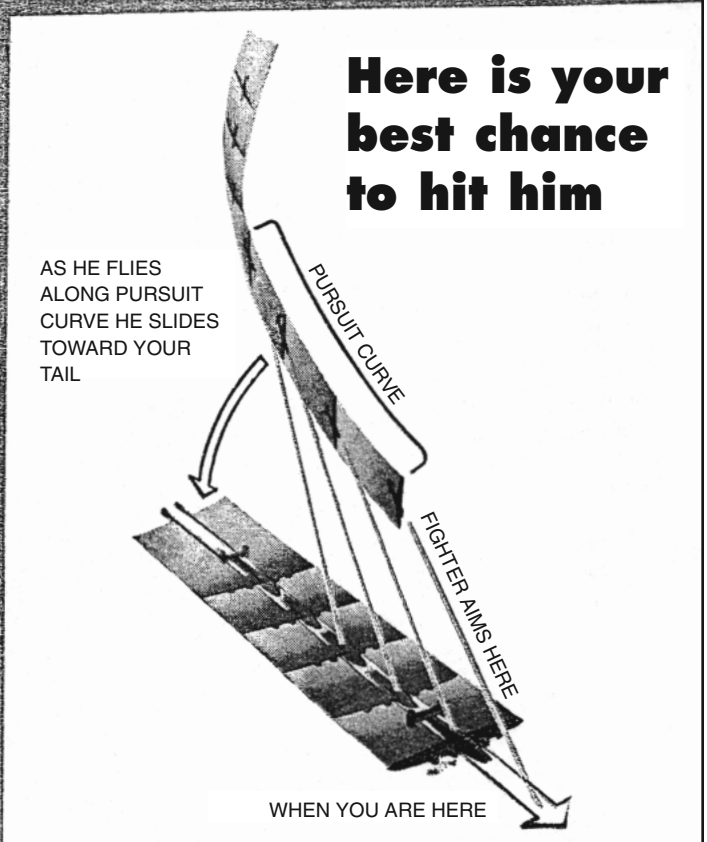
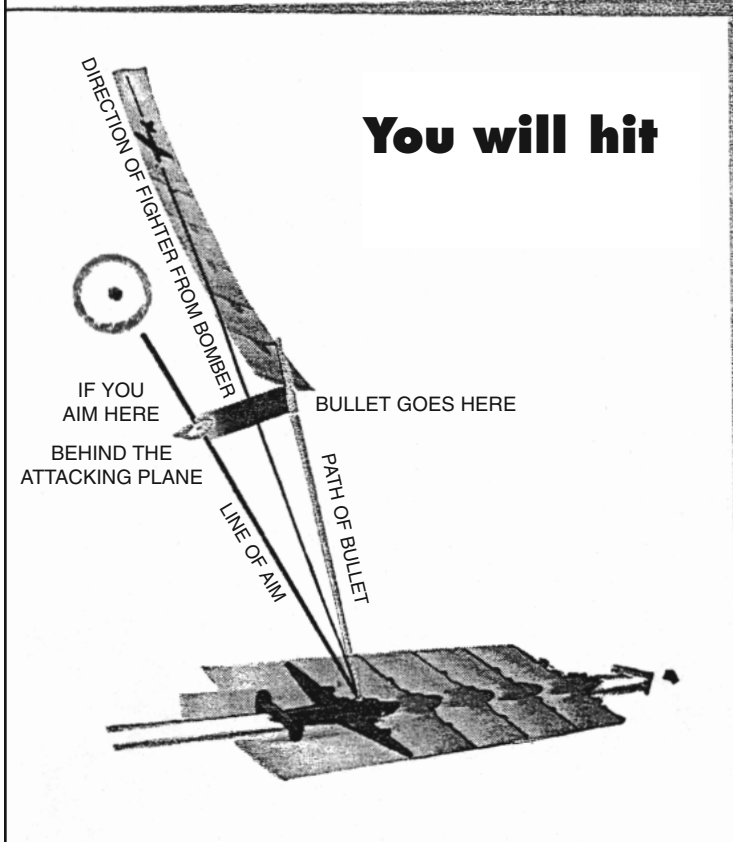
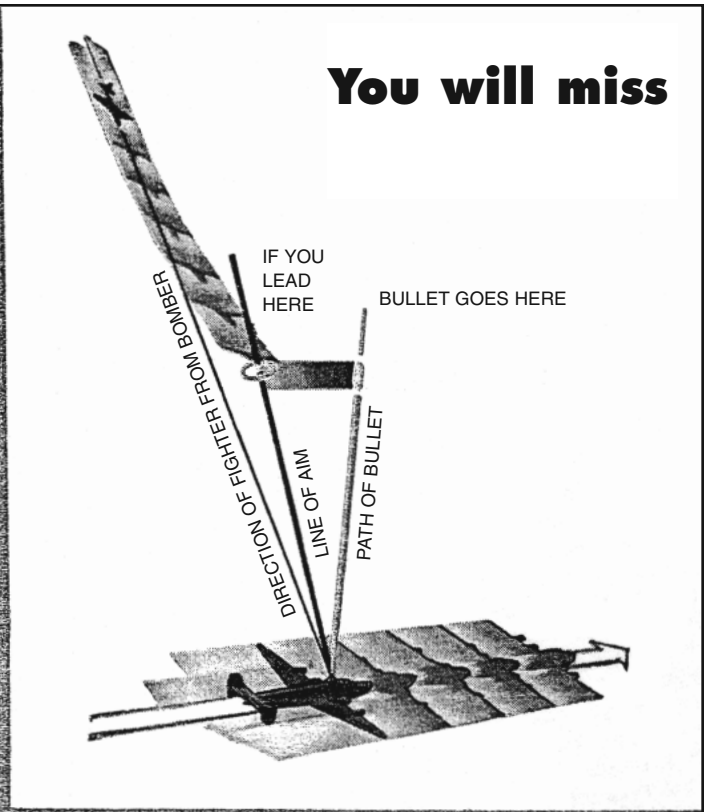
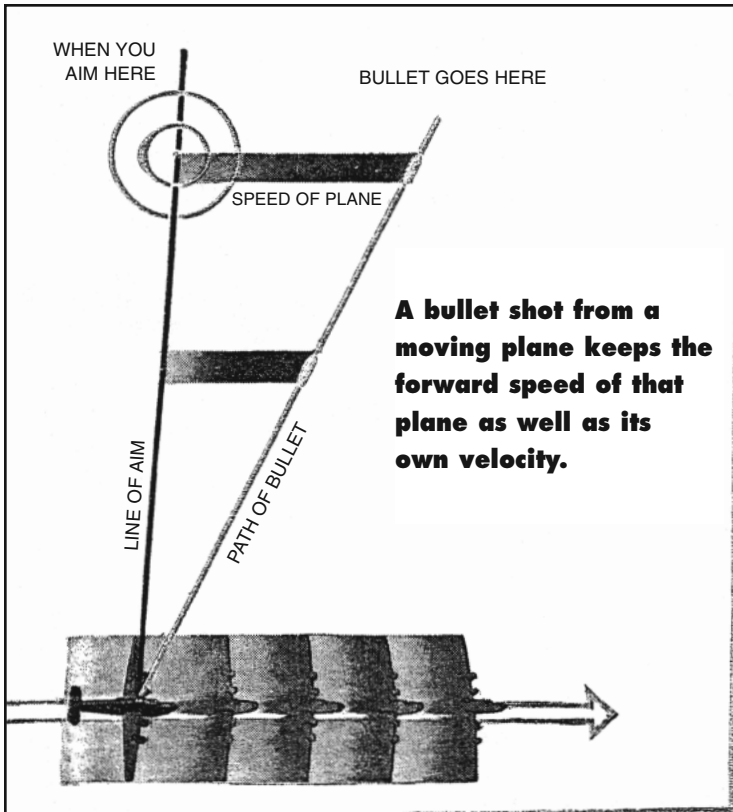
screen, are being adapted to the teaching of position firing. Brand new practice gadgets, which will enable the student to fire real ammunition from a real turret at model airplanes and hit a target only if he has used the right deflection, are being devised.

An animated movie, which will make

the theory of position firing almost as easy to understand as Mickey Mouse, is in the works. So is the new Gunner's Information File, a looseleaf textbook that will combine pictures and drawings with a simple text to teach position firing, as well as the complicated workings of machine guns and turrets. A pictorial manual, writ-

ten in terms simple enough for a fifth grader to grasp, is being distributed.

The men who know gunnery best are confident that the AAF soon will have thousands of aerial Annie Oakleys who will be able to push the fighters-downed-to-bombers-downed ratio up to the point where it belongs and keep it there. ■



OF HONORED MEMORY

By TAMAR A. MEHURON, Associate Editor, AIR FORCE Magazine / May 1999

WORLD WAR II CASUALTIES

	Battle Deaths	Non-Battle Deaths	Total Deaths	Wounds Not Mortal	Number Who Served	Ratio of Battle Deaths to Number Who Served
Army Air Forces	52,173	37,856	90,029	17,359	2,244,000	2.33*
Army	182,701	45,544	231,245	548,502	9,016,000	2.03
Navy	36,950	25,664	62,614	37,778	4,183,466	0.88
Marine Corps	19,733	4,778	24,511	68,207	669,100	2.95
Total World War II Deaths			408,400			
AAF Percentage of Total	17.89	33.25		2.58	13.93	*Over 12% of air crews

The Heavy Toll of Two Battles

Battle	Number Involved	Combat Deaths/Aircraft Lost	Attrition Rate
B-24s – Ploesti, Romania, August 1, 1943			
PERSONNEL	1770	582	30.10%
AIRCRAFT	177	54	30.50%
B-17s – Schweinfurt, Germany, October 14, 1943			
PERSONNEL	2290	590	26.20%
AIRCRAFT	229	67	29.30%

SOURCE: AIR FORCE MEMORIAL FOUNDATION

8TH AF BATTLE CASUALTY REPORT

REPRINTED FROM THE 8TH AF NEWS, JULY, 1986

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

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

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

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

with members of the 65th, the 231st and the 303rd. It would be interesting to know the location of each of the hospitals.

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

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

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

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

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

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

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

A breakdown by crew position shows relative casualty rates as follows:

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

It was interesting to learn that 94% of the
(continued on next page)

SORTIE LOSS RATE

REPRINTED FROM
THE 8TH AF NEWS, JULY 1989

Another look at the unit data found in the back of Roger Freeman's source book, *The Mighty Eighth*, gives an interesting look at the relative security of the various heavy bomber groups.

Group	Date	Ops	Total	Number	Sorties
Nbr	Began		Sorties	AC MIA	loss
** 490	31 05 44		5060	22	230.00
* 467	10 04 44		5538	29	190.97
** 486	07 05 44		6173	33	187.06
** 487	07 05 44		6021	33	182.45
** 34	23 05 44		5713	34	168.03
* 446	16 12 43		7259	58	125.16
* 466	22 03 44		5762	47	122.60
* 458	24 02 44		5759	47	118.80
** 493	06 06 44		4871	41	118.80
* 453	05 02 44		6655	58	114.74
398	06 05 44		6419	58	110.67
† 801	05 04 44		2809	26	108.04
* 491	02 06 44		5005	47	106.49
* 489	30 05 44		2998	29	103.38
457	21 02 44		7086	83	85.37
* 93	09 10 42		8169	100	81.69
404	26 11 43		7430	95	78.21
379	29 05 43		10492	141	74.41
351	14 05 43		8600	124	69.35
381	22 06 43		9035	131	68.97
* 448	22 12 43		6774	101	67.07
452	05 02 44		7279	110	66.17
* 445	13 12 43		7145	108	66.16
* 389	09 07 43		7579	116	65.34
303	25 06 42		10721	165	64.98
385	17 07 43		8264	129	64.06
97	17 08 42		247	4	61.75
390	13 08 43		8725	144	60.59
305	17 11 42		9231	154	59.94
384	22 06 43		9348	159	58.79
94	13 05 43		8884	153	58.07
95	13 05 43		8903	157	56.71
388	17 07 43		8051	142	56.70
306	09 10 42		9614	171	56.22
92	06 09 42		8633	154	56.06
* 392	09 09 43		7060	127	55.59
* 44	07 11 42		8009	153	52.35
447	24 12 43		7605	153	49.71
‡ 482	27 09 43		346	7	49.43
100	25 06 43		8630	177	48.76
91	07 11 42		9591	197	48.69
96	14 05 43		8924	189	47.22
* 492	11 05 44		1513	51	29.67
Totals			297930	4257	
Average			6929	99	87.18

*2AD - B-24 Groups: The table speaks for itself. You can see that except for the hard luck outfit (492nd BG) those units that arrived early had a harder time of bringing their planes back than those units that reached combat status in 1944.

**It should also be noted that those bomb groups in the top ten in safety records brought B-24s to the 8AF. Also please note that five of the top ten (490, 486, 487, 34 and 493) of the 3rd Air Division later converted to B-17s in the fall of 1944.

† Carpetbagger B-24s

‡ One squadron Pathfinder B-24s

8TH AF BATTLE CASUALTY REPORT (continued from page 36)

casualties brought back to the UK during this period were the result of flak. 4.5 were due to fighter attacks, and 1.5% due to unknown causes.

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

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

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

The Human Cost of World War Two

The number of all WWII deaths in the military service can be estimated reasonably close except for the Soviet Union and Poland; to this must be added at least 20 million and possibly 30 or 35 million civilian dead. The estimates range from a total overall human cost of 40 million to 55 million. This is the human "toll" of World War II. The following totals were gleaned from the World Almanac, Department of Defense, and various other statistical sources and are the "most official," thus purporting to be the "most reliable." Nevertheless they vary wildly depending on the source.

NATION	TOTAL IN MILITARY	TOTAL DEAD
U.S.S.R.	12,500,000	8,668,400
China	5,000,000	2,220,000
Yugoslavia	500,000	305,000
Poland	1,000,000	597,320
United Kingdom	4,683,000	403,195
Australia	680,000	37,467
Canada	780,000	42,666
India	2,150,000	48,674
New Zealand	157,000	13,081
South Africa	140,000	8,681
United States	16,353,659	407,318
France	5,000,000	245,000
Greece	414,000	88,300
Belgium	800,000	22,651
Norway	25,000	3,000
Netherlands	500,000	7,900
Denmark	15,000	6,400
Czechoslovakia	180,000	N.A.
Brazil	200,000	N.A.
Philippines	105,000	N.A.
TOTAL ALLIED POWERS	51,183,000	13,180,000
Germany	9,200,000	3,250,000
Japan	6,095,000	2,565,878
Italy	4,000,000	380,000
Romania	600,000	300,000
Hungary	350,000	200,000
Finland	250,000	82,000
Austria	800,000	280,000
Bulgaria	450,000	18,500
TOTAL AXIS POWERS	21,745,000	7,100,000

Being Jewish Was an Extra Risk for This Kassel Survivor!

THE STORY OF IRA WEINSTEIN (445TH) • BY LARRY HOBBS

Ed. Note: This story, slightly modified, first appeared in the January 19, 1996 issue of the Palm Beach Daily News.

They were just a group of gray-haired guys in their 70s, standing near the airport runway behind the 391st Bomb Group Restaurant & Lounge on a Tuesday afternoon.

But the stories they told conjured a different image, one that goes back 50 years. They were the young men wearing leather flight jackets and cocksure grins, determined to bomb Nazi Germany into submission or die trying. Of course, living to tell about it was the priority of every man, said Ira Weinstein, a 77-year-old seasonal Palm Beach resident.

"I stand here and I still get a feeling about seeing that airplane," said Weinstein, who was a bombardier/navigator in a B-24 with the 445th Bomb Group during World War II. The restored B-24 "All American" serves as a flying museum for the Collings Foundation of Stow, Massachusetts. They fly it to about 150 cities a year. The plane is kept in the air largely through sponsorship contributions that range from \$24 to \$5,000. Weinstein served as tour guide during the bomber's two-day stay Tuesday and Wednesday at Palm Beach International Airport.

He was not always this nostalgic about his war years. When World War II was won, Weinstein returned to Chicago and did his best to leave the experience in his past, he said. He never talked much about the day his ten member crew was shot down over Germany, or his harrowing ordeal as a Jewish American in a Nazi prisoner of war camp.

It has been only within the last ten years that Weinstein began searching out fellow Air Force veterans to swap war stories.

"Most of us did try to forget it for about 50 years," said Weinstein, who was awarded the Distinguished Flying Cross, the Purple Heart, and the Air Medal. "It's only about the last seven or eight years that I got back to it. It's fun to talk to these guys. We have so much in common, all the guys who flew in these things during the war. There's a very compelling desire to relive our youth."

There are enough years behind him now to talk with casual detachment about how lucky he is to have outlived his youth.

When Weinstein entered the war in 1941, the magic number was 25 — that's how many bombing missions you had to survive to complete a tour of duty. (It was increased to 35 missions later in the war.) The odds of not landing safely back in England were 1-in-3 to 1-in-20 every time

you took off on a mission — you never knew the odds when you went out.

Weinstein's crew beat the odds until his 25th and final mission on September 27, 1944. Only five of 35 bombers returned from that mission, three of which crashed on the way back. Weinstein's B-24 was flying at 20,000 feet when they were shot down over Kassel, Germany.

As the plane nose-dived, Weinstein climbed from his tiny cubbyhole in the front and jumped. But his parachute got snagged by equipment inside, leaving him dangling outside the plane.

"I bailed out, but the straps got caught," Weinstein said. "I had to chin myself back into the airplane and jump again. By that time we were only about 2,500 feet above the ground."

He spent two weeks trying to reach Switzerland before being captured and sent to POW Stalag Luft I in Kassel. Weinstein described his harrowing capture:

"After I bailed out, two weeks later I was captured and taken to a small compound where there were about a dozen other crew members who had also been captured, and we were all being held in a small cell or room. In that group there were two badly wounded airmen who had received no medical attention. One had a badly shot up leg and the other was completely burned down one side of his body. I was the ranking officer in the group, and I asked the guard to take me to see the commandant. Don't ask me where I got the nerve or guts to do that, but I did!

"I was taken to the commandant's office and gave him my name, rank and serial number and told him that there were two badly wounded men who needed medical attention. I said that according to the Geneva Conventions, they were entitled to some help.

"The commandant (a major) was a very militant looking and well dressed officer. He got up and came around from his desk and hit me several times on the cheek with a riding crop. It split my cheek open, and why I don't have a 'dueling scar' there today is a miracle. He proceeded to tell me that we, the Jews and the American airmen, were bombing churches, schools and hospitals, and that is how much he cared about the Geneva Conventions.

"After I picked myself up from the floor, he had the guard take me back to the cell. In a few hours they came and took the two wounded men out, hopefully to a hospital. But this was not the end of it.

"When I bailed out, my flying boots came off. I was only wearing a pair of wool socks under them. When I landed I hid

for a few days trying to make my way to Switzerland. I cut a piece of my leather jacket apart and made myself a pair of moccasins. That's the way I was dressed when I was taken into the commandant's office. Several hours after I was back in the cell, the guard came and took me back to the commandant's office. I stood there at attention while I heard him say to the guard in German, 'Take him out and *schliessen* (shoot) him.' Since German and Yiddish are very much alike and I had a very, very fleeting knowledge of either, I assumed he meant for the guard to take me out and shoot me.

"The guard marched me out of the building. We were in a walled compound, and I thought he was going to line me up against the wall and shoot me. I saw a gate about 100 yards ahead and thought when I got there, I would make a run for it. If he was going to shoot me, he was going to have to shoot me in the back, not up against the wall.

"About 25 yards from the gate, there was a small building. The guard shoved me in there and proceeded to give me a pair of shoes! Another few yards and I wouldn't be here to tell this story.

"Obviously what the commandant had said was something about *schuhe* (shoes), but in my fear it sounded like *schliessen* (shoot). So once again, a little bit of knowledge can be very dangerous.

"The first thing people always ask me is what it was like to be a POW, and the second thing they ask is what it was like to be a Jewish POW in Germany," Weinstein said. Nazi Gestapo leader Heinrich Himmler visited the camp of 27,000 POWs and issued a death sentence for its 1,100 Jewish prisoners, Weinstein recalls.

"Himmler came to the camp and left word that all Jewish officers were to be separated and shot," Weinstein said. "Our commander said, 'You march one Jewish guy off this camp and we'll riot.'"

The Nazis backed down, Weinstein said. However, Jewish prisoners were segregated from their fellow American soldiers. They were interrogated often, but the Germans never carried out their threats and intimidation. The camp was liberated on May 11, 1945.

When asked to assess his contributions to the war effort, Weinstein offers the standard issue hero's answer: Just doing his job.

"We don't think about (being heroes)," he said. "People tell us that. I speak to a lot of groups, and people come up and shake hands and say thanks. But that was our job." ■

The 445th Bomb Group was almost wiped out, and I went down on my twenty-ninth mission, during the infamous Kassel raid of September 27, 1944.

It started out uneventfully enough, with 39 planes scheduled to take off from our group. By the time we got into Germany there had been four aborts, so eventually 35 planes dropped their bombs.

The weather over the continent was not very good, with a thick undercast, cloud base about 3,000 feet and tops 6-7,000 feet. It was planned to drop the bombs through the clouds using the PFF in the lead ship.

The 445th was leading the 2nd Combat Wing, the other groups in the wing being the 389th and the 453rd. The lead ship was that of Capt. John Chilton, with Maj. Donald McCoy as command pilot. Deputy lead was Capt. Web Uebelhoer, with Capt. Jim Graham as deputy command pilot. I happened to be flying with Lt. James Schaeen in the 702nd BS; we were in the high right squadron.

We were approaching the I.P. in a south-easterly direction, where we were supposed to make a slight left turn in an east-southeasterly direction toward Kassel, but for some reason the lead ship turned almost directly east, a mistake which would take us past the target city of Kassel, too far to the north. The only explanation was that the radar man had made a grievous error.

Practically every navigator in our group picked up on this mistake almost instantly, but it was too late for the lead ship to correct to the right, as he would have run into the stream of bombers coming up from the rear.

In hindsight we can say that the correct thing to do would have been to make a 360° turn to the left and come in on the rear of the second division, but Major McCoy decided to continue on east and bomb the city of Gottingen, about 50 miles away. As a result we lost our fighter escort, and flew alone to our own destruction.

Some of the pilots contacted the lead ship to report the error, but the only signal they received was "Keep in tight — Keep it together."

We carried on east, and finally dropped our bombs at Gottingen. We then made a turn to the south, and in the vicinity of Eisenach, we made a right turn to proceed west. By this time we were probably a hundred miles behind the rest of the division.

Just as we made the turn, we were attacked from the rear by between 100 and 150 German fighters. They attacked us line abreast in three waves. Most of these fighters were specially adapted FW-190s equipped with extra armor, and both 20 and 30mm cannons. They were accompanied by a smaller number of ME-109s.

THE INFAMOUS KASSEL RAID SEPTEMBER 27, 1944

BY GEORGE M. COLLAR (445TH)

The battle probably lasted only a few minutes, but it was a horrendous attack, as the FW-190 assault fighters passed through the bomber formations with 20 and 30 mm cannons blazing, and the 50 cal. machine guns of the B-24s responding. The skies were full of bright flashes from the exploding shells. Burning and exploding airplanes were plummeting earthward; debris from the planes was spinning through the air.

When the smoke of this great battle had cleared, 25 of our bombers had crashed into German soil. Only four of the 35 planes that had dropped their bombs were able to return to Tibenham. This was the greatest single loss of any group in 8th Air Force history.

Bomb bay doors floated down like leaves.

In between, many parachutes were blossoming out and carrying flyers toward the undercast and an unknown fate below.

Now I wasn't supposed to be on this raid, as I was due for a three day pass and was scheduled to leave for London that morning, so I was surprised when they roused me out of bed at 3:00 AM and told me that I was to take the place of Lt. Jim Schaeen's bombardier, who had failed to return from London on the evening of the 26th.

We were the lead plane in the low left element of the high right squadron. I was in the nose turret. The first inkling that we were being attacked was the sudden appearance of many small flak bursts just ahead of the plane, and at the same time a sound like sledge hammer blows hitting the plane. The left wing was hit and on fire, and at the same time there was an explosion under the turret. About this time, the FW-190 that was attacking us streaked overhead not more than a few feet above us. I tried to shoot at him, but the turret controls were inoperative. The explosion under the turret had probably severed the hydraulics to the turret.

After the fighter had passed, I glanced down at the lead squadron and watched with horror as the fighters attacked them. At least two of the bombers were on fire, including the lead plane. At about this

time the bail-out bell rang and I descended from the turret. As I glanced around, the nose section looked like Swiss cheese. It was a miracle that neither the navigator nor myself had been hit. Lt. Bean, the navigator, opened the nose wheel door and we both bailed out.

When the smoke of this great battle had cleared, 25 of our bombers had crashed into German soil. Two of our planes crash-landed in occupied France. One had crashed near Brussels, Belgium. Two made it across the Channel to make forced landings at the emergency strip at Manston. One crashed near the base in Norfolk. Only four were able to land at Tibenham.

Of the 238 men aboard the 25 bombers which went down in Germany, 115 were KIA or subsequently died of injuries. One was killed in the plane which crashed in Norfolk and one was killed in the crash in Belgium, for a total of 117.

Another American killed that day was Lt. Leo Lamb of the 361st FG, who belat-

edly came to our rescue. He collided with an FW-190 in mid air.

During the battle the German air force lost 29 planes, with 18 German pilots KIA.

And it is true that five American airmen were murdered that day near the village of Nentershausen. The murdered airmen were 2nd Lt. Newell W. Brainard (Lt. Carrow's crew), T/Sgt. John J. Donahue (Lt. Elder's crew), 2nd Lt. John W. Cowgill, 2nd Lt. Hector V. Scala, and T/Sgt. James T. Fields, all from Lt. Baynham's crew. The perpetrators were civilians, the main culprits being camp bosses at some hard labor camps near a copper mine in the vicinity. The killers were apprehended after the war and brought to justice at a war crimes trial. They were found guilty, and subsequently executed.

One would have thought that with a battle of this magnitude, more would have been written about it. Aside from a paragraph in Roger Freeman's book *The Mighty Eighth* that stated this was the greatest single loss of any group in the Eighth Air Force, it received no other publicity. This is understandable, since this had been a failed raid, and a big defeat for our side. It is possible that everyone was trying to forget it. But it was certainly not forgotten by those who survived it, nor by anyone who happened to be at Tibenham that day, nor by the next of kin of those who perished.

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How The Nazi Generals Justified Their Defeat

CONDENSED EXCERPTS FROM THE BOOK *THE WAR IN THE AIR: A PICTORIAL HISTORY OF WWII AIR FORCES IN COMBAT*, BY GENE GURNEY, MAJOR USAF. SUBMITTED BY JAMES H. REEVES (HQ)

GOERING, CHIEF OF LUFTWAFFE:

"I knew first that the Luftwaffe was losing control of the air when the American long-range fighters were able to escort the bombers as far as Hanover. It was not long before they were getting to Berlin. We then knew we must develop the jet planes. Our plan for their early development was unsuccessful only because of your bombing attacks.

"Allied attacks greatly affected our training program, too. For instance, the attacks on oil retarded the training because our pilots couldn't get sufficient training before they were put into the air.

"I am convinced that the jet planes would have won the war for us if we had had only four or five months' more time. Our underground installations were all ready. The factory at Kahla had a capacity of 1,000 to 1,200 jet airplanes a month. Now with 5,000 to 6,000 jets, the outcome would have been quite different.

"We would have trained sufficient pilots for the jet planes despite oil shortage, because we would have had underground factories for oil, producing a sufficient quantity for the jets. The transition to jets was very easy in training. The jet-pilot output was always ahead of the jet-aircraft production.

"Germany could not have been defeated by air power alone, using England as a base, without invasion — because German industry was going underground, and our countermeasures would have kept pace with your bombing. But the point is, that if Germany were attacked in her weakened condition as now, then the air could do it alone. That is, the land invasion meant that so many workers had to be withdrawn from factory production and even from the Luftwaffe.

"We bombed cities in England instead of concentrating on aircraft and engine factories despite my original intention to attack only military targets and factories, because after the British attacked Hamburg our people were angry and I was ordered to attack indiscriminately.

"Allied precision bombing had a greater effect on the defeat of Germany than area bombing, because destroyed cities could be evacuated but destroyed industry was difficult to replace.

"Allied selection of targets was good, particularly in regard to oil. As soon as we started to repair an oil installation, you bombed it again!

"We didn't concentrate on the four-

engine Focke-Wulf planes as heavy bombers after the Battle of Britain, because we were developing the He-177 and trying to develop the Me-264, which was designed to go to America and return. Because our production capacity was not so great as America's, we could not produce quickly everything we needed. Moreover, our plants were subject to constant bombing.

"If I had to design the Luftwaffe again, the first airplane I would develop would be the jet fighter — then the jet bomber. It is now a question of fuel. The jet fighter takes too much. The Me-264 awaited only the final solution of the fuel-consumption problem. According to my view the future airplane is one without fuselage (flying wing) equipped with turbine in combination with the jet and propeller.

"Before D-Day, the Allied attacks in northern France hurt us the most because we were not able to rebuild in France as quickly as at home. The attacks on marshalling yards were most effective, next came low-level attacks on troops, then attacks on bridges. The low-flying planes had a terror effect and caused great damage to our communications. Also demoralizing were the umbrella fighters, which after escorting the bombers would swoop down and hit everything, including the jet planes in the process of landing.

"The Allies owe the success of the invasion to the air forces. They prepared the invasion; they made it possible; they carried it through.

"Without the U.S. Air Force the war would still be going on elsewhere, but certainly not on German soil."

GALLAND, CHIEF OF FIGHTERS:

"In my opinion, it was the Allied bombing of our oil industries that had the greatest effect on the German war potential. Even our supplies for training new airmen was severely curtailed — we had plenty of planes from the autumn of 1944 on, and there were enough pilots up to the end of that year, but lack of petrol didn't permit the expansion of proper training to the air force as a whole.

"In the African campaign and in Sicily and Italy, Allied successes were largely due to Allied air superiority. In my opinion, strategic bombing never forced any great change in German strategy and planning until after the opening of the invasion. Then, disorganization of German communications in the West by strategic bombing caused withdrawal to the German frontier.

In the last two months of the war, the crippling of the German transport system brought about the final collapse."

KARL GERD VON RUNDSTEDT, COMMANDER IN CHIEF IN THE WEST BEFORE THE GERMAN SURRENDER:

"Three factors defeated us in the West where I was in command. First, the unheard-of superiority of your air force, which made all movement in daytime impossible. Second, the lack of motor fuel — oil and gas — so that the Panzers and even the remaining Luftwaffe were unable to move. Third, the systematic destruction of all railway communications so that it was impossible to bring one single railroad train across the Rhine. This made impossible the reshuffling of troops and robbed us of all mobility. Our production was also greatly interfered with by the loss of Silesia and bombardments of Saxony, as well as by the loss of oil reserves in Romania."

GEN. VON VIETINGHOFF, SUPREME COMMANDER IN SOUTHWEST (ITALY):

"On the Italian and the Western fronts, all freedom of movement for reserves and tanks was denied during daylight hours. Thus counterattacks were impossible. In isolated instances, when we were successful in assembling troops for a major surprise attack, it could only be done at night, and then the Allies were always in a position to bring their air force into action at any desired spot in a few hours and thus frustrate every German attack."

WAR DIARY OF THE 7th GERMAN ARMY HIGH COMMAND (GEN. DOLLMAN), JUNE 11, 1944:

"Since the beginning of the Allies' large-scale attack, our transport system has been under constant attack by their air forces. Because of the continuous bombing of the main roads and the constant disruption of the detours, some of which could be kept open for only a few hours, it became evident even after the first three hours that troop movements by rail could not be maintained. Infantry divisions which were being carried by rail, also had to be unloaded because the route was blocked even before they reached the army boundary line.

"Troop movements and all supply traffic by rail to the army sector must be con-

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STEWART & LOW – THE BUZZIN’ TWINS!

BY ANDY LOW AND JIMMY STEWART • REPRINTED FROM THE 2ADA JOURNAL, JUNE 1984

PART 1 – BY ANDY LOW

Somewhere on a bomber base in England, late in the afternoon of an April day in 1944, the Operations Control Room of the 453rd Bombardment Group (H) under the direction of the Group Operations Officer, the Major, and his assistant, the Captain (that was me) was slowing its activity. The Major was winding up last-minute operations reports to higher headquarters on the results of the morning mission to Hitler’s Fortress. The Captain was anticipating the next day’s mission. The call would come for a maximum effort — every available air crew and every available aircraft. There would be a short interlude in group operations activity as the staff awaited target intelligence and arming instructions.

With hardly a break in shuffling the mound of paperwork, the Major, in his low key manner, simply said, “Andy, find us a minimum crew and an airplane and we’ll go shoot some landings.”

With a quick, “Yes, Sir,” I headed for Base Operations. Staff pilots, who generally flew in the copilot’s position of the lead aircraft during our combat missions, getting to “shoot some landings” was a welcome break.

At Base Operations I filed an aircraft clearance form and questioned the regulation which specified a minimum crew for any training operator. It was a poor time of day to locate crew members. Both the Major and I were “green card” and instructor pilots on the B-24 Liberator aircraft. Both of us had many flying hours as instructors in both B-17 and B-24 aircraft in the U.S., thus my rationalization on finding additional crew members for a local area training mission was simple — make up some names. I listed the Major as pilot and myself as copilot. Using combinations of our names, I filled out the remainder of the crew positions. I signed the authorization. We were cleared! No questions!

I phoned the Major to indicate the parking hardstand where our aircraft was located. The aircraft was coming out of major maintenance and the crew chief had systems that he wanted us to operate and check during our flight. I gave the aircraft a quick inspection, kicked the tires, signed the paperwork, and confirmed the aircraft was ready for flight.

Soon the Major pulled up in his Jeep. He first asked about the minimum aircrew

We could not have been up to 1,000 feet when the Major pulled back on the power. He looked over at me with a wry smile, and above the noise of the engines he shouted, “My former group commander always has his nap about now. Let’s go wake him up!”

requirements. I ran over my rationalization on this subject. The old barracks proverb, “the exigencies of the situation being such as to preclude compliance with appropriate regulations, etc.” could apply. The Major was a very silent guy. Without comment we mounted up with him in the pilot’s position and myself as copilot. We cranked the engines, received our clearance by radio from the control tower, taxied out and were on our way. Exhilarating! Off we went into the “wild blue yonder”!! The B-24 Liberator responded like a homesick angel.

We could not have been up to 1,000 feet on the climb when the Major pulled back on the power. He looked over at me with a wry smile and above the noise of the aircraft engines he shouted, “My former group commander always has his nap about now. Let’s go wake him up!”

The Major had just come to our group from a base less than ten miles away. Before I could comprehend his intentions, we were in a gentle dive toward his former base. We swooped below the surrounding treetops, below the ridge-lines of the barracks. The Major then deftly pulled up in a beautiful “Chandelle” maneuver to his left.

“Well, that will wake him up. Now let’s GET him up!” said the Major as he rolled expertly into another dive. Again we dipped below the treetops, the barracks ridgelines, and then up again into another “Chandelle” maneuver, this time to the right. As a normal thing, the Major had a very subtle smile, but by this time he was broadly smiling, with a steely glint in his eye.

“He’s up now and will want our aircraft tail number, so let’s go up one more time!”

The control tower operator at the base continually called to inquire why we were flying in his control area without a clearance, and below specified altitude minimums. Handling the radio, I looked to the Major for guidance. “Ignore them, don’t answer,” the Major instructed.

At each dive, the control tower operator became more adamant. He wanted the

name, rank and serial number of the pilot. We were reminded that they had our aircraft serial markings. The bureaucracy would soon know who we were.

After the third swoop, the Major looked over at me with an almost mad twinkle in his eye and with his taciturn drawl said calmly, “I could make those operators get out of that tower!” We rolled into another dive. The control tower was mounted on an elevated platform above the aircraft maintenance hangar. Access was by an external ladder for the last twenty feet. Down to the tower level we dove and around the tower we zoomed. Transmissions from the tower became more rapid, almost frenzied and staccato. Would the pilot of the B-24 kindly report his name, rank and serial number! We remained silent. The second diving pass was from the opposite direction, but just as close to the tower. On the third pass, the transmission from the tower ceased. The three occupants could be seen scrambling down the ladder. The Major broke into a broad grin.

We returned to our home base. The Major practiced some takeoffs and landings. We ran through the systems checks requested by the crew chief. We changed seats and I then had an opportunity to check my proficiency. Our mission was over. We came to a stop on landing, taxied in, and parked the aircraft. We made necessary entries in the flight logs, reported to the crew chief, and returned to our office. It had been a most satisfying and relaxing training mission.

An hour later, we went to the officers’ mess for our evening meal. Suddenly the group commander strode into the mess and came directly to where we were seated. We jumped smartly to our feet and the commander immediately began to regale the two of us; pity the poor example set by his operations officers, those charged with developing and enforcing safe air operations.

Here in the story I have difficulty recalling the exact details of what happened

(continued on next page)

STEWART AND LOW *(continued from page 41)*

next. So, I defer to the Major — Major James M. Stewart, Group Operations Officer. Major Stewart was known to us principally as a talented pilot and inspirational combat leader. To the rest of the world, he was Jimmy Stewart, already an acknowledged movie star.

PART 2 – BY JIMMY STEWART

Well, it's been forty years!

I recall the incident. In fact, I recall when I wished I could have forgotten it. It happened much as Andy has written. In his telling, perhaps the airspeed seems a little faster, the altitude a little lower, and the Chandelles more perfect, given the passage of so much time. So, there may be some embellishment.

It fairly relates what happened on a late afternoon in April 1944. He's right, the Colonel strode into the mess. Normally he was a most mild-mannered man. Highly decorated, he had already been through much of the air war. Though much younger than I, his combat experiences had induced a maturity far beyond his years. Obviously he had recently been severely chastised and I guessed immediately that he had been called by the Brig. General commanding our combat wing. The word of our training mission — our escapade — had been reported to higher headquarters. Well, I tried the explanation that we were highly qualified instructor pilots who had been cooped up too long in a stuffy headquarters. Suddenly, we had a chance to fly, and were momentarily carried away with the exhilaration of being free. We did nothing dangerous, only getting a feel of the airplane. So we tried to explain. The more I struggled for words (the Colonel did not give me much opportunity to speak), the more I realized that what we had thought was a grand idea some three hours earlier, now seemed pretty dumb. So we switched rationale. I say "we." Andy just stood there. He did try to remind the Colonel that we were very experienced pilots and did nothing dangerous.

Then I remembered the old barracks proverb, "When you are at the bottom of a hole, don't dig." I assured the Colonel that there had been only a momentary lapse in good judgement. This we regretted and such a lapse would not happen again.

Flushed and upset, the Colonel strode out of the mess without stopping for his

evening meal. After all that, our evening meal didn't taste very good either. We returned to the office. Shortly after arriving, a telephone call came from Wing Headquarters for me. It was the Commanding General. As a Major I was pleased to be called by the General, but it soon turned out to be a continuation of our encounter with the Colonel. How could we do such a dumb thing? Weren't we supposed to be setting a proper example for younger crews? Suppose they were tempted to repeat our mission and kill themselves in a high speed stall.

I had learned from our session with the Colonel to limit explanations. Now they did not make too much sense. I assured the General that a lapse of good discipline and training would not occur again. At least, not with us. Finally, he hung up.

It wasn't over yet. The phone rang again. It was my former Colonel, and he was most upset, particularly about his control tower operators. I was most humble and contrite of heart. I assured him we regretted the stir we had caused. We were convinced it was unprofessional. Reluctantly we listened and hung up.

I was glad the operations instructions for the mission the following day began to come in. At least it changed the subject.

As I now recall the incident, and the furor we provoked, I recall I was fortunate to have had so much theatrical training behind me. I was called on to play many different roles in a very short time. But the air war went on.

A month later, in May 1944, I was promoted to Lt. Colonel and Andy was promoted to Major. Obviously, the bureaucracy had not taken a vengeful stance. I was moved up to Combat Wing Hdq and assigned as Executive Officer to the Commanding General. Andy moved up in the bomb group to replace me as Operations Officer. Somehow, I guess the bureaucracy had forgiven our iniquity.

As a postscript to our war story, I can report that one of my early tasks was to publish, in the General's name, a memorandum calling attention to the regulations requiring a minimum aircrew, which forbids flying without proper clearance in a control zone and descending below safe operating altitudes for any reason.

In reflection, over the past forty years I have done a lot of flying in many kinds of aircraft, and for many diverse reasons. As I look back on that training mission, I remember it as a really fun flight. ■

THE NAZI GENERALS *(continued from page 40)*

sidered as completely cut off. The fact that traffic on the front and in rear areas is under constant attack from Allied air power has led to delays and unavoidable losses in vehicles, which in turn have led to a restriction in the mobility of the numerous Panzer units due to the lack of fuel and the unreliability of the ammunition supply . . .

"The following information, based on the first few days' experience with the Allied deployment of air power, is reported by the German Army Supreme Command:

"1. Rail transport is impossible because the trains are observed and attacked in short order: under these circumstances, the expenditure of fuel and the wear and tear on matériel in bringing up Panzer units is extremely high.

"2. The movement of units by motor transport is possible only at night, and even then the highways and communications centers are continually bombed. The continual control of the field of battle by Allied air forces makes daylight movement impossible and leads to the destruction from air of our preparations and attacks.

"3. The Army considers it urgently necessary that our own air force be used by day and night in order to neutralize the Allies' now unbearably overwhelming air supremacy." ■

THE INFAMOUS KASSEL RAID
(continued from page 39)

In 1986, Lt. Col. John Woolnough, a former B-24 pilot, founder of the 8th Air Force Historical Society and editor of the Eighth Air Force News, devoted two entire issues of that publication to the Kassel mission, and Bill Dewey, a pilot who survived the raid, subsequently organized the establishment of the non-profit, tax exempt group known as The Kassel Mission Memorial Association (KMMA). KMMA produced a book entitled The Kassel Mission Reports, based on the material previously printed in the 8th AF News, and established a historic memorial monument, dedicated on August 2, 1990, on a plot of ground donated by the government of the state of Hesse on the precise spot where Capt. Chilton's lead ship crashed at Bad Hersfeld. ■



IN RETROSPECT

Fortress vs Liberator

BY ALLAN G. BLUE, 8TH AF HISTORIAN

Ed. Note: The following appeared in the AAHS Journal in 1963. In seeking permission to reprint it in the 2ADA Journal in the year 2000, we asked the author if he felt any changes should be made. The reply was, "Not a word."

The much-debated question of which was the better airplane will probably never be settled — nor is this article directed toward that issue. Rather, the following data have been compiled to allow a side-by-side comparison of the tangible contributions of each airplane toward the victory over Japan and Germany.

The record of the Liberator when thus displayed is, perhaps, of considerably greater magnitude than generally believed. There are several reasons for this. First, the B-17 was world-famous before the war. Caught right in the middle of an internal old Air Corps doctrinal dispute as well as the inter-service struggle for Congressional appropriations during the late 1930s, the plane literally rose to the occasion. Non-stop "mass" flights¹ to South America, plus new speed, load and altitude records during the 1938-39 period made "Flying Fortress" a household word while winning important friends for strategic bombardment aviation.

In fact, the continuing pre-war effort to sell the B-17 was to prove embarrassingly successful. By 1941, probably no other single weapons in the U.S. arsenal had achieved greater public identification as a symbol of American war power. Thus when the conflict did come, all eyes were on the Fortress, expecting miracles. The miracles came, of course — a few at first (some fact, some fiction) and many more later on. Without question the B-17 ultimately repaid the public in full measure for the loan of its confidence. But the Air Force (and Boeing) had gambled and won with the B-17, and it is understandable that those who had opposed the airplane so bitterly were not allowed to forget it for the duration.

Finally, B-17 predominance in the public eye was perpetuated by a great deal of post-war literature aimed at a rather strange human characteristic — i.e., we seem to prefer reading about our country fighting against heavy odds, possibly losing, rather than vice versa. And without question the Fortress had the major role during the somber days of 1942 and, at least against Germany, much of 1943.

The Liberator, on the other hand, went through no such pre-war love affair with the public. By the time of its operational debut, there was no longer a need to glamorize the four-engined long-range bomber, no restriction on the availability of dollars to buy them. In perfect complement with the B-17, the B-24 was built, flown and fought with a minimum of fanfare. And with the exception of Ploesti, its wartime record — which includes some of the classic missions of all time — has remained remarkably unreported in popular print.

By an interesting coincidence, the ratio of the B-24 to B-17 production was very nearly the same as their model designations: 24 to 17. However, Liberator deliveries to the USN and the United Kingdom reduced considerably the availability of this plane to the USAAF, so that the average monthly wartime inventory of the first-line aircraft was a relatively close 9:8 in favor of the B-24 (3016 to 2672).² On the average, however, 43.6% of all available first-line B-24s were assigned to combat theaters while the equivalent B-17 figure was a somewhat lower 41.5% so that in 86 months

of enemy-opposed operations (41 vs Germany, 45 vs Japan) Liberators represented 53.7% of all AAF heavy bombers committed to combat, Fortresses 46.3%.³

The operational records of the two aircraft in the European war are readily available, including the number of sorties airborne and the tons of bombs dropped by each.⁴ Evidently similar data were not kept for the campaign against Japan; at least none have been located to date by this writer. However, comparable figures have been approximated from available data as follows. For each month in each of the four Pacific combat theaters⁵, the ratio of first-line B-17s to B-24s (known figure) was applied to the number of sorties airborne (known) and the tonnage of bombs dropped by heavy bombers (also known). Although this represents a theoretical total of several hundred calculations, the required figure is much less in as much as B-17s operated in only three Pacific theaters in 1942, two in 1943 and none thereafter. Actually, although it is believed that the obvious errors introduced by this method (e.g., it assumes equal bomb loads for both planes and equal utilization of aircraft on hand) are largely offsetting, they are in fact reduced to insignificance by the size of the 1944 and 1945 totals — all allocated to the B-24 without opposition. The results are shown in Figure 1.

FIGURE 1

HEAVY BOMBER SORTIES		% OF TOTALS			
	Total	B-17	B-24	B-17	B-24
Airborne	608,606	295,641	312,965	48.6	51.4
vs Germany	518,283	291,508	226,775	56.2	43.8
vs Japan	90,323	4,133	86,190	4.6	95.4
BOMB TONNAGE DROPPED					
	1,279,413	648,589	630,824	50.7	49.3
vs Germany	1,092,544	640,036	452,508	58.6	41.4
vs Japan	186,869	8,553	178,316	4.6	95.4

The honors could hardly be more evenly divided — the B-24 with a slight percentage edge in sorties and the B-17 with an even smaller lead in bomb tonnage. (The latter difference of 17,765 tons, in fact, is equal to only *four days* of heavy bomber operations at the March 1945 rate.)³

Another way of measuring the USAAF utilization of the two types is in terms of trained fighting units, capable of engaging the enemy. During World War II, this basic unit was the combat group. Using this index, we find that heavy bomber groups equipped with B-17s were operational a total of 746½ months, Liberator equipped heavy bomber groups 807½ months. Again the honors are practically even at 48% B-17, 52% B-24.

The discussion thus far has dealt only with the USAAF usage of the Fortress and the Liberator as heavy bombers. Any overall comparison must also consider the following⁶:

ANTISUBMARINE OPERATIONS. Early in 1942 it was recognized that "... the long range B-24 was especially well suited to the demands of antisubmarine warfare, and in September the [antisubmarine] command received the first of the planes that would thereafter become the principle reliance in the AAF's antisubmarine effort."⁷

The Navy evidently agreed, assigning a large percentage of the B-24s (PB4Y-1s) it received to similar duties after the USN assumed responsibility for antisubmarine operations in 1943.

Editor's Note: A total of 95 U-boats were sunk by B-24s.

TRANSPORT & CARGO OPERATIONS. Caught woefully
(continued on next page)

FORTRESS VS LIBERATOR (continued from page 43)

short of long-range, high-capacity transport aircraft at war's beginning, the AAF again turned to the Liberator and found it "... unusually well suited for transport work..."⁸

The plane served in this role throughout the war in a variety of configurations, hauling men and supplies in all theaters. There was only incidental use of the Fortress for similar purposes and, of course, no B-17 production counterpart of the C-87 or C-109.

PHOTO RECONNAISSANCE. As the F-7, the Liberator ranged throughout the Pacific. Until the arrival of the F-13 (B-29) late in the war, it was the mainstay of a campaign that had become a "seek out and destroy" operation. The Fortress equivalent, the F-9, saw relatively limited use in Europe.

EMERGENCY RESCUE. The AAF experimented with a variety of aircraft for this role, including Navy Catalinas, British Warwicks, Liberators, Fortresses, and Superfortresses. Each type had its advantages, but on balance the range and rugged dependability of the B-24 made it the best plane available. Most emergency rescue crews eventually converted to Liberators.⁹

To sum up, the USAAF had two basically similar aircraft with which to accomplish its WWII strategic bombing mission. It used the two in virtually equal proportion in doing so. In addi-

tion it found that one of them — the B-24 — was uniquely suited to a variety of other vital roles. In retrospect, it appears that the Liberator was second to the Fortress only in the public relations department.

NOTES:

¹ "Mass" during this era meant six to ten aircraft. It is interesting to recall that it was August 1942 before the AAF was able to put more than ten B-17s simultaneously over an enemy target.

² All Inventory data has been taken from the *Army Air Forces Statistical Digest* (WWII Edition), published in December 1945 by the Hqts AAF Office of Statistical Control.

³ All figures in this article exclude B-29 operations.

⁴ *Flight* magazine, September 1945.

⁵ FEAF, CBI, Pacific Ocean Areas and Alaska.

⁶ The YB-40/XB-41 "Bomber Escort" experiment is best excluded; certainly this ill-starred affair added nothing to the reputation of either aircraft.

⁷ Craven & Cate, *The Army Air Forces in World War II*, Vol. 1, pg. 537.

⁸ *Ibid*, Vol. VII, p. 28.

⁹ *Ibid*, Vol. VII, p. 493. ■

B-24 PRODUCTION SUMMARY – ALL MODELS*

Model & Series	TOTAL PRODUCED ¹					Total
	CO	CF	FO	DT	NT	
XB-24	1					1
LB-30A	6					6
Liberator I ³	20					20
YB-24	1					1
B-24A	9					9
Liberator II ³	140					140
B-24C	9					9
B-24D ²	2,415	303		10		2,728
B-24E	144	490	167			801
B-24G					430	430
B-24H		738	1,780	582		3,100
B-24J	2,792	1,558	1,587	205	536	6,678
B-24L	417		1,250			1,667
B-24M	916		1,677			2,593
XB-24N ⁴			1			1
YB-24N ⁴			7			7
C-87		280				280
C-87A		6				6
AT-22		5				5
PB4Y-2 ⁵	740					740
RY-3	34					34
R2Y	1					1
TOTALS	7,501	3,034	6,792	964	966	19,257

Note 1: Manufacturers: CO = Consolidated, San Diego, California. CF = Consolidated, Fort Worth, Texas. FO = Ford, Willow Run, Michigan. DT = Douglas, Tulsa, Oklahoma. NT = North American, Dallas, Texas. Note 2: 977 U.S. Navy PB4Y-1 Liberators were built under USAAF B-24D contracts. Note 3: Only the Liberators Mk. I & II were bought directly from the manufacturer; subsequent aircraft were obtained under Lend-Lease agreements. Note 4: Only the single-tailed B-24s produced for the AAF at war's end. Note 5: Navy single-tailed extended fuselage, souped-up engines without superchargers. "Privateers" used for submarine patrol. *Courtesy: "Liberator – America's Global Bomber."

We're 30 and Still Growing

BY JORDAN R. UTTAL • REPRINTED FROM THE 2ADA NEWSLETTER, JUNE 1976

So many times at recent reunions people have said "I've just learned about the 2nd Air Division Association." Each time I've heard that it has made me sad to think about how much our newcomers have missed over the years — the good times at our 30 reunions, and the opportunities to participate in the most important objectives of our association.

Several of you have suggested that we try to bring you up to date on how it all happened. As one of the original seven founders of the 2ADA, I've been asked to go through the early newsletters and present a mini-history of the Association.

Seven of us at a party in Chicago in 1946 had such a good time that we decided to try to reach as many of our old friends as we could for a real reunion. All we had, aside from the desire, was a 2AD Headquarters roster — and working with that alone we had our first "wing ding" in October 1948 in Chicago. It was gratifying to note that people came from both coasts — and from border to border.

It was a happy accident that the WAC contingent had a reunion in Chicago — and we invited them to join us in 1949. You all know how we have benefitted from the continuing participation of Evelyn Cohen, Joanne Moran, Jackie Hanify, Hathy Veynar, Marilyn Fritz Snyder, Bertha Dahm, and many of the other girls.

At our first reunion we adopted a set of bylaws establishing ourselves as a non-profit organization, chartered in Illinois.

Our original objectives were:

- (1) To perpetuate the friendships and associations made during our service with our units of the 2nd Air Division during World War II in the ETO, and
- (2) To advocate and support an effective military establishment.

At the time of our organization it was our feeling that the memorial to which we had subscribed was in competent hands — and so it was and always has been. It wasn't until 1952 that we learned that we could be of help, and from that time on our most important objective has been to support in every way we could, the dedicated and devoted efforts of the Board of Governors of the 2nd Air Division Memorial Trust in Norwich.

To each of our English friends in Norwich who have served on the Board, and



to our friends at the Library who have maintained our Memorial Room, we owe our unending gratitude. Those of you who have visited the Library will know what a splendid achievement it represents. We can be proud of the fact that we indeed have a truly living Memorial to the 6032 members of the 2nd Air Division combat crews who gave their lives in defense of democracy.

In 1963 our reunion in Norwich was for the dedication of the Memorial Room — and what a memorable ceremony it was. Those of us who were fortunate enough to attend became even more convinced of the importance of our continuing mission — the support of the Library. It is an interesting coincidence that our membership has continued to grow — attendance at reunions has increased, and this in the face of declining membership in other veterans' organizations.

The simple fact of the matter is that we have something that is unique in American military history. As far as we have been able to research — seen through to a conclusion — and continued to support a living memorial to fallen comrades.

Going back to the beginning — our original charter made eligible for membership anyone who served with any of the units of the 2nd Air Division in England during WWII. This included all of the 14 Bomb Groups and 5 Fighter Groups — the enlisted and officer personnel, and any civilian associates, Red Cross, civil servants, etc. From the very beginning we tried to

reach personnel from all the groups — and we had many notices printed in all the veterans' magazines and even in the newspapers of the major cities.

In spite of all this the growth was slow — but we are proud of the fact that we now number over 2300 members — from all the groups — and we see a gradual increase in news about the groups in our newsletters — and in group mini-gatherings at our annual reunions.

So, we started in Chicago with a nucleus of Headquarters personnel (who are now in the minority) and we had 9 of our 30 reunions there. Washington, D.C. was the scene of five more — and the next in frequency — but highest in popularity was Norwich, with three memorable demonstrations of the wonderful friendship that has endured between the people of Norfolk and those of us who served there who were privileged to partake of their hospitality and affection.

Any organization has to have its leaders — and our 2ADA Presidents have represented many different types of job assignments during our days in England. Five of them were pilots, one was Division Bombardier, one a group navigator, a radio operator, a tail gunner, a chaplain, and all kinds of ground personnel. We've had Presidents whose highest rank was Corporal and some from all the steps up to chicken Colonel. Our Presidents have come from six different groups — and Headquarters — and in the years to come we will need more leaders. Won't you step forward and show your interest? Regardless of what they did — or what their military rank was — each of them has served all of us — keeping us together, keeping us zeroed in on our objectives — to keep the flame burning — to keep the memory alive — to remember.

From our first reunion in 1948 to our most recent one in Norwich, we have shown that we're alive and well and living all over this great land of ours. We'll be 29 next summer at Valley Forge — in the year of our bicentennial celebration. Won't you make plans now to join with us and keep up the good work that has already made each of us proud of our 2nd Air Division Association — and our continuing mission. ■

The Kassel Mission Memorial

BY WILLIAM R. DEWEY (445TH) • REPRINTED FROM THE 2ADA JOURNAL, FALL 1990

On 1 August 1990, over 400 people gathered near Bad Hersfeld, Germany to dedicate a memorial to American and German airmen who perished in a spectacular air battle over that Hessian town on 27 September 1944.

Deep in the Hesse State Forest, where 445th Bomb Group Captain John W. Chilton's lead Liberator crashed, a beautiful monument, composed of three huge imported Norwegian granite stones, was prepared by the Germans. A foreground of heather, carefully planted by German townspeople, is surrounded by a circular gravel walkway leading to the imposing memorial stones. American donations paid for half the cost, and provided the three bronze plaques which list the 136 fallen airmen. The 8-foot-high center monument bears the plaque describing the air battle of 27 September 1944.

On that fateful day, 35 B-24 Liberators of the 445th Bomb Group, 2nd Combat Wing, 2nd Air Division, 8th Air Force, were assigned to bomb the Henschel Factory at Kassel, Germany. At the Group IP, for some unknown reason, the group leader deviated 30 degrees from the main bomber stream of 1,200 planes protected by friendly fighter cover.

Within three minutes, 25 B-24s went down in flames as they were attacked by up to 150 German FW-190 and ME-109 fighter planes. Before the day was over, five more B-24s crashed en route to England, and only four Liberators returned to the home field at Tibenham. The Germans lost 29 fighters to 445th gunners and late-arriving P-51s, and one American fighter was lost in a mid-air collision with a German plane. Total casualties for the "Battle of Kassel": 60 aircraft destroyed, 118 American and 18 German airmen killed, 7 German soldiers killed when debris from a German fighter fell into a hospital, 121 Americans taken as prisoners of war.

At the dedication of the memorial on 1 August 1990, The Men's Choir of Friedlos and German Air Force Band 3 from Muenster provided beautiful music which was interspersed between moving speeches by German and American spokesmen.

As the German Air Force trumpeter played "Taps," the three monuments were uncovered by four American airmen and



four Luftwaffe combat veterans and survivors of the Kassel Mission. The Americans were: Frank J. Bertram, George M. Collar, William R. Dewey, and Reginald R. Miner. The German pilots were Heinz Papenberg, Oskar Romm, Ernst Schroder, and Werner Vorberg.

Wreaths were laid by the German Fighter Group West and by three American next-of-kin: Jima Schoen Sparks, daughter of Liberator pilot James Schoen, killed on the Kassel Mission, together with Kay Brainard Hutchins and Leuita Mathiowetz, both of whose brothers were also killed in the air battle.

At this deeply emotional moment, the former German and American enemies shook hands, then formed a circle of friendship with hands joined and raised. Benedictions were offered by German Pastor Rudolf Jacobi and U.S. Army Chaplain/Major Michael D. Mantooth. The ceremony closed with the band playing the American and German National Anthems.

Seventy-eight Americans participated in the dedication, joined by delegations from the U.S. Army, German Army Security Forces, regional community organizations with their costumes and banners, civic groups, and interested spectators totaling an estimated 500. The entire ceremony and numerous interviews were carried in Western Europe and Great Britain over Armed Forces Network Television which reaches an English language audience of 1.5 million, and documentary film crews, with correspondents from the press including *Stars & Stripes*.

Some 150 people attended a banquet in Bad Hersfeld after the dedication, at which the Kassel Mission Memorial Association presented plaques to Mayor Wilfried Blum of Friedlos, and to Walter Hassenpflug. The German Fighter Pilots Group

West presented two plaques of friendship to the 445th Bomb Group Kassel Mission survivors. Great comradeship was experienced by all of the Americans and the Germans. High points of the banquet were songs by the Luftwaffe pilots, including "Lili Marlene," and the Army Air Corps Song by the Americans, followed by "Auld Lang Syne" by all present.

On 2 August, both German and American veterans and families were treated to a tour of the crash sites, including stops in East Germany. Church bells were rung in our honor in several villages which were visited, in hopes that returning American airmen could be welcomed in friendship 46 years after that gruesome day. Residents came out to visit and add their eyewitness accounts to the events of 27 September 1944.

It is difficult to put into words the feeling of genuine brotherly love we all felt for each other during the three days at Bad Hersfeld. We all came away with a sense of sharing an experience that comes once in a lifetime. The hospitality offered by our hosts, Major Winfried Blum and Walter Hassenpflug, and their wives, was gracious beyond description. And our translator and interpreter, Gunter Lemke, was absolutely outstanding. Day and night Gunter went beyond the call of duty to be a constant, ever-present guide and problem-solver.

We urge any and all 2ADA members to visit the Kassel Mission Memorial. Bad Hersfeld is two hours northeast of Frankfurt and the Memorial is just twenty minutes away from this historic town in the heart of Grimm's Fairy Tale Country. You will be impressed and inspired by your visit. ■



THE NORWICH DISASTER

BY DAVID HASTINGS, VICE CHAIRMAN OF THE BOARD OF GOVERNORS

REPRINTED FROM THE 2ADA JOURNAL, FALL 1994

It is Monday, August 1st, 1994, and we are shaken to hear a news flash on the local radio at 7:20 AM that there is a very serious fire in the centre of Norwich. We can already see the huge pall of black smoke hanging over the city. A few minutes later the next news bulletin states that it is the Norwich Central Library which is on fire, and we cannot believe what is happening. News now comes thick and fast, with reporters broadcasting from the scene. The Norwich fire officer states that in seriousness, which they rate from 1 (minor fire) to 10 (major), this is now rated at 8, and fire engines are being called in from all over the county. At 8:00 AM it now appears that the whole building is ablaze, and we pray for our memorial. Reports confirm that all the cleaners and staff who were in the building when the fire started have escaped but are badly shocked. At the height of the blaze, over thirty fire engines are in attendance with 150 firemen working in terrible conditions.

I check with Tom Eaton, our Trust Chairman, on the telephone, and we agree that we can serve no useful purpose by driving up now to the Memorial, especially as the police have just announced that they are sealing off that part of the city and the traffic is in chaos. We also agree that we will not telephone the USA until we have visited the Memorial and found out the full extent of the damage; otherwise this could cause you unnecessary worry. Radio interviews are now almost constant with Hillary Hammond, the director of the Norfolk Library Service and such a great friend to the Memorial, confirming that this is a very serious fire and a terrible disaster for Norwich and Norfolk.

Mid morning now and I drive up to Norwich to meet with Tom and the library staff, park my car on the outskirts of the city and walk towards that awful looking plume of thick black smoke and flames. From St. Peter Mancroft Church the view that greeted me was heartbreaking, with crowds of people behind the barriers, many in tears, at the sight of our Central Library and the 2nd Air Division USAAF Memorial covered in smoke and flames. We wonder just how this could happen to such a modern building, and we begin to fear the worst. The fire officers kindly



A new 2nd Air Division USAAF Memorial WILL arise from the ashes of the old.

allow me through the barriers and I manage to talk to a senior fire officer who has just left the building. He confirms our worst fears that the entire ground floor has already gone, with temperatures inside reaching over 1,000 degrees. Hillary Hammond and Colin Sleath, the principal librarian, are there with the library staff, and so is Phyllis DuBois, our trust librarian, and Lesley Fleetwood, one of our library assistants, and everyone is shocked at what is happening. By lunchtime the fire is almost out, and Hillary Hammond goes in while we just wait and pray. When Hillary appears his ashen face tells the tale, and we know the very worst, that the unique and beautiful 2nd Air Division USAAF Memorial has been completely destroyed. All of us standing outside the fire station quietly shed a tear, for how can so many years of hard work, love and devotion have gone. But already there is another feeling of grim determination that WE WILL REBUILD the Memorial. Tom Eaton broadcasts on TV and local radio and confirms that the work of the Memorial Trust will go on, books will still be bought with the bookplates; keeping the Memorial alive in the other branch and county libraries until THE NEW MEMORIAL is built.

Tuesday is spent talking to the library team and helping them to get over this

terrible shock, and under the leadership of Tom and Hillary we plan our course of action for when we enter the building. I can only say thank goodness we have Hillary Hammond as the director of libraries and Colin Sleath as the principal librarian, for despite the huge task that they have faced, the Memorial has always remained a high priority. The loss for Norfolk is immense, with the whole of the lending library gone, and the priceless Norfolk history studies area, together with the irreplaceable Colman and Rye collections destroyed in addition to our unique and wonderful 2nd Air Division Memorial Room. Fortunately, the Norfolk Records Office, which was situated below the library, was saved —although some documents have been waterlogged, this does mean that our 2nd Air Division archives which we placed there two years ago are safe. The entire stock is now being transported to Harlow to be freeze-dried in a special process which will hopefully preserve these unique items.

On Wednesday, complete with hard hats, gloves and masks, we are now allowed into the building to start searching for what is left, and Phyllis and Lesley are so brave when surrounded by this scene of total destruction. Perhaps it is

(continued on next page)

THE NORWICH DISASTER *(continued from page 47)*

easier for those of us who lived through the Blitz, for we have known the shock of blackened walls and the stench of burnt fabric and paper, but even so the sight of the Memorial Room stuns us all; it has just vanished. Only a few weeks ago we stood there so pleased to see the results of all the hard work on the alterations which had enhanced the room so much. Phyllis, Lesley and Christine Snowden (our other library assistant) loved the new surroundings, the many visitors and veterans praised the "new look" of the Memorial, and we had great plans for 1994 and 1995. We just held hands quietly and wept. Then we climbed up the darkened stack tower to what was left of the Memorial Trust office on the first floor. On Phyllis' desk the VDU and word processor was just a mass of melted plastic, but amazingly, on forcing open a file drawer there was vital correspondence still readable. On the next floor among that charred rubble in our storeroom we found other items, but sadly, on prying open the steel cabinet of the priceless video collection, we found that this has almost certainly been lost. The last two days have been spent helping Phyllis and Lesley salvage as much as we can find, and we cannot praise these brave ladies enough. They have been helped by Governors of the Trust and we have all been deeply touched by the regular helpers of the Memorial who have turned up to help. Thank you also for the hundreds of phone calls with offers of help, funds and archives that we have received from all over the United Kingdom and the USA. We have kept in regular contact with the 2nd Air Division Association through Bud Koorndyk, our American trust governor who is the link between the Memorial Trust and the USA, and your support has been tremendous. We have also had a very touching phone call from Lt. General Buck Shuler of the Mighty Eighth Heritage Center in Savannah, Georgia.

Our first priority is to get a base established near the Central Library, and thanks to the kindness of Paul King, Phyllis DuBois and her team have already moved into their new office in Noverre House, just opposite the library. We have a reception area and office on the first floor and a storeroom for the salvaged documents on the third floor. We now have the telephone and fax lines installed, together with new stationery, and are ready to help and assist the returning veterans as well as start planning for the future. The Board of Governors of the Memorial Trust will work closely with the Norfolk Coun-



ty Council, and as soon as a decision has been made as to whether the building will be pulled down or restored, the long haul and hard work of restoration will begin in liaison with the 2nd Air Division Association.

Once the plans for the new library are known, the Memorial Trust will then launch an appeal here in the United Kingdom for donations to the trust capital fund to enable the Memorial to be rebuilt with its future safeguarded in perpetuity. We will also need to appeal for archives, photographs, group histories, formation lists, mission records, medals, paintings, oral tapes, videotapes, etc., to replace all that tremendous wealth of information that was lost. Full details of this joint appeal will be given to the 2nd Air Division Association as soon as the clear picture has emerged. However, one thing is certain: The Governors of the Memorial Trust will not rest until a new 2nd Air Division USAAF Memorial has arisen from the ashes of the old.

Finally, our thanks to Hillary Hammond, Colin Sleath, and all the library staff; to our chairman Tom Eaton for his leadership; to Phyllis DuBois and Lesley Fleetwood for their tireless devotion, hard work and courage (sadly, Christine Snowden was away, having just lost her father-in-law); to the Governors and regular helpers at the Memorial who just came and helped in our time of need; to the fire and police services; to the Norfolk Records Office; and to everyone both here and in the USA who telephoned. Already the offers of funds and archives are pouring in, and we know that the NEW 2nd AIR DIVISION USAAF MEMORIAL when it is opened will be even better than the first. ■

Memorial to U.S. fliers to be rebuilt

Excerpt from the Eastern Daily Press, Norwich, England, August 1994

American war veterans were heartbroken after hearing that the special library dedicated to them had been ruined in the blaze. The 2nd Air Division USAAF Memorial Room was severely damaged and the majority of its 3500 books are believed to have been destroyed.



TOM EATON said: "My first reaction is one of shock. It is sad, traumatic, and very, very tragic."

He said the value of the books and periodicals wrecked could top £1 million but the final figure was incalculable at this stage.

"It is extremely upsetting for those who have worked to build up the library, but the physical damage can and will be repaired," he said.

Jordan Uttal, Honorary President of the 2nd Air Division Association, said news of the fire had made him "sick to the stomach."

Speaking to the EDP from his home in Dallas, Texas, D-Day veteran Mr. Uttal said: "This fills me with utter despair. We have put so much into the creation and refurbishment [of the Memorial Room]." ■

Remarks by Vice President Al Gore at V.E. Day Commemoration, May 6, 1995

REPRINTED FROM THE 2ADA JOURNAL, FALL 1995

Thank you very much. General Joulwan, Lord Lieutenant Crowden, Ambassador and Mrs. Crowe, Lord Henley, Secretary of the Army Togo West, former Chairman of the Joint Chiefs, General Vessey, the Right Honorable James Molyneux, member of the World War II generation still making a contribution to his nation as the only World War II veteran in the House of Commons, members of the official American delegation, distinguished guests:

A half century ago, on a morning bursting with spring, Hitler's thousand year Reich collapsed in dust and ashes and eternal infamy. Tens of millions had perished, many whose names are known only to God.

Americans and Britons fought side by side to break Hitler's military machine, from the frosty seas of the Atlantic to the skies over Europe where together we dissolved the Nazi Blitz into smoke and destroyed Germany's industrial ability to equip her armies. They fought together in North Africa, and then on the stark slopes of Cassino in Italy, and at Anzio and Salerno.

Our young men shed their common blood on beaches called Sword, Juno, Gold, Omaha, and Utah, and in the hedgerows that laced the country beyond in Normandy; on the bitter road to Arnheim, in the snowy forests of the Ardennes, onward through the Ruhr, and in the final great push to the Elbe.

Time simply will not heal some of the scars left on the reflected image of humankind. Remote places that lived in innocent obscurity before Hitler came to power will remain eternal nightmares in the darkest memories of the human experience — Auschwitz, Treblinka, Sobibor, Dachau.

But at last, in May 1945, the killing stopped, and a silence of exhaustion settled down over these ancient lands.

We are here today in the fens of East Anglia — those fields that gave shelter to the mightiest wartime air force that had ever been assembled. We are here because brave men and women rose to fight back against a greater savagery than this world had known since creation.

More than 8,000 are remembered in these quiet slopes of Madingley, the bodies of some lying here in the earth, the names of others, missing forever in action, inscribed on the walls standing here.

And around the world, in the vast cartography of death that was the Second World War, lie gallant souls who brought victory not merely for the Allied powers, but for humankind itself.

The living and the dead who won this victory gave us our world — a world now buzzing with life, with stunning creativity — with invention and technology, and progress that moves in the unpredictable, exhilarating, and sometimes painful ways that progress occurs.

Here in this green place — amid these trees and flowered grounds, before these rows of white stones that mark the last resting place of our honored dead, in solemn reverence we can reflect on the lives they gave for liberty.

The dead who lie here in the mysterious silence of eternity were once like us. They were children wakened to a world that grew morning by morning in a radiance of light and discovery.



Vice President Al Gore addresses the crowd at the Cambridge American Cemetery at Madingley, Saturday, May 6, 1995.

They laughed. They were hurt and they cried. They were loved. Fathers and mothers, wives and children, loved them, and they loved in return. They knew the heat of summer, the cold of winter, the softness of rain, the brightness of snow.

Before they were names on these stones, they were names in a neighborhood, or a school, and to call their names was to summon up their faces, their voices, their places in this world.

Leaving homes and peaceful days, they went to war. These dead here at Madingley flew in B-17 Flying Fortresses, in B-24 Liberators, and in P-51 Mustangs into skies not unlike the firmament they had gazed at as boys, seeing changing faces in clouds.

They were bombardiers, pilots, navigators, who chanced life and death in black bursts of flak and the freezing cold of high altitudes that could, and often did, turn warm blood to ice on the leather of the flight jackets.

They were the brave and gallant mechanics, the ground crews, the air crews, the medics and nurses, the clerks, the drivers, the radio operators who were victory's unsung authors.

Had they lived, some would be among you today, gathered here with us to honor the living and the dead.

Some would have written books that now the world will never read.

Some would have discovered new truths that now the world must still await.

But most would have been ordinary people, living life with its quiet pleasures, and inevitable disappointments, with friends and jobs, with churches and synagogues, and families, with cycles of birth and death.

At rare, unpredictable moments, they would have experienced instances of love or beauty, or triumph or simple understanding.

But most of the time, their days would have been ordinary — the slow turning of a wheel of time in space.

On a war memorial far away, for soldiers long fallen, there are words that still speak to us across the miles and the decades:

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V.E. Celebration – Norwich 1995

An Unforgettable Experience

BY JORDAN UTTAL (HQ) and JOHN B. CONRAD (392ND) • REPRINTED FROM THE 2ADA JOURNAL, FALL 1995



The temporary Second Air Division Memorial Room, Saturday, May 6, 1995.

PHOTOS BY VINCE RE (467TH)

While we were in Norwich in May for the big VE Day celebration, we spoke with many of our fellow celebrants, American and British, 2AD veterans, wives, children, and grandchildren, and since our return with many of our colleagues who were fortunate enough to have made the trip. The consensus was overwhelmingly enthusiastic about a series of events which could not have happened before, and can never happen again!

The emotional high which all of us experienced was awesome. There were tears aplenty — tears of joy, of gratitude, of appreciation, and yes, even bittersweet tears as each passing day reminded us of some of our comrades whom we lost during the war and since, and of loved ones who are no longer with us. With the tears, there were many more chuckles, smiles, laughs, and goose bumps as we were treated to a succession of gestures of affection, appreciation, and respect by friends of long standing, American and British, civilian, military, city and county officials, the clergy, the American government, and yes, even Her Majesty Queen Elizabeth!

As we write this in June, we are sure that letters of appreciation have been sent to our friends through official channels. We add our sincere thanks to our overseas friends, and we owe a lot to our 2ADA friends who did so much to make the event so memorable.

We offer this account as a reminder of our wondrous experience to those of you who participated, and as a report to all our members who were unable to attend. Most definitely, everything that happened was, in some way, a salute to the 2nd Air Division, and to our association.

The planning of Celebration 1995 began over a year ago between Evelyn Cohen and her team and David Hastings (trust vice chairman) and his team in England. In the three months just prior to our departure, we became aware of the hundreds of details that were addressed back and forth to make our journey as easy as possible, and the program of events as meaningful as it turned out to be.

Almost all of our party of close to 450 landed at Heathrow and Gatwick on the morning of 5 May 1995. We came from many different airports in the U.S., and as we arrived, at different times, as soon as we cleared immigration and customs we were met by a team of three from Norwich. We were relieved of our luggage, already pretagged to our respective hotels, and directed to a special 2ADA reception lounge at nearby hotels where we had a chance to relax, wash up, have refreshments, and meet old friends who had arrived on the different flights.

We were then led to buses (coaches, over there) for a comfortable trip to Norwich (with lunch provided enroute), where we were warmly received by the personnel of the three hotels, the Nelson, the Norwich, and the Stakis. Within a short time our luggage arrived, was delivered directly to our rooms, and we are not aware of anyone who turned up short. We all appreciated the opportunity to relax this first evening, and for most of us, all the next day.

At this point we are proud to advise you that in our party were all of our 2ADA elected officers, six of the current group vice presidents, and eight past presidents. Those group VPs who could not be with us appointed an official representative, so in

effect, all fourteen bomb groups and Headquarters were present and accounted for.

Most of the above were invited to attend a brief but dignified opening ceremony of dedication at the new temporary Norwich Central Library, and our beloved 2nd Air Division Memorial Room. Following this event, we were whisked away by coach to an official U.S. embassy-sponsored Memorial Day service at Madingley, the American cemetery at Cambridge. Unfortunately, almost at the last minute, we were requested to be there earlier than originally planned, which made brevity a necessity in the dedication ceremony at the library.

In spite of this, the trust chairman, Tom Eaton, did a splendid job of welcoming us, and in addition to his greetings we were also welcomed by the Lord Mayor of Norwich, Councillor Brenda Ferris (who was a moving force during the entire week), and the Norfolk County Chairman of Libraries and Recreation, Mrs. Barbara Hacker. We were led upstairs for the first sight of our 2AD memorial section which pleased us enormously. What a splendid job has been done by all concerned, to get back in operation so graciously after the tragedy of the 1 August 1994 destruction by fire. There were brief prayers of dedication by Reverend Hereward Cook and a most appropriate official dedication by Tom Eaton.

It was with sincere regret that we tore ourselves away for the coach trip to Cambridge. Suffice it to say that from 11:30 AM on, our new quarters were open for inspection by all of our party who could visit that day. We know that many of us returned for one or more visits during the week.

At Cambridge for the VE Day memorial service, we witnessed the simultaneous presentation of 95 floral offerings (including our own 2ADA presentation and those of seven of our individual groups). Opening remarks were given by the chaplain/master of ceremonies, followed by the British and American anthems, and addresses by the Lord Lieutenant for Cambridgeshire (the Queen's representative), the U.S. Commander in Chief, European Command, General George A. Joulwan, and Vice President Al Gore. There were appropriate moments of silence, firing of volleys, taps, and fly-bys by USAF and RAF.



Memorial service at Norwich Cathedral, Sunday, May 7, 1995

Following the ceremony, there was a reception during which the Vice President, Mrs. Gore, American Ambassador William Crowe, Secretary of the Army, Togo West, Jr. and other dignitaries circulated freely, greeting us. We left in due course with very warm feelings stimulated in both ceremonies in which we had participated.

Then came Sunday! What a day! What a combination of joyous, heart-tugging, soul-nourishing and mind-boggling evidences of thanksgiving, and yes, yes, even love.

Those of us who marched in the parade, as the last element of some 900 (of which we were the most numerous), will never forget the surprising, astounding level of sustained applause from the citizens of East Anglia who lined the streets as we marched past them for almost three quarters of a mile.



Parade in Norwich on Sunday, May 7, 1995. Note the applause of crowds lining the streets.

One of the forty standards paraded in Norwich rather than London this beautiful morning was the RAF Bomber Command standard, unfurled here in honor of the 2nd Air Division.

Every one of us, at one time or another following this, admitted to several teary moments as we followed our new American, 2AD, and 8th AF flags past the reviewing stand, where we saluted the Lord Mayor (bless her for arranging all this), Col. Al Shower (467th), and Lord Ironside, the son of the late Field Marshal Lord Ironside who took the salute with Gen. Leon Johnson at our 1945 parade.

All this took place after a flyover by four RAF Jaguars, precisely at 10:00 am as scheduled, followed by an official address by the Lord Mayor in which she conveyed her thanks to the military and civilian organizations which participated, and specifically commented about her family's relationship with 2nd Air Division personnel who had been welcomed into her home during the war.

It should be noted that all this prior to the parade took place in the huge parking lot on Bethel Street overlooking the ruins of the library, and of course, our destroyed Memorial Room. What a reminder of the task ahead!

Our destination at the end of the parade was the beautiful Norwich cathedral, where we took part in a very stirring service of thanksgiving, reconciliation and hope with appropriate prayers, hymns and remarks by the Lord Bishop, the Vice Dean, the RAF Coltishall Chaplain, the Lord Mayor, and our 2ADA president, Chuck Walker (445th), who did us proud. Also presented was the awesome and stirring "Second Air Division Fanfare," com-

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V.E. CELEBRATION *(continued from page 51)*

posed by Ken Meazey.

In attendance was the Queen's representative, the Lord Lieutenant for Norfolk Timothy Colman and his wife, Lady Mary Colman, all of our party, city and county officials, our Memorial Trust Governors, and as many of our local friends who could wangle tickets for this event. It was indeed a moving occasion, coming right on top of that great parade, which incidentally, we are told, was the largest in England, after the one in London.

We then proceeded to St. Andrews Hall, scene of many former visits during our seven official 2ADA conventions in Norwich. The capacity of St. Andrews Hall is 900, so you can bet that this was a "hot ticket," the Lord Mayor's reception for the 2nd Air Division Association.

It was a lovely affair, where once again we were welcomed and expressions of appreciation were extended by Councillor Ferris. We enjoyed the opportunity to mingle and compare notes with each other, and with the prominent guests from the community.

After a brief rest, followed by buffet dinners at the hotels, we were off to a sold out showing at the Theatre Royal of "We'll Meet Again!" This musical journey into nostalgia was lovingly produced by Bob Brister, and involved a cast and support team of ninety people who delighted us with their songs and skits about the wartime years. A surprise feature was the on-screen showing of Evelyn Cohen in her WAC uniform from her 1943-1945 service at 2AD Headquarters.

At the conclusion, three beautiful floral arrangements were presented to the choreographer, Olga Barry, to Lady Mary Colman, and to Evelyn.

We returned to the hotels, emotionally drained, to try to prepare ourselves for the next day, Monday, 8 May, VE Day 1995. It was to be spent by the group members at their individual bases. In all probability, each group will report on its own base activity, but the two of us can vouch for the fact that we enjoyed, to the utmost, the programs provided by our friends at Hethel/Ketteringham Hall and Wendling, respectively. Whatever variation there may be at the bases, one common denominator applied to us all, and to the entire country, for that matter. At 8:38 pm, a two minute silence was observed in honor of all who had made victory possible, followed by bonfires in many villages.

Now is a good time to report that each morning when we awoke, at our doors was a copy of the "2nd Air Division Daily News," composed and produced by David Hastings, advising of our program for the day, with special notes of interest for us to observe during the day. A great job, David, for which we salute you again.

On Tuesday, 9 May, we had a chance to recuperate emotionally on either of two tours provided, one to Blickling Hall, a National Trust Estate, or a day of cruising on the Broads. Reports from participants were generally that they did have a relaxing day.

Wednesday, 10 May, was set aside for the special 2ADA service at Madingley. We all boarded coaches for a pleasant trip to Cambridge, and in a short while found ourselves at this serene resting place for some 3,800 Americans, and the location of the Wall of the Missing on which 5,000 names are engraved. Many 2nd Air Division personnel are memorialized at both locations.

Our seats were arranged in back of a reflecting pool, on the other side of which, in front of the Wall of the Missing, there was a podium and seats for the participants in the program. Our pres-

ident, Chuck Walker, called for the presentation of the colors, smartly executed by a contingent of 3rd Air Force personnel. This was followed by an invocation by Bud Chamberlain (489th), remarks by George Lymburn (445th) and benediction by Neal Sorensen (489th).

It was a moving service, indeed, during which we had the opportunity to look out over the white marble crosses and Stars of David, and remember not only those who were buried there, but all of the men and women with whom we served.

The beautiful rendition of Taps by David Woodrow, of the Norwich Citadel Salvation Army Band which did us so proud at the Sunday parade and at the cathedral, brought tears to our eyes. The service ended with Chuck ordering the retiring of the colors.

Here again we found the consensus to be one of great satisfaction with this opportunity to commune with each other.

Following the service there were three choices available to our party: to return to Norwich, take a walking tour of Cambridge, or visit the remarkable American Air Museum at Duxford, the director of which is the very personable Ted Inman, a member of the Board of Governors of our Memorial Trust.

Thursday, 11 May, the last day, provided another opportunity to rest up, except for the 2AD veterans who fanned out to give talks to 23 schools in East Anglia. This was a great opportunity for the students and a very gratifying experience for our colleagues who made the presentations. Also during the day, three of our 2ADA officers were invited to accompany our 2AD representative on the Board of Governors, Bud Koorndyk, to the annual general meeting of the board. They were occupied with this important event from 10:00 to 3:00.

On to the final banquet, at which honorary president Jordan Uttal served as M.C. Before dinner, after the national anthems opened the program, we were officially welcomed by the chairman of the Broadlands District Council, Councillor Hazel Bowyer, followed by the Lord Lieutenant, Mr. Colman, who, in addition to his own personal welcome brought us this very much appreciated message from Her Majesty, Queen Elizabeth, which we are pleased to share with you as follows:

*Buckingham Palace
Timothy Colman, Esq.*

Please convey to the veteran members of the U.S. 2nd Air Division Association my greetings and very best wishes. We shall always remember with gratitude the part they played and their sacrifices, in this country's hour of need. I hope that this evening's occasion will be a happy one, and that the whole visit has been a successful commemoration of the historic events of fifty years ago.

*Elizabeth R.
11th May 1995*

Following this pleasant surprise we had our traditional "Eight Candles for Remembrance" candlelighting ceremony in which, as always, all groups and Headquarters were represented. This was followed by a moving invocation by the Very Reverend David Sharp, vicar of St. Peter Mancroft, who has so honored us on several occasions. Then came the splendid meal with wines, which can best be described in one word . . . elegant.



Lighting the “fallen comrades” candle: J.B. Brinson (467th), Walt Fitzmaurice (44th), and Stan Mohr (466th).

The post dinner program began with the introduction of the head table, during which special recognition was given to the two seated side by side, Evelyn Cohen and David Hastings, who received a rousing round of applause as a gesture of thanks for their work in making our celebration so memorable.

We were favored with fitting remarks by Chuck Walker, followed by the Lord Mayor, and then came the awards presentation conducted with dignity by Executive Vice President Geoff Gregory (467th), assisted by Chuck and Treasurer Bill Nothstein (466th). Though this presentation was scheduled, the awardees had been kept in the dark until the actual time of the event. We were pleased to honor five people who have labored so diligently prior to, and especially so since, the tragic destruction of the library, for their contributions to the good and welfare of the 2AD Memorial. They were Christine Snowden and Lesley Fleetwood, Memorial Room enquiry assistants; Phyllis DuBois, trust librarian; Colin Sleath, principal librarian, who has worked with us for over fifteen years; and Hilary Hammond, Norfolk County Council Director of Arts and Libraries.



Mrs. Anne Barne (pictured above with Bud Chamberlain) was recognized for her 50 years of service to the Memorial Trust.

These presentations were well received by the audience, and delighted the recipients. The awards were well merited.

Following the awards, special recognition was given to family members present, ten in one family, nine in another, and they and all the others were asked to stand and be recognized. There were sons and daughters, many of them with spouses, grand-

sons and granddaughters, brothers, nephews, and sisters-in-law. All this emphasizes that we are sharing and communicating our values to succeeding generations of 2AD family members.

We then heard from the chairman of the Norfolk County Council, who encouraged us with his views of the certainty of rebuilding. We next, all too briefly, saluted the presence of eight past presidents and six group vice presidents, and devoted more time to thanking the British guests present from all of our base areas, many of whom labored so diligently as base contacts and guides. When we asked them to stand and be recognized, they were greeted by appreciative applause from the members of our party.

What followed next was a presentation to Anne Barne, a founding governor of the Trust in 1945, who had just retired from the board that day, after fifty years of service. With the help of Bud Koorndyk and Bud Chamberlain we presented a special plaque to her commemorating her service to the Board of Governors, and a specially designed gold pin as an expression of thanks and affection from the Association.

Our final guest speaker, Tom Eaton, Chairman of the Board of Governors for the past twenty years, once again stimulated our thinking by his assurance of continued efforts to carry out the wishes of the original Governors, and all who succeeded them, for the perpetuity of the 2nd Air Division Memorial.

In concluding the festivities of the evening, Jordan Uttal commented briefly on the superb international extended family we have become over the years, saluted the three widows who came with us and the several British brides, then read a poem specially written for the occasion which we reproduce here as a salute to us all:

ANNIVERSARY SALUTE VE DAY – 1995

*Raise up your glass as we gather at last
To celebrate life, to remember the past.
Fifty long years since our destinies met
We are not forgotten, we shall not forget.*

*A toast to our comrades, the fallen, whose names
Were almost consumed in the library flames.
We offer our homage, acknowledge our debt.
They are not forgotten. We shall not forget.*

*To those who survive: let our efforts increase
To further the world's new potential for peace.
We served in our time without fear or regret
We won't be forgotten. We shall not forget.*

BY RHODA U. BANDLER, HQ ASSOCIATE, 8 MAY 1995

And so, after the reading of this affirmation of our dedication to each other, we thanked everyone for coming to Celebration 1995, and we wished everyone present good health and good fortune. ■

REMARKS BY VICE PRESIDENT AL GORE (continued from page 49)

*When you go home,
remember us and say,
for your tomorrow,
we gave our today.*

So how do we honor these dead? And how do we best remember them?

Not by words alone. Our remembrance must be more profound and more enduring.

We must strive with all our collective might to fulfill the promise of that great architect of victory, Franklin Roosevelt, in unspoken words that he wrote just before his death. Our task is to want more than an end to war, he wrote. Rather it is to “want an end to the beginnings of all wars.”

We the living stand in the presence of the dead to look for a world that someday will fulfill the biblical prophecy that nation shall not rise against nation, that neither shall they learn war any more.

But these simple common stones in their orderly rows remind us that — though whole nations do fight — it is individuals who die.

And the great tradition that Americans inherited from Britons holds that individuals are born with dignity and God-given rights. Our two peoples, Britons and Americans, share a conviction running like a golden thread through our common history. That gleaming thread was woven in part at Runnymede in 1215 when King John signed the Magna Carta, in part in 1588 when England stood alone once before against the Invincible Armada, in part in 1776 when Americans called up the principles of John Locke, and supported by Edmund Burke, asserted the right of all men to life, liberty, and the pursuit of happiness.

This is a conviction that has been won for us by brave and bold men and women through hard centuries of time — men and women not only brave and bold in battle — but also brave and bold in books and in voices, brave and bold in forging on the anvil of experience and in the fires of imagination those ideas that make the battle worthwhile and make success a triumph of the human spirit.

We honor these men and women today because they defended with their lives that shared conviction that, because men and women are born free, tyranny is a monstrous affront to nature itself.

It is a conviction that binds Americans and Britons even more closely than our language and culture. The Americans here came from Memphis and Topeka, Spokane and St. Louis, New York and New Orleans, from hamlets and farms, from city streets and remote valleys, and they lie together in this field. They did not want to die. But fate had called them to valor and to death, and so it was.

From their deaths we have learned enduring lessons. If we do not heed them, the 21st century, so near to us now, could well bring a descent into a darker age of barbarism than the world has ever known.

The most important of these lessons is that government without the consent of a free people is tyranny, and that tyranny thrives on war and rumors of war.

The tyrant always struts — as Hitler did — on a stage built of human suffering, surrounded by legions of soldiers, bolstered by the machinery of battle, and adored by flatterers with cold fear in their hearts and hollow cheers on their lips.

The tyrant vainly seeks the grace and legitimacy that can only come from the freely given consent of the governed, and when he finds it missing, as he always does, he feels fear in his own heart.

Part of his defense is to imprison the imagined enemy within. His tools are secret police, midnight knocks on the door, the in-

former. And still he fears. Still he knows no rest.

So the tyrant lashes out in conquest, turning the inchoate hatred of his people from himself to their neighbors, to those who are somehow different. The tyrant is not sated until his evil metastasizes in cycles of expansion and violence. Only in the roar of the artillery can the tyrant drown out the accusing and fearful voices of those he has failed to mesmerize into silence. For centuries, the British and Americans have also shared the knowledge that a free people, able to write and speak without restraint, are more likely to seek peace than war. For in a democracy, citizens have a stake in their society. They own their lives, their freedom, and their property. They do not belong to their government; their government belongs to them. And, as the Second World War proved so convincingly, when a free nation goes to war to defend freedom itself, it will fight on to inevitable triumph no matter what the cost.

In that grim time, Winston Churchill asked his countrymen to so bear themselves that men would one day say “this was their finest hour.”

And it was.

And in his words we in America hear our duty defined.

First we sent the tools he asked us to send, and then we sent our men and women, and we fought together, side by side, with the men and women of Britain and the Commonwealth, and we were victorious together in that spring half a century ago.

And when the victory had at last been won, Churchill himself pronounced his judgment on the grand alliance between Britain and America, in these words:

“It would be an ill day for the world and for the pair of them if they did not go on working together and marching together and sailing together and flying together whenever something has to be done for the sake of freedom.”

For fifty years we have held onto that course, even as we have witnessed incredible changes. Now, we live in a world unimaginable in 1945.

Old enemies have become enduring friends. Now, not only is the Nazi flag with its twisted cross a relic in museums, but the hammer and sickle is also gone as a symbol of power and fear.

But, of course, we face new challenges now, as we always will, for evil did not die with Nazism, nor with communism, nor with apartheid. We have seen it in our midst. It lurks like a viper in unexpected places, striking suddenly, viciously — as Ambassador Crowe, a son of Oklahoma City, can attest.

In standing united against such evil — wherever it threatens — let us remember that the men and women who lie in this quiet place — and in all the other places where their comrades also lie — died for a future of hope for the best that might be for those they left behind.

In honoring these dead then, let us, the sons and daughters of those who lie here, and those who loved them, rise to the vision proclaimed by President Roosevelt; to seek a moral basis for peace — not only here in Europe but far beyond.

Let us build democracy and freedom in a world governed by just laws, respectful of human rights, accepting the obligation each one of us has to his neighbors and to all those men and women everywhere who are bound to us by the common ties of the human condition and the yearning for decency and dignity and freedom.

The bodies of these men and women rest in the bosom of the earth, their souls in keeping with God. But their spirits are with us to the ending of the world, and what they did for us can never die.

To them is given the promise of the prophet Isaiah, as we pray for lives of our own to live that will be worthy of their deaths:

“They that wait upon the Lord shall renew their strength — they shall mount up with wings as eagles — they shall run and not be weary — and they shall walk and not be faint.” ■

Evening News 28p

NORWICH, TUESDAY, JUNE 17, 1997

TONIGHT'S TV - PAGE 16 AND 25

IT'S YES TO NEW LIBRARY

THE TIMETABLE

- 1997: Preparatory work as architects work up details of the building.
- 1998: Detailed designs submitted for planning permission. Archaeological dig.
- 1999/2000: Construction.
- December 2000: Library complex opens.

BY ANDY RIVETT-CARNAC • REPRINTED FROM THE EVENING NEWS, NORWICH, ENGLAND, JUNE 17, 1997

Ed. Note: This article was featured on the front cover of the Fall 1997 edition of the 2ADA Journal.

Norwich will boast Europe's most advanced library by December 2000 after the city's biggest National Lottery cash grant got the thumbs up today.

A grant to rebuild the Bethel Street library site, believed to be in the region of £32 million, has been awarded to the city by the Millennium Commission.

The horseshoe-shaped complex will boast 110,000 books, 10,000 recordings, the Norfolk Studies Library, and the Second Air Division Memorial Library.

Charles Clarke, MP for Norwich South, said: "I very much welcome this decision. We have worked hard for it and the new library will bring strength and vitality to the city centre."

Today's grant, twice the annual budget of Norwich City Council, will fund a state-of-the-art complex to replace the central library destroyed by fire in 1994.

Beneath a multi-media auditorium, a hi-tech heritage attraction will tell the story of Norwich during the last 1000 years.

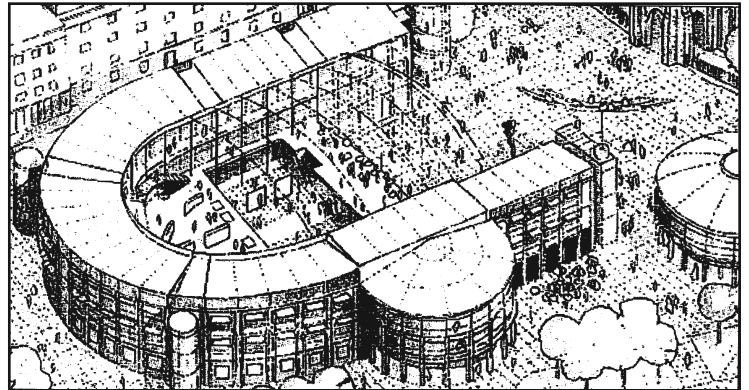
An underground car park, tourist information centre and cafes are also part of the blueprint.

Building work, which should create up to 300 jobs, is due to start in 1999.

Sheila Kefford, spokeswoman for the Norwich Society, said the development would kick-start the regeneration of Norwich.

"It really is first class news. This is what we've been waiting for, and it will help affirm our position as the regional capital," she said.

Top architect Sir Michael Hopkins has been appointed to design the project, but the scheme's backers can expect plans to be closely scrutinised given the library's historic setting. ■



THE MEMORIAL TRUST *(continued from page 21)*

Thank you to the men and women who served in the 2nd Air Division and to the members of the 2nd Air Division Association and their families and friends for funding the Memorial Library here in Norwich over the last 67 years in an extraordinarily generous but typically American way.

Thank you to all the members of the Dzenowagis family for making those remarkable films.

Thank you to all the countless people responsible for arranging all those many conventions both here in the UK and in the States.

Thank you to all of you for your boundless acts of kindness and friendship to all the very many British people with whom you have been in contact both during the war and since.

And finally, thank you, the People of the United States of America, for all the too many sacrifices in the preservation of the freedoms we enjoy today.

We offer you all our profoundest thanks.

May God go with you always and may God bless America. ■

The Bronze B-24: A Sculpture for the Ages

BY ALFRED ASCH (93RD) • REPRINTED FROM THE 2ADA JOURNAL, SPRING 1998

The sculpting of the B-24J Bronze Memorial to be installed in the Honor Court of the Air Force Academy in Colorado Springs is well underway. The tax exempt corporation is operating with four officers: Jay H. Jeffries, Jr. (453rd), Al Asch (93rd), Ray Pytel (445th), and Neal Sorensen (489th). A stock brokerage account with Merrill Lynch has been opened in our corporate name, number 673-04K02 for investing our cash and providing a means for donors to transfer securities, e.g. appreciated common stock, directly to this account.



The design of the plaques must be given to the sculptor by May but no later than June for his work. The larger 21" x 50" plaque will have the donors' names. The smaller one, 16" x 16", will carry the theme that the B-24 operated in all theaters of operation during World War II Dedication ceremonies at the Academy are set for September 25, 1998. We are proceeding with the design of the larger plaque as follows:

(1) A donor can have as many names as he chooses at \$450 per name.

(2) Money donated from group treasuries may be used to designate names at \$450 per name.

(3) Names on the plaque will be arranged under group/organization headings.

(4) Special note will be made for those who flew Ploesti and who received the Medal of Honor.

(5) Donations can be made in memory of others; these are encouraged. Always give the name to appear on the plaque.

There will also be an Honor Roll in a Book of Remembrance to remain at the Academy. All donors' names will be included in much the same format as the donor plaque. It may be expanded somewhat to show who the donor was for those "In Memory Of" names. ■

We have a \$150,000 contract with Sculptor Robert Henderson to build and install the memorial. He has done the B-17, P-38, P-47 and P-51, all in the Academy Honor Court. At 1/6 scale size, it gives our memorial a wing span of 18.33', fuselage 11.27', and the stabilizer/rudder a vertical height of 3'. The bronze memorial will weigh about one ton and the base (pedestal) of blue polished granite approximately three tons. Two plaques, one approximately 21" x 50" and another 16" x 16" to be mounted on the pedestal are included in the contract price.

The 467th Bomb Group entered into a separate \$25,000 contract with Henderson for the wood/composite model which will be of museum quality. It is destined for the Mighty Eighth Air Force Museum at Savannah, Georgia in a July 1998 ceremony.

The Rise of the Bronze B-24

BY NEAL SORENSEN (489TH) • REPRINTED FROM THE 2ADA JOURNAL, SPRING 1998

"If you try to do something difficult, you may fail. But, if you don't try it, you have failed already!"

As of December 15, 1997, the fund drive to build a giant 19' wingspread replica of our B-24 had a combined result of over 74% toward our goal of \$175,000 — but let's not stop now! Your generosity, enthusiasm, and support will ensure the success of our project.

The phrase "combined result" is chosen because the 467th Bomb Group earned the right to name the wooden pattern for the bronze after their famous "Witchcraft." To avoid any further misunderstanding, the 467th Bomb Group signed a separate contract with the sculptor, Robert Henderson, for the wooden model; and B-24 Groups Memorial, Inc. of the Army Air Forces signed a second contract for the pattern castings from the wooden model, the bronze castings, the granite base, the bronze plaques to inform

the world of our B-24, and the transportation from Canon City to the Honor Court at the United States Air Force Academy.

"Combined result" is further exemplified by contributions which have been received from the 13th and 15th Air Force veterans. In each case, the contributor is provided literature and asked to get his buddies, group or squadron mates involved.

3D SAD has responded with a generous contribution, much as they did for other worthwhile causes.

The most touching requests to donate have come from children of our veterans, who are making donations to honor their fathers. Also, donations have been received honoring dead crew members or live crew members who are disabled.

It will be a proud day on September 25, 1998 when the beautiful sculpture of our beloved Liberator will be flying in the Honor Court along with the B-17, the P-38, the P-40, the P-47, and the P-51. ■

Freedom of Norwich for U.S. 2nd Air Division

BY CAROLINE CULOT • REPRINTED FROM THE EASTERN DAILY PRESS, MONDAY, JANUARY 8, 2001

Ed. Note: Please see Paul King's note on the next page for the correct terminology.

THEY FOUGHT FOR THE FREEDOM OF BRITAIN.

And now the members of the 2nd Air Division of the United States Army Air Force are to be awarded the Freedom of the City of Norwich.

The award — given by Norwich City Council in recognition of services to the city — is in honour of the continuing contribution made by the 2nd Division, which was based in Norfolk during the Second World War. More than 6,700 men lost their lives in the 493 combat missions flown from Norfolk airfields by the division from November 1942 to April 1945.

In memory of them, a part of the former Norwich Library was dedicated to them, with money raised by a trust appeal. And with the building of the Norwich Millennium Library, a new wing is to be dedicated to the airmen in the same fashion.

A formal recommendation has been made to grant the award but is set to be officially passed at a special meeting of the council tomorrow.

The award will be given in a ceremony in November, when more than 300 members of the 2nd Air Division Association and their families will come over from the USA.

The day afterwards, the members will witness the formal opening of the new Library of the Memorial Trust of the 2nd Air Division at the Norwich Millennium Library. It will include memorabilia and American books.

The Honorary Freedom of the City, which dates back to 1370, is a rarely-given honour.

Norwich City Council leader Nick Williams said: "Members of the 2nd Air Division have given so much to the city both in times of conflict when more than 6,700 lost their lives, and also in terms of memories.

"The honorary freedom is in recognition of this very strong and special relationship and is a fitting thank-you."

David Hastings, vice chairman of the 2nd Air Division's Memorial Trust, said the members in America were overcome with emotion when recently told about the award.

He said: "I was given permission by the city council to go to a convention in America and announce a formal recommendation to make the award had been made.

"Most of the members are in their eighties, and when I told them, they just stood up and wouldn't stop cheering.

"The Freedom means a tremendous amount to them because they are of the generation when they still look upon England as their old country.

"And the library in Norwich — they see it as the glue which has made their asso-
(continued on page 58)



CEREMONY: Led by the colour party and the Book of Remembrance, the dedication procession makes its way from St. Peter Mancroft to the Norwich library for the original opening ceremony in 1963.

FREEDOM OF NORWICH (*continued*)
ciation stick in America; it is very important to them.”

Mr. Hastings said being awarded the freedom was very meaningful to the members because the division is believed to be among very few of its kind to receive such an honour.

Mr. Hastings said members wanted the dedication service at the new part of the library to recreate the ceremony in 1963 at the former site.

Following a formal dedication to the library at Norwich Cathedral on November 7, there will be a parade with a roll of honour from the West Door of St. Peter Mancroft to the library, as in 1963.

To acknowledge the fact that the 2nd Air Division Association likes to include the younger generation in its events, a grandchild of a surviving airman will carry the roll of honour.

Young members of Wymondham College Band will play at the event — Wymondham was where the forces’ hospital was. There will also be a flypast over the cathedral.

Just over twenty freedom awards have been granted by the city since 1885, the more recent ones going to Norwich Union in 1997, Sir Robert and Lady Sainsbury in 1999, and playwright Arthur Miller last year.

RAF Coltishall, and the Royal Navy in the form of HMS Norfolk have also received the freedom. ■



The Book of Remembrance was carried in 1963 by LT. COL. CHARLES C. HURT.



HONOURED: United States airmen at a local base during the Second World War.

HISTORY

The 2nd Air Division was part of the United States Eighth Air Force, which in terms of men and aircraft, was the largest offensive air force in history. There were three air divisions in the Eighth, which were in effect, air forces within an air force, each with fighter units and maintenance organisations.

The 2nd Air Division, with fourteen bomb groups based at airfields in Norfolk and northeast Suffolk, flew Consolidated B-24 Liberators. It had its headquarters at Ketteringham Hall, southwest of Norwich, and between November 1942 and April 1945 took part in 493 combat missions, dropping 199,883 tons of bombs.

Five airmen from the 2nd Air Division received the highest U.S. award for bravery, the Medal of Honor, four of them posthumously. In combat, 2nd Air Division gunners claimed 1,079 enemy fighters destroyed, against losses of 1,458 B-24s missing in action and others lost in accidents.

The conflict claimed the lives of 6,700 men from the division. At one time the chance of an airman completing a tour of operations (25 missions, later 35) was one in three.

The 2nd Air Division used fourteen airfields in Norfolk and northeast Suffolk, including Shipdham, North Pickenham, Hethel, Attlebridge, Horsham St. Faith, Old Buckenham, and Rackheath. As for the other two divisions of the Eighth Air Force, the 1st Air Division was based in the Huntingdon area and the 3rd Air Division was based in Suffolk and southwest Norfolk. ■

A Note from Paul King

I spoke with the Public Relations Officer of the City Council today since the report in the local newspaper is somewhat ambiguous, and I did confirm with her that it is the *Association* that is being honoured and not the Division, which no longer exists. In any event, it is the Association which has done such magnificent work in developing the library since the Association was founded in 1948, which fully deserves this recognition. It is a signal honour of which I know the Association will be extremely proud. *General Kepner received the Freedom of the City in July 1945.*

On behalf of my fellow Governors and myself, congratulations upon this wonderful achievement, which will be duly celebrated when the award is made on the occasion of the upcoming convention and Official Opening of the new Memorial Library in November 2001.

— PAUL R. KING, Chairman, The Memorial Trust of the 2nd Air Division USAAF

FROM THE ARCHIVES: Dedication of the New 2AD Memorial Library



Presentation of the Lund Watercolors in the 2ADA Meeting Room of 2AD Memorial Library

Scenes From Norwich

NOVEMBER 1-8, 2001

PHOTOS COURTESY OF ALAN HOWARD



Chairman of the Board of Governors Paul King (left) presents watercolors to T.C. Eaton, former Chairman



Left to right: Paul King, Jordan Uttal, and Tom Eaton outside Norwich Cathedral



The Lord-Lieutenant of Norfolk, Sir Timothy Colman, and the Vicar of the Cathedral joining the procession into the Cathedral



2ADA members & guests seated in the magnificent Norwich Cathedral



The Norwich Cathedral Choir in action



Left: Past 2ADA President Bud Koorndyk, reading the lesson from the altar.

Right: At the beginning of the Service of Dedication, visible in the front row are 2ADA President Felix Leeton; former Governor Carol Lynn MacCurdy; the High Sheriff of Norfolk, Sheila Keffer; Lady Mary Colman; and The Lord Lieutenant, Sir Timothy Colman. Next row: Paul King, Tom Eaton, Jordan Uttal.





The Vicar of the Cathedral and The Lord Bishop of Norwich



RAF Band in procession from the Cathedral to the 2AD Memorial Library



U.S. Air Force troops from 3rd AF – Mildenhall



Inspection of 3rd AF troops by General Hess and The Lord-Lieutenant.



RAF troops from RAF Coltishall, ready for inspection.



Americans and British awaiting flyover at noon.



The crowd included USAF and RAF personnel.



Student band from Wymondham College greeting us as we assembled.



Promptly at noon, there was a flyover by a USAF tanker aircraft (above). It was accompanied by two Jaguars from RAF Coltishall (below).



Over 700 enthusiastic 2ADers and local friends singing the National Anthem.



Our British friends, happy and eager to see us.



Putting our hands together for the flags and the Roll of Honor.



The Start of the Opening Ceremonies: At the podium is the first speaker, the Chairman of the Memorial Trust, Paul King.



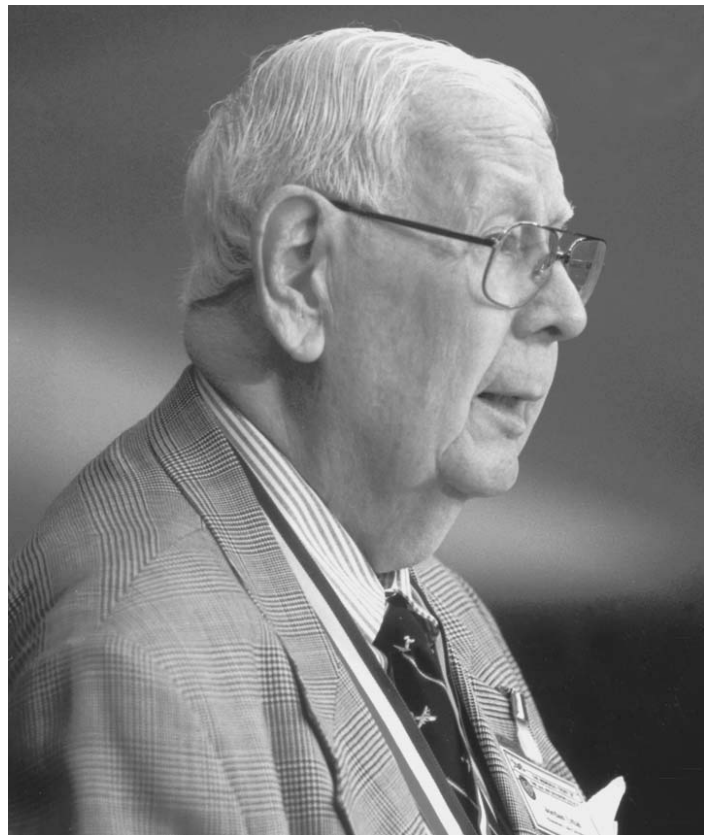
The second speaker, The Lord-Lieutenant, Sir Timothy Colman



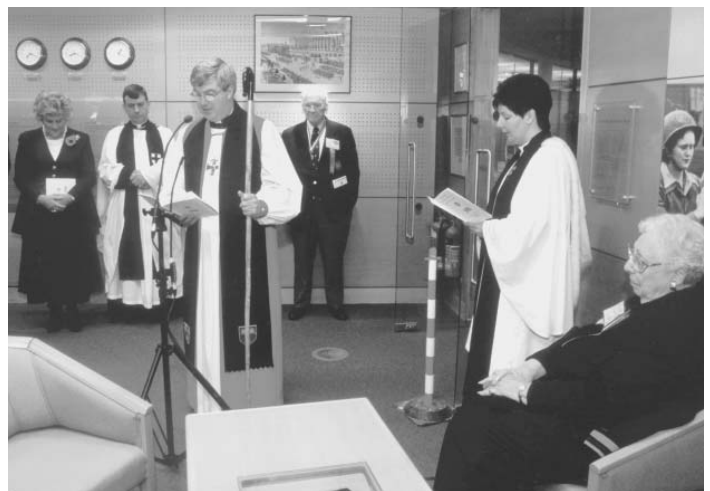
The third speaker, Major General Hess, 3rd AF Commander



The fourth speaker, Jordan Uttal, 2ADA Honorary President



Jordan Uttal speaking at the opening ceremonies



Official Blessing of the 2AD Memorial Library by The Lord Bishop of Norwich, Graham James.



Mutual congratulations on completion of ceremony: Sir Timothy Colman (left) and General Hess.

The American Connections with St. Paul's

REPRINTED WITH PERMISSION FROM "DOME" • THE MAGAZINE OF THE FRIENDS OF ST. PAUL'S CATHEDRAL (LONDON), EDITION 43

Lay Canon Peter Chapman reports on the cleaning and restoration of the American Memorial Chapel and the service which followed

Ed. Note: This article was featured on the front cover of the Fall 2006 edition of the ZADA Journal.



LAY CANON
PETER CHAPMAN

The American connections with St. Paul's go back many years. There are two visible signs of these. The first is the Memorial in the Crypt to Pilot Officer Billy Fiske who died in the Battle of Britain. Billy was

the first American pilot to die in the Allied cause, having told the recruiting officer he was Canadian! The second, of course, is the American Memorial Chapel at the east end of the cathedral, behind the High Altar.

The Chapel was consecrated by Her Majesty The Queen in 1958 and commemorates the lives of 28,000 Americans who died in the Second World War whilst based in Britain. It houses the Roll of Honor which lists the names of all 28,000 service people and was presented to the Cathedral, for perpetual safe keeping, by General Eisenhower at a service held on 24 July 1951.

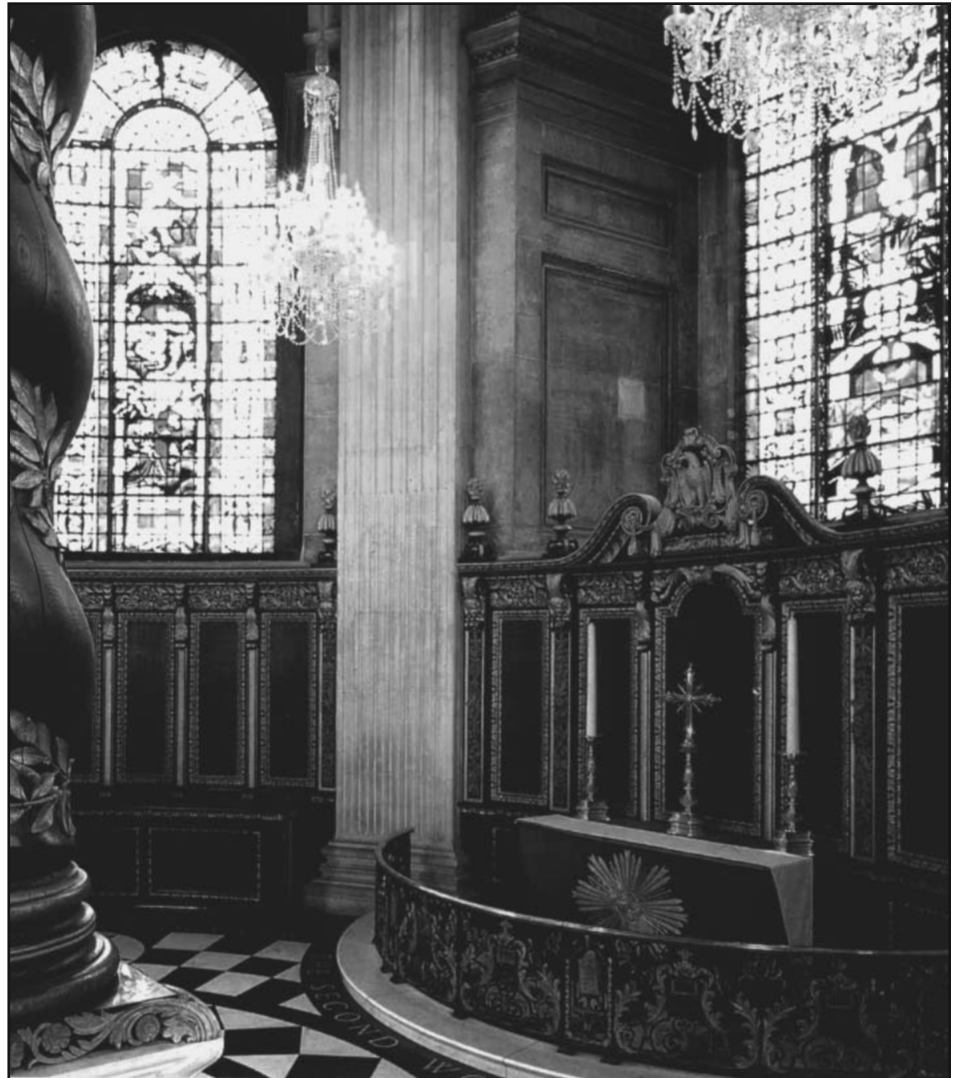
The Chapel had not yet been commenced then but the money for it had been raised entirely from the British people. The story of these events is recorded in a beautiful pamphlet on sale in the Crypt Shop.

Cleaning and restoration

Turning to the present, it was originally considered unnecessary to have the Chapel cleaned and restored as part of the marvellous renovation of the inside of the Cathedral. This decision was reversed when it became apparent that, although the Chapel was relatively new, it looked dirty and drab when compared with the surrounding cleaned stone.

The St. Paul's Cathedral Trust in America was continuing to raise the money to pay for this work.

To celebrate the cleaning and restoration, I put the idea to Chapter that a short service and reception should be held.



The American Memorial Chapel.

PHOTOGRAPH COURTESY OF SAMPSON LLOYD

Chapter endorsed this proposal and on 17 November 2005 the event took place.

We were able to make contact with two of the American veterans' associations — the 8th Air Force Historical Society and the 2nd Air Division Association. Mr. Belton Wolf of the former society and Mr. Matthew Martin of the latter assisted us with the organisation. The key linkage had, however, to be with the American Embassy, which gave us marvellous support. All agreed that a celebration for the restored chapel and an act of worship sixty years after the cessation of hostilities was deeply worthwhile.

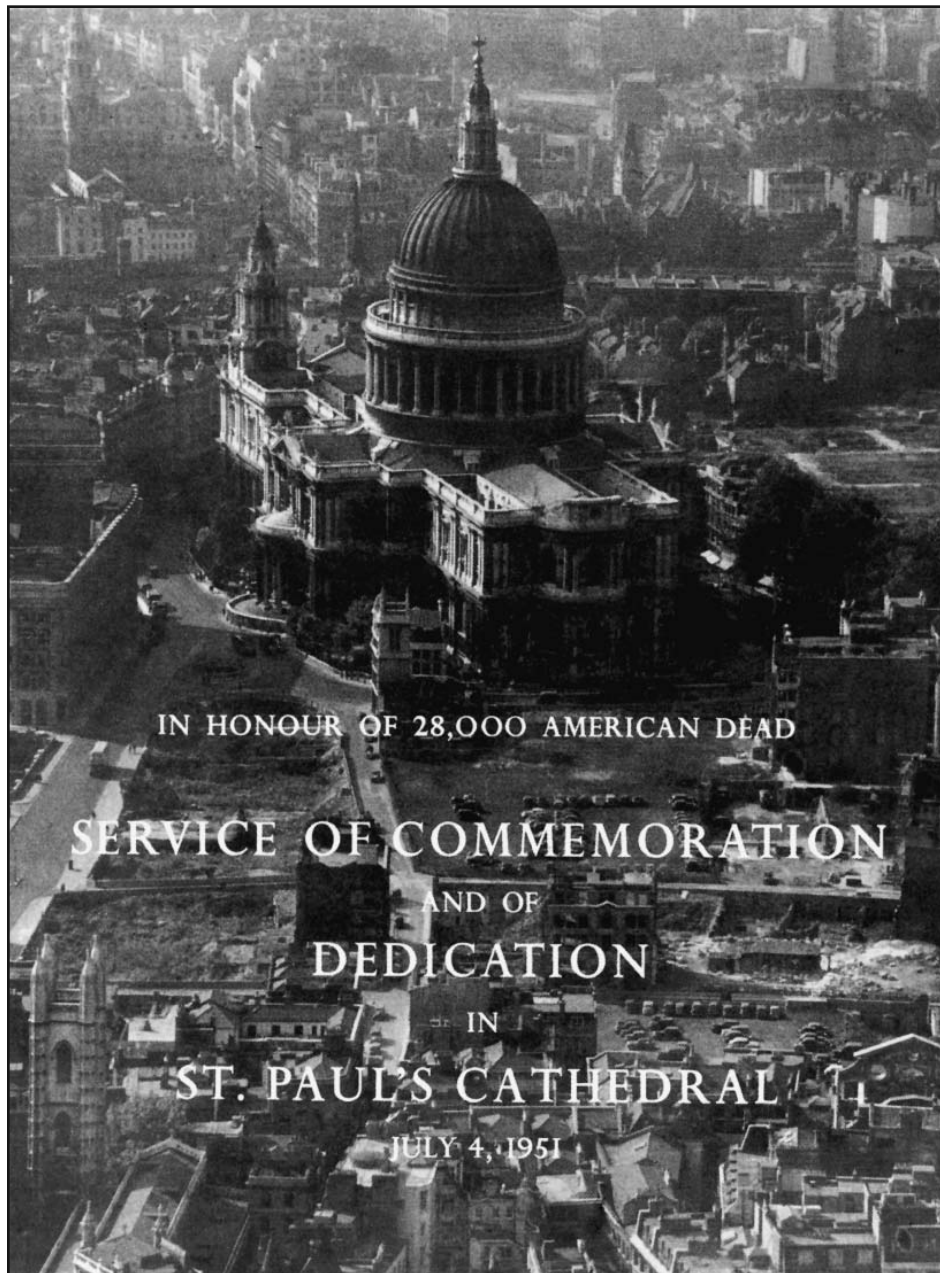
A moving and memorable occasion

The service was expertly crafted by Simon Reynolds and overseen by Canon Martin Warner. Hugh Williams organised a small choir who sang quite beautifully. It was an historical event because I cannot recall a service for those Americans who served in the War being held there before. Some fifty people were present and the American community was led by the American Ambassador, Mr. Robert Tuttle. Chapter was represented by Canon Warner, Canon Lucy Winkett and myself, and we met the U.S. veterans and their

(continued on page 65)

The Order of Service of Commemoration and Dedication of the American Memorial Chapel at St. Paul's

REPRINTED WITH PERMISSION FROM "DOME" • THE MAGAZINE OF THE FRIENDS OF ST. PAUL'S CATHEDRAL (LONDON), EDITION 43



On 4 July 1951 the Order of Service of Commemoration and Dedication brochure contained the following text:

During the years of the Second World War, when the peoples of Britain and the United States once more united in a common endeavor and common sacrifices in the defense of liberty, 28,000 Americans of the armed forces lost their lives and were buried in the British Isles, or died in operations when based upon the British Isles. These dead had served in the United States Navy, the Merchant Navy, Army or Army Air Force, or were

American nationals serving in British or Canadian formations. The great American cemetery at Cambridge, like the American cemetery at Brookwood of the earlier war, marks the last resting place of many who gave their lives, but the majority of the dead, particularly among those who fought in air battles over Europe, have no known grave.

There are numerous local memorials in Britain to the American dead. Most are the gifts of their American comrades who survived; some are wholly British offerings; others still represent the joint homage of an American fighting unit and an

English village community. They are diverse in form. Thus in parish churches in East Anglia chapels have been dedicated to the memory of the fallen who were stationed at nearby American heavy bomber bases, a fourteenth-century English chapel has been restored, a memorial organ in a Devonshire parish church dedicated in honor of the dead who were in American naval contingents operating from a neighboring base, a memorial tower erected on the sea shore, a plaque erected at the side of a road, a stained-glass window presented to the garrison church of the two Staffordshire infantry regiments, a village community recreation centre established. All these are tributes, rich in local and intimate British-American associations, to the memory of those Americans who lived among us and died in a common cause. But a national tribute, which would stand as an act of commemoration by the people of this country as a whole, has called for something more. Out of the deep desire to create a central and enduring British memorial to these American dead, which would serve as a shrine and a perpetual remembrance of all soldiers, sailors and airmen of the United States of America in their wartime comradeship with the British people, was born the plan of an American Chapel in St. Paul's Cathedral.

The plan, originally conceived towards the end of the war, took definite shape during the months after victory was won in Europe and in Asia. It was announced to the public, in an appeal for funds for the purpose, by Marshal of the Royal Air Force Viscount Trenchard and Sir Clive Baillieu, president and chairman respectively of the American British-Commonwealth Association which had been formed in 1941 to promote the closest cooperation between the American and British peoples both in war and in peace (and which has since been amalgamated with the English-Speaking Union). In sponsoring the appeal the Association invited the body of ordinary men and women in Great Britain to contribute "their pennies, their sixpences or their pounds."

From the beginning, the project, which had been wholeheartedly welcomed by the Dean and Chapter of St. Paul's, met with the warm approval of their Majesties the King and Queen and of the greatly honoured United States Ambassador at

that time in this country, the late John G. Winant. The Dean and Chapter of St. Paul's gladly agreed to set aside the necessary space within the cathedral. The memorial also received the warm support of General Eisenhower, who in acknowledgment asked to be allowed to cooperate in preparing a Roll of Honour, suitably inscribed, to be handed to the Dean and Chapter for safekeeping in the Chapel.

Trustees of the fund were appointed and a council was set up under the chairmanship of the Archbishop of Canterbury. There was a nationwide response to the appeal for funds, and in the event some millions of people in this country contributed in all a sum of nearly £100,000.

The choice of St. Paul's Cathedral for the American Memorial Chapel bears eloquent witness to the sentiment that inspires this tribute of the British people. For St. Paul's, which is the national cathedral, enshrines not a little of the history of British valour and sacrifice. Within its walls lie or are commemorated a glorious muster of our fighting leaders, headed by the greatest of sea captains and the victor of Waterloo. The American comrades-at-arms of our people commemorated in St. Paul's keep noble company.

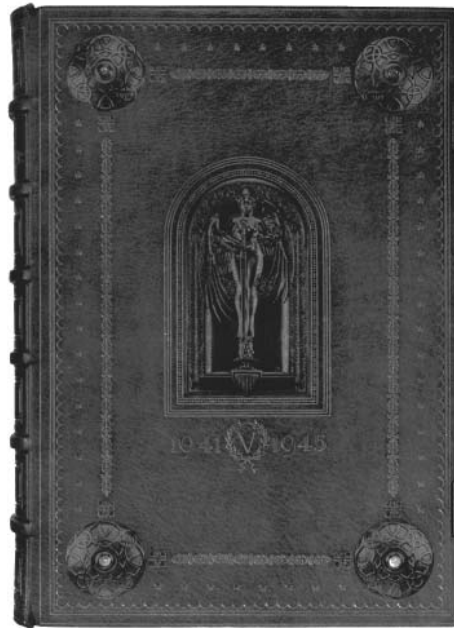
St. Paul's itself shared and suffered in the ordeal of war. Guarded in the London "Blitz" during the hours of darkness by a band of volunteers known as St. Paul's Watch, it twice sustained direct hits by high-explosive bombs and was grievously damaged. No Londoner will ever forget the spectacle of the night of December 29-30, 1940, when St. Paul's appeared as though miraculously islanded in a sea of fire. Under Providence it was spared from the fury of the enemy and still stands, in the midst of heavy destruction as a symbol of our faith and endurance.

At the centre of the extreme east end of the cathedral, behind the high altar, is the semi-circular apse, known until now as the Jesus Chapel, which was wrecked by a blast from bombs falling close to the east end. This is the space set aside for the American Memorial Chapel. The plans for rebuilding at this point form part of a larger scheme, approved by the Royal Fine Art Commission, for the internal reconstruction of the entire east end. Under this scheme the severely damaged reredos, dominating the choir, will be replaced by a lighter and less obstructive baldachino over the high altar, thus extending the view from the entrance of the cathedral in the western end of the whole length of nave and choir and disclosing more fully the grand sweep of the apse. The whole

effect will be to realize in greater measure the original architectural conception of Sir Christopher Wren.

The design for the American Memorial Chapel conforms to the existing standard of the cathedral and meets the requirements of the Dean and Chapter. It takes in the three great windows of the apse, for which designs of new stained-glass panels are being prepared that will find place for the insignia of the forty-eight States of the American Union. The full character of the changes to be made, and the American Memorial Chapel, is visible in the impressive model which has for some time been on exhibit in the cathedral.

The work of rebuilding, however, has of necessity had to wait upon urgent tasks of



The American Roll of Honor

Image courtesy of Patrick Wilkins

national reconstruction after the war. The repair of widespread war damage throughout the country, in homes, industry and communications, came first; the immediate need for building new houses could least of all be denied. Delay in starting work at St. Paul's thus sprang from the exigencies of an era of shortages in building materials as in so much else. But a start on the work of reconstruction at St. Paul's was made in February of this year. The American Memorial Chapel stands at the head of the list.

The Roll of Honour to be dedicated today, presented by General Eisenhower to the Dean and Chapter for safekeeping until the Chapel is ready to receive it, is a richly illuminated manuscript of 473 pages, bearing on its cover a gold V plaque and corner shields and inset with precious stones. It contains 28,000 names, arranged in alphabetical order, each followed by details of rank and service.



The dome at St. Paul's

On this same occasion the gift which His Majesty the King is making to Washington Cathedral of a silver cross and pair of candlesticks for use upon the high altar is also to be dedicated. The cross is a replica of that designed for the Royal Victorian Order and presented to the King's Chapel of the Savoy; the candlesticks follow the design of the cross. Each piece is of octagonal form with flutes interspaced and bears the engraved cipher of the King. ■

AMERICAN CONNECTIONS WITH ST. PAUL'S *(continued from page 63)*

families. Sir Robert Gibbs was there as chairman of the St. Paul's Cathedral Foundation and Mr. Tony Iverson represented Bomber Command.

As usual, all the Cathedral staff rallied round to help the veterans, all of whom were in their eighties. It was a moving and memorable occasion, and from the letters of thanks received, deeply appreciated. It will be wonderful if we can now raise the funds to enable the Roll of Honor to be placed on the Internet so that it is accessible to veterans and their families wherever they may live.

A short reception was held in the South Transept following the service when the visitors were welcomed by Canon Warner. I then gave a short address giving the historical background which was responded to by the Ambassador. Mr. Tuttle reminded his audience that at the height of the Blitz, Churchill gave the instruction that St. Paul's was to be "saved at all costs."

I hope this short account will be of interest to our American members and the U.K. Friends who so often meet the Cathedral's many American visitors. ■

Farewell to Yanks' "Mother Superior"

BY STEVE SNELLING • REPRINTED FROM THE EASTERN DAILY PRESS, NORWICH, ENGLAND, JULY 11, 2009

It was a throaty, long-distance laugh trailing off down the telephone that remains my abiding memory of the charismatic woman they called the Mother Superior of the 2nd Air Division Association.

I'd just asked Evelyn Cohen, life and soul of one of the most enduringly successful veterans' organisations on either side of the Atlantic, what she thought of the suggestion that the Association might not have survived half as long or achieved half as much without her dedicated work. "Let's just say this," she said after she'd finished laughing, "I never learned not to volunteer. Back in 1954 we'd had some problems and they asked me to take on the membership job for a year, and here I am still doing it. And I've enjoyed every minute of it . . ."

That was back in 2001, shortly before the veterans' last hurrah, an extraordinary farewell to Norfolk that, in many ways, represented Evelyn's finest hour, a grandly choreographed reunion involving a cast of many hundreds that not only celebrated the proud opening of the new and expanded 2nd Air Division Memorial Library but culminated in the Association being uniquely honoured with the Freedom of the City of Norwich.

And now the woman who was, for more than half a century, a driving force behind a truly special relationship between the veterans and the appreciative people of Norfolk has gone, laid to rest yesterday aged 88 in the Montefiore cemetery in Philadelphia, Pennsylvania.

It seems almost impossible to imagine the Association without her remarkable presence, such was her commitment and total dedication to the cause of the veterans and the 7,000 men whose wartime sacrifice had come to be symbolised by the inspirational "living memorial" which had risen with renewed vigour from the ashes of the Norwich Central Library which had been destroyed by fire.

In the estimation of Matthew Martin, Chairman of the 2nd Air Division Memorial Trust, Evelyn had been "central to the whole operation of the 2ADA over a number of decades."

David Hastings, a former Memorial Trust Governor and past chairman who worked closely with Evelyn in organising a number of conventions, went further, describing her as a "remarkable lady who devoted her life" to the veterans and a "true friend who spoke her mind and demanded the best for her '2nd Air Division family.'"

That Evelyn Cohen was a feisty and formidable woman was plain to everyone who met her. As Matthew Martin observed, "she



commanded respect and loyalty, but brooked no nonsense."

Such had always been the case, according to Jordan Uttal, 2nd Air Division veteran and honorary president of the 2ADA who, like Evelyn, had served at Horsham St. Faith and Ketteringham Hall during the war.

"In the service, as afterwards, she always said what she thought and she not only rejected promotions, but on a few occasions she went out of her way to get herself busted."

That service had been spent as a member of the small force

of Women's Army Corps sent to Norfolk to play their part in the 2nd Air Division's relentless and costly bombing campaign against targets in Germany and Nazi-occupied Europe.

She later recalled those times with mixed feelings. "When we first came over," she told me, "we were stationed at Horsham St. Faith and living in permanent barracks at Old Catton. We loved it there and hated leaving to go to Ketteringham Hall. Believe me, we weren't happy, but we had no say in the matter. We got out there and all we had was Nissen huts and mud, but what do you do? You're young and you manage to live with it."

Friendships forged and experiences shared during those years made a profound impression, and when Matthew Martin reflects that "her time in Norfolk during the war shaped the rest of her life," he is not overstating the fact.

Evelyn Cohen cared about the veterans and those who didn't make it home with a passion. Nothing was too much trouble for where their welfare or their special legacy, characterised by the Memorial Library, was concerned.

Her organisational skills and attention to detail were legendary. As David Hastings recalls, "she demanded 110 percent . . . and woe betide you if you failed, but she and her sister Lillian were great fun to work with."

When I spoke to her in 2001 she cited numerous highlights from her many trips back to Norfolk. Among her proudest memories was the re-creation in 1995 of the 1945 victory march past City Hall. "That was the greatest moment of all," she said. "A lot of the veterans weren't really fit to march, but they did because they were determined to show the city that they could and to show their appreciation."

Her own determination was evidenced six years later in the wake of 9/11 and the hysteria surrounding air travel across the Atlantic. Asked if their planned convention in Norwich a few weeks away was in jeopardy, she was typically forthright. "It's

(continued on next page)

Jimmy Stewart: Our Comrade in Arms

BY DELBERT MANN • REPRINTED FROM THE 2ADA JOURNAL, FALL 1997

Editor's Note: As you probably know, Jimmy Stewart died on July 2, 1997. You may remember that at our 2ADA Southern California Regional Dinner in February, our own Academy Award winner, Delbert Mann, was master of ceremonies. Upon hearing of Jimmy Stewart's funeral services, and knowing that attendance was to be somewhat limited, we asked Del if he was going to be there. His response was yes, so we asked him if he would be the 2ADA representative there. Del said he would be honored to do so, and to write a brief summary of the service. His report follows:

The crowd at the Stewart funeral was fairly small, as they controlled the guests and did not open the service to the public. The crowd outside was quite large, together with numerous television trucks and photographers.

The service was simple, with the pastor, James Morrison, reading several passages from the Bible. Then Jimmy's daughter, Kelly, spoke briefly and movingly about her dad, concluding, "Here's to our father, the richest man in town," the reference, of course, from "It's a Wonderful Life." That phrase was used several times.

Before Kelly spoke, Lieutenant General Roger Dekok spoke of Jimmy's military exploits. The General is the Commander of the Headquarters of the Space and Missiles Systems Center at Los Angeles Air Force Base. (Before the service I had introduced myself to the General, telling him of the 2ADA. He seemed to appreciate it.)

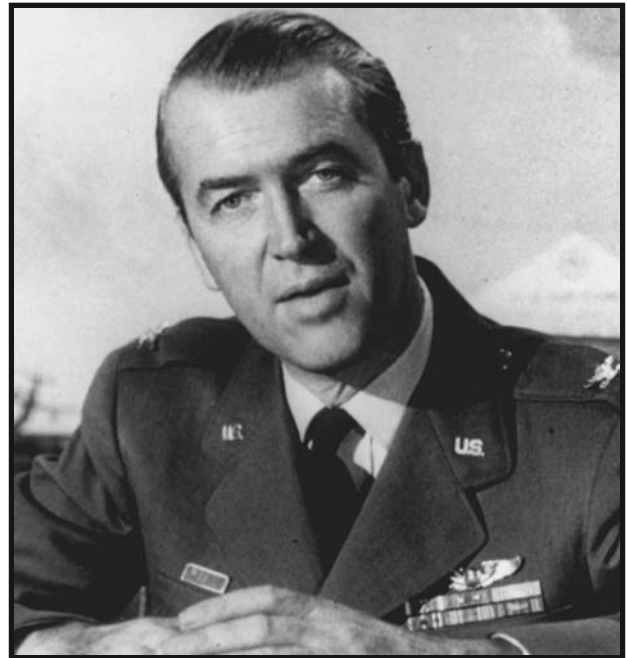
The service ended movingly, with Taps being played and then Auld Lang Syne. It was very touching. I'm glad that I was there and that you asked me to represent you.

Following is a copy of the letter which I have written to the Stewart family:

Dear Members of the Stewart Family:

As a member of the Beverly Hills Presbyterian Church and as a long-time acquaintance and admirer of Jimmy, I was present at the service this afternoon. I am sorry that I didn't get to meet you in person to tell you directly what knowing Jimmy has meant to me and to the community.

I also wanted to tell you that I was asked by the 2nd Air



THE WORLD'S ULTIMATE "VERY DECENT MAN." WHAT MORE CAN YOU SAY?

Division Association, of which Jimmy was a member, to represent them at the service. They wanted me to tell you that as a memorial to General Stewart they are making a contribution to the 2nd Air Division Memorial at the Norwich, England library which is being rebuilt after the disastrous fire in 1994. The books will all be identified as being in his memory. They do hope that this will be satisfactory to you. It seems the most fitting tribute to a man admired and loved by all of us.

As Reverend Morrison said, we thank God for Jimmy's life and for his memory which will be with us always. As it was with my father, we feel sure that Jimmy is happy with his beloved wife.

Sincerely, Delbert Mann ■

FAREWELL TO EVELYN COHEN *(continued from page 66)*

not an issue," she said. "As far as the veterans are concerned, they feel they were there in worse times and flew under worse conditions."

At the forefront of her mind was the knowledge that the journey would be the last great gathering in Norfolk and that it would mark the reopening of the Memorial Library, that far-sighted, sacred and enduring link which she felt ensured that the airmen who died would "never be forgotten."

Evelyn's Cohen's consistency, dedication, and sheer enthusiasm should not be forgotten either. Jordan Uttal described her devotion to the 2ADA as a "labour of love." It was one for which many on both sides of the Atlantic should be eternally grateful. ■

Ed. Note: This article first appeared in the 2ADA Journal in the Fall/Winter 2009 issue.



Evelyn Cohen in Norwich in 2001, beside an image of her on the 2nd Air Division Memorial Library mural.

GOODBYE, JORDAN

REPRINTED FROM THE 2ADA JOURNAL, SPRING 2010

2ADA Honorary President Jordan Uttal, 94, died November 15, 2009 in Dallas, Texas. Jordan was a co-founder of the 2nd Air Division Association in 1948 and played a central role in the affairs of the 2ADA and the Second Air Division Memorial Library over the ensuing 62 years.





To the Editor:

I'm very sorry to hear that the 2ADA is folding and that this will be the last issue of the *2ADA Journal*.

In response to the last *Journal* quiz question, Italy entered WWII with Germany and Japan. After the fall of Sicily to U.S. and British troops in the summer of 1943, Mussolini was killed by his own people. On September 3, 1943, the Italians signed an armistice agreement with the Allies. The Germans then moved troops into Italy. They fought until April 1945.

My father, Sherman Levitt, was a B-24 mechanic in the 448th BG, 715th Squadron and 491st BG, 855th Squadron. In the 1970s I enjoyed attending the 2ADA conventions in Williamston, NC, and Lake Geneva, WI, with my parents. In 1970 my family also visited England. We made a special trip to the North Pickenham airfield. After my father passed away a few years ago, I joined the 2ADA myself and have appreciated the opportunity to get to know several 2ADA veterans.

A few questions and comments:

- Does anyone know the whereabouts of Morris Levine, who was a B-24 mechanic from New York City and was in the 448th BG and the 491st BG, 715th Squadron? I'm also looking for Irv Mallmac, Sol Kaplan, Al Markowitz, and Art Neubacher (Sheppard Field, Texas).

- I am writing a book about my father's experiences from 1937-1948. While I would like to hear from every one of you, I'm particularly interested in: B-24 mechanics, 448th BG/715th SQ, 491st BG/855th SQ, life/Jewish life in stateside training and in England. Please contact me with your comments, stories, photos, newsletters, etc. My contact information is at the close of this letter.

- Does anyone have the multi-volume B-24 maintenance/repair book?

- For members of the 2ADA who would like to join another organization once the 2ADA has disbanded, in addition to the Heritage League, there is the 8th Air

Force Historical Society. Contact Debra Kajawa, Membership Manager, P.O. Box 956, Pooler, GA 31322, (912) 748-8884, membershipmanager@8thafhs.org, www.8thafhs.org. Also ask for contacts for local chapters. Those in the NY/NJ/CT area can contact NY Southern Wing Chapter President Pat Keeley, 1335 Belmont Ave., North Haledon, NJ 07508, (973) 423-4854, fxe84@optonline.net.

- 8th AF veteran Gus Nathan, who was compiling a book about experiences of 8th AF veterans, recently passed away. Anyone who would like to submit an entry for the book, get information about it, or find out about dedication opportunities in the book, can contact Pat Keeley. Please use Pat's contact information, listed above.

David Levitt
96 Violet Street
Massapequa Park, NY 11762
Tel. (718) 380-2256
Email: 8afwriter@gmail.com



To the Editor:

Just a note to say thank you for all the *2ADA Journals* and other info. I really got caught up on a lot of information, but was so sorry to hear of Leroy J. Engdahl's passing. I have some photos I was going to return to him of him and his group of men, etc. I never met him while he was at the Sioux City Air Base way back then. None of us are spring chickens anymore. Leroy had to be in his late 80's, as I'm 84. But I see Rick Rokicki is still here, and that's a blessing.

I've done a lot of traveling to Europe — three times to Ireland, and I took a WWII trip to see Normandy and walked the streets the Germans did. The museum and cemetery there are beautiful and well kept. I also went to an old air base in Ruttlesden. The English people were wonderful, and to this day I have those friends I'd met then. We still write.

Lila Gude
745 Streeter Dr., Apt. #4
N. Sioux City, SD 57049-4032



To the Editor:

I see from the last *Journal* I got that at 92 you have at last started to slow down a little. I myself am having an off-day with the arthritis. I have spent most of the day resting on the settee in our lounge.

At the end of October — beginning of November Maureen and I are going to stay in an old inn in Ludlow in Shropshire for a few days. On our way down to Ludlow we will be having a lunch stop and a couple

of hours break to visit an aircraft museum adjoining RAF Cosford. We have not visited this museum before. There is a B-17 on static display near the entrance.

John Threlfall (RAF)
30 Lower West Avenue
Barnoldswick
LANCS BB18 6DW
ENGLAND

Ed. Note: I thought there was a B-24 there too — letter will follow "soon."



To the Editor:

Re: Wall Hanging

I have not had much luck — but received a letter from Sharon Denison, 4024 36th Ave W, Seattle, WA 98199-1643. She had a tray of her mother's — not the same, but kind of. I sent her copies of my letter so she could pass it on. Haven't heard anything, but if I do, I will let you know.

I'm reading one of the books sent regarding the start of Great Britain by the Romans. Interesting.

Mrs. Roy Raymond (Peggy)
1116 W. Rowan
Spokane, WA 99205



To the Editor:

I have just received what could well be almost the last issue of the *Journal*, and I was very much interested in the views of the crash site of Lt. Clifton Howard's crew. This is because I was almost first to arrive where this crash took place. I was quickly ushered away by the Military Police, but not before I witnessed the pilot and copilot dead from the impact of the crash. I was very surprised to hear that one man survived that crash. Many years later, during one of your visits to Tibenham, I was able to take Marybeth Patterson to the site of that crash, and with the help of a metal detector she was able to find many parts of the plane.

I am sorry to hear about your hearing, arthritis, etc., but I'm pleased to hear that you are "still soldiering on." I will of course never catch you up, but that little limey boy you all made such a fuss of is now 81 and on my fifth pacemaker. I have had two new knees, and eight or nine years ago I had peritonitis followed two days later with a stroke, and then I had a perforated gall bladder. I was in "critical care" for several weeks and eventually my wife and two daughters had to make a decision as to whether I lived or died. Fortunately they chose to take a chance and I'm still here to tell the story, but unable now to

(continued on next page)

LETTERS (continued from page 69)
spell and write very well.

By the way, for many years I corresponded with Marybeth and then the letters dried up, and I was just wondering if she is now "Marybeth Dyer," the Heritage League President?

I still correspond with Jo Hart and Shirley Suckow, but you and they are the last of several.

Your former 12-year-old laundry boy and hut mate,

John Wenn
70 Greenborough Road
Sprowston
Norwich, Norfolk
NR7 9HJ

✈ ✈ ✈ ✈

Israel's Debt to the USAAF of WWII

BY DAVID C. LEVITT

This year [2012], Yom Yerushalayim (Jerusalem Reunification Day) fell on May 20th. That day commemorates the taking of the Old City during the 1967 Six Day War by Israeli paratroopers on foot. They were also qualified to jump from vintage WWII U.S. C-47 cargo planes. The rest of the surrounding countryside was taken by Israeli reservists, many of whom were WWII veterans. They fought in upgraded WWII-era Sherman tanks against the newer, larger, and more powerful Jordanian Patton tanks.

While it is well known that the Israeli military currently uses U.S.-made aircraft and equipment, it is little known that the State of Israel owes its existence to a few dozen WWII surplus U.S. Army Air Force (pre-1948) aircraft flown by volunteers, mostly USAAF veterans. In 1948, surplus USAAF cargo planes were purchased to airlift urgently needed arms, fighter planes, ammunition, and supplies to Israel. Nearly all of their volunteer aircrews were USAAF veterans. The first WWII-era fighter planes they delivered to Israel shot down Egyptian aircraft just before they could bomb Tel Aviv. Additionally, three surplus B-17 heavy bombers were flown by former USAAF aircrews. They bombed Arab cities, airfields, and troops. Air strikes helped stop the main Egyptian Army — only 23 miles from Tel Aviv. Former USAAF P-51Ds and other WWII aircraft also flew in the Israeli War of Independence. During the 1956 Israeli War, remaining B-17s and P-51Ds had a key role. C-47s remained in front line service until the 1990s. ■

IN COMMAND: The First 50 Years of U.S. Airpower

BY RAY R. PYTEL (445TH BG)

On 1 August 1907 the U.S. Army recognized for the first time the need for "someone to take charge of all matters pertaining to military ballooning, air machines, and all kindred subjects."

Captain Charles DeF Chandler became the first Officer in Charge, or for better terminology, the "Commander" of the newly recognized air unit, followed by numerous officers including one "Lt. Henry H. Arnold" for less than a month, 18 November 1912 to 15 December 1912. Here is the complete chronology of commanders for the first fifty years:

I. AERONAUTICAL DIVISION, SIGNAL CORPS

Officer in Charge: Capt. Charles DeF Chandler, 1 August 1907;
Capt. A.S. Cowan, 1 July 1910;
Capt. Charles DeF Chandler, 20 June 1911;
Lt. Henry H. Arnold, 18 November 1912;
Maj. Edgar Russell, 15 December 1912;
Lt. Col. Samuel Reber, 10 September 1913 – 18 July 1914.

II. AVIATION SECTION, SIGNAL CORPS

Officer in Charge: Lt. Col. Samuel Reber, 18 July 1914;
Lt. Col. George O. Squier, 20 May 1916;
Lt. Col. J.B. Bennett, 19 February 1917;
Maj. Benjamin D. Foulois, 30 July 1917;
Brig. Gen. A.L. Dade, 12 November 1917;
Col. Laurence Brown, 28 February 1918 – 21 May 1918.

III. DIVISION OF MILITARY AERONAUTICS

Director: Maj. Gen. William L. Kenly, 27 April 1918 –
(under Director, Air Service after 27 August 1918).

IV. AIR SERVICE

Director: Mr. John D. Ryan, 27 August 1918;
Maj. Gen. Charles T. Menoher, 23 December 1918 – 4 June 1920.
Chief: Maj. Gen. Charles T. Menoher, 4 June 1920;
Maj. Gen. Mason M. Patrick, 5 October 1921 – 2 July 1926.

V. AIR CORPS

Chief: Maj. Gen. Mason M. Patrick, 2 July 1926;
Maj. Gen. J.E. Fechet, 14 December 1927;
Maj. Gen. Benjamin D. Foulois, 19 December 1931;
Maj. Gen. Oscar Westover, 22 December 1935;
Maj. Gen. Henry H. Arnold, 22 September 1938;
Maj. Gen. George H. Brett, 30 May 1941 –
(under Chief, AAF after 20 June 1941).

VI. ARMY AIR FORCES (under Army command)

Chief: Lt. Gen. Henry H. Arnold, 20 June 1941 – 9 March 1942.

VII. ARMY AIR FORCES (autonomous)

Commanding General: General of the Army Air Forces
Henry H. Arnold, 9 March 1942;
Gen. Carl Spaatz, 15 February 1946 – 26 September 1947.

VIII. UNITED STATES AIR FORCE (independent)





Chief of Staff: Gen. Carl Spaatz, 26 September 1947;
Gen. Hoyt S. Vandenberg, 30 April 1948;
Gen. Nathan F. Twining, 30 June 1953;
Gen. Thomas D. White, 1 July 1957. ■

THIS WAS THE 2ND AIR DIVISION BOMBER RECORD

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

Group #	44th	93rd	389th	392nd	445th	446th	448th
Tail Marking (Late)							

Location Name	Shipdham	Hardwick	Hethel	Wendling	Tibenham	Flixton	Seething
Background Color	WHITE	YELLOW	BLACK	WHITE	BLACK	YELLOW	YELLOW
Wing Letter (Early Tail)	A	B	C	D	F	H	I
Arrived in Europe	11 Sept 42	6 Sept 42	11 June 43	1 Aug 43	4 Nov 43	4 Nov 43	30 Nov 43
First Mission	7 Nov 42	9 Oct 42	9 July 43	9 Sept 43	13 Dec 43	16 Dec 43	22 Dec 43
Total Missions	343	396	321	285	282	273	262
Total Group Sorties	8,009	8,169	7,579	7,060	7,145	7,259	6,774
Bomb Tonnage	18,980	19,004	17,548	17,452	16,732	16,819	15,272
Aircraft Combat MIA	153	100	116	127	108	58	101
Other Losses	39	40	37	57	25	28	34
Enemy A/C Claimed	330	93	209	144	89	34	44
Last Mission	25 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45

Group #	453rd	458th	466th	467th	489th	491st	492nd
Tail Marking (Late)							

Location Name	Old Buckenham	Horsham St. Faith	Attlebridge	Rackheath	Halesworth	Metfield/ N. Pickenham	N. Pickenham
Background Color	BLACK	RED	RED	RED	GREEN***	GREEN	WHITE
Wing Letter (Early Tail)	J	K	L	P	W	Z	U
Arrived in Europe	22 Dec 43	29 Jan 44	7 Mar 44	12 Mar 44	1 May 44	25 Apr 44	14 Apr 44
First Mission	5 Feb 44	24 Feb 44	22 Mar 44	10 Apr 44	30 May 44	2 June 44	11 May 44
Total Missions	259	240	232	212	106	187	64
Total Group Sorties	6,655	5,759	5,762	5,538	2,998	5,005	1,513
Bomb Tonnage	15,804	13,204	12,914	13,333	6,951	12,304	3,757
Aircraft Combat MIA	58	47	47	29	29	47	51
Other Losses	25	18	25	19	12	23	6
Enemy A/C Claimed	42	28	29	6	1	9	21
Last Mission	12 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45	10 Nov 44*	25 Apr 45	7 Aug 44**

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

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



Goodbye, Adios, Farewell!

— Ray R. Pytel, Editor —

Emily K. Brown, Typesetting and Design
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STAFF AND FRIENDS OF CHOICE GRAPHICS, CURRENT PUBLISHERS OF THE JOURNAL, AND DEFIANCE GRAPHICS, FORMER PUBLISHERS.

The Sky Was Never Still

BY ROGER A. FREEMAN

The old man sat in the English pub
As he had for many a year
And listened to the strangers talk
As he sipped a temperate beer.

A stranger asked how long he'd lived
In the village here about.
"Why all my days," the old man said,
"An age, without a doubt."

"I envy you," the stranger sighed
"Your tranquil village life,
The gentle fields, the muted sky,
Devoid of urban strife."

The old man smiled a wistful smile,
"That's just a townie's dream.
For I have seen the sky aflame
And heard the meadows scream."

"I've known a thunder at each dawn
That shook the very ground
As warplanes sought to gain the clouds
From airfields all around."

"They called some Forts and others Libs
And there were fighters too
I've counted hundreds at a time
Yes, what I tell is true."

"They'd climb and soar like flocks of roo
And round and round they'd mill
From north and south, from east and west
The sky was never still."

"Sometimes there'd be a wondrous sight
A sight beyond compare
The bombers going out to war
Forging the frigid air."

"Four miles above, just silver specks
Like sunshine on the dew
And trailing lines of cloud-like white
Across the cosmic blue."

"They set the heavens all a-throb
That did not fade away
For others rose to meet the night
Invisible to stay."

"And when was this?" the stranger asked
"And who were those you saw?"
The old man drank and then replied,
"It happened in the war."

"They were but boys and many died
Some lost without a trace
For then the sky in foreign parts
Could be a violent place."

"Yes, they were boys and me a child
But I remember well
And if you have the time to spare
There's more that I can tell."

The stranger said that he must go.
"Perhaps another day."
Indifferent to the old man's tale
He quickly slipped away.

The old man turned to inward thought
His memories to tend
He knew that those who were not there
Could never comprehend.

Those who'd not known the crowded sky
The sounds that drenched the land
Or stood in awe and wonderment
Would never understand.

The old man left the English pub
And stood awhile outside
The evening vault was milky blue
Cloud-free and stretching wide.

He raised his head and scanned the sky
That held so still and clear
And in his mind a memory
And in his eye a tear.

