

# POOP from Group



791st



790th



789th



788th

Newsletter of the 467th Bomb Group Association

February 2023

## Murphy's *Miracle* Mission



LT. THOMAS H. MURPHY of the 791st was flying his first mission as a crew commander when the ship came under intense attack by enemy fighters over the target at Brunswick. Sustaining heavy damage to the top turret and losing engines he nursed B-24 "STINGER" all the way back to Rackheath. Finding the landing undercarriage would only partially retract he ordered the crew to bail out over the base. He landed the aircraft successfully alone at the nearby base of 3 SAD Watton. Lt. Murphy was subsequently awarded the Distinguished Flying Cross (DFC) for his "cool courage and outstanding flying ability". FULL STORY, Page 6.

**RETURN TO NORWICH SEPT 18 -22**

**\*\*\* MAIDS HEAD HOTEL RESERVATION DETAILS \*\*\***

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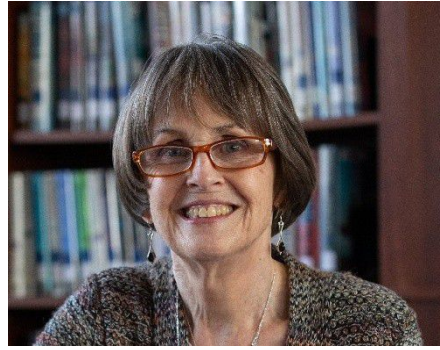
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Jay Shower



The 467th  
Bombardment Group  
The Rackheath Aggies

Rackheath Pathfinders  
Site#6 (467th USAAF)



# President's Message

*By Yvonne Caputo*

[yvonneauthor4@gmail.com](mailto:yvonneauthor4@gmail.com)

My father told me that he and my mother were going to Norwich, England for the 50<sup>th</sup> Anniversary of VE Day in 1995. He sent me a copy of the activities that they would be doing. I knew the moment that I looked at it that my husband and I would join them for part of the time.

The trip beckoned for a variety of reasons. I love England and had traveled there many times on my summer breaks from teaching. I love history and participating in some small way for this anniversary was intriguing. Mostly, I loved my dad, and here was an opportunity to share in something that he had done in this major world conflict. I wanted to get to know what his time during the war had meant to him.

Dad had connected with someone in England via ham radio. They were to meet for the very first time. Ian Denny and dad would chat weekly, and I wanted to meet the man who had become so special to dad.

On one of the free days, Ian took us out to Rackheath. We stood on the runway of the air base as dad told story after story. I listened for a while, but the enormity of where I was and what had happened there took hold. My feet felt anchored to the concrete as I imagined plane after plane taking off and heading to either France or Germany. I also sensed counting the planes that returned and losing my breath over the ones that didn't.

Some twenty years later, my granddaughter joined us for a trip to England, and David Hastings took us to the airbase. Emi stood on that runway, and I asked her later what it meant to her. She was awed by the sense of history, but what struck her most was the stillness she experienced. It was a silence that could be easily overlooked. It was not the silence of a graveyard, but if you knew what happened there, it was a testament to all those who flew. A meaning seeped through her.

Please join us for the reunion in September, and please consider bringing your children and grandchildren. We need them to carry on the legacy of those who were there some seventy-five years ago.





# News From Station 145

*From David Hastings MBE*

With the winter things are very quiet at the Marker, but Roger keeps an eye on the site every day. The flags are getting rather tattered but we will not replace them until the better weather in the Spring. Some flooding happened at Liberator Close but luckily the Marker was not affected. Looking at some of the old records I came across the photograph of how it all began in 1985 when Broadland District Council purchased the land to build the new Rackheath Industrial Estate. A new entry road had to be constructed to link Green Lane

West with the old perimeter track and we named it Wendover Road in memory of the 467th. The road was opened and named by two 2nd Air Division veterans, Jordan Uttal (HQ) and Fred Thomas (392nd) and the photo shows them with Sam Watts the Chairman of Broadland District Council on the opening day. Quite a memory and the start of achieving the dream of Colonel Shower to have a Marker Stone on the old dispersals and later restore the Control Tower. This also led to Roger Hastings building his new warehouse and Robert Lomax building his new office block and yard on Liberator Close. Since then several roads in Rackheath have been named after 467th Veterans so they will never be forgotten. The village sign also incorporates a B-24 Liberator with the 467th bronze plaque beneath and the "Coffey Crew gates" make a great entry to the church.



Another enjoyable thing this year was the 30th Anniversary of the "Diamond Lil" flight in 1992. The Eastern Daily Press gave us three great articles by Derek James which brought a huge response for the readers as did the feature in FLY-PAST magazine. All the events were well attended and it was a joy to meet several of the people who looked after "Diamond Lil" during her stay at Norwich airport. We also saw several of the youngsters who we flew on the Base tribute flights, now in their late forties and it was great to hear that it was their flight that got them interested in the 2nd Air



*The Diamond Lil Crew with Roger Hastings at his new Warehouse under construction on Liberator Close*

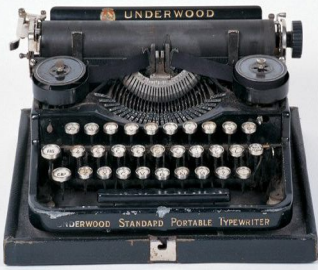
Division USAAF, their Memorial Library and the old bases. The most amazing thing however was when Joe Dzenowagis (his father flew with the 467th) posted the film made by the Trust of that epic flight on the internet. To date over 46,000 people worldwide have seen and enjoyed the film and their comments have touched us all. Wonderful to know that the 2nd Air Division USAAF is still so loved and remembered by many people.

With all our best wishes for the New Year.

David, Jean and Roger Hastings

Marker Trustees





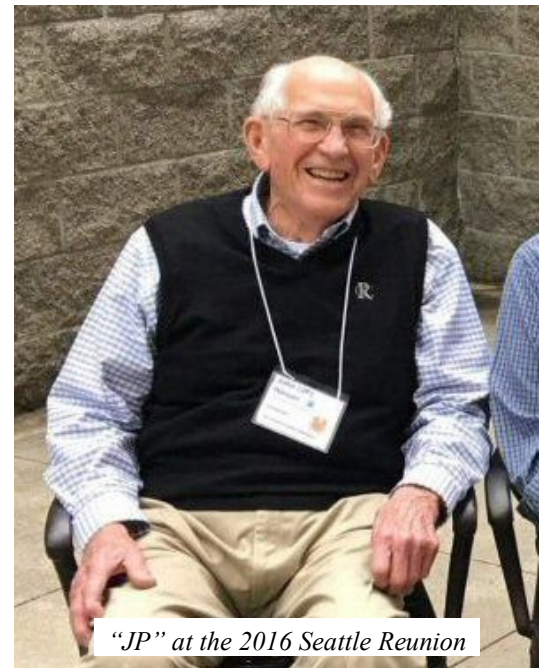
## Notes from the Editor

Please send news/articles for "POOP"  
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**"ONE LAST LOOK" NORWICH REUNION SEPT. 18 - 22:** an exciting week of activities has been put together ensuring a memorable and rewarding experience is in prospect when the Association once again meets in September. The full timetable will be available in the June POOP with Registration and you can read of some of those highlights among the varied program this issue. Meantime, arrangements have been made with the MAIDS HEAD HOTEL for room options at our special reunion-rate including breakfast, and urge reservations are made right away to secure your place at this highly anticipated event.

**JOHN "JP" HARPER, 492nd BG:** we received the sad news John passed away at home in November aged 98. Many will fondly remember John at the numerous joint reunions we held with the 492nd where John was ever present with a cheery smile and willingness to engage with all. John served as a nose gunner at North Pickenham and shot down over Germany August 4, 1944 was captured and interred in Stalag Luft IV in Poland. On February 6, 1945 he and other prisoners were forced to walk for 80 days in the coldest winter on record. They traversed more than five hundred miles from the Baltic Sea to southwest of Berlin before being liberated by Patton's 104th Timberwolf Division on April 26, 1945. In later life, he was able to share his history and experiences with more than 50 school classes, civic groups, clubs and church groups. He enjoyed many annual reunions with members of the 492nd, with whom he developed close relationships over the years.

**GENERAL CARL SPAATZ NATIONAL USAAF MUSEUM:** the grand opening occurred in October 2021 and a highly recommended place to visit. Situated just 45 miles north west of Philadelphia and 30 miles east of Reading, with easy access from major interstates 78, 476 and 422, located at 10 Gen. Carl Spaatz Avenue, Boyertown, Pa 19512.



"JP" at the 2016 Seattle Reunion

GENERAL CARL SPAATZ  
NATIONAL USAAF MUSEUM

- ★ SEE A TOP SECRET AIR BASE
- ★ GET A MISSION BRIEFING
- ★ WEAR THE GEAR
- ★ GO TO WAR OVER GERMANY
- ★ ESCAPE!
- ★ WALK THE HALL OF HEROES

Contact us for more details  
or visit our website  
[www.spaatzmuseum.org](http://www.spaatzmuseum.org)  
(484) 945-3502

AN INTERACTIVE WORLD  
WAR TWO EXPERIENCE

The General Spaatz Museum takes the interactive experience to a new level where visitors act as crewmembers engaged in everything from a mission brief to breaking out of a POW Camp. In this way, visitors learn about the challenges faced by airmen in the skies over a world at war. Described as exciting *AND* educational, it prides itself as offering a distinct and very different experience to other museums in the United States. [www.spaatzmuseum.org](http://www.spaatzmuseum.org)

**NOTE ON FOLDED WINGS:** news reaching us of “Folded Wings” comes primarily through family members where the veteran is known to the Association and receiving the POOP newsletter. We also learn of 467th veterans passing through our own research activities who may not have known or chosen to belong to our Association. Invariably, news of their passing often comes to us much later. As a general rule, we opt to record those “Folded Wings” occurring during the past two years or those with interesting obituaries we’d like to share.

**TREASURY REPORT:** compiled by Brian H. Mahoney, Association Treasurer.

In the previous ‘POOP,’ we ran a detailed report, and will do this annually, in the newsletter following the reunion each year. For the other two editions per year, I will make a simpler overview report. This is the first of these.

#### *overview*

We have had no activity since the last report, and have no outstanding obligations. We currently have three separately accounted funds, which share a common bank account. The total cash on hand is our bank balance when all of my accounting matches theirs, and happily that is still the case.

Thank you to Marybeth Ingram for your helpful donation, *honoring The Pathfinders*, reflected under the previous report’s general fund. I want to echo veteran-era presidents and treasurers by reminding you: *we have no dues, but we do have expenses*, and donations are always encouraged.

The **Reunion Support Fund** is available primarily for allaying attendance costs of 467th BG veterans or their widows to attend in-person reunions. It stands at \$4656.85.

The **Wendover Fund**, which collected and dispensed all monies related to the Memorial and its dedication at Historic Wendover Airfield. We will keep this fund open until the 1:20 scale Witchcraft is installed, then roll it into our General Fund. It stands at \$3,607.08.

The **General Fund** (informally called ‘The Mail Fund’ from when postage for printed newsletters was our biggest expense) covers all of our operations, including reunions, and currently stands at \$1,685.66.

Total **cash on hand** stands at **\$9,746.35**.

**EMAIL AND ADDRESS CHANGES:** remember to report changes to , Brian Mahoney, who handles all membership details including notifications of “Folded Wings” and obituaries. [researcher@brianhmahoney.com](mailto:researcher@brianhmahoney.com)



*One of Col. Shower's regular review of the 467th out on the airfield at Rackheath*



# Return to Norwich 2023, Sept 18 - 22

## "One Last Look"

**MONDAY 18 SEPTEMBER** is set aside as "Arrivals Day" where folk settle in to our wonderful accommodation at the historic Maids Head with opportunity to explore the immediate locality and soak up the ambience of this former mediaeval city. Four minute walk is the legendary "**Adam & Eve**" Pub, the oldest pub in Norwich known to have existed over 750 years, or take a stroll and sample the vast array of independent shops in the neighborhood. Dinner on your own or groups at the place of your choice. Am sure some of you will choose to arrive the day before!

The following days we have put together a full and varied program which offers some of the best hospitality and attractive options we think you'll enjoy. These include **Seething Control Tower & Museum**, home of sister Second Air Division Group the 448th; the villages of **Barsham** and **Kirby Bedon** who both host Memorials to fallen 467th airman; lunch at the picturesque 200 year old **Coldham Hall Tavern** with its stunning river views and gardens and a favorite place of 467th senior officers during 44/45; **Tindalls microbrewery** makers of the locally popular "Liberator Ale"; the **American Library**, Memorial to the 2nd Air Division, located in the spectacular Forum building Norwich; **Madingley American Military Cemetery**, Cambridge, where 64 of the 467th are laid to rest or on the "wall of missing"; **American Air Museum**,



*American Air Museum at the Duxford Imperial War Museum*

Duxford Airfield, array of aircraft includes a B-24 and explores the close Anglo-American collaboration since WWI; evening dinner with friends of the 467th **Sprowston Manor Country Hotel** adjacent Rackheath; **Site#6 Communal Area**, explore rediscovered pathways and buildings of the base like the Officer's Club, Col. Shower's Quarters, Mess Halls, Blast Shelters, all previously hidden by decades of overgrowth; **Rackheath Base Day**, a full day meeting the villagers and a comprehensive tour of the former Rackheath Airfield and Base, highlights include the restored control tower, Memorial Marker, main runway, remaining hardstands, T2 hangar, Golden Gates, Rackheath Hall and much more.

Our week concludes **Friday evening 22nd** with our **traditional Banquet** in the ornate wood-paneled Oak Room at the Maids Head with guest speaker(s) with pre-dinner drinks served in the adjoining Yard Bar. The full day-to-day Schedule of

this very special Reunion will be revealed in the June 2023 POOP including Registration and meal options.

### **RECOMMENDED TRAVEL TO NORWICH:**

Simplest way is to arrange transatlantic flights to AMSTERDAM, then make a short connection flight of just 50mins to NORWICH. Dutch airline KLM has four connecting flights each day and is in alliance with Delta Airlines. From Norwich Airport to the Maids Head is a taxi journey of just 15 mins and price depending on time of day £12-16.



*Picturesque Coldham Hall Tavern on the River Yare*

# *Return to Norwich 2023, Sept 18 - 22*



## *Full Schedule & Registration June POOP*

A most welcome return to Norwich in September gives you the opportunity to take part in “ONE LAST LOOK” to visit the former base at Rackheath and walk in the footsteps of our esteemed veterans and explore rediscovered long lost paths and buildings among a week filled with exciting activities. The historic prestigious Maids Head Hotel will host our stay, located directly opposite Norwich Cathedral and the heart of the city with a wide choice of pubs, restaurants, historic buildings and all manner of cultural attractions just steps away.

### **RESERVATION DETAILS, MAIDS HEAD HOTEL:**

**Monday 18 September to Friday 22 September, 2023.**

Classic Doubles @ £130.00

Executive Double Rooms also includes Executive Twin Rooms @ £150.00

Single Rooms @ £105.00

Rates are per room per night and include full English breakfast and VAT @ 20%

These special Reunion rates to apply for any additional nights requested by guests, however, there will be a £30.00 per room supplement for staying on a Saturday night.

<https://www.maidsheadhotel.co.uk/bedrooms> for room details and facilities at this traditional and historic 4 star hotel, includes free parking.

Reservations to be made by email to <[Groups@maidsheadhotel.co.uk](mailto:Groups@maidsheadhotel.co.uk)> and in the Subject line state "ID 467THB" and clearly register the type of room, names of guests, arrival date and departure date (number of nights), any additional requirements such as lift accessible/walk-in shower, with payment method (credit/debit card number including expiry date). Alternatively, reservations can be made by telephone to Melissa Moroney (Reservations Manager) Monday-Friday directly to the Maids Head, **011+44+1603-272007**. Payment will automatically be taken 30 days prior to arrival. Ensure Cancellation is made 30 days prior to arrival. Why not extend your stay and maximise enjoyment of the vibrant, historic city of Norwich and its host of attractions. <https://www.visitnorfolk.co.uk/post/best-things-to-do-in-norwich>

Recommend reservations are made as soon as you can to avoid any disappointment and opportunity for the Group to acquire further accommodation if required. Feel free to email Andy Wilkinson <[andy467th@gmail.com](mailto:andy467th@gmail.com)> or Ivan Barnard <[Ivanbarnard999@btinternet.com](mailto:Ivanbarnard999@btinternet.com)> for travel advice or you have any questions relating to the Norwich Reunion.



# A Gift for Grandpa

**By Dan Gehring**



*Dan presents his grandpa, Joe Gehring, former pilot in the 790th/791st his personally written tribute to Joe's experiences with the 467th*

This past Christmas was a special one for the Gehring family. After months of research, I was able to present a book to my Grandpa, Joe Gehring, about his time in the United States Army Air Force. It all started back in May of 2022. I had the honor of sitting down with him for a conversation about his service during World War II. He told me stories about his training, the thirty combat missions he flew with the 467th and his time with Air Transport Command after returning stateside. He also showed me his medals, original documents, letters written home and other items he saved. Leaving his house that day, he entrusted me with his collection. He told me I was a trustee of sorts, charged with keeping it safe and available

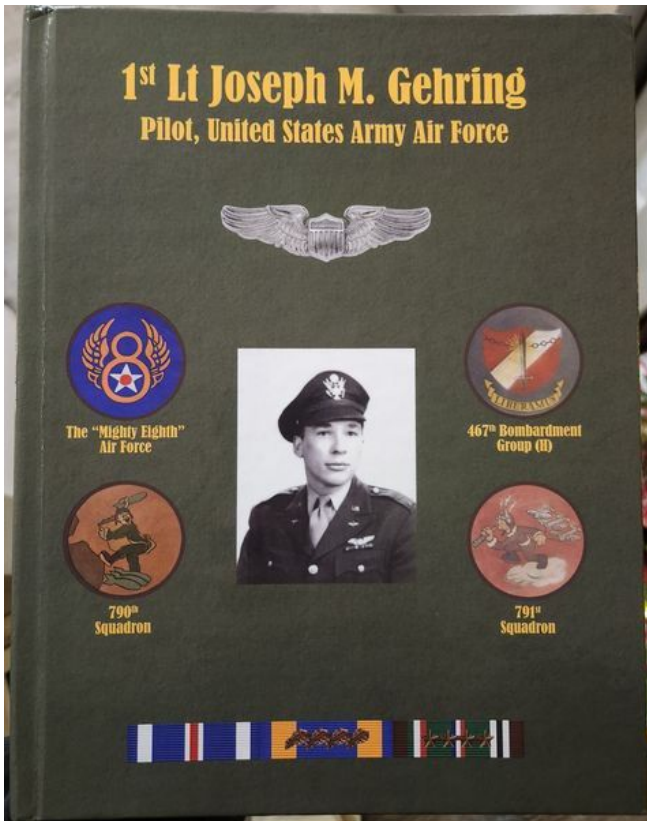
for anyone who wanted to see it. I began digitizing everything and realized this was a story that needed to be told. I was bitten by the "research bug" and began connecting his stories and historical records.

The 467th research website was a great foundation for my research. Thanks to their excellent work, I quickly connected my Grandpa's mission notes to unit mission numbers and dates. With this new information, I began searching the National Archives online catalog. To my surprise, I was able to find 467th Group Mission Reports for all thirty combat missions he flew. However, there was one small problem. They were not available to view online and were located in College Park, Maryland. So, on the road I went. The amount of information I found at the National Archives was overwhelming. There were pre-mission briefings that contained aerial reconnaissance photographs, maps with their intended course plotted out and handwritten notes describing targets, routes and opposition they may encounter along the way. Holding the very photos and maps my Grandpa could have potentially used brought me even closer to his story and now there was only one thing left to do. It was time to write.

The book tells the story of an eighteen year old kid named Joe from Berea, Ohio. After graduating high school in June 1942 he got a job helping build the Cleveland Bomber Plant, working ten hours a day, seven days a week for one dollar an hour. A fortune since he was making 25 cents an hour before that! The bomber plant would go on to produce major components for B-29s and also developed a short lived prototype fighter, the Fisher P-75 Eagle. In the fall he enlisted in the Aviation Cadet Program and began classes at Purdue University while waiting for his call to Active Duty. The following February he received that call and emerged







from training as a pilot in the USAAF. Soon he would be flying in the skies over Europe. In total, he flew thirty combat missions with the 467th. A few notable missions were his first aboard the legendary Witchcraft and his twenty sixth on December 24, 1944 in support of the Battle of the Bulge. For his heroic actions he was awarded the Distinguished Flying Cross, the Air Medal with four oak leaf clusters and the European-African-Middle Eastern Campaign Medal with four battle stars.

Without being in his shoes it's hard to understand the sacrifices made by my Grandpa and the millions of other men and women who served during World War II. I hope this book sheds a little light on those sacrifices and honors his brave and courageous actions for generations to come.

I am excited for this year's reunion in Norwich and plan to make it the first one I attend. I look forward to meeting everyone and sharing stories in the place where so much of the 467th's history took place. Until then, take care.

Dan Gehring

## A DAUGHTER RETURNS

**MARYBETH INGRAM VISITED RACKHEATH LAST YEAR AND KINDLY SHARED HER THOUGHTS COMMITTED TO JOURNAL UPON RETURNING HOME**



With Ivan visiting the Site#6 Project last year

*This visit has been very different than I imagined, yet most wonderful. I wanted to see where Dad served, where he was located. I never thought I'd walk on the exact same concrete path he did, go into the room where he had his meals, the club where he found entertainment, the bar where they bought him drinks if he sighted the target well that day, nor Rackheath Hall where he likely attended the summer party and Christmas party the Stracey family hosted. I didn't expect to stand where he would have had his shower or walked the road to his quarters. I didn't anticipate learning that being a lead bombardier meant being in the "lead crew" and being in the "lead crew" meant being the primary target of the German fighter pilots. I learned about the Night of the Intruders and Dad would have been on base that night. In the center of Norwich, I was most certainly where Dad may have come on a weekend pass and gone to the Maids Head Hotel and most likely to a dance across the street at Samson and Hercules. I stood on the roof of the control tower and imagined B-24's taking off and returning from the airfield. And, most endearing and heartening, I had no idea the depth of respect and gratitude of the British for the USAAF. There's a bond that was established with the veterans and now endures with the sons and daughters of servicemen and women, maybe even grandchildren. The restoration of Site 6 will go a long way to keeping the story, the reality of the 467th, in the narrative of family histories hopefully for generations.*

# Murphy's *Miracle* Mission



*Lt Murphy pictured shortly after heroically landing his stricken ship at 3 SAD Watton. Note the extent of battle-damage to the right wing.*

One can only wonder what thoughts were going through the mind of Lt. Thomas H. Murphy during the early morning Briefing for pilots prior to the impending mission to target an airfield and aircraft assembly factory near Brunswick, Lower Saxony, Germany. The date was May 8 1944 and the 467<sup>th</sup> had been flying combat just short of one month before about to embark on Group Mission #22 with all four Squadrons available to contribute ships and crews to the endeavor.

For Lt. Murphy this was to be a first for him, previously a co-pilot and completing 8 missions already with the 791<sup>st</sup> Squadron Lt Vernon Rigsbee Crew (Crew#83) whom he had trained and flown over from Wendover along with other original crews. Today he had been given responsibility of crew commander of Crew#81 following rapid promotion of original pilot Lt Robert "Bob" Seiler to 791<sup>st</sup>

Assistant Operations Officer. Murphy had been recognized as a very competent copilot with the attributes to successfully command his own crew and this was his opportunity to fulfil potential and earn the respect of his new crew.

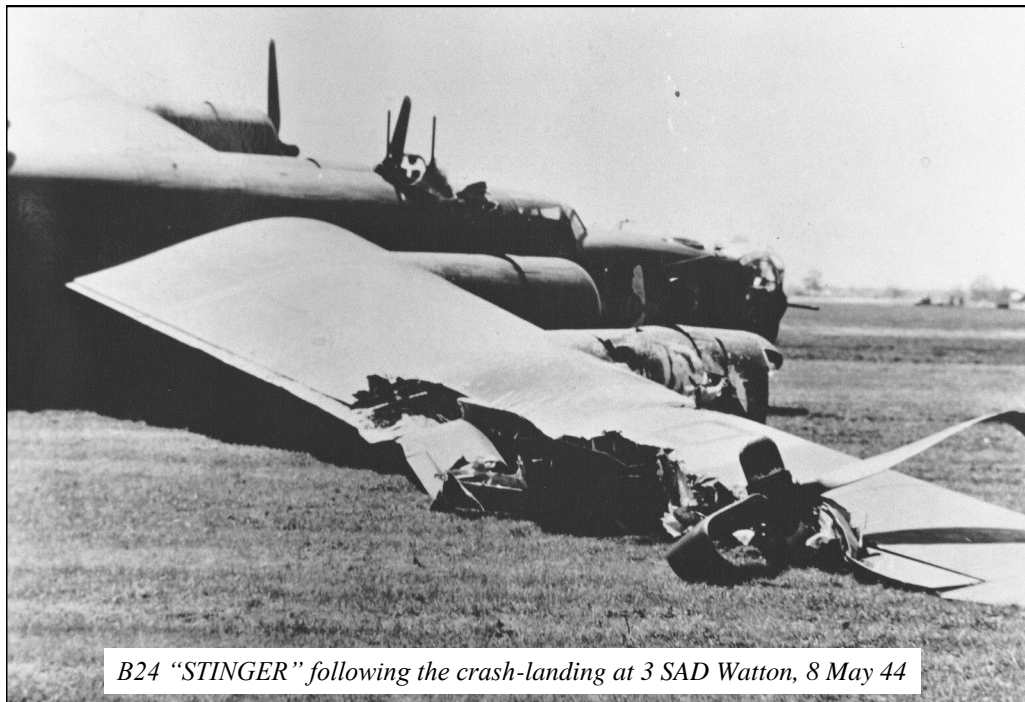
The 467<sup>th</sup> had assigned 33 ships for the mission, each ship loaded with 52 x 100lb Incendiary Bombs and just before 6am the air filled with the unmistakable roar of familiar Pratt & Whitney engines as the B24s left hardstands to form an orderly queue for departure. The first squadron was to fly high right on the 466<sup>th</sup> Group, the second squadron high right on the 458<sup>th</sup> Group, with the third squadron assigned low left on the 392<sup>nd</sup> Group. The lead and deputy lead ships departed first commencing at 0610 with the others following; Lt Murphy and crew aboard B-24H 2"Stinger" were assigned to take up position #5 in the second squadron. The Group departed safely and began climb-out toward Splasher#5 located on the coast near Cromer and formed up accordingly, eventually slotting into their assigned position in the Wing and Division formation as they headed out toward the continent. Two ships suffered mechanical issues and returned early with bombs still aboard, a third ship jettisoned bombs in the Zuider Zee and also returned leaving the remainder of the Group to press on eastward toward Brunswick.

The Division formation comprised just over



*The original Lt Robert Seiler Crew before Lt Murphy took command*





*B24 "STINGER" following the crash-landing at 3 SAD Watton, 8 May 44*

300 B24s assigned to attack the airfield and factory and was joined by some B17 Groups who became separated from their stream assigned a target at Berlin. Flak was reported meager en-route while the main formation had established a cruising altitude between twenty and twenty-three thousand feet approaching the target on a north to south heading. Just minutes before "bombs away" a reported force of between 45-60 Me-109s suddenly appeared climbing out of the undercast and attacked elements all the way into the target. A

second group of 30 Me-109s came in level at twenty-one thousand feet before peeling left in section and hitting the B-17s head-on then through their formation before diving and disappearing into the undercast.

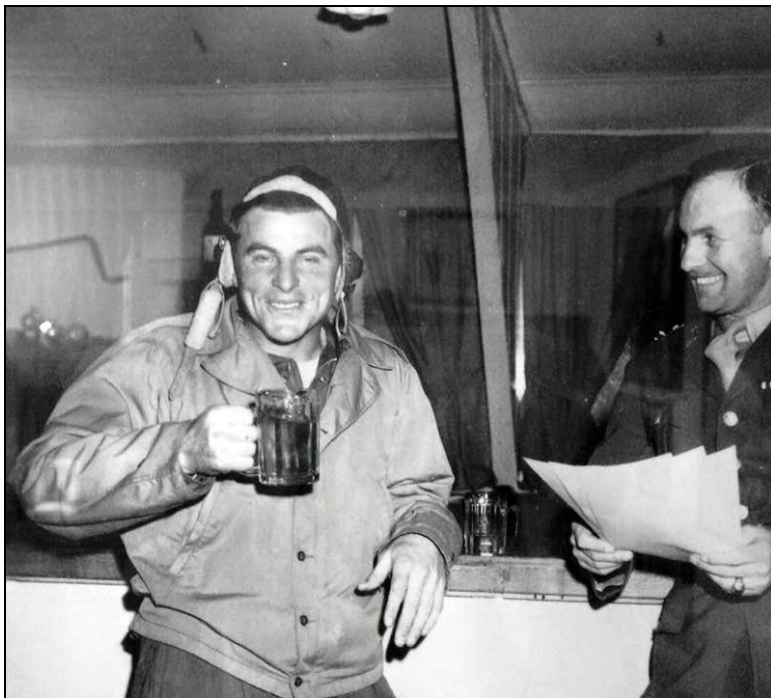
The lead ships had already commenced dropping the 52 x 100lb incendiaries, setting in train the wing ships to follow, despite the target obscured. Lt Murphy had managed to maintain his position at number#5 preparing to salvo. Seconds later, out of the contrails above, a number of Me-109s peeled off four abreast came through the high formation and attacked head-on. Murphy's ship was badly raked by 20mm canon. The right wing had been hit, nacelle on #4 damaged, right flap and right-landing gear also damaged. Right side of the fuselage also hit aft of armor plate pilot's side tearing a 3ft long hole and destroying radio-operator's equipment. The canon-flash threw a burst of fire through the cockpit, burning the engineer's and pilot's face. The top-turret was completely blown off and oxygen storage punctured knocking the engineer over but fortunately not badly injured. Nose turret also received damage sending a piece flying through the cockpit and embedding in pilot's seat while the main spar fractured with numerous connections blown off. Miraculously, none of the crew were badly injured and the ship was able to maintain a degree of controllability.

The engineer was able to transfer gas from the damaged wing, meanwhile Lt Murphy switched number#4 off but dare not feather it for fear of catching the attention of enemy aircraft. Attacks continued sporadically for 40 minutes after the target aimed particularly at straggling ships who had dropped from the formation. Fighter support was considered good but out numbered with too many dog-fights going on to adequately describe. They were losing gas but not sufficiently to either lose altitude or slip back too far. By skilful nursing of the pressure settings on the two good working engines Lt Murphy enabled the ship to catch up by cutting inside and managing to stick with the formation until the coast. It was here he attempted No.#4 again but the right wing violently vibrated with the damaged flap and he now chose to feather approaching Yarmouth. The gas leak had worsened and he found himself alone with the faster formation already commencing let-down procedure ahead.

Approaching the field at Rackheath at 3000ft with an estimated 50 gallons left in the tank, the landing gear would not come down. The left was down and locked but the right failed to operate despite trying all procedures. The left wheel also failed to retract having now locked and become jammed leaving Lt. Murphy in a difficult position. Opting to climb to 5000ft directly over the field he ordered seven of the crew to bail-out with the exception of the copilot and engineer. Seven chutes were observed to open and gunner Edwin Branamen later reported he left it late to open his chute practicing escape and evasion techniques before hitting the runway hard and sustaining back damage.

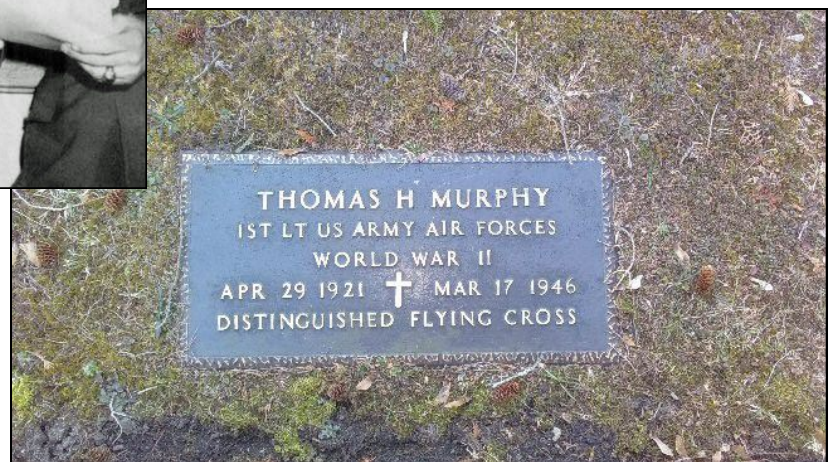
With one wheel jammed down, the right-side failing to come down Lt Murphy decided upon a crash-landing attempt at 3 SAD Watton located about 30 miles west of Rackheath. A heading was provided by a 467<sup>th</sup> ship and upon reaching three quarters of the way to Watton he ordered the remaining copilot and engineer to bail out and attempt a solo landing. After circling at Watton he observed a crashed B-24 on the field and decided upon landing on the far side of the runway. After rolling approximately 1000ft on the left wheel until stalled out, he applied pressure on the left brake. The ship nosed down and Lt Murphy immediately released the brake and ground-looped. One prop tore loose and engine ran away before Lt Murphy coolly switched off engines and exited the ship.

He had amazingly gotten the stricken ship all the way back from Brunswick, saving the crew, achieving a solo-landing on one-wheel in a remarkable act of flying skill and courage. After assessing the serious battle-damaged ship Lt Murphy was briefly treated in the Watton Station Hospital for facial burns and returned to Rackheath to a tumultuous welcome. In General Orders dated 25 May 44, Lt Thomas H. Murphy was awarded the accolade of a Distinguished Flying Cross for his actions on the 8 May 44 mission for showing, "cool courage and outstanding flying ability. The high degree of airmanship as exhibited by Lt Murphy on this occasion reflects the highest credit upon himself and the Armed Forces of the United States."



*Lt Murphy celebrates in the Officer's Club with Col. Shower after receiving news of the awarded DFC*

**POSTSCRIPT:** Lt. Murphy was back flying combat with Crew#81 three days later and completed 37 missions including a D-Day sortie before finishing toward the close of July 44. With his combat tour done, he was returned to the U.S. and remained in the services. Tragically he was killed in an air accident flying as passenger at March Field, CA. in March 1946, just one month short of his 25<sup>th</sup> birthday. He was laid to rest at Glens Falls, Warren County, NY.





# Obituaries



## **Warren Carl WIEDMAN, Gunner, 788th/791st**

Born the great grandson of German immigrant homesteaders that settled in the area near Brownsville, Minnesota, his parents, William and Lenore (Panke) Wiedman gave birth to a son on September 3, 1924. They named him Warren Carl. He spent his adolescent years growing up on the family farm during The Great Depression. Warren met the love of his life; Lillian Ann (Verthein) better known as "Lil" early on as they spent their teenage years living on nearby family farms where he would often ride horseback to go see his favorite gal.

World War II broke out and Warren volunteered like so many others at the time. He entered the Army Air Corps Cadet School and eventually was assigned as an assistant flight engineer and top turret gunner on a B-24 Liberator. He shipped off to an air base in Norwich, England in November of 1944. There he served with "The Mighty Eighth Air Force"; 467th Bomber Group. Entering the War during the Battle of the Bulge and completing 21 missions over Germany as the War ended.

He returned home after VE Day and married Lillian Ann Verthein on July 6, 1945. Warren and Lil eventually settled in La Crescent, Minnesota where they raised their family of four sons, Reg, Rod, Randy and Ray. Warren worked at Trane Company in the research & development lab developing new products and retired after 35 years.

While in La Crescent, Warren served on the local Zoning Board, a volunteer for the La Crescent Apple Festival, a lifetime member of the Veterans of Foreign Wars and a lifetime member of the American Legion Post #595. Warren and his family were also charter members of Prince of Peace Lutheran Church in La Crescent.



## **Robert Oren GOSE, Co-pilot, 789th**

Robert was born December 9, 1921 in Upton, Wyoming. He loved ranching in his native state of Wyoming, but left to join the United States Army Air Force on July 4, 1942. He served as a flight instructor before being assigned to a B-24 group as a bomber pilot where he flew combat missions as First Lieutenant and lead combat pilot in the 8th Air Force, flying missions out of England until the war ended in 1945. During the Korean Conflict, he served as a flight instructor and test pilot, responsible for managing Air Force advanced development in rocketry.

Robert highly valued education, going from a one-room schoolhouse in the ranch yard to being an Institute Scholar while getting his Master of Science degree in Jet Propulsion Engineering at California Institute of Technology (Caltech) in 1955.

Robert's career spanned the aerospace and energy industries and included work with Phillips Petroleum, JPL, Space Technology Laboratories (STL), and TRW. While with TRW, he led the team for the direction, design, development, demonstration, and deployment of the MINUTEMAN I, II and III ICBM Weapon Systems for the U.S. Air Force. In 1968, he was a part of a NASA team to review the Kennedy Space Center readiness for manned launches and flights of the Apollo missions, and he was a part of a team to review the man rating of the Apollo LM Descent Engine. This team devised the "alternative mission" condition which later was activated during the failed Apollo 13 mission in 1970, successfully propelling the astronauts back to Earth.

Robert retired to ranching in Wyoming in 1979. He served as joint chair and CEO of the Wyoming Business Council in Cheyenne before he and Elaine moved to Texas to be close to friends and family in 2011.

# Obituaries



## **Orville G. FRANKS, Armorer, 789th**

Orville G. Franks passed away on Tuesday, June 7, 2022 at Buehler Home, in Peoria, IL, at the age of 97. He was born on August 13, 1924 in Peoria.

Orville graduated from Manual High School in 1942. He proudly served his country in World War II with the U.S. Army Air Corp, 2nd Air Division, from 1943 to 1945. Following his discharge, he began his professional career with Caterpillar Tractor Company and retired in 1985 after 40 years of dedicated service.

Orville was an active leader in the community, serving as president of the St. Philomena Men's Club, President of St. Philomena Parish Council, President of the Bergan Booster Club, Grand Knight of the Peoria Knights of Columbus, Eucharistic Minister at St. Philomena Church, and enjoyed his volunteer work with the Employer Support of

Guard and Reserve organization (ESGR), the Transportation Club of Peoria, and Wildlife Prairie Park.

Orville loved God, his country, his wife, his children, grandchildren, and great grandchildren, and all his friends. He was a great cook and gracious host inside his home and especially in his garage. He loved going on annual vacations with his family and friends, cookouts at Wedgewood, and getting out on the dance floor. During his retirement, Orville enjoyed spending time at the Ivy Club, going on cruises, and loved having a wide range of friends over for Braun Schweiger sandwiches, a cold beverage, and a cigar. Everyone was always welcome at Orv's home and garage.

## Folded Wings

**Theodore CARRELLA** - Gunner 790th, May 2021

**Frank Pascal DAVIDSON** - Radio-operator 453rd/467th, June. 2022

**Walter Wallace FENLEY Jr** - Gunner 789th, June 2021

**Orville G. FRANKS** - Armorer, 789th, June 2022

**Robert Oren GOSE** - Co-pilot 789th, September. 2020

**Darrold Linwood ISAACSON** - Gunner 790th, December 2020

**Warren Carl WIEDMAN** - Gunner 788th/791st, February 2022

Please send news of "Folded Wings" also Obituaries to 467th BG veterans or prominent Associates to Brian Mahoney [researcher@brianhmahoney.com](mailto:researcher@brianhmahoney.com)



# The 467th Post Exchange



1.



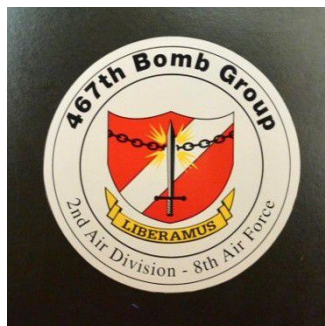
2.



3.



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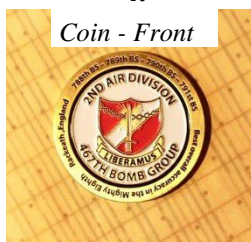


5.



6.

Coin - Front



7.

Rear



# ***The 467th Post Exchange***

## **Items Available to Order in support of the 467th BG Association**

1. **RED 467th LIBERAMUS INSIGNIA BALL CAP:**  
Universal fit.....\$10.00 ea plus package and mail.
2. **SQUADRON PATCHES FEATURING SQUADRON LOGO, 788th, 789th, 790th, 791st:**  
Embroidered Patches 4" Dia.....\$3.00 ea plus package and mail.
3. **467th LIBERAMUS SHIELD GROUP PATCH:**  
Red Embroidered Patch 3"x3".....\$3.00 ea plus package and mail.
4. **SQUADRON PINS FEATURING SQUADRON LOGO, 788th, 789th, 791st:**  
Pins 1" Dia. (790th Squadron currently unavailable).....\$3.00 ea plus package and mail.
5. **CAR/REFRIGERATOR MAGNET:**  
467th Shield/2AD/8th Air Force Round. 4" Dia.....\$2.00 ea plus package and mail.
6. **WHITE POLO SHIRT WITH GROUP PATCH:**  
Liberamus 467th BG/2 AD - 8 AF. ONLY avail sizes, XL & XXL.....\$15.00 plus package and mail
7. **CHALLENGE COIN in plastic envelope:**  
467th Liberamus/Happy Warrior Squadron, Tucson 2018 Reunion.....\$15.00 ea plus package and mail.

**ORDERS AND ENQUIRIES TO STEVE WATSON** [fswat49@icloud.com](mailto:fswat49@icloud.com)

**Steve will advise shipping costs and availability**

**PAYMENT: Credit card/Paypal [HERE](#): or via check to "The 467th BG Association" to TREASURER, Brian Mahoney, 223 Whitelock St., Baltimore, MD. 21217**

### **ALSO AVAILABLE:           The 467th Bombardment Group History by Allan Healy**

The 467th BG Association is delighted to offer a softback limited edition of the original 1947 Allan Healy "467th BG History". This fifth and final edition has text reformatting and photographic restoration by Colin LaRussa, also a fully revised and comprehensive Addendum.

**Price \$50 + \$5 shipping** - payment via check or PayPal

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