

POOP from Group



791st



790th



789th



788th

Newsletter of the 467th Bomb Group Association

June 2023

One Last Look



THE FINAL OPPORTUNITY to visit the place it all happened during those turbulent years of 1944/45 in what is likely the last official Association organized Reunion in Norwich. Your chance to explore and walk in the footsteps of fathers/grandfathers where we will spend plenty of time at the former Rackheath airfield and base including newly discovered pathways, buildings, blast shelters, uncovered beneath decades of overgrowth. All the more poignant as the airfield site and present landscape will alter radically in the next few years following extensive housing and light industrial development. Be part of this journey for a unique experience you will not want to miss as we gather in September for ONE LAST LOOK.

RETURN TO NORWICH SEPT 18 -22

***** FULL REUNION PACKAGE & REGISTRATION DETAILS *****

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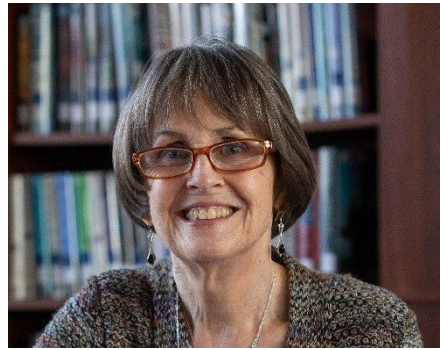
Honorary Vice President (RIP)

Jay Shower



The 467th
Bombardment Group
The Rackheath Aggies

Rackheath Pathfinders
Site#6 (467th USAAF)



President's Message

By Yvonne Caputo

yvonneauthor4@gmail.com

I have had the privilege of traveling in Great Britain on many occasions. Since I have a large portion of English, Scotch, and Welsh in my background, perhaps that explains why I keep getting drawn to the island. Or, perhaps it's because our church choir gets invited to do residencies in cathedrals across England.

However, what has also drawn me to fly across the pond is the link that England has to my father. His five months at Rackheath had a profound effect on him. It was a source of pride for him that he was a navigator. When making the initial flight over the northern route, Dad was asked by the pilot when they would see Scotland. My father's reply was, "In a minute and a half."

In between missions, he found serenity on his bicycle wandering around the beautiful countryside. He also valued the bond that he had with his crew. When he experienced heavy flak for the first time, he trusted telling them that he had peed himself. His request was simple, "We're about to hit the English Channel. Get this bucket of bolts down to an altitude so I don't freeze to death."

There are so many more stories like that, and whenever I am in England, Norwich and Rackheath are always on our itinerary. Walking and driving through places he might have been brings him back to me in a palpable way. Standing on what is left of the runway helps me to hear the sounds of the engines as the planes took off. Being on top of the control tower helps me to want to see Dad's plane come in from a mission.

My eyes get misty every time I look up and see Dad's model of the Witchcraft hanging from the ceiling in the American Library.

When we gather together in Norwich for the reunion, I am eager to hear your stories. What will it be like for you to experience some of your parent or grand parent's stories?

I look forward to meeting you all.



News From Station 145

From David Hastings MBE

With at last the evenings beginning to draw out we can start on a spring clean of the 467th Marker and hoist the new flags so we are ready for our visitors. What a great start to the year we had with the Coronation of our new King Charles III at a very moving service in Westminster Abbey followed by the wonderful parade and then the great Windsor Castle Concert on the Sunday. Here in Salhouse on the Sunday we had a great village party on the playing field.

Also we have recently enjoyed more wonderful memories when Joe Dzenowagis Jr. gave us DVD copies of their outstanding films on the 2nd Air Division USAAF History Project. What a wonderful record for future generations and we can never thank the Dzenowagis family enough. One film entitled "Eight Candles for Remembrance" made in 1987 at the Norwich Convention features the 467th and their visit to Rackheath, including the old airfield and control tower, the village hall meeting with Jim Coffey opening the new Church gates and Colonel Shower's speech at the Maids Head Banquet - all just amazing. Another film features the 1995 VE Day Anniversary parade in Norwich as well as Madingley and the memorable "We'll Meet Again" show at the Norwich Theatre Royal in the evening. The final film lasting over two hours and entitled "Roll of Honor", covers the final 2nd Air Division USAAF Association Convention in Norwich and the opening of their new Memorial Library and receiving the Freedom of the City of Norwich. As our family said after enjoying the films "What a wonderful record of our history they have given us".

Thinking of memories I have enclosed some photographs of some great occasions at Rackheath.

With all our love and best wishes
David, Jean and Roger Hastings
Marker Trustees



Mrs Charlotte Shower at dedication of the restored tower 2007



Left: Maids Head Hotel Banquet 1990



Iconic image when Col. Al Shower, pictured with son Jay returned to Rackheath in July 1990 for the dedication of the 467th Memorial



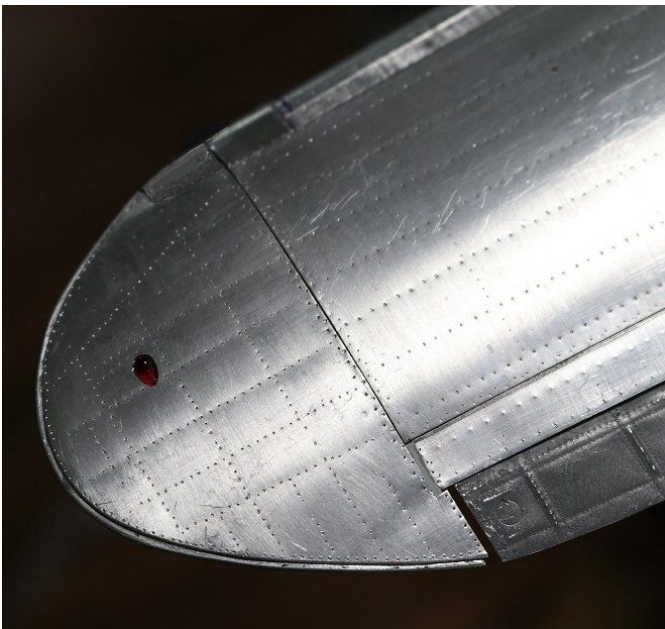
Notes from the Editor

Please send news/articles for "POOP"
To : Editor - Andy Wilkinson
andywilkinson467th@btinternet.com

"ONE LAST LOOK" NORWICH REUNION SEPT. 18 - 22: This is the final POOP Newsletter before our highly anticipated gathering in Norwich, England, and likely the last official organized Association sponsored event before the former base changes unrecognizably. A lot of effort has been expended to ensure the event will last long in the memory and inspire younger generations to cherish and reflect on the achievements and proud legacy of the 467th, their remnants stubbornly carved in the soil and heritage of the base villages. The full Reunion schedule, hotel reservations details at the Maids Head, and Registration are all contained in this issue. Urge you all, especially those who have not previously made the journey, to jump aboard and savor the experience, rich history and guaranteed warm welcome that awaits. See you all in September!

KENNETH C. MICKO - Folded Wing: Saddened to learn of the passing of Ken Micko earlier this year at the ripe age of 100 years old. Ken was former Copilot of the 789th Bill Shinn crew who were tragically shot-down overhead Berlin in March 1945 losing 4 crew with the remainder taken POW. You may recall Ken's graphic two-part article published in the June & October 2020 POOP (can be located on our web-site) a gripping description of his unique experience as he floated down into the chaotic final days of the Reich Capital, future uncertain. Ken was a long term member and supporter of the 467th Association, his obituary can be read page 16.

1:20 B-24 SCALE MODEL PROGRESS: Our unique fund-raiser to acquire a scale replica of B24H "Witchcraft" to be displayed at Wendover honoring those 467th lost while training here, also those lost en-route to England, continues to gain pace. Master scratch-builder, Guillermo Rojas-Bazan has provided recent images (below) showing just how far the project has come since its commission three and a half years ago. Still some way to go but there is a good chance the model could be complete before the years end and delivered to the display case already in position at the historic Wendover airfield. We anticipate to arrange a dedication to mark the occasion and you will learn details of such an event on our usual social media platforms. Meanwhile you can take a look and reminded at the stunning internal detail already completed here: <https://www.rojasbazan.com/models-b-24-liberator.html>



"One Last Look", Norwich Reunion 2023

18 - 22 September

SCHEDULE: (Given times subject to adjustment)

Monday Sept 18 ARRIVALS DAY: Collect your "Welcome/Information Pack", meet and greet with friends and opportunity to explore the local area. Perhaps a leisurely stroll around Norwich Cathedral opposite the Maids Head Hotel, or try a pint at the Adam & Eve, one of the oldest pubs in England. Dinner on your own, or in a group at place of your choice....there are many. Extend your stay, arrive the day before as several are planning.

Tuesday Sept 19 SEETHING TOWER & MUSEUM, COLDHAM HALL TAVERN:

9.00AM Coach depart Maids Head for initial stop at the Suffolk village of Barsham to view memorial to 467th crew tragically lost during the infamous "Night of the Intruders". Board coach for Seething Control Tower & Museum, former home of the 448th Bomb Group and sister unit of the 467th. Try a "Liberator Ale" at Tindalls Microbrewery located opposite the Control Tower.

12.45PM Board coach for the 200 year old Coldham Hall Tavern for lunch (included with Registration) at this beauty spot on the river and favorite place for many of the 467th during 44/45. A true escape and peaceful location from the rigors of combat.

3.00PM Board coach for St. Andrew's Church, Kirby Bedon, to view a memorial to the "Broad and High" Crew who lost four men at a crash near the church August 44.

4.45PM Coach return to Maids Head. Dinner on your own, at the hotel or try a nearby option.



Seething

Wednesday Sept 20 AMERICAN LIBRARY, SITE#6, CONTROL TOWER, SPROWSTON MANOR:

9.30AM Depart hotel for short walk to the magnificent "FORUM" housing the American Library. Learn of the legacy of the Memorial Room, a gift from the veterans of the Second Air Division in memory of almost 7000 comrades who gave their lives. Presentation by Yvonne Caputo on her book "Flying With Dad" a former 467th BG veteran.

12.30PM Board coach for extensive tour of the remarkable discoveries of long lost paths, buildings, blast-shelters and more at Site#6, former communal site, Rackheath base. Stopping by at the "B-24 Café" for picking up box-lunch.

3.45PM Board coach for short ride and private visit to the wonderfully restored Rackheath Control Tower, stand on top and view the former airfield site just like Fathers/Grandfathers awaiting return of the days' mission. Opportunity for solemn reflection of times long past.

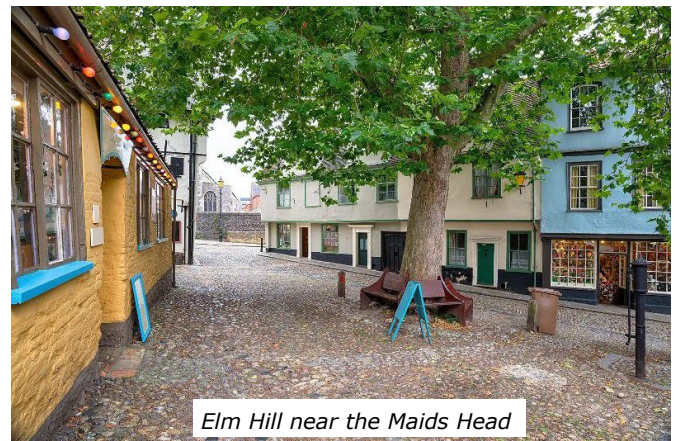
5.30PM Board coach for drinks and hot buffet dinner (included with Registration) with invited guests at the historical Sprowston Manor Country Hotel.

10.00PM Board coach for return to Maids Head.

Thursday Sept 21 RACKHEATH BASE DAY:

9.15AM Board coach for Trinity Church, Rackheath, for welcome reception and address from local dignitaries. Meet villagers from the base villages of Rackheath & Salhouse. Extensive tour of the former Rackheath base, memorial marker, former main runway, hard-stands, and much more. Pick up box-lunch at "B-24 Café", resume tour with visit to "Golden Gates" and Rackheath Hall.

5.15PM Board coach for return to Maids Head. Dinner on your own, at hotel or many of the nearby pubs and restaurants.



Elm Hill near the Maids Head

Friday Sept 22 IWM DUXFORD and AIRFIELD, MADINGLEY AMERICAN MILITARY CEMETERY

8.30AM Coach departs Maids Head for Imperial War Museum Duxford, Cambridgeshire, one of the UK's premier Air Museums and home to the American Air Museum featuring many aircraft associated with the history of Anglo/American cooperation since the First World War. Special emphasis on the 8th Air Force and includes a restored static B-24. Other hangars include restoration projects and rare types. Lunch on your own at the varied food outlets at Duxford.

2.00PM Coach departs for Madingley American Military Cemetery, a beautiful and serene location in the Cambridge countryside where 64 of the 467th are laid to rest or recorded on the "wall of missing".

4.00PM Coach departs for Maids Head.

7.00PM Our week concludes with our **traditional Banquet** (included with Registration) of a hot buffet in the ornate wood-paneled Oak Room at the Maids Head with guest speaker(s) and invited guests with pre-dinner drinks served in the adjoining Yard Bar.

Saturday Sept 23: Departing breakfast for those moving on. Why not extend the stay and continue the special Norwich experience with friends and locals in the warm spirit of Norfolk hospitality.

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.

NEW FARM AVIATION HERITAGE MUSEUM: Informal visits available by private transport Tuesday and Thursday evening. Museum contains a "Rackheath Room" with a collection of items, many found or dug-up from the former airfield in recent years. After, visit local pub for dinner.

RESOURCE SITES: <https://448bombgroup.co.uk/> <https://www.coldhamhall.com/>
<https://www.americanlibrary.uk/> <https://www.britanniahotels.com/hotels/sprowston-manor-hotel-country-club> <https://www.abmc.gov/Cambridge> <https://www.maidsheadhotel.co.uk/>
<https://www.norwichairport.co.uk/>



The historic Sprowston Manor Country Hotel near Rackheath and location for our evening buffet-dinner Wednesday

Return to Norwich 2023, Sept 18 - 22



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> 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> or Ivan Barnard <Ivanbarnard999@btinternet.com> for travel advice or you have any questions relating to the Norwich Reunion.

RETURN TO NORWICH, England, 18 -22 September 2023

Registration Form and Check, send to Brian Mahoney by 11 August

Item	Per Person	# of People	Sub Total
Registration includes all common activity fees, coach transportation, Hot Buffet Dinners at Maids Head & Sprowston Manor, Entrance to Duxford Airfield Museums, Lunch Coldham Hall, 2 x box-lunch, gratuities, etc.	\$300		
			TOTAL REMITTANCE \$.....

Any specific dietary requests or need we can assist with _____

Badge Information Name

Please attach sheet if needed for larger party.

CHECKS PAYABLE to 467th BOMB GROUP ASSOCIATION

Your Address:

Your Phone Home _____ Cell _____

Your Email _____

Remittance Check payable to 467th Bomb Group Association and mail to:

Brian Mahoney, 823 Whitelock Street, Baltimore, MD 21217 NO LATER THAN 11 August

Phone 202-232-1423 Email researcher@brianhmahoney.com

Date and time you plan to arrive in NORWICH _____

THE UBIQUITOUS “T2” HANGAR



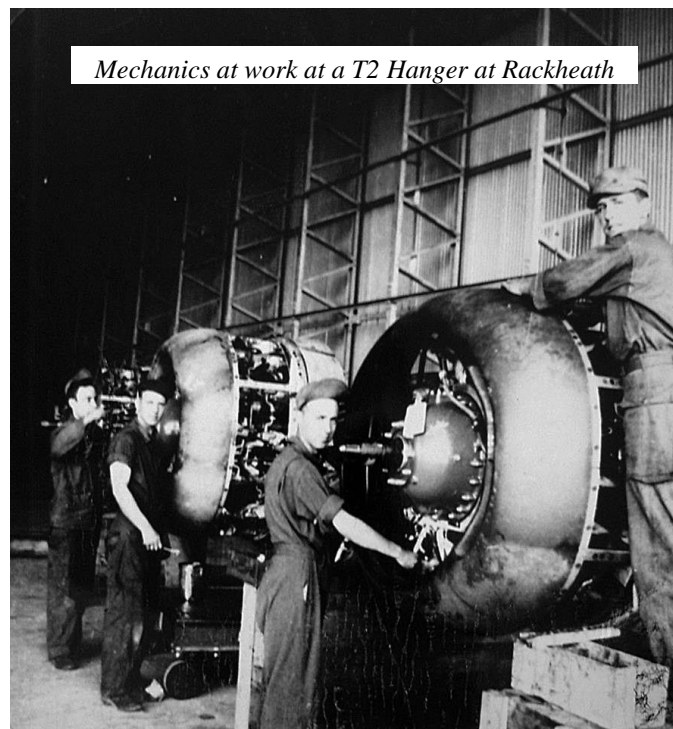
Example of a typical T2 Hangar, Duxford Airfield

By 1940 with the rapidly increasing development of large-span bomber aircraft, it became obvious that in Britain the pre-war standard RAF transportable hangar known as the Bellman Shed was rapidly becoming obsolete. As a result, the Air Ministry in collaboration with Teesside Bridge & Engineering Ltd, developed a series of end-opening hangars known as Type ‘T’. The first design was the T2 and like the others in this family it is built of a series of standard steel-fabricated lattice wall and roof units of welded-and-bolted construction. The complete framework is clad with galvanised corrugated iron, 22-gauge for the roof and 24-gauge for the walls. T2 were designed by the architect AE Cotton.

The ‘T’ series covers a wide range of (temporary or transportable) hangars, each slightly different to the previous, but designed as three main types; T1 (90 ft span), T2 (115 ft) and T3 (66 ft). The length of each hangar varied depending upon local requirements and the number of additional bays added as needed, but most on the bomber bases extended to around 239ft . The design number e.g T2 (26) indicated the number of bays (26) and hence the length.

The ‘T’ range were a diverse and complicated range, the ‘T2’ being sub split into 5 variants (T2, T2 Heavy Duty, TFB (flying boat), TFBHD (flying boat heavy-duty) and T2MCS (marine craft shed), so the identification of each being difficult without measuring equipment.

On first inspection the ‘T2’ and Bellman look virtually identical, both lightweight, steel lattice frames with metal side panels. The main distinctions are that the Bellman doors are flush with the top of the side panelling whereas the ‘T2’ has an extra level of panelling and so are not flush. The other difference is the lattice frame inside the roof, the ‘T2’ has only diagonal braces whereas the Bellman has vertical braces in addition to the diagonals. Both hangars have six leaf doors on sliding rails supported both top and bottom, allowing full width access. With B-24s having a wingspan of 110ft it was a tight squeeze.



Mechanics at work at a T2 Hangar at Rackheath

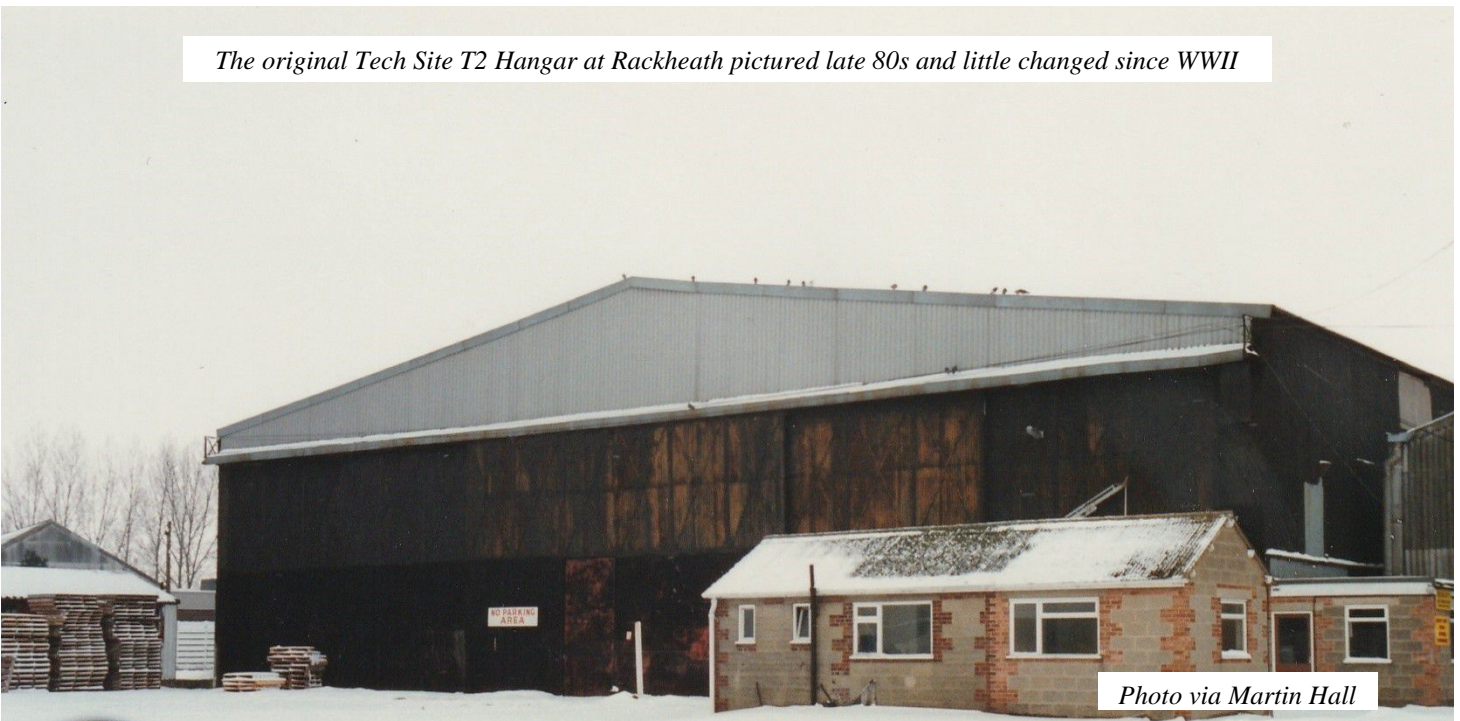
Rackheath in common with the majority of Class “A” USAAF/RAF airfields constructed during the 1940s housed two “T2” Hangars on the field. One was on the east side of the airfield close to Salhouse Railway Station, the other on the Technical Site on what is the current Rackheath Industrial Estate, and still remains to this day. Both “T2” Hangars were the largest structures by far on the airfield and dominated the local skyline. They offered welcome protection from the worse elements of the weather especially during winter months for the multitude of mechanics toiling away night and day keeping the Groups’ B24s serviceable for combat.



T2 Hangar under construction Sta.179 Dunkeswell, Devon

After the final departure of the 467th from Rackheath in July 1945, the airfield and technical site of the former base was occupied by the RAF 231 Maintenance Sub Unit (MSU) and was responsible for the storage and maintenance of explosive stores. It was later in February 1948 re-designated as the 94 MSU. The two “T2” Hangars remained in a good state of repair and were both utilized for the storage of pyrotechnics such as flares and flare-boats while the Control Tower was used as the unit office for keeping records of the stock levels. The High Explosive (HE) ordnance particular the larger bomb types were stored out on the former airfield either side of the main runway. It is thought the “T2” Hangars also housed the numerous RAF vehicles employed in transporting stocks particularly older obsolete types which were ferried to the nearby Salhouse Station and shipped-out for disposal.

By the late 60s the 94 MSU vacated Rackheath and much of the airfield was offered for return to agriculture, while remaining buildings on the Technical site sold-off as workshops and units for what later became the burgeoning Rackheath Industrial Estate. The Salhouse side “T2” was dismantled and moved in the early 70s and its position now returned to farmland while the Technical Site “T2” led a more charmed existence.

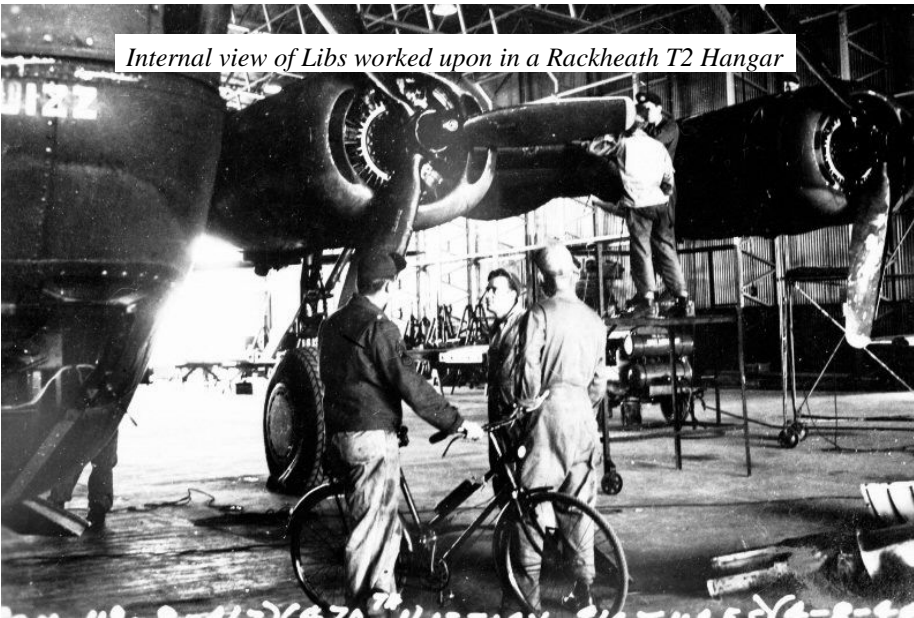


The original Tech Site T2 Hangar at Rackheath pictured late 80s and little changed since WWII

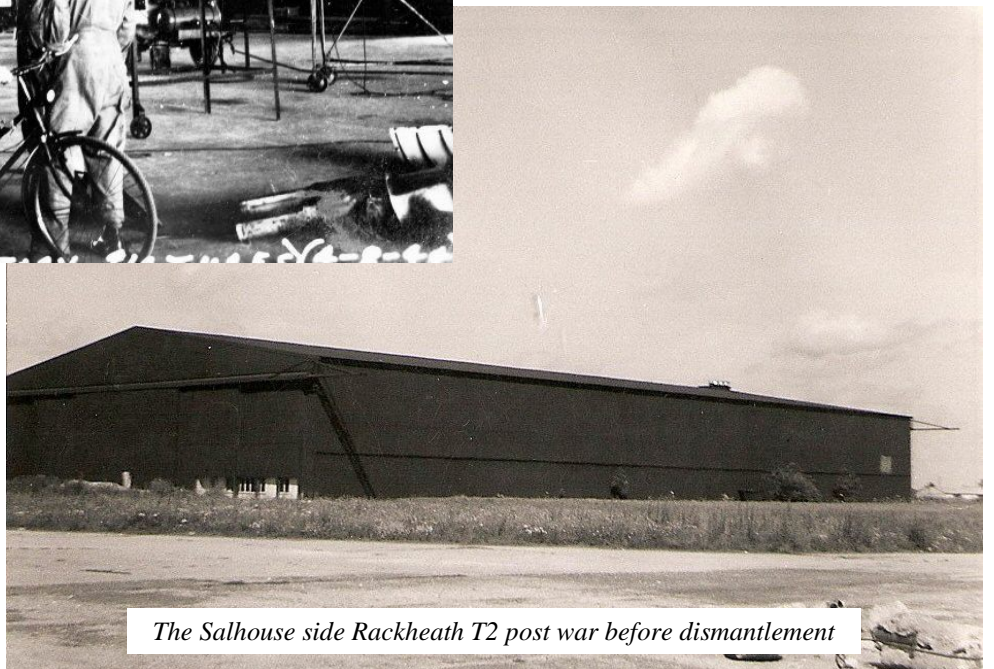
Photo via Martin Hall

One of the early owners was Dalgety an agricultural company who used the Hangar as a grain-store, later augmented at the rear by numerous grain silos. Its appearance had changed little from 1944/45 although the roof was at some point re-clad to keep it water-tight. It changed owners several times and for a period was a major workshop for repair and maintenance of Heavy lorries offering premium space for this work. By the turn of the century a garden and leisure furniture company had taken over the “T2” recognizing its possibility for suitable storage and large capacity for warehousing. They extensively refurbished the structure with replacement of the original sliding doors with added brickwork and bespoke smaller entrances more suited to their requirements. The sides of the structure were also extensively renewed and further building added to create a reception area and offices at the front. A change of ownership occurred around 2015 when a specialized retail and industrial packaging company moved in and remains to this day. Internally the “T2” remains little changed and you can still view the distinctive diagonal lattice steel framework of the original structure, although appearing a little rusty in some areas. Close your eyes as you can almost imagine the same building containing three or four B24s being worked on by a host of mechanics. (*Editor – those attending the September Reunion can expect to experience visiting this original and historic structure.*)

By the end of the war, in excess of 900 ‘T2’ hangars were erected on British airfields including those built abroad. In 2004 it was thought there were about 100 left surviving on Ministry of Defence (MOD) property in Britain. A number have also survived on farmland used to store foodstuffs or machinery, or industrial sites. The ‘T2’ remained the main hangar in use by both the RAF and USAAF during the war, appearing on all Class ‘A’ airfields, occasionally with other models also being present. A number of other older models also continue to serve even to this day. Considering many of these were built as temporary buildings, they have survived remarkably well and are testament to the engineering design of the pre and early war years.



Internal view of Libs worked upon in a Rackheath T2 Hangar



The Salhouse side Rackheath T2 post war before dismantlement



The Rackheath Tech Site T2 in more recent times with extensive exterior reworking



Internally the T2 remains little changed from WWII with the original structure still in place, albeit rusty in places.

At 106-Years-Old, WWII Veteran Joe Haenn Still Remembers Things About Repairing B-24s

By
Yvonne K. Caputo



Joe Haenn on the left with Frank Kohut, 789th Crew Chief and "Wabbit"

Joe Haenn recently celebrated his 106th birthday. He was born on April 16, 1917. He often remarks on having lived through the Spanish Flu epidemic, the Polio epidemic, the Great Depression, and WWII. He recently was diagnosed with COVID, and he lived through that.

He was an assistant crew chief for the 467th Bomb Group stationed at Rackheath, England. It wasn't what he originally wanted to do for the war, but he was glad it turned out how it did.

Joe wanted to join the Navy, and as a part of the examination process was handed pieces of paper with dots on them. He wasn't instructed on what to do with what he was holding. He knew he saw colors and numbers and read the numbers on the page. The instructor looked at Joe and said, "The Navy can't use you, you're color blind". He wasn't given an explanation as to why he hadn't passed the test.

His reaction to the event was firm, if the Navy didn't want him, then some other branch of service was going to have to come and get him. That summons came in the form of a letter. He was called in for another evaluation and was assigned to the Army Air Force.

After basic training at Miami Beach, he was assigned to work on motor vehicles and later to work on B-24s. His intro-

ductory course at the New England Aircraft School in Boston, Massachusetts, was supposed to have lasted three months, but it was shortened to seventeen days. It was followed by being moved to Willow Run in Michigan where he learned to tear down and rebuild B-24 engines. He was then sent to Kearns AAF Base in Utah and finally to Wendover, Utah, where the entire 467th underwent combat training together in preparation for going overseas.

Arriving at Rackheath in March 1944, he was assigned as an assistant crew chief alongside Frank Kohut, the crew chief. A plane called the “WABBIT” was transferred to their squadron. It had a reputation for being very difficult to fly. Frank told the crew they would check her from stem to stern to fix anything that wasn’t working properly. Joe remembers specifically changing the tension on the cable that operated the tail fin. When they were finished with the plane, her reputation changed to being easy to fly.

When a plane returned to base after a mission, the crew working on the plane were given a list of problems that needed to be repaired. The plane wasn’t released for another mission until all of the repairs were complete.

Other incidents with the planes stood out, Joe was in the cockpit late at night in the pitch dark. There was an explosive sound and the plane dropped and pitched forward. The tire on the nose-wheel had blown causing the motion, but to Joe, it felt as if the plane was ready to take off. It was his scariest incident while at Rackheath.

Another time, the crew was replacing the fuel bladder in one of the wings. The replacement was partially inflated, making it malleable. The crew was able to push down on it to slide into place. When they removed their hands, the bladder took its proper form. However, one of the crew cried out that his hand was caught. The crew pushed down again allowing the man to remove his injured hand.



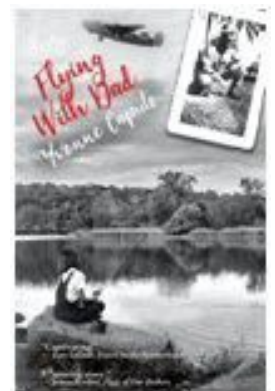
Joe returned to the United States in June 1945. A seat on the plane coming home was generally reserved for the crew chief, but he was remaining in England to be married. The spot was then offered to Joe who gladly accepted.

When he returned to Pennsylvania, Joe went back to the factory that had employed him before the war, Ametek US Guage. He was a machinist until his retirement 45 years later. In 1937, Joe started as a volunteer firefighter for the borough of Dublin. When he and his family moved in 1951, he became a member of the Chalfont Volunteer Fire Company. He remains on their roster as a Veteran Lifetime Member.

When he retired, he and his wife Florence moved to Florida until returning to live at the Lutheran Community at Telford, Pa. Joe and Florence were a month and a half from their 75th wedding anniversary when she passed away.

Joe’s fondest memory of his time as an assistant crew chief was being asked if he would fly in a plane he was working on. His response was, “Of course, I would”.

EDITOR: This article is a longer version Yvonne has successfully shared in a number of aviation and veteran related on-line publications featuring our very special Joe Haenn. Yvonne is the author of “Flying with Dad “ and “Dying with Dad”.



Obituaries

Kenneth C. MICKO, Copilot & POW, 789th



Kenneth C. Micko, 100, of East Gull Lake, beloved father, grandfather, great grandfather, and great great grandfather, died peacefully on Friday, February 17, 2023, at home surrounded by loved ones.

Born August 24, 1922, in St. Paul, MN, to Charles and May (Kreuz) Micko, Ken attended St. Mark's Catholic Elementary, Nazareth Hall Preparatory Seminary, his senior year at Cretin High School, and two years at St. Thomas College. Ken credited his older sister Lorayn for teaching him to dance as an adolescent, convincing him that pro football players took dance lessons to improve their coordination. He met the love of his life, Doris Stassen, at a high school dance when he was 17 and she 15. He loved telling what a great dancer she was and how lucky he felt to get a spot on her always-full dance card. Ken joined the El Torez Club, which started in high school and met 4 times a year for dinners and dances; he was a member for more than 75 years. He and Doris married on May 27, 1944, while he was on military leave and raised 4 children in Nativity parish.

To his family, Ken's military service made him a hero, though he humbly disagreed. In 1942, at 20 years old, he enlisted in the Army Air Corp. Stationed in England, he co-piloted a B-24 bomber, flying 20 WWII bombing missions. On his last mission, hit by anti-aircraft, Ken bailed out of the burning plane and parachuted into downtown Berlin. He was a POW until the war's end. While he copied poems in his journal, Doris, who'd just given birth to their first child when she received a telegram that Ken was MIA, awaited word that he was alive. It came in the form of a letter written in German that she had to have translated. Later in life, Ken wrote about his extraordinary WWII experience, granted interviews, presented at veterans roundtables, and spoke eloquently about it at his 100th birthday party. Despite what Ken endured, he unfailingly focused on the positive, thanking "the good Lord for all He's done, all He's given me."

Like a made-for-Hollywood romance, Ken's marriage to Doris was one for the ages. At times, their lifelong devotion looked glamorous; they renewed their wedding vows at a 50th anniversary ceremony and then cut a rug to big band music at a country club reception. At others, it looked ordinary; Ken fixed Doris a bowl of cereal with fresh fruit every morning for decades and fed her breakfast in bed for her last 3 years. Ken and Doris danced through 68 years of marriage together, with Ken doting on Doris until her death parted them in 2013.

Ken's career was also long and productive. After the war, he worked for Brown & Bigelow from 1945 to 1965, managing the specialty advertising division; joined Bann Inc as vice president of sales from 1965 to 1975; and in 1976, started a business partnership, Liberty Looseleaf, where he worked until his retirement at 75 years old.

Ken derived great joy from lake life. In 1967, they bought a cabin on Gull Lake's gold coast and in 1976 replaced it with a house. He put a lot of love into the place. He enjoyed entertaining, and generations of visitors' memories were recorded in his Lake Log. In 55 years there, Ken fished, sailed, water skied, swam, and captained countless boat rides. His grandkids cherished their summer vacations at the lake, and Ken spoiled them with ice cream cones and golf outings. Ken loved family games, especially cribbage... seated at the head of the table, always using red pegs on the outside track. When he won, he'd rib, "Did you learn anything?" In later years, he treasured sitting on his deck, looking out on the lake at the boats and beautiful sunsets.

A handsome ad model in his prime, Ken was a constant role model throughout his life, exemplifying kindness, strength, and generosity. He had a gift for making others feel special, striking up conversations and exchanging friendly banter everywhere he went. His long-term sobriety inspired others. He delivered Meals on Wheels in his classic Lincoln Continental in his 70s and 80s. A devout Catholic, he attended weekly mass and said grace before every meal. He never missed a Vikings game nor turned down an invitation to golf with his buddies. He had a legendary sweet tooth and ate every dessert offered, but none surpassed the simple satisfaction he took from a cold glass of milk and a chocolate chip cookie. Family and friends will miss his warm hugs and cheek kisses and his hearty handshake greetings.

Obituaries

Joseph M. GEHRING, Copilot, 790th/791st



Joseph M. Gehring, age 98, of Madison, passed away Thursday, March 23, 2023 at UH Geauga Medical Center. He was born May 10, 1924 in Richmond IN, to Eugene and Hildred (Martin) Gehring.

Joseph was a graduate of Berea Ohio High School and a 1949 graduate of Case Institute of Technology. During World War II he completed a 30 mission tour with the 8th Air Force as a pilot of a B-24 Heavy Bomber and was the recipient of the European Service Medal with 4 Battle Stars, The Air Metal with 4 Oak Leaf Clusters, and The Distinguished Flying Cross.

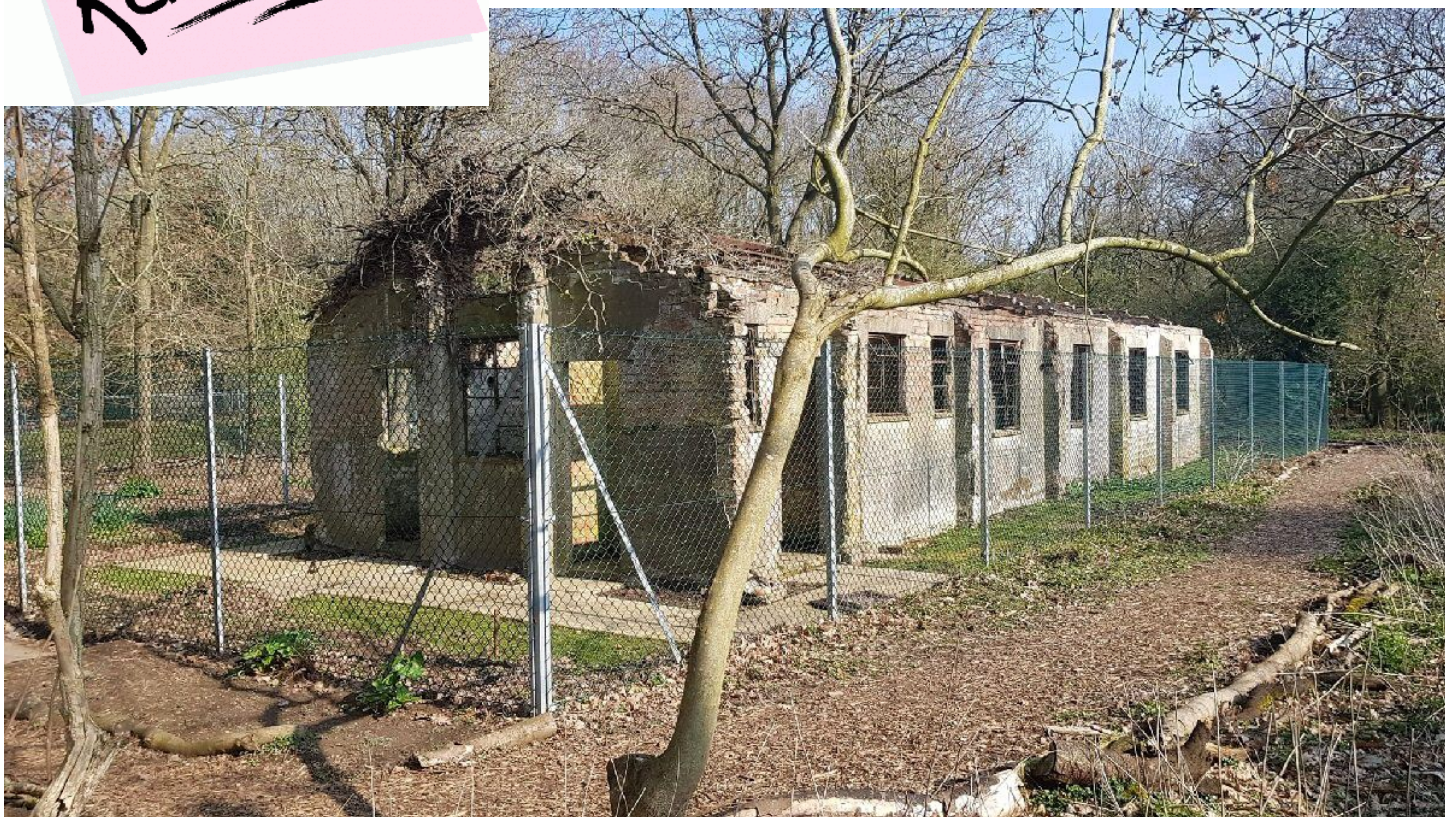
Joseph's career work was as a local independent insurance agent, owning and operating Gerhing's Insurance Agency, until he "officially" retired at age 80. He was a former president of the Madison Kiwanis Club, and a member of the Madison Business and Professional Association, the Lake Geauga Association of Insurance Agents, and served on the Board of Directors of the State Bank & Trust Company. Very active in his Madison community, he was a volunteer fireman for the Madison Fire Department, a 14 year member of the Madison Village Planning Commission and a founding member of the Madison Chamber of Commerce. He was a life member of American Legion Post 112.

Joseph was an avid golfer and member of Madison Country Club for over 50 years. He also enjoyed handball, tennis, flying and playing an electronic organ.



One Last Look....

Registration completed and return to:
Brian Mahoney, 823 Whitelock Street, Baltimore, MD 21217
by 11 August



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

Folded Wings

Joseph M. GEHRING - Copilot 790th/791st, March 2023

George M. LEASURE - Vehicle Oper. 788th, June 2022

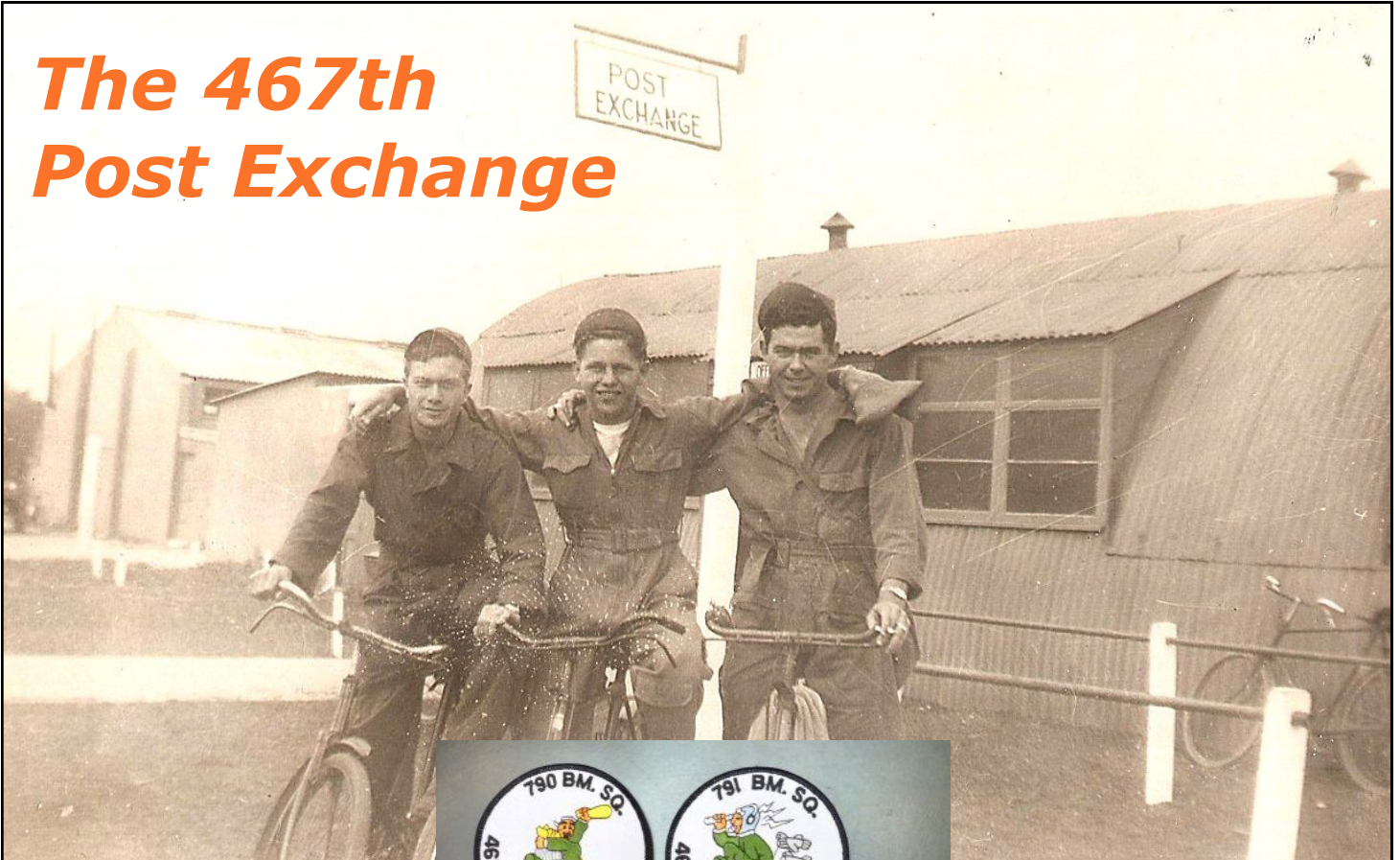
Dr. Philip LEWIS - Clerk 467th HQ, March 2021

Frank A. MINELLO - Armorer 791st, April 2022

Gordon A. REYNOLDS Sr. - Navigator 789th/791st February 2021

Please send news of “Folded Wings” also Obituaries to 467th BG veterans or prominent Associates to Brian Mahoney researcher@brianhmahoney.com

The 467th Post Exchange



1.



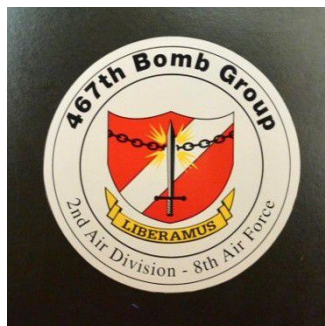
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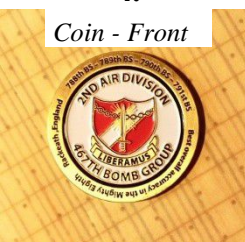


5.



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

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.

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