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OFFICIAL

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SOME THINGS FORGOTTEN OR MAYBE NEVER KNOWN ABOUT
THE 467th IN ENGLAND

Rackheath, Station 145, was constructed on the estate of Sir Edward Stacy, Bart (Baronet - Rank above Knight, below Baron). It was approximately five miles northeast of Norwich, on the Wroxham Road, in the County of Norfolk.

Construction was accomplished by John Laing and Son, Ltd. at a cost of approximately one million pounds (four million plus dollars). Accommodations for 500 officers (533 max. assigned) and 2400 enlisted (2464 max. assigned) were provided in ten living sites. The air field proper was a Class A - type (Air Ministry Directorate - General of Works), standard for heavy bomber requirements. The main runway, N-S (actually 030° & 210°) was 6000' in length, the intersecting runways, NE-SW (100° & 280°) and SE-NW 140° & 320° were 4800' long. All runways were 150' wide. The taxiway (perimeter track) was 2.7 miles long and 50' wide. Runways and perimeter track were of screeded concrete construction, (It was rumored that London rubble was incorporated into the concrete). Fifty loop (spectacle) hard standings were constructed around the perimeter track, some held more than one plane (Concrete also in most cases).

The field had Mark II type lighting, runway lights are remembered, not taxiways however. Pole mounted lights a sufficient distance away from the field to provide a proper landing circuit circled the field with other pole mounted lights leading into the runways for either right or left hand landing patterns. An instrument landing system localizer was later installed south of the north landing runway.

Major structures on the field were the two T-2 hangers, 120' wide by 240' long by 39' high, sufficiently wide for the 110' wing spread of the B-24. One was at the technical site, the other on the east of the field.

Aviation gasoline was provided from two 100,000 gallon storage facilities, one on the southwest of the field, the other on the east near Salhouse Station.

The (nucleus) 1229th Quartermaster Company Service Group was first on the base in September, 1943 (The Group was just formed in the States on September 9, 1943) with one officer and three enlisted, growing eventually to three officer and forty-seven men. Its duties included all QM clothing and equipment for all enlisted men on the base, all expendable items (stationary, office supplies), all subsistence, all solid fuels, ground petroleum products, laundry and dry cleaning, local purchases, rail movement of personnel and QM salvage operations.

The 74th Station Complement Sqd. AVN (RS) arrived next, replacing the 331st Service Group on November 12, 1943. It operated the Base Headquarters, telephone exchange, fire department, Post Office, electrical installations and other utilities, utilizing the other ancillary organizations and 467th BG personnel.

Detachment A 862nd Chemical Co. (AO) arrived on November 11, 1943. Its two officers and 65 EM strength varied little during its service to the Group. They maintained 23000 sq. ft. of chemical bomb storage for incendiary bombs, colored grenades (pyrotechnics) and sky markers. Half of the detachment worked with the squadron ordnance sections in loading conventional ordnance. Over 1570 tons of incendiaries were dropped by the Group from the 630 ton stock maintained. It was also responsible for gas attack training and chemical gas use.

Assigned on November 25, 1943, was the 1451st Ordnance Supply and Maintenance Co. (AVN), one officer and 15 EM. Growing eventually to four officers and 76 EM, this company maintained over three hundred vehicles from Jeeps to 4000 gals. fuel trailers, the 2600 ton bomb dump with bombs for various purposes weighing from 100 pounds to 2000 pounds, it stored and dispensed all ammunition and maintained all aircraft guns, over 650 .5 caliber machine guns, and all ground ordnance. For vehicle maintenance they built their own 35' wide by 96' long Bentley building, nearly 3500 sq. ft. of work area under roof.

The beginning of the 2105th Engineer (AVN) Fire Fighting Platoon was 5 EM from the 74th Station Complement Squadron and 4 RAF personnel on December 8, 1943. Ten EM arrived from the 2031st E. (A) F.F.P. in February, 1944 and the 2105th was activated April 10, 1944, with one officer, 16 assigned EM and 6 on special duty from the 74th SCS. Its duties varied from alert and rescue operations during flying periods to maintenance of fire extinguishers to extinguishing over sixty-four on base fires to training ground personnel in basic fire fighting to practicing in dry runs all manner of fire fighting techniques.

The 470th Sub Depot was activated on January 7, 1944. Five officers were assigned, but I have no record of how many EM, machinists, mechanics, instrument technicians, clerks, etc., were assigned. The Sub Depot built, repaired and supplied the needed parts and equipment necessary to keep the bombers and the men who flew in them in the air. Their machine shop, welding shop, paint shop (they painted my bicycle black for me), instrument shop, propeller shop, supply sections, etc., were the best in the Division.

The 270th Finance Section was activated on January 18, 1944, one officer and 8 enlisted men. I do not know their specific duties, however, I'm sure they handled all assigned personnel payroll including all base pay information, deductions, allotments, etc. I know one month, January, 1945, that I had no pay coming due to allotments, deduction for a lost escape kit (\$50), RAF mess bill for two days R.O.N. I also know they found a "misplaced" allotment for me, (I made it to one bank, thought I had made it to another).

And finally the 1286th Military Police Co. (AVN) assigned on February 3, 1944. Their responsibility was all Base Security and are remembered at all mission briefings and at the five (authorized) entrances to the base. You possibly remember that most everyone had a bicycle, either GI or privately owned. You are probably right, the 1286th registered over 3000 bicycles for use on the Base.

The 259th Medical Dispensary Aviation (RS), activated in September, 1944, had its beginning with arrival of personnel on the base on October 22, 1943. Station Sick Quarters were ready on December 25, 1943, for use by the Medical Section, which until the Group arrived in March, 1944, consisted of one Medical officer and eight EM, plus, later, a second medical officer, a dental officer and a dental technician. With the arrival of the Group in March, 1944, the medical section was reorganized along the lines of a Station Hospital, incorporating the Squadron medical personnel into the total medical facility. The 259th eventually had a Surgeon, four medical officers, one dental officer, technicians for pharmacy, laboratory, x-ray, medical and dental, two ambulance drivers and several clerks (no nurses to the best of my knowledge).

All of the above auxiliary units on the field were inactivated (except Detachment A 862nd Chemical Co. (AO)) on April 15, 1945, and reorganized and activated into the 375th Air Service Group, composed of a Headquarters and Base Service Squadron, the 812th Air Engineering Squadron and the 636th Air Material Squadron.

Next time, about the Group, the Bomb Squadrons and some statistics on accomplishments.

Leo Arlin at 2803 Victoria Way, J-3 Coconut Creek, FL, 33066, would like to hear from anyone from the original 788th BS that left the Group on 10 May, 1944, to do night intruder missions.

A few copies of the reprint of Allen Healy's 467th BG History are still available. Send \$30 for your copy to Vince LaRussa, 97 Grayton Rd., Tonawanda, NY, 14150.

George Dong, 535 F. Street, Coronada, CA., 92118, of the "Witchcraft" ground crew requests donations, especially from 790th BS personnel, to pay for a painting of "Witchcraft" to be donated to the San Diego Aero Space Museum as a gift from the Group. The painting is finished but the time of donation has not been set at this writing.

Blazer Patches for the 467th BG will be available when you read this. Approximately 3" in diameter, in four colors, it features the sword and shield and Liberamus. Five bucks each from me.

A first for the Second Air Division Association occurred at the 1981 convention in San Antonio when a ten man crew, that of Jim Coffey, 467th BG, reunited. After having eight at Cambridge in 1980, this crew got it all together and posted this record that possibly will never be equalled. I asked Jim to give me something about each of the crew, pre-war and post-war, which is briefed below.

1) Jim Coffey was a university student, entered Aviation Cadet program at 18, graduating as pilot and after transition to B-24s, brought his replacement crew to the 467th in January, 1945, where they flew thirteen missions before the war ended. Jim finished his degree requirements at West Virginia University and has worked for a major manufacturer of cleaning related products for 32 years. Resides in Chappaqua, NY.

2) Harmon J. (Hymie) Small Jr., employed in a war industry prior to entering Aviation Cadet program from which he graduated as Pilot, served as Co-Pilot of crew. He remained in service after the war, retiring in 1963, a Major and Senior Pilot. He retired from private industry in 1977 and now resides in Stockton, CA.

3) Al Muller was a petroleum engineer prior to joining the 11th Airborne-188th Glider Infantry. He transferred to Air Force and after training became Navigator of crew. He now resides in Caracas, Venezuela, where he is active in ranching, construction, suburban planning and development, real estate and other businesses.

4) Bob Snyder entered Cadet program from high school and became, after training, Bombardier of the crew. He finished his education after the war and entered and is still active in the steel construction business. He is a private pilot and resides in Piqua, OH.

5) Anthony E. (Andy) DeBiasse was instructing in an aeronautical school, teaching aircraft engines to GIs, prior to enlisting. He trained as aerial engineer and took gunnery training (twice), and was engineer on crew. After discharge, he started, and continues to operate, an auto repair and body shop in Madison, NJ.

6) Dan Faford volunteered soon after his 18th birthday and trained as radio operator, his position on the crew. He served a hitch after the war, then went to work for an insulating company as an electrician, in Pawtucket, RI, where he now lives.

7) Bob Miller entered the service from high school at 18. He trained in gunnery and armament and became Armorer Gunner of crew, flying left waist. After service he graduated from Bolling Green College and went into sales with a major insurance company. He plans to retire in April and move back to Ohio.

8) Carl Shaut was employed in a Binghamton, NY, factory when he volunteered at 18. He took basic training at Biloxi and gunnery at Tyndall and served as tail gunner of crew. On return to civilian life, he took employment with a railroad company in his home town and now has 32 years of service.

9) Bill Smith finished high school and was employed in a manufacturing company in Franklin, PA, prior to enlistment at 18. He trained and served as gunner, in nose turret. He was reemployed in the manufacturing company after his service and now has completed 38 years.

10) Bill Hanes was a steam press operator at a clothing manufacturer in Columbus, OH, prior to entering service and training as a gunner. He flew right waist on the crew. After discharge, he took his degree at Ohio University and has been an Industrial Engineer for many years for a window and door manufacturing company in Stockport, OH.

Jim says that it took the joint efforts of all ten men and nine wives to accomplish this first. Each of us should be inspired by their efforts to renew friendships of so many years ago in training and at Rackheath.

THE FOLLOWING ATTENDED THE 1981 CONVENTION

467th

Delores Beran
Arch & Helen Boisselle
Walt Bandlow
Ed & Bea Branaman
Eddie Bryson
Jim & Joan Coffey
George & Mary Condry
Bill & Bernice Dillon
Ken Darney, Jr.
Phil & Cille Dav
Tony & JoAnn DeBiasse
Les & Josephine Dining
Ralph & Yvonne Elliott
Don & Theresa Faford
Joe Flynn
Ralph & Ann Giesecke

Paul Gour
Jeff & Terry Gregory
Weldon & Helen Gruver
Joe & Florence Haenn
Paul & Frances Hannafey
Lloyd & Carmen Haug
Bill & Alice Hayes
Cyril Hinckley
Calvin & Ruth Horn
Jim & Audrey Johnston
Andrew Kapi
Bernie & Phyllis Kirschner
Frank Kohut
Henry Kubacek
John Logan
Vince & Gloria LaRussa
Bob Miller
Al & Teresa Muller

Jim & Jean Newhouse
L.T. & Ruth Pilan
Ed & Dorothy Parsons
Bob Perkins
Roy & Edith Rainwater
Carl Schaut
Al Shower
Harmon & Bertie Small
Bill & Shirley Smith
Bob & Irene Snyder
Adam Soccio
Jim Spence
Oliver & Dorothy Simmons
Fred & Marguerite Segalls
Jack & Anne Stratton
Charles & Veda Wagner
Robert Winger

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467th
Bomb Group



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541 BLACK BEAR LOOF
NORTH EAST
ALBUQUERQUE NM 87109

REPORT
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ALBUQUERQUE NM 87110

WAT 13 15151641 03/15/82

