



# POOP from GROUP 467

VOL. 5 No. 2

Station 145 APO 558

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## OFFICIAL

### Group Vice-President

J. David Swearingen  
5136 Charlotte Circle, N.  
Memphis, TN. 38117  
Phone: 901-685-7646

### Deputy Group Vice-President

Jeff Gregory  
3110 Sheridan  
Garland, TX. 75041  
Phone: 214-278-8537

### FROM YOUR VEEP

The 467th VP rotated onto the 2ADA Executive Committee for 1985-86 and I attended the Committee's meeting at Pheasant Run Resort, St. Charles, IL on April 4-5, 1986. The Committee members are the current Association officers, three past Presidents and three Group VPs. Of the thirteen members of the Committee, eleven were in attendance. Also attending were members of four special committees, which included our Vince LaRussa, Chairman of the Internal Audit Committee.

I was very impressed with the thoroughness of the discussions of the agenda items. The welfare of the membership was the key consideration, our best interest was the primary, principal consideration in all deliberations.

Evelyn Cohen, VP-Membership, reported Association membership at 6200, with the 467th being a shade under 500. Information of the Association is featured in this POOP. If you are not a member, please join before the July convention and come reunion with us.

There was much discussion on how to take advantage of the overwhelming interest in the 1987 convention in Norwich, England. It was reported at the meeting that registration, and deposits, had been made by over 600 people and is expected to approach 1000. The principal problem is the shortage of rooms in Norwich and that there is no banquet facility in Norwich that is large enough to seat over 600. Efforts will continue, of course, to try to accommodate everyone who wishes to attend.

The Pheasant Run Resort is going to be more than adequate for the July 10-13, 1986 Convention. I know that you will enjoy it. Each Group will have a DAY ROOM for its use from 9 AM to 5 PM each day, Thursday through Saturday, to display any and all memorabilia you will bring with you. We will have our Group business meeting there also, a place as we had at Dayton for camaraderie and fellowship. We will need someone in attendance in the room while it is open. See me there to volunteer for this duty.

Other agenda items discussed concerned the Journal, Computer Operations, Audio-Visual materials, Publicity, Memorial Trust-Library, Policies and Procedures Manual, Auxiliary Organization, Internal Audit and the Group VPs Study Committee. President Koorndyke's message in the forthcoming Journal will report on all of these.

Jackie and I also attended the 3rd Southwest Regional Mini-Convention at D-FW on March 15. Our Jeff Gregory was Dinner Chairman and he and Terry did a beautiful job. From the 467th were thirteen veterans, with wives and friends. It was a very good, warm, fellowship meeting.

Joe Dzenowagis has done a lot of work on the video project he proposed at our Group meeting at McAfee. See the information following in POOP and come prepared to make Joe's project one of the outstanding events of the convention.

See you at Pheasant Run.  
Dave

### LAST POST

I have received notification of the death of the following. May they go from Strength to Strength in the Life of Perfect Service in God's Heavenly Kingdom.

John R. Healy  
Cyril J. Hinckley  
Ralph Hutton  
John Low, Jr.

James T. Mitchell  
Max B. Ruffner  
Claude B. Stinson  
G. I. Sylvester

### ROSTER ADDITIONS

Harry Angle  
Virgil L. Christian  
Walter C. Colvin  
Andrew Csurney\*  
Norval V. Cunningham\*  
Thomas W. Floyd  
Bob Frohlichstein  
Clint Johnson, Jr.  
Dean H. Johnson  
Paul V. Hatten  
Harold Kelder  
Edward Kohut\*  
Lorin Knieriemen  
R.M. Lensmire  
Sherman Manchester  
Fredrick Meyer  
Charles B. Moore  
Anthony F. Razzano\*  
Mervin Shank  
William J. Williams  
Danial W. Wright

Laverne, OH  
Lexington, KY  
Portland, OR  
Ambridge, PA  
Fox Lake, WI  
Charleston, IL  
St. Louis, MO  
Silver City, NM  
Concord, CA  
Georgetown, SC  
Crystal Lake, IL  
Hubbard Lake, MI  
Amherst, OH  
Cascade, WI  
Rochester, NY  
Penllyn, PA  
Abington, MA  
Ocean, NJ  
Fairborn, OH  
Long Beach, CA  
Overland Park, KS

\*Returned to roster from Lost Souls.

Don't let any of them not have at least one call of welcome. If you live near them, call them up, get together. Write me for an address and start a correspondence.

If you correspond with anyone in the 467th or 2ADA, send me their name and address. A 14¢ postcard and a few minutes of your time. We can double the roster. Let me hear from YOU.

### LOST SOULS

Henry A. Brown  
Morris L. Davidson  
Jack M. Lifrey  
Leroy C. Mason

Las Vegas, NV  
Scotts Bluff, NB  
New Braunfels, TX  
Westerfield, CT

The above person's mail was returned following last POOP mailing. You who live near the above cities and towns, make inquiry of them and see that they are returned to the roster. We don't want to lose anyone. Don't put this off. Do it now.



## ROCKETS OVER NORFOLK

In FlyPost, issue of March 1985, the above title introduces a three-page article by Bob Collins that details V2 rockets, the world's first ICBMs, impact upon Norfolk and Suffolk Counties, East Anglia.

Healy's history of the 467th Bombardment Group, on page 70, says "As the battle for Germany began we again had enemy planes coming over at night. German rockets, V-2s, were coming over too. The gigantic missiles had occasionally been noticed from the air and their plumed trail of smoke had been reported high above Holland. For a time, practically daily, there would be a burst somewhere near in Norfolk and the window panes would rattle on the base. There were no warnings. The explosions were frequently within a mile of the base but little damage was done. We would bicycle out to see their craters which would be large enough to contain a house. Partridges and rabbits would be killed in grain fields and on one occasion the burst had neatly squeezed the turnips out of the ground and laid them back beside the rows."

Collins writes that the first V2, aimed at London, crashed down on an unsuspecting Chiswick, near London, on September 8, 1944, and its explosion ushered in a new age, of push-button robot warfare. By the middle of September a total of 25 rockets had been fired toward London. These were fired from sites near Hague and on Walcheren Island, Holland. Due to the Market Garden Offensive ("One Bridge Too Far"), the units firing these rockets were forced to withdraw deeper into Holland, to near Friesland. However, because the range of the V2 was only 200 miles, London could not be reached from the new base so it came about that the only sizable English targets within the 200-mile range were in East Anglia: Norwich and Ipswich.

From Friesland, then, the Germans began their bombardment of Norwich on September 25, 1944. The first V2 fired went off course and landed near Hoxne, Suffolk, 15 miles from its intended target.

On September 26, 1944, about 4:30 p.m., a group of twenty people harvesting a field near Ranworth paused in their work to watch formations of B-24s droning over on return from operations. Suddenly, and without warning, a violent explosion occurred in a field 200 yards away, sending a column of smoke 2000 feet into the air and damaging windows of houses up to 1/2 mile away. First observers who reached the scene found a crater 25 feet deep and almost 40 feet in diameter. Initially, because the Liberators had been overhead, it was assumed that an accidentally released bomb from one of the planes had caused the blast. The explosion at Ranworth, in fact, marked the arrival in Norfolk of the Nazi's last and most terrifying "secret weapon" to hit Britain during World War II, the V2 rocket.

Four rockets were fired toward Norwich on September 27, 1944. The first hit at Horsford Woods, the second near the Kirby Bedon sewage works, the third landed in a field near Brighton, narrowly missing the Norwich-Great Yarmouth LNER rail line, and the fourth went astray and did not land in East Anglia.

No firings were recorded on September 28 but on the 29th rockets fell near Hemsby, Horstead and Whittingham. On September 30, the launch went wrong and the rocket fell back upon its firing site. One rocket was fired on October 1 and came down near Sycamore Farm, Bedingham. No firings are recorded on October 2. On October 3, three rockets were fired, one landed on the outskirts at Norwich between Dereham Road and Boundry Road, the second near Hellesdon Golf Course and the third at Hopton (Suffolk).

Firings on October 4 landed at Rockland St. Mary, 100 yards from a school, in which 21 school children and their teacher were injured, at Taverham, Surlingham, Acle and Little Plumstead. One disintegrated in the air near Crostwick without exploding but considerable damage occurred near Surlingham when the rocket exploded in the air at a very low altitude. The first rocket fired toward Ipswich was on October 5, but it landed without damage on the beach near Orford. A single rocket fired on October 6 fell without damage near Shotesham. No rockets were fired toward East Anglia on either October 7 or 8. On October 9, two rockets fired landed near Langley and on Hillside Farm, Brooke, six miles away. No launchings took place on the 10th and the only one on October 11 landed only a few hundred yards from the launch site.

The offensive ended on October 12 when the last V2, fired toward Norwich, fell 10 miles north at Manor Farms, Ingworth.

The offense against Norwich and Ipswich, far smaller targets than Greater London, was a failure. Of 44 V2s launched, 36 toward Norwich and 8 toward Ipswich, 32 fell on land and 5 in the sea just offshore. Two failed on takeoff and the other 5 did not reach England. There were no direct hits on either Norwich or Ipswich and no fatalities, although 50 persons were injured and approximately 800 houses were damaged to some degree.

I remember talking of the V2s while at Rackheath but don't remember going to see their impact upon East Anglia. I can vividly remember being on leave in London 19-21 September, my first, and one of the rockets hit somewhere in Greater London and wiped out a full block of houses-businesses. We saw this while on a taxi tour. V1s I remember. "Divers in the area" would be announced over the Tannoy system and we would ignore the announcement unless curiosity sent us outside to see if we could observe it going over. The sound of the engine was very distinctive and the pulses of fire exhausting from it were easily observed. I do not remember any falling near Rackheath, but, again in London, I watched a V1 going over just at dusk, saw the engine quit and the bomb dive toward the ground, followed by the explosion and smoke-dust rising from the impact area.

A number of missions were flown by the Group against V1 launch sites in France prior to D Day and possibly thereafter. I understand these missions were code named "No Ball", possibly "Crossbow", in that the ball turrets had been removed from the B-24s in May, 1944. Because the V2 sites were much less elaborate, primitive as compared to those required for V1s, strategic missions were not against the sites but against the manufacturing sources of the V-2s.

## REMEMBERANCES

Tommy Dugar, 7 Sir Edward Stracy Road, Rackheath, Norwich NR13 6PP, Norfolk, England, was a youngster in and about Rackheath in 1944-45. He has written me many of his remembrances of that time and here I have combined some from several of his letters.

"I have a copy of a photo of cows grazing on meadow with planes on their hardstands in the background (Page 122-Healy). If you look closely at it you will see a large gap in the hedge right beside the third oak tree. That's where my mate, Ken Fisher, and I used to get through to the hardstand area. I expect you remember Fisher's farm house and milking shed right opposite the Picket Post and Mess Site. You might have seen Ken and I on the Mess Site as we used to pick up all the waste bins for pig feed with Mr. Fisher's old grey mare and four-wheeled trolley, the old iron-rimmed



wooden wheels rattling along the concrete roads. Ken's grandparents lived in the farm house and his parents lived in the little railroad carriages near the Sole and Heel (Public House) dead in line with the main runway. You must have noticed them many times when landing from south to north direction. Pictures used to fall off the walls and cups and plates rattled on the table when you took off to the south, scaring the pants off anyone strange, but they got used to it as time went by.

One of the crew chiefs, 'Pappy', used to spend quite a bit of time at the farm, very interested in the horses and would try to milk the two goats that Ken had. It would be nice if someone could come up with news of him. Ken's Dad cropped all the land around the hardstands, alongside the perimeter track and anywhere possible within where his boundaries used to be before the airfield was constructed. We each had passes, signed by Colonel Shower, which allowed us access to these bits of land. Can you remember the P.X. planes that used to bring in supplies? Sometimes Dakotas and sometimes black Liberators with just a PX on its side. I will always remember on a dull grey winter day, Ken and I were working in a field near the south end of the main runway. The little, small, like traffic lights were at green which normally meant it was safe to work where we were. No red that day and no MPs came to tell us to move, in their Dodge with a large square grill at the front with various flags, as they usually did.

We were working sugar beets this day, putting them into piles for loading into the horse cart, when Ken suddenly shouted "Look out!" and we both dived into the mud of the field as this black Lib roared over us. I will never forget those giant wheels still revolving and the blue and white flames from the exhausts as the plane roared over us. The poor old mare bolted toward the farm knocking down one of the gate posts as it went. We brushed ourselves off and walked back to the farm where we found the old mare drinking from the watering trough as if nothing had happened. Ken took a good telling off for not looking after the mare better.

My grandmother's name was Mrs. Shanlott Wilde and the Americans called her Lottie. She played a big part in the Old Church across the fields and was caretaker of it and the village school for 25 years. She was very well known and loved in the Village. While the 467th was at Rackheath, she was one of the first to start meetings on the base, I think it was on Wednesday afternoons, to sew on buttons, stripes, patches, to alter pants, etc. She also did laundry for some of the crews and I remember around Christmastime of 1944 when some MPs and a Duty Officer came to pick up some clothing of the Boys, as she called them, who had been lost in combat around that time. It was very sad! They all cried and as the Duty Officer shook my Grandma's hand, he said "God Bless You, Mam" and "we'll get them yet," meaning the end of the war. I wonder if any of you remember her, her little cottage stood at Stone Hill on the Norwich Road.

You wrote you sometime had gone to the Ferry, pubbing. I wonder which Pub it was as there were ferrys at Surlingham and Horning. The nearest was Horning, which is next to Wroxham and about 4-1/2 miles from Rackheath. A lovely old thatched pub beside the River Bure. The Ferry was a very popular place for the fighter pilots from RAF Coltishall, such names as Turk, Cat Eyes Cunningham, Wooldrige and Bader, the pilot with the tin legs, just a few that used to go there. It was bombed and almost destroyed one Friday night, killing six pilots and several civilians with many more injured. It was rumored at the time that a

German spy had flashed a light for the German Air Force crew, and Lord Haw-Haw bragged about it on the German radio. The pub was soon rebuilt and reopened in 1943 and is now very busy during the summer with all of the holiday boating trade.

Were you at Rackheath when one Saturday afternoon five Fortresses put down on the base? One tried to land down wind and finished up with one wheel collapsed in the field near my grandmother's house. She, a Mrs. Kemp and I were the first over on the scene, apart from my old dog, Gunner. An ack-ack battery man gave Gunner to me when he was posted away and could not take him along. Gunner was a cross between Collie and Red Setter, a lovely old dog that could bark like hell and would look up at planes. He watched the Fort that day and was first there, up on the the wing, scratching, barking like mad. And as the crew scrambled out he jumped about and made a fuss over them as if he had known them all their lives.

Some of the crew had slight cuts, etc. and I remember my Grandmother tearing up one of her bed sheets for bandages, and that she made them a big jug of hot tea.

The plane came from Attleborough, Norfolk and the crew said, I remember, that they had bombed a ball bearing factory near Poland and had lost a lot of aircraft. The plane's name was Spirit of St. Louis 2 and the name on one of the crew's flying jacket was Ed Debranski. Another Fort that landed that day stood near the hanger at the Technical site. It had a massive hole in the fuselage, it was a miracle it didn't break in half.

I will stop now, but could write on forever, as it seems like only yesterday, instead of 40 years and now part of a lifetime, and history."

#### YOU CAN BE A VIDEO STAR

Joe Dzenowagis suggested at McAfee, and offered to ramrod, a video project for the Group. The idea, to use video-taped interviews of 467th vets, was well received at that reunion and since then Joe has spent considerable time and effort toward the plan and format to be used at future reunions to record not only remembrances of 467th vets but also of other 2 Air Division veterans, the reunion activities, all things to fully chronical the activities of the 467th and 2AD in the Second World War.

Come to Pheasant Run prepared to be interviewed while being taped (interviewer will be off camera to jog fading memories and to help the continuity of the interview). Everyone can contribute their remembrances and all are asked to participate; ground crew, air crew, health care personnel, squadron officers, headquarters personnel, everyone can make a contribution.

Prepare beforehand what you want to say before you go to Pheasant Run. Try first for five minutes, expand it to ten minutes, work toward fifteen minutes, write an outline form of what you want the world and all to know of you, how you felt then, what you feel now. Let's each make Joe's work as easy as possible and his program as successful as possible by being prepared to be interviewed for this most ambitious and worthwhile project.

#### TREASURER'S REPORT

Cash on hand 02/01/86	\$1,200.76
Disbursements	
900 Poop From Group	90.00
U. S. Postal Service	227.87
Computer Service	55.65
Other Stationery and Supplies	21.49
	<u>\$ 805.75</u>
Dues and Donations	237.85
Cash on Hand 04/15/86	<u>\$1,043.60</u>
Adam Soccio Memorial Fund	
Cash on Hand	<u>\$ 175.00</u>



## BITS AND PIECES

Thanks to R. J. Rambosky for the name requested in the last POOP of the Crew Chief, "Pappy", of "Lil Peach" of the 791st, who says his name is Roy M. Kirkpatrick, ASN 35423713, one of five "elderly" men in the squadron. Nothing in Healy's roster on him but Ron thinks he came from the "Bible Belt". With the name, can any of you give me a place to start to try to locate Roy?

Another reply had "Pappy" to be Sgt. Fred C. Jenkins of Adele, GA. It came from Walt Mitchell who explained he, Fred Jenkins, "was called 'Pappy', of course, because we were 19 or 20 and he was probably 40 or 45." Andy Beasley, of the same crew, that of Rufas B. Stevens, shot down near Pennemuude, 29 May 1944, wrote that Jenkins was of the crew, flew waist gun. My records, compiled in the last year of Group personnel, shows Fred, MIA in 1945 but apparently returned to Allied control from POW.

J.N. Zbikowski, in reply to POOP 4-3, sent order copy of Mosser crew lost at Dakar and from it I was able to correct names, supply rank and ASNs and forwarded to Jordan Uttal for inclusion in the Group Roll of Honor at the Norwich Library.

Joe Ramirez wrote that he had fairly recovered from three operations and was assured, felt confident, that he was presently free of cancer. You will see he was at the Western Mini-Reunion and Vince LaRussa told me he looked very well and that it was so good to see Joe back to his old self.

I recently came into possession of orders transferring the air echelon from Wendover to Herrington and from Rackheath to ZI. These two sets of orders had on them over 1900 names. I have been through the 540 to England names and have found many new names to add to the master roster and was able to get some full names where I originally had only initials and to correct some spellings. I know that nearly 1400 on the to ZI orders will also result in many new names and a lot of corrections. If any one of you was in 788th, Crew 3 of 17, Operations' Order No. 52, dated 29 May 1945, please send me a copy, as this was missing from those I have. If you flew home with the Group at that time and do not have a copy of the order you were on, write me for a copy. Of 72 planes returning, 15 were shown as JSH, LSH or MSH. They carried a crew of ten and five passengers, the others carried 10 and 10. Will someone tell me what the SH stood for?

If you are going to visit Rackheath, I cannot over-emphasize that your visit should not be made on your own. Contact Peter Bond at 1 Markham Tower, Bowers Street, Norwich NR3 2PX England or/and Tommy Dungar, 7 Edward Stracy Road, Rackheath NR 13 6PP England and/or Tony North, 62 Turner Road, Norwich NR2 4HE England before you go. They will be more than happy to show you the base. Really, you just cannot do a visit justice without them. They won't take pay but buy them lunch and a drink at the Green Man. Everyone they have escorted have only the highest praise for what they can do, will do, of their knowledge of the base, the 467th and the 2AD. Losse Piland recently visited, says he could not have done what he did without them. Losse and Bill Dillon stayed in Rackheath on their trips. J.W. and J.E. Stewart have accommodations for you at The Garden House Hotel, Salhouse Road, Rackheath NR13 6AA England. Bill and Losse both said the hosts and hotel were great. Write or call (0603) 72007 on arrival in England for reservations.

I receive several letters each quarter requesting help in locating former comrades. Also I put in POOP "Lost Souls" and ask your help in locating them. It is possible to locate people after 40 years. I located 9 out of the other 10 that I crewed with. Al (Wabbit) Welters, who lives in Inver Falls, MN recalled that Father Cornelius Sharbaugh, Group Chaplain, came from Pennsylvania. Al asked John Zelinka, in

Pittsburg, to try to locate Fr. Sharbaugh and John was successful, by telephoning, in locating him, now a Retired Colonel, at RD 1, Ebensburg, PA, 15931. Many thanks to Al and John.

I ask you who live in the vicinity of the "Lost Souls" to help me relocate them. Specifically, I ask Joe Hodge, Bob Pinter, John Grossi in Youngstown, OH to try and locate Raymond Suchiu. Call some Suchius in the phone book, check the library, old phone books or criss-cross directories, try the newspaper files. Donald Prytulak would be most appreciative of your help. And Ken Darney in Baltimore. Robert C. White came from there. Bob Beeker wrote that "Whizzer" was the only unlocated member of Brad Horner's crew. They need your help in finding "Whizzer".

Continuing requests for a 467th roster are received. I have been very reluctant to let our roster "go public" for fear of having it used commercially. I believe now I can put a not-for-public-use restriction on it and feel more comfortable in publishing it. SO, if you want an alphabetical roster of 467th vets, and associates, send me a donation to the mail-memorial fund and I'll send you a roster correct as to April 15, 1986. Sixty-one additions, changes and deletions were made in this quarter on the roster. If your name spelling or address needs correcting, send me the corrections and I will incorporate them in the next roster. Don't mind doing it, in fact want to get the total of the roster as accurate as possible.

## 1986 MINI-REUNION AGENDA

At this writing, it is uncertain whether I will be attending the Convention at Pheasant Run. Two items that need to be discussed at the Group business meeting are:

Not-For-Profit Incorporation - Bill McGovern's discussion of this was contained in POOP Vol. 5 No. 1, four particular reasons being given, all pertinent to the welfare of all of the 467th.

1987 Group Reunion - With the 2ADA convention-reunion in Norwich that year and consequent limited attendance by 467th veterans, I would propose a 467th reunion in 1987, timed so as not distract or interfere with the 2ADA Convention. I further offer to chair the arrangements if in Shreveport-Bossier City, LA (Barksdale Air Force Base - Headquarters Eighth Air Force) or help, to my ability, if held elsewhere. Also I would suggest Thursday afternoon through Sunday noon with the major events on Saturday as was done at Dayton.

Please give these two items your careful consideration. If you attend Pheasant Run be prepared to speak and act on them. If you will not be at the 2ADA reunion, make your wishes known and send your comments to Dave and Jeff for their inclusion in the deliberations.

## THIS ISSUE OF POOP

Because the computer-printed mailing labels can be sorted by Zip Code, I have taken advantage of Third Class Bulk Mailing privileges of the United States Postal Service for this and future mailings of POOP. The rate of 12-1/2¢ per piece (Non-Profit rate is 8.7¢) allows this three-page issue, which probably will also be the future format. Presorting and bundling are required but does not appear to be too burdensome. Personal notes by me on POOP are taboo which is one disadvantage. A second is additional cost for returned mail, which will happen in that I have included ADDRESS CORRECTION REQUESTED on each piece. Help me eliminate this added cost by informing me of changes in your address and not having the Postal Service do so. Thanks for your cooperation.



## SECOND AIR DIVISION...

The 2nd Air Division evolved out of the reorganization of the VIII Bomber Command into the Eighth Air Force. Starting as the 2nd Bomb Wing, it became first the 2nd Bomb Division, then in January, 1944, the 2nd Air Division. While administrative responsibilities of Groups were retained by Division Headquarters, their operational functions were assigned to Combat Bomb Wings. Wings in the 2nd Air Division were: 2nd CBW (Hethel), 14th CBW (Shipdham), 20th CBW (Hardwick), 96th CBW (Horsham St. Faith) and, for a time, the 95th CBW (Halesworth).

The 65th Fighter Wing (Saffron Walden) with its five fighter groups were assigned to support Division aircraft during their operational flights over the continent.

A Combat Bomb Wing of the 2nd Air Division was comprised of three or four Bomb Groups, each of which had four bombardment squadrons. A flight formation of each squadron normally consisted of 12 B-24 aircraft.

The Division's first bombing mission was flown on November 7, 1942, and the last on April 25, 1945. A total of 95,948 sorties were flown in 493 operational missions by bombers of the 2nd Air Division which dropped on enemy installations 199,883 tons of bombs. Aircrew gunners accounted for 1,079 enemy fighters while 1,458 of our B-24 aircraft were lost on operations against the enemy.



## SECOND AIR DIVISION ASSOCIATION

### MEMBERSHIP

Membership is comprised of those men and women who served in the 14 Bomb Groups which formed the 2nd Air Division of the US Army's Eighth Air Force in England during World War II, and their Fighter support groups and associated units:

2nd AD Hqtrs. Ketteringham Hall

### BOMB GROUPS

44th	Shipdham
93rd	Hardwick
389th	Hethel
392nd	Wendling
445th	Tibenham
446th	Bungay
448th	Seething
453rd	Old Buckenham
458th	Horsham St. Faith
466th	Attlebridge
467th	Rackheath
489th	Halesworth
491st	Metfield
492nd	North Pickenham

### FIGHTER GROUPS

4th	Debden
56th	Boxted
355th	Steeple Morden
479th	Wattisham
361st	Bottisham

ATTACHED UNITS AND THE A.R.C.

## OBJECTIVES...

To survive, an organization must be guided by worthwhile goals. We believe that the Second Air Division Association is thusly well endowed. Formed to perpetuate friendships made during wartime, the Association submits to the following objectives:

To commemorate the patriotism and to perpetuate the memories of over 6,000 of our comrades who, while serving with the Second Air Division, gave their lives for their country, and;

To maintain a relaxed non-military organization wherein former enlisted ranks, commissioned officers and civilian personnel may join with equal status to enjoy all the benefits of the Association, and;

To arrange annual reunions at family oriented resort or historical settings where new friendships are gained while renewing the old, and;

To maintain a quarterly publication designed to inform members of current programs of the Association, to report on reunions, and to provide a medium to retell wartime stories of men, women and airplanes, and;

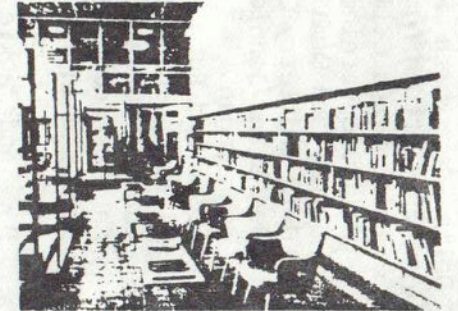
To provide a volunteer staff to carry out the business of the Association and to assist its members to restore contacts with former crew members and buddies, and;

To return, periodically, to East Anglia to meet in reunion, to visit the Memorial Room and to hear the reports of its English Board of Governors, to conduct proper memorial exercises to honor our fallen comrades, to tour our old airbases and to revisit familiar pubs, villages and other sites in the British Isles.

## THE MEMORIAL ROOM...

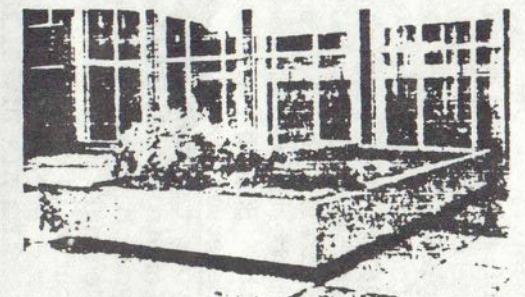
"In memory of those Americans who, flying from bases in these parts, gave their lives defending freedom. 1939 - 1945."

These words appear on each bookplate of over 3,000 volumes housed in the "American Room" of the Norwich Central Library on Bethel Street. Some books are dedicated to named individuals while others to aircrews of specific groups, depending on the wishes of the donor.



Over 20,000£ (\$80,000.00 plus) was donated late in the war by personnel of the various 2nd Air Division airbases for the erection of a memorial, envisioned as a memorial hall. Before plans for such a memorial were drawn the perfect opportunity arose to incorporate the memorial into the new Central Library which was being built as part of the post-war reconstruction of the City of Norwich. Finally dedicated in 1963, the memorial consists of a reading room, including an area to house the Roll of Honor and a spot for the United States Flag and the flags of the US Eighth Air Force and the 2nd Air Division plus, directly outside, a memorial fountain.

It is truly a living memorial in that it is used daily by scholars, historians and the general public and is visited by thousands of tourists, both British and American.





After you have read this information on the history of the Second Air Division, the objectives of the Second Air Division Association and of the Memorial Room at the Norwich Central Library, please join the Second Air Division Association for yourself, for your posterity and, yes, for the 467th. We have nearly 900 veterans on our Group roster but only half are members of the 2ADA. If you will join we can easily have the largest Group membership from one of the least time groups of the Second Air Division. The 467th wants, deserves, your support of it in the 2ADA. Send your tax-free \$10 to Evelyn Cohen, 06-410 Delaire Landing Road, Philadelphia, PA 16033. I've told you before, I tell you again, the quarterly Journal is worth the price of admission. Don't put this off, send your 2ADA dues in today.

#### SECOND AIR DIVISION REUNIONS

1986 - To be held at Pheasant Run Resort, St. Charles, IL, July 10-13, 1986. The costs for three breakfasts, the Group dinner, a luncheon and a buffet, the Banquet, three cocktail parties and hotel room for three nights is \$405 single occupancy and \$315 per person double occupancy. Pheasant Run is 35 minutes west of Chicago's O'Hare Airport. Write or call Evelyn Cohen, 06-410 Delaire Landing Road, Philadelphia, PA 19114 - (216) 632-3992, for reservations (Do Not Contact Hotel Direct) and any information you may require.

1987 - The 40th reunion of the Association will be held in Norwich England, May 21-25, 1987. Due to the limited accommodations, there is already a waiting list for Norwich. Send Evelyn a \$50 deposit (refundable) to be put on the list. You can also inquire of her as to participation in the activities without Association secured housing. Again, though, there will be a limit on the number for this type, if any, who can be accommodated.

1988 - The 41st reunion of the Association will be held at Colorado Springs, CO., principally for the dedication of a memorial to those of the 2ADA who made the supreme sacrifice in operations over Europe during World War II. No dates available but probably mid-late July. It is never too early to start your planning.

#### WESTERN REGIONAL MINI-REUNION

of the Second Air Division Association was held at El Toro Marine Base, El Toro, CA, on March 1, 1986. Attendance was 238 and my first-hand reports say it was a great success. Veterans of the 467th in attendance were:

Joe L. Abernathy	Walter J. Mundy
Charles H. Caldwell	Joe R. Ramirez
Robert P. Holloran	Morton R. Schecter
Charles E. Kagy	Albert J. Shower
Vincent D. LaRussa	Nathan H. Snyder
Delbert Mann	John E. Stevens
Francis P. Mulcady	Harry Tanzer

PHILLIP G. DAY  
237 PENNSYLVANIA AVENUE  
SHREVEPORT, LA 71105

ADDRESS CORRECTION REQUESTED



467th BOMB GROUP

#### SOUTHWEST REGIONAL MINI-REUNION

of the Second Air Division was held near the Dallas-Ft. Worth Regional Airport on March 15-16, 1985. Attending from the 467th were:

Phillip and Cille Day  
Bill and Vernice Dillon  
Barney and Emma Driscoll  
Jeff and Terry Gregory  
James and Jennie Kirkland  
John Logan  
Losse and Ruth Piland  
Al Robinson  
Charles Russell and Eleen Ezen  
Charles and Elizabeth Schmitz  
Bob Sheehan  
Albert J. Shower  
Dave and Jackie Swearingen

Not as many as last year but what we lacked in numbers was made up in camaraderie and good cheer.

Also attending were Bud Koorndyke, President of the 2ADA and Evelyn Cohen, Vice-President, Membership, who each gave short talks. Dave Patterson and J. Fred Thomas, Past Presidents of the 2ADA also attended.

#### PX

#### History of the 467th Bombardment Group

The third printing of "The 467th Bombardment Group, September 1943 - June 1945," 300 copies, was completed in November, 1985. Vince La Russo made the arrangements for this reprint and is handling the sale of it. The single copy, postage paid, price is \$30.00; multiple copy orders can be discussed with Vince. Write to him at 97 Grayton Road, Tonawanda, N.Y., 18150.

#### PATCHES AND PLAQUES

I still have patches and plaques for those of you who request them with your Group dues-donations.

The patch is a 4" diameter, royal blue background with Group shield in red and white over black letter LIBERAMUS on gold background and with 2ND AIR DIVISION upper arc, 467th BOMB GROUP lower arc, both in silver. \$5 dues-donations goes to mail-memorial fund.

The plaque is 8-1/2" W X 11" H, multi-colored, featuring the Group shield, squadron and ancillary unit insignia. Quite well done and suitable for, should be, display by framing. \$10 dues-donations goes to mail-memorial fund.

#### MOUNTED RUNWAY PIECES

LAST CALL on the opportunity to obtain a tangible memento of your days at Rackheath; a piece of the main runway mounted on a walnut base. Your payment of \$25.00 includes a donation to the mail-memorial fund. Shipped postpaid. Send check to Jim Coffey, 39 Hardscrabble Hill, Chappaqua, NY 10514.



FRANK S WATSON  
7208 AZTEC RD NE  
ALBUQUERQUE NM

87110