



POOP from GROUP 467

VOL. 7, NO. 1

STATION 145 RACKHEATH APO 558

APRIL 1, 1988

FOUR HUNDRED SIXTY-SEVENTH BOMBARDMENT GROUP (HEAVY) ASSOCIATION, LTD.

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FROM THE PREZ

Spring is springing, at least in Texas; and all eyes are turning toward Colorado Springs (or, as we say in Texas - Colorado Sprangs).

Evelyn Cohen tells me that for all practical purposes, all available rooms in the reunion package are sold out. In fact, late information indicates the "sold out" sign is for real. There will be many disappointed people this year. An object lesson for next year?? Perhaps you can try if you wish, but I fear all you will get from Evelyn is sympathy.

Regarding the reunion activities of the 467th, we think you will enjoy the program now taking form. There will be a First "Laugh & Scratch" session, June 21st and 22nd. This is designed as an information get-together before the main reunion starts. It will give us an opportunity to talk, complain, suggest, discuss and generally get involved in the operation of the Group. Hopefully, we can get much input from the members present, without the pressure of a reunion schedule.

So far, we have about 16 men signed up for early arrival. It's not too late to ask Evelyn for one or two extra nights prior to the reunion. Hope you can make it!

It is our current plan to present a Mike Bailey painting of "Witchcraft" to the U.S. Air Force Academy. We are awaiting clearance at this writing from the USAFA, and we are hoping the presentation can be made on the afternoon of June 22. We are indebted to Fred Jansen for the donation of the Mike Bailey painting to be presented.

Speaking of Mike Bailey, he sends his regards with the note that he is still very much in the aircraft painting business and he invites inquiries from his friends in the 2nd ADA.

The 467th is also planning to host the premier showing of the Dzenowagis Tape "Faces of the 2nd Air Division" to the 2nd AD Association. This showing will be held in the main banquet hall of the Clarion immediately following dinner on Friday night, June 24th. Also, we will be pleased to show an edited version of the Norwich Reunion Tape of 1987, also done by The Dzenowagis Family. This will be the first opportunity for members of the 2nd ADA to witness what we in the 467th enjoyed so much at our Shreveport reunion. The Norwich tape is certain to bring back memories of the greatest reunion ever in England.

Our mini-reunion dinner program on Thursday, June 23rd, is also coming together. I can promise you a fast moving, interesting program which will be concluded as quickly as possible. At the conclusion of the program, the new "Shreveport Tapes", and a specially edited version of the Norwich Reunion Tape will

be shown. These tapes will be of special interest to the 467th and were specially prepared for our mini-reunion dinner by Joe and Helen.

This unique historical document, being produced by Joe and Helen Dzenowagis with the assistance of Joe, Jr. and daughter Joan, continues to expand and grow in importance. Again, I urge you all to contact Joe ASAP if you wish to be interviewed in Colorado Springs. Please avail yourself of this unique opportunity now. Drop Joe a line at 4397 S. Okemos Road, Okemos, Michigan 48864. Incidentally, at this writing, Joan Dzenowagis is leaving for Russia and Finland for some cross-country skiing. Have a safe trip, Joan - we will see you in the Springs.

The 467th will also present the entire set of the "Shreveport Tapes" to the Memorial Room during the banquet Saturday night, June 25th. You will recall that previously the entire volumes of the "Chicago Tapes" were presented to the Memorial Room and were received in England with considerable excitement. Now the "Shreveport Tapes" will be made available - courtesy of the Dzenowagis Family.

As you can deduce from the above, the 467th will be quite active at this reunion, and if all current plans come to fruition, I know you will be pleased with the participation of your Group.

On the lighter side, Charlie Finn tells me he has won a substantial amount of money at the track this year. It seems he bets the numbers "4-6-7", naturally! So far, those numbers have paid for several reunions, and then some! Don't worry, Charlie, I won't tell the I.R.S. Charlie will be available at the bar during the entire reunion for those who may wish to rub his head.

One correction must be made. In the last Journal I reported the construction of a sports complex in Rackheath. My information was in error. It is being constructed in Norwich.

We are looking forward to seeing you all in Colorado Springs!! Be There!

Jeff Gregory

P.S. I have just received word from Evelyn Cohen that twenty (20) 467th people have been dropped from the 2nd AD Association rolls for non-payment of dues. This is especially distressing when we so desperately need new members. I shall write to each of the 20 men. However, if you read this and know you are one of the 20, please send your dues in to Evelyn now. We need you!!

If you are coming to the reunion early and would like to attend the presentation at the A.F.A., please drop me a card. It will help our planning. Thanks.

LAST POST

We have been notified of the deaths of the following comrades of the 467th:

Charles O. Ball
 Paul H. Belz
 Don Bisbing
 William S. Carrico
 Gordon L. Collins
 Robert Fricker
 Fred J. Jansen
 John Low
 Ralph E. Priest
 Wallace O. Ridgeway
 G. L. Romagnesi
 Glen R. Wasson

"May they go from Strength to Strength in the Life of Perfect Service in God's Heavenly Kingdom."

My sincerest apologies to Leslie H. Dining and family for inadvertently including his name in LAST POST, December 1987 issue of POOP.

LOST SOULS

James T. Hogarth - Jensen Beach, FL
 Nathan H. Snyder - Los Angeles, CA

POOP returned for the above. If you live near one of them, try to locate and return them to the roster.

ROSTER ADDITIONS

Anthony V. Bell	Livermore, CA
Jack E. Brenner	Kalamazoo, MI
John B. Brinson, Jr.	Monticello, FL
Cornell DeGrophy	Ostburg, WI
Jack Finneran	Vero Beach, FL
Linville Holley	Jackson, TN
Robert Kraft	Clovis, GA
Natale F. Parodi	Haverhill, MA
John E. Pautler	Albany, NY
William B. Ridgeway	Jackson, MS
Dean F. Shuey	Ashland, OH
Theodore M. Wheeler	Kingston, NH

Don't let anyone not be welcomed. If you live near them, call them up, get together. Write me for an address, start a correspondence.

PLEASE SEND ME THE NAMES OF 467TH VETS WITH WHOM YOU CORRESPOND, ADD THEM TO OUR ROSTER. WE NEED TO FIND EVERY VETERAN OF THE GROUP.

TREASURER'S REPORT

Cash on hand 11/01/87	\$7,627.05
Donations	318.00
Interest	122.94
Commemorative Plate (3) Sales	75.00
Sub-total	8,142.99

Expenses:

POOP FROM GROUP		
US Postal Service	147.00	
Secretarial/Computer	134.85	
Reproduction	191.35	473.20

Miscellaneous

US Postal Service	28.44	
United Parcel Service	19.64	
Other	26.00	74.08
Cash on Hand 03/15/88		\$7,595.71

ORDERS, ORDERS, ORDERS

All of you check your memorabilia for any orders you received while with the 467th. Send them to me. If you want them back, I'll copy and return. We are still missing 1000 to 1500 names of those who served in the Group. Fred Holdrege asks for 790th BS names. I'll send on to him those appropriate. We especially need ground crew names. Someone out there has the manifest for the Fredrick Lykes which took the principal part of the Group to England. Someone out there has the names of those who came back from overseas, after June, 1945, on the Queen Mary. Send me anything with names.

Following is a letter from Paul R. King, Vice Chairman of The Memorial Trust of the 2nd Air Division, U.S.A.A.F., to Joe Dzenowagis (and family) after viewing "The Chicago Tapes." We at Convention 87 saw excerpts from these tapes as "Faces of the Second Air Division" and congratulate Joe and family on a job well done and continuing well done.

Dear Mr. Dzenowagis:

We were pleased to see Jordan Uttal when he was over recently and, from the Governors' point of view, the high point of his stay in Norwich was the presentation of the Memorial Library of "The Chicago Tapes". This is an amazing gift and it is difficult for the Governors to express adequately their gratitude to you and your family for this unique addition to the Library's archives.

As our new Governor, the United States Cultural Attache from the United States Embassy in London, Dr. Ronald Clifton remarked, "The Chicago Tapes are a potential resource of great historical value. The Library is demonstrating that its initial concept has grown beyond the idea of just having books".

We are greatly looking forward to viewing the Tapes when our new video machine arrives shortly, which will accept the American standard tape.

I am enclosing a clipping from the local newspaper and I had delayed writing to you until the article was published. We are also hopeful that the local BBC programme will feature the Tapes at some future time, as they have expressed interest in doing so.

On behalf of my colleagues on the Board of the Memorial Trust of the 2nd Air Division U.S.A.A.F., may I thank you and your very talented family for your great generosity. The gift is one of the most significant we have ever received and is of incomparable value.

We are all looking forward to seeing the film you have made about the Convention held in May. My wife and I are also looking forward to attending the next Convention at Colorado Springs.

With all good wishes,
 Yours Sincerely,
 Paul R. King.

Clipping from Eastern Daily Press,
 Friday, November 20, 1987

WINDOW ON EAST ANGLIA

WAR MEMORIES ARRIVE ON TAPE

Jordan Uttal from Texas carried a unique gift on his 18th post war trans-Atlantic crossing for the autumn meeting in Norwich of the Board of Governors of the Memorial Trust of the Second Air Division USAAF.

Mr. Uttal, who serves as the Second Air Division Association's representative, presented the Trust's Chairman, Tom Eaton with seven two-hour long video tapes, "The Chicago Tapes", named following their production by Joseph G. Dzenowagis and his talented family at the Second Air Division Association's Convention held at the Windy City in July 1986.

The tapes are the remembrances and reflections, more than 40 years after the second World War, of 32 American men and women who served with the Second Air Division flying from bases in East Anglia.

The recorded interviews include those with Tom Eaton and another Norfolk Governor of the Trust, David Hastings.

Mr. Dzenowagis flew with the 467th Bomb Group from their Rackheath base. He and his family have also recorded on video film the entire events of the Association's 40th Annual Convention held in Norwich in May.

The librarians at the Memorial Library, which is housed at Norwich Central Library, will be making arrangements for the tapes to be available for viewing by the public.

MINI-REUNIONS

2ADA mini-reunions were held at Santa Ana, CA and Dallas, TX on March 19, 1988. Neither, apparently, had as many attendees as last year but camaraderie was much in evidence at both. We announce these in POOP as soon as dates are set. Make your plans to attend next year when announced.

At Santa Ana

Joe and Nellie Abernathy
Chuck and Eloyce Caldwell
George Dong
Walt and Ruth Mundy
Guenter and Betty Staedicke
Mort and Marilyn Schecter
Jack and Lucile Stevens
Albert J. Shower
Harry Tauzer
Hank Wedaa

At Dallas

Ralph and Mary Jane Anderson
Barney and Emme Driscoll
Phillip and Cille Day
Jeff and Terry Gregory
Brad Horner
John Logan
Losse and Ruth Piland
Charles Russell
James and Pearl Sheppard and guest,
Claudine Loony
Charles Wagner

POST EXCHANGE

The 467th Bombardment Group, September 1943 - June 1945 by Allen Healy (third printing).

This hardcover book is still available from Vince LaRussa, 97 Grayton Drive, Tonawanda, N.Y., for \$30 per copy. It is probable that this is the last printing of this history and you are urged to order your copy from Vince before the remainder are turned to the book market.

Commemorative Plates - Prepared for the Convention - Shreveport - 1987, two similar plates are available. Nine inches in diameter, printed in twelve colors, the front depicts a B-24 superimposed over Europe. Surrounding, at edge, are 212 gold bombs for our missions, the names of the battles for which the Group received credit or recognition and interior to these names are depicted the insignia and emblems of the squadrons and ancillary units attached or assigned to the Group while at Rackheath. The back of the plate has a concise history of the Group from constitution to inactivation.

Off Color B-24 Plate \$12.50 ea (No profit to Group).

Olive Drab B-24 Plate \$25.00 each.

We have very few of the latter, too many of the former. Order for yourselves, your friends, as many others have done.

The profit from the sale of PX items above will go to the Group's mail-memorial fund. Support the Group in this manner.

AIRCRAFT OF THE 467TH

What it is is confusing. I have been accumulating aircraft (a/c) serial numbers and names over the last seven years and now attempt to put them in some order for presentation in this and the next two POOPS. When you have had the opportunity to see what is at hand, to comment, to provide addendum, point out the errata, sometime in 1989 we will be able to publish, as complete as possible after 45 years, the numbers and names of the A/C we flew, serviced or observed those several years ago.

First, let me tell you we have identified, tentatively, one hundred ninety-eight (198) A/C assigned to the Group. I am astounded! And this does not include the large number attached

to the Group during our "trucking" episode in September, 1944. The 198 have been found in correspondence, on orders and on pilot's mission formation sheets. We believe that most are legitimate assignments to the Group.

There seems to have been three turnovers of A/C, the original 58 phasing out through July-August, 1944, the replacements flying through March-April, 1945 and a third 68-70 A/C through April-June, 1945.

Some were with the Group from Herrington to Redeployment Zone of the Interior (REDZI). One was Category "E" (Unsuitable For Repair) on landing downwind at Rackheath on arrival, three were assigned to the Group in June, 1945, for REDZI. One force landed in Switzerland on the only mission it flew, another was lost on its third mission, one flew 92 and was lost on its 93rd.

Some had a name, some none, others had two (or more), successive or simultaneous, a different one on either side of the nose. Some were named by you but a name was never painted on them, or if so, never photographed. So we have a great number of names that cannot be attached to planes.

And the formation sheets and photographs tell us that A/C assignments to squadrons and call letters assigned A/C were not necessarily stable nor were the hardstands on which they were serviced within a squadron. Some A/C were of only one Squadron, one call letter. Others served in three squadrons with three different call letters. Even Witchcraft might have had four call letters, D, O, Q and last M, while serving the entire time in the 790th BS.

We transferred several A/C to other Groups, possibly after they had been hard hit on a mission. We were assigned A/C from other Groups on many occasions. We reported 46 A/C lost on combat operations, by whatever criteria was in effect at that time. A number were declared war-weary, one after a very few missions (the Group's 35th). Some were lost on practice missions, in ground accidents.

We think we know all of the A/C which were original to the Group. We think we know 68 of the Group A/C that REDZI, there are four that are questionable. We think we know the numbers of the 46 that were combat losses, on three of those we have questions.

The majority of the information gleaned from your submittals over the years has been invaluable, some has caused confusion. Some A/C or names have been found definitely of other Groups, possibly the submitter served in another Group other than the 467th. I thought I had last flown 375 A (791st) "Lil Peach" prior to transfer to the 789th BS. Mission sheet information shows I flew her as 375 I (789th) on at least two other occasions. But if you have input, but are not completely sure of it, submit it anyway. Through checking and cross-checking we will find its propriety and include it in our study if found in order.

To name all who have made contributions to this effort would be impossible. To not recognize Jack Beer, Ray Betcher, Tom Britton, Fred Holdrege, Jim Mahoney, Wayne Mountford, Tony North, Al Shower, Tom Steranko, and Al Welters would also be impossible. My special thanks to all of you, and especially those named, for your invaluable help in this effort.

Three pages follow. The first is of combat aircraft losses. We believe it is quite accurate. The next two pages are A/C assigned the Group. We have tried in these three pages, and the four to follow in the next two POOPS, to report as accurately as possible the knowledge we have of the Group's assigned aircraft.

Help to make the proposed Group Aircraft publication in 1989 as accurate as possible by sending your input to us as you can. Address all correspondence relative to this to Phillip G. Day, address on masthead.

MISSION NO	MO DA YR	TARGET	A/C LOST	CASUALTIES			AIRCRAFT NOS	REMARKS
				K	W	M		
2	04 11 44	ASCHERSLEBEN	1	7	3	0	531 (SOUTHERN CLIPPER)	CRASHED AT STALHAM, ENG. ON RETURN FROM MISSION
4	04 13 44	LECHFELD, GR.	1	0	0	10	535	PROBABLY LOST PRIOR TO REACHING TARGET
10	04 22 44	HAMM, GR	2	17	4	0	445, 536	CRASHED AT/NEAR BASE SHOT DOWN BY INTRUDER A/C?
16	04 29 44	BERLIN, GR.	3	0	0	32	506, 730, 749	788th CO & GRP BOMBARDIER IN MIAS
22	05 08 44	BRUNSWICK, GR	2	1	5	10	477, 542	542 CRASH LANDED AT WATTON CATEGORY 'E'
25	05 11 44	EPINAL, FR.	1	0	0	10	359 (MESSIE BESSIER)	FORCE LANDING AT GENEVA, SWITZERLAND
36	05 29 44	TUTOW, GR.	1	0	0	10	450	LOST AFTER ATTACKING TARGET
46	06 08 44	BOURGES, FR	1	0	0	0	445 (ALSO RAW))	CATEGORY 'E' AFTER LOG GEAR COLLAPSED ON RETURN
60	06 21 44	BERLIN, GR	2	0	0	18	497, 525	525 LANDED IN SWEDEN, RETURNED TO ENG. 05 29 44
67	06 29 44	ASCHERSLEBEN	1	0	0	10	0187	LOST AFTER BOMBING TARGET
74	07 11 44	MUNICH, GR.	2	2	8	10	368, 695	ON RETURN, 368 CRASHED IN NO. SEA, 695 C/L @ HARDWICK
75	07 12 44	MUNICH, GR.	2	0	0	18	512, 559 (MISS FORTUNE)	559 LANDED IN SWITZ. ONE OF A/C DID NOT REACH TARGET
89	08 03 44	LILLE, FR.	1	4	4	0	424 (JACK THE RIPPERS)	CRASHED AT MANSTON AIF ON RETURN FROM MISSION
91	08 05 44	BRUNSWICK, GR	2	0	0	19	162, 363	ONE A/C LOST PRIOR TO TARGET, ONE A/C AFTER
92	08 06 44	HAMBURG, GR.	2	0	0	19	373, 421	LOST AFTER BOMBING TARGET, A21 - WALLING WILBERT
93	08 07 44	CLAUSTRES, FR	1	8	1	0	565 (SOUTHERN CROSS)	CRASHED ON STATION ON RETURN FROM MISSION
98	08 13 44	SEINE RIVER, FR	1	0	0	10	530 (BUGS BUNNY)	LOST PRIOR TO I.P. DIRECT FLAK BURST IN BOMB BAY
101	08 16 44	MAGDEBURG, GR	1	0	0	10	481	ONE OF 34 A/C DISPATCHED DID NOT REACH TARGET
102	08 18 44	WOIPPY, FR.	1	4	5	0	439 (BROAD AND HIGH)	CRASHED AT KIRBY BEDON ON RETURN FROM MISSION
104	08 25 44	LUBECK, GR.	1	0	3	0	420	CRASH LANDED AT BELTON/SUFFOLK CATEGORY 'E'
119	10 14 44	COLOGNE, GR.	1	0	0	11	507 (MISS JUDY)	PROBABLY LEAD A/C POSSIBLY LOST PRIOR TO TARGET
132	11 10 44	HANAU, GR.	1	0	0	9	571 (SNOOPER)	LOST AFTER BOMBING TARGET
147	12 25 44	GEROLSTEIN, GR	3	2	2	14	220, 675, 963	CREWLESS 675 (BOLD VENTURE II) CRASHED AT TOWCHURCH
151	12 29 44	FRUM, GR.	4	15	4	0	115, 572, 607, 882	115, 572 CRASHED ON T.O., 607 C/L ATTLEBRIDGE, 882 ABON
154	01 01 45	GULS, GR.	1	0	0	10	674 (MASSACHUSETTS GIRL)	LOST TO RUHR VALLEY FLAK AFTER TARGET
173	02 16 45	OSNABRUCK, GR	1	0	0	9	080 (SUPER WOLF)	LOST AFTER BOMBING TARGET A/C ON 92nd MISSION
	02 17 45	RECALLED	1	0	0	9	068 (UMBRIAGO)	CRASHED INTO SEA OFF GREAT YARMOUTH, ENG.
184	03 02 45	MAGDEBURG, GR	1	0	0	9	1171 (ELI SWOF, JR)	BOMBED TARGET COLLIDED (IN AIR?) WITH XXX?
186	03 04 45	STUTTGART, GR	1	7	0	0	981	BOMBED TARGET DITCHED OFF CROMER, ENG.
196	03 18 45	BERLIN, GR.	2	0	0	21	546, 599	599 ABANDONED OVER SOVIET HELD TERRITORY
210	04 07 45	KRUMMEL, GR	1	0	0	0	931	A/C ABANDONED IN AIR BY CREW OVER FRANCE

SERIAL NO	MOD	LOT	MFR	SQD	$\frac{L}{R}$	NAME	REMARKS	MIS SION NO	DISPOSITION	MO	DA	YR
41 28 695	H	10	DT	790	S	▲ RUTH MARIE		74	CRASHED AT HARDWICK A/E, ENG.	07	11	44
730				790		▲ BLOND BOMBER		16	LOST TARGET - BERLIN	09	29	44
744				789	Z	▲ GO GETTER	WAR WEARY		LAST RECORD MISSION 08 16 44			
749						▲		16	LOST TARGET - BERLIN	09	29	44
750				790	H	▲ THE THUNDER MUG	WAR WEARY		REDZI FROM 2 BAD	03	21	45
41 28 962	H	20	DT	790	S	▲ FLAK MAGNET II	FORCE LANDED LILLE, FR	152	SALVAGED AT LILLE BY 55AD	12	31	44
976						ACE OF SPADES CAME TO GROUP	POST 05 45		REDZI	06	XX	45
981				790	V	WOLVES INC	EX 791 V TARGET-STUTTGART	186	DITCHED OFF CROMER, ENG	03	09	45
987						SUSPECT NO 2nd SOURCE CONFIRMATION			POSSIBLY TRANSFERRED TO 491st BG	06	XX	44
41 29 270	H	10	CF	790		▲ MY WILD IRISH ROSE	WAR WEARY		REDZI FROM PRESTWICK, SCOT	03	03	45
41 29 348	H	15	CF	789	S	▲ C/L BY 491st BG WHEN 467th WAS "TRUCKING"			SALVAGED AT WOODBRIDGE	09	19	44
353						▲		91	LOST TARGET - BRUNSWICK	08	05	44
368				789	J	▲ TAILWIND	RETURNING FROM MUNICH	74	CRASHED IN NORTH SEA	07	11	44
369				791	H	▲ TENDER COMRADE (OLE 369)			NO MISSION RECORD POST 08 11 44			
373								92	LOST TARGET - HAMBURG	08	06	44
375				789	I	▲ "LIL PEACH" EX 791 A	WAR WEARY 12 44		SALVAGED AT 35AD WATTON	06	12	45
378				790	B	▲ (NO NAME) TEMPORARILY W/ 491st BG,	09 45		REDZI	06	XX	45
380				789	S	▲ SLICK CHICK	EX 791 T		LAST RECORD MISSION 08 15 44			
385				789	I	▲ DOUBLE TROUBLE	EX 791 H EX 790 F		SALVAGED AT 35AD WATTON	06	12	45
386				791	U	▲ GERACKO			NO MISSION RECORD POST 08 11 44			
388				791	T	▲			LAST RECORD MISSION 08 12 44			
393				788	B	▲ PETE THE POM INSPECTOR II	EX 791 H & 790 R		SALVAGED AT 35AD WATTON	05	28	45
397				790	T	▲ SLUGGER JR.	EX 788 N & 790 I		LAST RECORD MISSION 08 15 44			
404				790		▲	FIRST GROUP A/C LOSS IN ETD		SALVAGED AFTER D.W. LOG	03	20	44
408				789	C	▲ VALIANT LADY	EX 790 Q		LAST RECORD MISSION 08 16 44			
420				791	L	▲	CIL BELTON, ENG 08 25 44	104	SALVAGED AT BELTON	09	04	44
445				790	O	▲ ALSO RAN	EX 791 N	46	CAT. "E" LOG. GEAR COLLAPSED	06	08	44
446				790	P	▲ TANGERINE	EX 788 H SALVAGED ON CONTINENT?		LAST RECORD MISSION 09 11 44			
450						▲		36	LOST TARGET - TUTOW	05	29	44
470				788			TRANSFERRED TO 492nd BG (H)		REPORTED LOST WITH 492nd BG (H)	06	23	44
484						SUSPECT NO 2nd SOURCE CONFIRMATION			SALVAGED BY 35AD WATTON	09	26	44

SERIAL NO	MOD	LOT	MFR	SQD	T R	NAME	REMARKS	MIS SION NO	DISPOSITION	MO	DA	Y
42 40 370	D	53	CO	790	B	PETE THE POM INSPECTOR	EX 492nd BG		SALVAGED AT RACKHEATH	10	27	49
42 50 309	H	20	CF	789	C	▲ PLOW JOCKEY (POSSIBLY TENOFUS)	EX 790 I		REDZI BY 790th BS	06	XX	49
359				790	N	MESSTIE BESSIE(?)	REPLACEMENT A/C 1st Miss.	45	SWITZERLAND AFTER EPINAL, FR.	05	11	49
42 50 380	H	25	CF	788			SUSPECT		TRANSFERRED TO 801st BG (P)			
382				788			SUSPECT		TRANSFERRED TO 801st BG (P)			
393				788			SUSPECT		TRANSFERRED TO 801st BG (P)			
428	H	30	CF	788			SUSPECT		TRANSFERRED TO 801st BG (P)			
439				788	J	BROAD AND HIGH	EX 492nd RETURNING FROM	109	CRASHED AT KIRBY BEDON, ENG	08	18	49
447				788		BULL TAIL II	SUSPECT		TRANSFERRED TO 801st BG (P)			
481				788			EX 492nd BG	101	LOST TARGET - MAGDEBURG	08	16	49
584	J	1	FO	788			SUSPECT		TRANSFERRED TO 801st BG (P)			
599				781	G		ALSO 781X PFF TARGET - BERLIN	196	FIL IN SOVIET TERRITORY	03	18	45
617				788	F				REDZI	06	XX	45
619				788	A	MASSACHUSETTS GIRL(?)	EX 492nd BG	159	LOST IN RUHR VALLEY (GULHS)	01	01	45
621				788	W		EX 788 I		REDZI	06	XX	45
691				788	G				REDZI	06	XX	45
674				788	P	DUGAR			REDZI	06	XX	45
675				788	F	BOLD VENTURE III	EX 492nd BG		CRASHED AT VOWCHURCH w/O CREW	12	25	45
737				789	N		EX 492nd BG EX 788 N		REDZI BY 791st	06	XX	45
42 50 765	J	5	FO	788	N		EX 466th BG		REDZI BY 791st	06	XX	45
816				788	S				REDZI	06	XX	45
821				791			SUSPECT NO 2nd SOURCE CONFIRMATION					
846				789	S		EX 791 F		REDZI	06	XX	45
949				791	M		PFF REPLACEMENT A/C		REDZI BY 790th	06	XX	45
950				791	I		PFF REPLACEMENT A/C		REDZI BY 790th	06	XX	45
42 51 150	H	25	DT		I		PFF NO MISSION RECORD W/467		TRANSFERRED TO 392nd BG (H)			
171				789	P	ELI SWOF, JR	EX 492nd BG (H)	184	LOST TARGET - MAGDEBURG	03	02	45
204				790			EX 453rd BG (H)		REDZI	06	XX	45
208				788			SUSPECT		TRANSFERRED TO 801st BG (H)			
211				788			SUSPECT		TRANSFERRED TO 801st BG (H)			
42 51 280	J	1	DT	790	G	LITTLE CHUM			REDZI	06	XX	45

CONVENTION ANNOUNCEMENTS

The 467th Bombardment Group (Heavy) Association, Ltd., will meet at Colorado Springs, Co. on June 21-22, 1988, prior to the Second Air Division Association Reunion at the same place on June 23-26, 1988. Open to all 467th Bombardment Group (Heavy Association, Ltd. members, we have some important decisions to be made at this meeting as to future conventions, times and places, memorial activities, corporate activities. Contact Jeff Gregory, address on masthead, to be placed on mailing list for this meeting.

BOMBARDIERS, INC. will reunion in Denver, Co. 18-21 May 1988. Contact Ned Humphreys, Box 254, Eagle Harbor, MI 49951. Maybe some of you would make this and follow up to Colorado Springs.

SECOND AIR DIVISION ASSOCIATION, June 23-26, 1988 at Colorado Springs, Col. Registration is now full, but for possibility of cancellations and/or events only contact Evelyn Cohen, 06-410 Del Aire Landing, Philadelphia, PA 19114. You must be a ZADA member to attend this convention.

Dear Phil:

I just received my copy of "Poop from Group" and as usual found it very interesting—particularly since it dealt with Col. Shower and his command of the 467th. I, like everyone at Rackheath, had my perception of "The Colonel". As a lowly lieutenant and navigator, I had no direct contact with him and knew him only as a very forbidding presence at briefings, debriefings, in the mess hall, etc. While the unending practice missions were a source of great irritation to us all, I do recall sharing in the conventional wisdom at the time that because of the practice we did apparently fly better formation than some of the other groups and thus were passed up by the German fighters looking for easier "meat".

I did fly with the Colonel on one occasion which left such a vivid impression that I have almost total recall of it. As I believe I have mentioned in previous writings, I was on Stan Kilar's crew #8 in the 788th squadron. Sometime in the fall of 1944 we returned from a mission and were diverted to Horsham because of fog at Rackheath. We left the airplane at Horsham and returned the next morning by truck to pick it up. The day was beautiful but still quite hazy with a thin ground fog. We flew back to Rackheath with a number of other airplanes and found the visibility terrible, despite the fact that it was a bright, sunny day. Everyone was making missed approaches because of the poor visibility. We finally landed, taxied to the hardstand and were in the process of removing our equipment from the airplane when Col. Shower drove up in a staff car, accompanied by Major Taylor, the 788th C.O. Col. Shower was highly annoyed at all the missed approaches and wanted to go up to see for himself what the problem was. You will recall that Col. Shower was a strong believer (understatement) in tight patterns and advocated cutting out the guy ahead if he was too wide. This resulted in lots of fighter-type patterns to keep everything tight.

Anyhow, Col. Shower called for the navigator (me) and the engineer and radio operator to accompany him. So we all got in the airplane, fired up, taxied out, took off and soon were flying around the area while the Colonel looked over the situation. He then entered the pattern (very tight) and made an approach, landing to the north. He had flaps but no gear as we made the approach. Other than telling me to tune in the buncher, Col. Shower had said nothing throughout the flight.

As we settled lower and lower, we still had no gear. I began to wonder if I should remind him of the fact but was obviously reluctant to point out this rather basic oversight. As we got down to perhaps ten feet or so I hopped up on the navigator's table and began to unfasten the wing nut to open the astrodome in the ceiling. Obviously the nose is not the place to be in a wheels-up landing. However, at the last minute he put on power and we flew down the runway at a few feet and pulled up to go around. I climbed down from the table.

We then flew around a little more while Col. Shower looked over the situation. Shortly he came back into the pattern for another go. At that point I wasn't sure whether the aborted "landing" was intentional or he realized the gear wasn't down. I sort of assumed it was intentional but wasn't really sure.

The next pattern was probably the tightest ever flown at Rackheath by anyone. As he turned onto final at a very low altitude we were probably in a 70-degree bank. I was looking out of the left window straight down at the ground. If that wasn't steep enough, he momentarily tightened it up some more to line up with the runway, immediately rolling out and now aimed right down the runway. Discussions with ground personnel later indicated that we were momentarily in a 90-degree bank and very low.

Anyhow we now settled toward the runway with full flaps but, again, no gear. This time I was a little braver and remained standing until at about ten feet or so he cut the power. This time I believe we went down to two or three feet and I was again up on the desk, furiously unfastening the wing nut on the astrodome.

Again he flew down the runway at about zero altitude, then pulled up. Going around, this time with the gear down, we landed. We taxied back to the hardstand and parked in silence, whereupon Col. Shower departed in the staff car.

A conversation later with Maj. Taylor indicated that he didn't know anymore about what was going on than I did.

I guess we realized after the fact that Col. Shower knew exactly what he was doing and wanted to prove to everyone in sight that if you fly a tight pattern at a low enough altitude under conditions of poor visibility, that you can keep the runway in sight and can land.

Comments from numerous ground observers indicated that it was a truly spectacular display from that vantage point. It certainly proved that the Colonel knew exactly what he could do with the airplane since I never had the impression that he was given to intentional hazardous flying.

There were many memorable moments during my tour in England, but this was the only one where Col. Shower was directly involved.

Re the reunion in September in Shreveport, I am still trying to determine if I can make it. I would love to see Col. Shower, yourself and some of the others, so I'll try. Hope you got a kick out of the Col. Shower landing anecdote.

Best regards,
Ronald D. Spencer

Ron didn't make it to Convention '87. Hope he can be at Colorado Springs and visit with the Colonel about the above.

THE COLLINGS FOUNDATION B-24

A flyable B-24? How about 44 44052, a B-24J, Lot 85, built by Consolidated, Fort Worth and delivered to the USAAF on August 12, 1944, probably turned over to the RAF in October, 1944. Abandoned by the RAF in India in 1947, this A/C subsequently served in the Indian Air Force through the 60's, and in the early 70's was acquired by an English collector and then by The Collings Foundation in June, 1985.

Collings is now progressing to a total, zero time, restoration of the entire aircraft. When the restoration is completed, estimated now to be in time for the 50th anniversary celebration of the B-24 at Ft. Worth, Texas, in May, 1989, it will be an aircraft as came off the assembly line 45 years ago.

As of this writing the project is about 40% completed. The outer wing panels and wing tips have been completely rebuilt; the horizontal tail structure has been completely rebuilt; the vertical stabilizers have been completely rebuilt; the nose and tail turrets are about 75% done, the main fuselage has been stripped and polished on the outside and the inside is about 50% refinished. They are now heading into the most expensive part of the project. The engines and props need to be completely overhauled (\$100 - \$120k) and new fuel tanks are required (\$20 - \$25k). Also, a major effort is necessary in the Center Wing Section including the restoration of quick engine change assemblies and nacelles.

It would certainly be appropriate that the aircraft that had more to do with winning the war, that directly involved almost a million people in the design, production, flying and support would fly again.

If every B-24 crewman would just send \$10, it would get done. Or if you'd like to help with a larger contribution they need WWII Oxygen Bottles \$40, Radios \$50, Ammo Boxes \$100, Overhaul of an Instrument \$100, Overhaul of a Propeller \$1,500, DEDICATED CREW POSITIONS \$5,000 where you can leave the ultimate heritage - your position named after you, to carry on the proud tradition; or a \$15,000 Engine Overhaul, plus lots more.

If you want to see a B-24J flying again, send your tax deductible contribution to:

The Collings Foundation
River Hill Farm
Stow, Mass. 01775

617-568-8924

...I would like to correspond with members of the 492nd BG--specially pilots. I am not that keen on camouflage, insignia, etc., so much as the actual men themselves, their initial training and subsequent combat duties in Europe. Also would like to hear from those North Pickenham members who went

to other groups after the 492nd was broken up. These groups would include the 467th and 44th. I would particularly like to hear from Lt. Cols. Wyman Bridges and Robert Munson and Cols. Robert Daly and John Landry. Michael Enright
12 Holyrood Ave.
Strathmore, Victoria
3041, Australia

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Col. **Albert L. Shower**
WEST POINT GRAD.
COMMANDING OFFICER
OF THIS B-24 HEAVY BOMBER GROUP.....

FLYING 2372 SORTIES, THESE B-24 LIBERATOR BOMBERS HAVE RAINED 5440 TONS OF BOMBS UPON GERMANY AND THE OCCUPIED COUNTRIES... IF YOU CAN PICTURE 108,800 SACKS OF FLOUR, WEIGHING 100 POUNDS EACH, THEY WOULD EQUAL THE WEIGHT OF DESTRUCTION THESE BOMBERS HAVE DROPPED ON ENEMY TARGETS.....

LISTEN TO THE PURR OF THOSE ENGINES!

PRIDE AND JOY - OF M/SGT. JOE RAMIREZ, OF LOS ANGELES, CAL., IS A B-24 BOMBER NAMED "Witchcraft" WHICH HAS COMPLETED 70 MISSIONS WITHOUT A MECHANICAL FAILURE! M/SGT RAMIREZ IS THE GROUND CREW CHIEF.

COL. ALBERT J. SHOWER, who took the 467th Bomb Group to Europe and commanded it until the end of hostilities, was about half way through his tour when this wartime salute was published. The 8th Air Force group completed 212 missions before VE Day, with 5,538 sorties and 13,333 tons of bombs dropped. (And Joe Ramirez' "Witchcraft" completed 130 missions without a mechanical failure.)

RADIO OPERATOR'S SONG - 1944
(tune of "Man on Flying Trapeze")

He flies through the air in a B-24
Lieutenants aplenty and Sergeants galore
They've all got their rank, and soon they'll get more,
and he's still a poor PFC
He flies all alone in the radio shack,
the pilots in front, and the gunners in back
But who catches Hell when the Zeroes attack?
and he's still a poor PFC
Now one of these days, just for his fate,
he'll get a slug up his third vertebrae.
But for his promotion, he'll still have to wait
for he's still a poor PFC

AERIAL GUNNER SONG OF WWII
(tune of My Bonnie Lies Over the Ocean)

They promised me wings of Silver
They promised me bars of Gold
They made me an aerial gunner
Now I know I'll never grow old
They promised I'd fly over Berlin
They promised I'd fly over Rome
They made me an aerial gunner
and I know they'll ship my dead body home.

— From 380th Bomb Group Newsletter

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