



POOP from GROUP 467

VOL. 9 NO. 2

STATION 145 RACKHEATH APO 558

JUNE 15, 1990

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

President

John E. "Jack" Stevens
3526 Larga Circle
San Diego, CA 92110
Phone: 619-222-4639

Vice-President

Robert L. Salzarulo
3038 Boxwood Drive
Montgomery, AL 36111
Phone: 205-265-9398

Editor-Publisher

Phillip G. Day
237 Pennsylvania Avenue
Shreveport, LA 71105
Phone: 318-868-6485

FROM THE PREZ

REUNION IN NORWICH. Col. Shower, with 28 of his Rackheath Aggies and 28 of their family members, will return to Norwich for the 2nd ADA Reunion from 24 to 31 July. This time, he's got them billeted at the Maids Head Hotel (instead of in Nissen Huts) for seven days of sights, sounds, ceremony, friendship, and nostalgia along with Norwich area friends. Evelyn Cohen is handling the overall logistics for:

Balog, John A.	+1	Hodge, Joseph A.	+1
Bandlow, Walter E.		Johnson, Earl H.	+1
Brasier, Carl O.	+1	Kagy, Charles E.	+1
Buelte, Fred	+1	Logan, John J.	
Caldwell, Charles H.	+1	Logsdon, Cernard C.	
Church, George E.	+1	McGovern, William P.	
Coffey, James G.	+1	Noden, J. Walter	+1
Colvin, Walter C.	+2	Pugh, Floyd J.	+1
DeBiasse, Anthony	+1	Salzarulo, Robert L.	+1
Dining, Leslie H.	+2	Shower, Albert J.	
Dzenowagis, Joseph	+3	Stevens, John E.	+1
Elliott, Ralph H.	+1	Viets, Jack H.	+1
Ellison, Henry W.	+1	Willis, William H.	+1
Gregory, "Jeff" G.	+1	Wilson, Forrest G.	+1
Haenn, Joseph W.	+1		

In contrast to the schedule of previous reunions (when we were younger), this has a more leisurely pace:

Tue, 24 July - Arrive Norwich. Evening free.
Wed, 25 July - Breakfast at hotel. All day free for visiting and touring.
Thu, 26 July - Breakfast at hotel. Cathedral Service. Lunch. Group dinner.
Fri, 27 July - Breakfast at hotel. Trip to N. Norfolk Railway. Box lunch. Trip to Thursford Collection. Evening free.
Sat, 28 July - Breakfast at hotel. 2nd ADA Business meeting. Lunch. Civic reception and Buffet dinner.
Sun, 29 July - Each Group plans its own program and the 467th will:

Visit RAF Neatshead and have one last look at some former 467th buildings still in use by the RAF, that will soon be demolished.

Attend Memorial Service in Salhouse Church. Participate in the dedication of our historical marker at Liberator Close, Rackheath, on the site of our old airfield.

Meet with villagers at the Community Center and view the plaque, memorial gate, and bench given by 467th members and the image of a B-24 that the villagers have added to the village signpost in memory of the 467th.

Lunch at The Green Man pub and spend an unstructured afternoon on the site of our old airfield.

That evening, at the new Sport Center, have a buffet dinner with old and new friends from Rackheath and Salhouse.

Mon, 30 July - Breakfast at hotel. Morning and afternoon free. Cocktails, dinner, and dance.

Tue, 31 July - Breakfast at hotel. Depart Norwich; some will leave immediately for the U. S. while others will go on tours in London or other areas of Britain, the British Isles, Europe, or Scandinavia before coming home.

B-24 ALL AMERICAN. The recent Florida tour by All American had enthusiastic crowds of almost 2,000 a day. Many thanks to 2nd ADA people like Irving Appel, Dr. John McCane and Harry Stead (44th), Irv Day, Adolph Komer, and Dick McAuley (446th), Wes Bartelt, Bill Eagleson, and Russell Harriman, (453rd), Bill Weiland (458th), Carl Epting (467th), I. D. Brown (489th), and others from other WW II Air Forces who scheduled, coordinated, answered questions, flew in All American, and otherwise assisted Bob Collings and his flight crew. They also put out visitor registration sheets; and those names and other information that was scrawled there have been sent to group presidents for deciphering and follow up. Dave Patterson (445th) is developing a network of 2nd ADA people around the country to meet and greet visitors, and to "tell it like it is - and was" with long-lost WW II B-24 veterans.

MEMBERSHIP. The combination of Colling Foundation's B-24 fly-ins and the 50th Anniversary Celebrations at Fort Worth and San Diego has helped located a sizable number of former 467th members. Each of them goes back on our roster, with all 467th rights and privileges, including POOP FROM GROUP. Evelyn Cohen also reports a big surge of new 2nd ADA members.

AWARDS & RECOGNITION. Bill Dillon, Awards Committee Chairman, reports that all nominations for "Friends of the 467th" awards to British nationals have been processed and those recommended forwarded to the Board of Directors. The awards will be presented at the buffet dinner meeting on 29 July in Norwich.

At our Omaha reunion in October, we'll recognize U. S. "Friends of the 467th" who have given something special to the 467th. So, whether or not you'll go to the reunion, if you know of a 467th member, or other U. S. national, who has benefitted the 467th, send his/her name and address and an account of what he/she did to help the 467th to Bill Dillon, Chairman of the Awards Committee on or before the first of September. (William Dillon, 1115 Buena Vista, Amarillo, TX 79106). Your account of what the person did to benefit the 467th will be used in selecting the awardees and the citations to be read at the time of the award.

GROUP REUNION. Phillip Day states the 467th Bomb Group Reunion at Omaha from 4 to 7 October is "on track". And, incidentally, he recommends lots of that - "track" - before we get there, if you're planning to tour the underground Command Center. We won't be required to double time the eight to ten flights of stairs but it's not for the faint-hearted and only the hale and hearty should attempt that tour.

NOMINEE SUGGESTIONS

The Nominating Committee (composed of Vince LaRussa, Charles H. Caldwell and Walter J. Mundy) has been working diligently in the selection and preparation of a list of nominees to be presented to members attending the October 4-7, 1990 Convention in Omaha.

In accordance with our Group by-laws, two members will be elected to the Board of Directors to replace retiring directors Jeff Gregory and David Swearingen.

Vince LaRussa, chairman of the Nominating Committee, states the Committee has already received a number of suggestions which are being processed as specified in the by-laws. Vince would welcome your suggestions for nominees. You are encouraged to submit the name(s) of those you wish to be considered for presentation to the membership at an early date. His address is 97 Grayton Rd, Tonawanda, NY 14150.

467TH CONVENTION 1990

The 467th Bombardment Group (Heavy) Association, Ltd. will convention in Omaha, NE from noon, Thursday, October 4, 1990 to noon, Sunday, October 7, 1990. Association headquarters will be at the Red Lion Hotel/Omaha in downtown Omaha, a Mobil Four Star and a Triple A Four Diamond hostelry, where we have a block of 125 rooms. The principal number of Association functions will be held in this facility or begin and end there. Reservations for the Association block of rooms can be made only via the Pre-Registration Form of this POOP.

THE COSTS: All rooms at the Red Lion have king or queen-size beds and will accommodate one to four people. The cost per room, per night, from October 1 through October 9 will be \$63, tax included. We are asking that you make your room reservations at the Red Lion through the Association, using the following form. The Red Lion will confirm your reservation direct to you. If you do not choose to stay at the Red Lion (make your own arrangements), we have no further responsibility as to your lodging. The cost of Convention activities is \$125 per attendee, plus the cost of options the attendee chooses. We are asking that as soon as possible after you have read this, that you fill out and return the PRE-REGISTRATION FORM following so that we can get on with the logistics of this Convention. Send a minimum of \$75 for each room you wish to reserve at the Red Lion. The remainder (\$12) will be used to pay pre-convention costs and will be credited to your account when you are sent a

final statement for Convention costs, about September 1, 1990. Your room cost(s), for the charges of and to your room(s), will be paid by you and be your responsibility upon checking out, but you will have a credit of \$63.00 to it when you have made your reservation(s) through the Association PRE-REGISTRATION FORM.

We have had a few misunderstandings at prior conventions about costs of participation. We are trying to make this as clear as possible. If you do not make your room reservations at the Red Lion through the Association PRE-REGISTRATION FORM, we cannot help you in any difficulties you might have with your lodging. In addition to the room costs which you will pay, each participant's cost will be a minimum of \$125 for Convention activities. There are some optional affairs that, if chosen, will have costs in addition to the Convention activities cost of \$125 per person. There are no deductions for non-participation in scheduled activities, please don't ask for them. Refunds of cancellations received prior to September 15, 1990 will be 100%, no explanation needed. After September 15 we cannot guarantee that the hotel will reimburse you, but the Association will reimburse Convention activities costs 100% to October 1, 1990; after that probably less than 100%.

Please do not wait to send in the PRE-REGISTRATION FORM. Fill it out as completely as possible. This is the only way we have to proceed with Convention planning. We have to know how many are going to attend and which functions, when and how they will arrive and leave, a myriad other things you will tell us when the returned form is completely filled out.

If you have any questions, call or write FLOYD PUGH, 2004 S. Kentucky Avenue, Sedalia, MO 65301, phone (816) 827-2661; or PHILLIP G. DAY, address and phone number on masthead.

When we receive your completed PRE-REGISTRATION FORM, we will see that you are registered at the Red Lion if that be indicated and you will be placed on a special mailing list for additional Convention information over the next months. Don't delay, do it today.

American Airlines has been chosen as Official Convention Airline once again (previously SHV and FTW) for 467th Convention 90. If you use American, you will be offered discounts of 5%, 10% or 40% off the round trip fares for your flight when you mention the 467th Reunion Star No. 05004 G (and you are 62 years or older). AARP members can receive an additional 10% off these discounted fares. If you are coming in by air, check with American or your travel agent to take full advantage of all discounts.

Discounts apply only to tickets purchased 30 days prior to the Convention. Further American information can be obtained by dialing (800) 433-1790.

Omaha is also serviced by Am Trak. Some of you may want to look into that mode of transportation.

We know this is going to be a good convention, nearly 50 veterans, 45 associates already registered. Get your PRE-REGISTRATION FORM in as soon as practical so that you will not miss any pre-convention literature and notices that will be mailed to convention registered starting very soon.

PRE-REGISTERED -- 1990 CONVENTION

Aichroth, Gene and Lillian
Anderson, Andy and Mary Jane
Betcher, Ray and Doris
Boisselle, Archie and Helen
Brasier, Carl and Vicky
Brewer, Harold and Thelma
Brown, Clem and Eleanor
Brown, Forrest and Patricia
Caldwell, Charley and Eloyce

Cates, Charles and Elizabeth
 Collins, J. D. and Evon
 Colvin, Walt and Phyllis
 Cridling, Vance and Mildred
 Dastrup, Evan and Marylene
 Davies, Lloyd
 Day, Phillip and Cille
 Dettinger, Roy
 Dillon, Bill and Vernice
 Dye, Howard and Anne
 Ehrlich, Paul and June
 Elliott, Ralph and Yvonne
 Elsen, Tom and Betty
 Ercegovac, Chuck
 Felbinger, Norm and Lucy
 Goldsmith, Eddie and Anita
 Gregory, Jeff and Terry
 Haenn, Joe and Florence
 Hobkirk, George and Nancy
 Hogarth, Jim and Barbara
 Kaynor, Don and Dorothy
 LaRussa, Vince and Gloria
 Leister, Roger and Dottie
 LePoer, Bennie and Annie
 McGovern, Bill
 Mountford, Beef and Ruth
 Piland, Losse and Ruth
 Prichard, Lyle and Irene
 Pugh, Puff and Anne
 Re, Vince and Carolyn
 Russell, Charles
 Salzarulo, Bob and Eleanor
 Scharrschmidt, Bill and Ursula
 Schecter, Mort and Marilyn
 Sheehan, Bob and Rosy
 Shinn, Glenn and Ruth
 Shockley, Bob
 Shower, Al
 Stephenson, Steve and Jerry Ann
 Stevens, Jack and Lucile
 Weaver, Walt and Mary
 Wedaa, Hank
 Welters, Al and Mary
 Wheelock, Al

BITS AND PIECES

Holders of Healy's "The History of the 467th" may want to correct a couple of errors brought to our attention by Ralph Elliott.

On page 81, Healy writes that on 14 April 1945 jellied gasoline was dropped at Royan, FR and on 15 April high explosives were dropped at Pointe de Grave. Ralph's formation sheet shows that the jellied gasoline was dropped at Royan on 15 April. Elliott flew Group Lead that day, Maj. Seiler - Command Pilot. Unfortunately, the date of the most accurate bombing of the war, by the 467th against a coastal artillery battery at Pointe de Grave, FR, is in the archives of the U. S. Air Force Historical Research Center as 15 April 1945. Any of you having credible information on the Pointe de Grave mission that could be used to substantiate the date, 14 April 1945, please send it to POOP.

The other apparent error is in the date of Mission 174 to Mesclude. Healy shows this as 17 February 1945, which is incorrect. Elliott's records show it to have taken place on 19 February 1945 as do Fuel Reports for that date.

The Washburn crew Return(ed) to Zone of Interior (RZI) in June 1945 on orders that does not give an aircraft serial number. Have information that aircraft was named "Humpshot." Can any of you put a number with that name.

Mort Schecter writes to inquire if anyone can give us any information on an incident where three crewmen rode a pilotless B-24 of the Group to the ground and survived. Send info to POOP.

The Group's donation to the 2nd Air Division (USAAF) Memorial Room in memory of Kenneth A. Darney, Sr. purchased six books, now in circulation and placarded to Ken's memory.

WHO reads POOP? The last time I published this breakdown, mailings by states, I showed Iowa as zero, no one complained. Here is breakdown as of March 1, 1990: 1,077 in U.S. of A, 1 in Venezuela, 1 in Canada, 14 in England, 1,092 total.

AL 13	KY 8	ND 2
AK 2	LA 17	OH 62
AZ 19	ME 7	OK 24
AR 14	MD 23	OR 11
CA 96	MA 24	PA 71
CO 19	MI 46	RI 4
CT 23	MN 33	SC 12
DE 5	MS 11	SD 2
FL 82	MO 24	TN 11
GA 20	MT 3	TX 63
HI 2	NE 8	UT 4
IO 3	NV 3	VT 2
IL 52	NH 2	VA 15
IN 14	NJ 30	WA 18
IA 22	NM 12	WV 5
KS 12	NC 29	WI 22
	NY 70	WY 1

INFORMATION REQUESTED

Jeff Stevens -A, 11 Clay Street, Milton, Massachusetts 02186, is seeking information on mid-air collisions of 96th Combat Wing. Some of you write him and me about Little Pete colliding with Lonely Heart.

TREASURER'S REPORT

Operating Fund	
Cash on Hand 03-01-90	\$ 6,382.83
Contributions	190.00
Interest - 4 months	207.47
Windbreaker Sales (6)	165.00
	<u>6,944.80</u>

Expenses	
USPS - Windbreaker Mailings	12.06
USPS - POOP Mailing & Other Stamps	231.05
Misc. Officers & Directors Reimbursed	123.54
Artwork - Certificates & Cards	398.69
	<u>765.33</u>

Operating Fund 06-01-90 \$ 6,179.46

Ken Darney Fund	\$ 65.00
Rackheath Historical Marker Fund	255.00
Albert Joseph Shower Endowment Fund	6,105.00
Convention 90-Omaha \$3,399(1)	
Less Room Deposits 2,709(2)	690.00

06-01-90 TOTAL ALL FUNDS \$13,294.46

- (1) 44 Room Reservations, 1 overpayment of \$75 and two attendees of \$12 each.
- (2) 43 Room Deposits to Inn.

PX SECTION

Group Windbreaker: \$27.50 each - 4 Medium, 4 X-Large, 1 XXX Large. Phillip G. Day address on mast head.

Group Window Decal: \$3.00 - Auto identification for 467th B.G.(H) Assoc. Ltd. Bob Sheehan, 1828 E. 27th St., Tulsa, OK 74114.

"THE WITCH RETURNS": \$7.50 ea - Color Photo of Peter Bond painting of WITCHCRAFT and LITTLE PETE in formation (flight) over Rackheath. Excellent detail. Vincent LaRussa, 97 Grayton Road, Tonawanda, NY 14150.

"THE 467TH BOMBARDMENT GROUP, SEPTEMBER 1943-JUNE 1945", second reprinting. This Allen Healy authored story of the history of the Group is available from Vincent D. LaRussa, 97

Grayton Road, Tonawanda, NY 14150, for \$30 per copy. Primarily a pictorial history, this is the story of our Group in the air war over Europe. A must for every veteran or associate.

GROUP IDENTIFICATION CAP offered by Lloyd Haug, 3115 Benjamin St., NE, Minneapolis, MN 55418. These are one size fits all, mesh sided, several basic color caps, the front bearing an emblem with Second Air Division lettered over a O.D. B-24 with Group tail markings and further identified as 467th Bomb Group. This cap is the only one now offered with Group approval. Send \$6 for each to Lloyd.

Remember, profit from sales of above items accrues to the 467th operating account and helps us continue our NO DUES policy. Purchase any of the items above and keep the doors open a while longer.

DZENOWAGIS TAPES

FACES OF THE SECOND AIR DIVISION	\$39.50
EIGHT CANDLES FOR REMEMBRANCE. The 2nd Air Division at Norwich in 1987	\$49.50
THE 467TH IN REUNION AT SHREVEPORT	\$49.50
<u>AMERICAN PATRIOT SERIES</u>	
Story of the 2nd Air Division (USAAF)	
Memorial Room with Jordan Uttal	\$19.50
Order from Joe Dzenowagis, 4397 S. Okemos St., Okemos, MI 48864 and help the Dzenowagis family, Joe, Helen, Joe, Jr. and Joan, continue this unique recording of 2nd Air Division history, past and present.	

LAST POST

Paul F. Ayers
Arthur Harper
John S. Korte
Bernard C. Logsdon
James O. Pickering
Danial A. Stone

Martin Altenburg
Frank Wasinski

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

LOST SOULS

POOP was returned from the following. Tell us what you know of them, try to locate them if they live(d) in your area.

Henry A. Brown	Springfield, IL
James Dewherst	North Port, FL

ROSTER ADDITIONS

Madeleine Ayers -A	N. Ft. Myers, FL
George Brison	San Diego, CA
F. W. Conner	N. Andover, MD
Don Cote	Sebastion, FL
Robert W. Danaher	Caladonia, MN
Fay L. Davis	Benton City, WA
Paul W. Dicks	Wichita, KS
David J. Dunigan	Arnold, MO
Thomas F. Elsen	Salamanca, NY
Robert Feldtkeller	Santa Barbara, CA
Ray Forbes	Jensen Beach, FL
I. L. Gandara	El Paso, TX
Geoffrey Goreham -A	Norwich, ENG
Lowden B. Heller	Ideal, SD
Al Hoffman	Allentown, PA
Arthur K. Ireland	Venice, FL
Alex S. Jekel	Ranier, WA
Lorain A. Johns	Beaver, PA
Carl W. Johnson	Palo Verdes Est., CA
George Johnson	Winter Park, FL
Walt Jones	Columbus, OH
Richard Kennedy	Malvern, PA
Lloyd F. Koth	Tomahawk, WI
Robert S. Lomax	Rackheath, ENG
Albert D. Loren	Debham, MA
Warren W. Meyer	St. Petersburg, FL
Hugh C. Miner	Rochester, NY
Joseph H. Monts, Jr.	Americus, GA
John Pulcinella	Philadelphia, PA

James A. Roberts	Ft. Lauderdale, FL
Russ Shenley	Battle Creek, MI
Lewis W. Sharpless	Glenside, PA
Kirby C. Stafford	Colorado Springs, CO
H. Stephenson	Pontiac, MI
Everett R. Stevens	Carmel, ME
Jeff Stevens -A	Milton, MA
Charles E. Weir	Sidney, NE
P. A. Wiggerhous	Olympia, WA
Andrew J. Wilkinson -A	Hayes, ENG
James E. Wilson	Green Valley, AZ

Anyone wanting an address, drop me a card. If they live near you, give them a ring, drop by to see them. Don't let any one of them not be welcomed. And please, each of you reading this, send me the names and addresses of any 467th or 2nd Air Division veterans so we can get them on the Group Roster or in contact with their Group representative. The time is now to do this.

ABOUT LIL PEACH AND WITCHCRAFT

"Lil Peach", B-24H-15-CF, Serial No. 41 29 375 and "Witchcraft", B-24H-15-FO, Serial No. 42 52 534, were nominated to the Second Bombardment Wing, Eighth Air Force as aircraft of merit, the "nose art" of each suggested to be placed on a B-52 of the 2nd BW. "Lil Peach" was accepted by the Crew Chief, I am told, of B-52G 58-0171 and you will see that, in connection with Heritage Month in the Air Force, a ceremony of "christening" was held at Barksdale Air Force Base. "Lil Peach" was painted on 0171 over eight months ago, actually, but the B-52 must be a good one as she has been on two three month long alerts since that time and wasn't even available to photograph prior to this ceremony. Well and good for "Lil Peach". What about Witchcraft? I believe I finally got to the root of the problem -- "Witchcraft" is a caricature and not pretty, therefore no Crew Chief would accept her. In the "Lil Peach" ceremony, I had the opportunity to speak to the Commander and Deputy Commander of 2nd BW and to the total maintenance group of the 2nd BW, and in my speech I emphasized the significance of "Witchcraft" to the 790th BS(H), the 467th BG(H), the 96th CW, the 2nd AD, the 8th AF, the United States Air Forces.

At the reception following the ceremony, I again took the opportunity to talk to Col. Joseph F. Mudd, Commander, 2nd Bombardment Wing, about "Witchcraft" and left that meeting with the understanding that "Witchcraft" would fly again. When I know further on this I will let you know.

The "Lil Peach" ceremony was jumped up so fast, from Monday preceding Wednesday of ceremony, that I didn't have a chance to invite any of you veterans to come to it. Possibly when "Witchcraft" is done we can have a get together.

Museum worker fond of Lil Peaches

by SSgt. Michael Farris
2nd Bomb Wing, public affairs

Lil Peach looks comfortable enough relaxing out on the Barksdale ramp.

Her ruby-red lips and fair complexion have weathered the storms and defied time. She looks unchanged despite the passing years.

Today, Lil Peach graces the nose of B-52 Number 0171 but her origin is traced to a B-24H that was flown in World War II.

Of all her friends and admirers, perhaps no one has come to know Lil Peach more than Phillip G. Day, a local historian and 8th Air Force museum volunteer.

Day was born in Shreveport and on his 18th birthday became a member of the U.S. Army Air Force. By 19, he was an officer, a pilot and headed overseas to turn back the Nazi war machine.

"Airplanes weren't as sophisticated than as they are today," he said. "It was unusual to see one last for more than a year — they just weren't built to have a long life span."

After flight training at Tonopah, Army Air Field, Nev., Lt. Day was transferred to the 467th Bomb Group at Rackheath, England. The 467th was part of Eighth Air Force...and so was Lil Peach.

Day was Lil Peach's copilot through several missions flown from Rackheath until he was transferred to the 791st Bomb Squadron.

The aircraft was named by Lt. Rufas B. Stephens after his wife and his homestate — Lillian and Georgia — hence Lil Peach. "At Herrington, Kan., en route to England, the reclin-



Phillip G. Day — May 1990



Phillip G. Day — March 1944

ing lady in swimsuit was copied from a picture found in a *Liberty* magazine and painted with the name Lil Peach above her reclining figure on both forward sides of the aircraft," said Day.

"Lil Peach was a good plane. She flew only 64 missions but never had anyone killed or injured on them," he said.

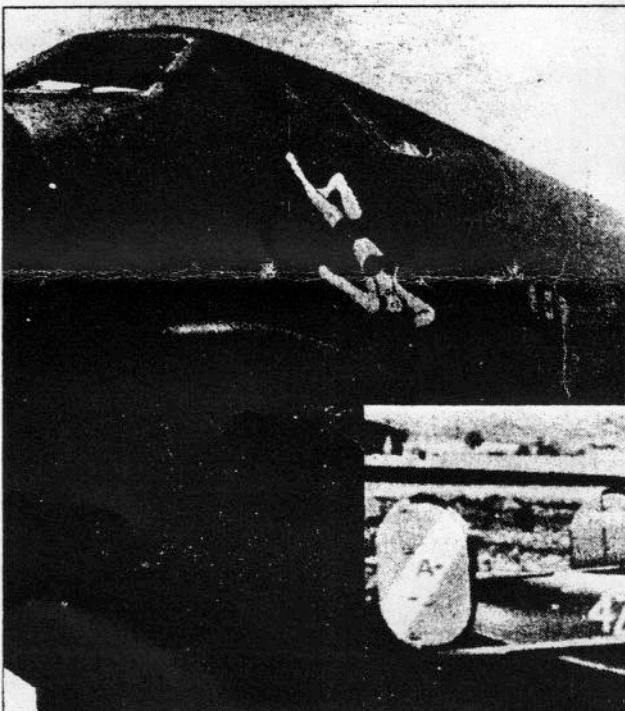
Most of the B-24s were known by their nose art rather than their numerical designation. "Crews really felt bonded to the airplanes and felt it was their plane. The nose art helped establish crew identity," he said.

"There weren't as many women around the planes as there are today," said Day, so people didn't get as shook-up about nose art. But there were still limitations to what could be portrayed."

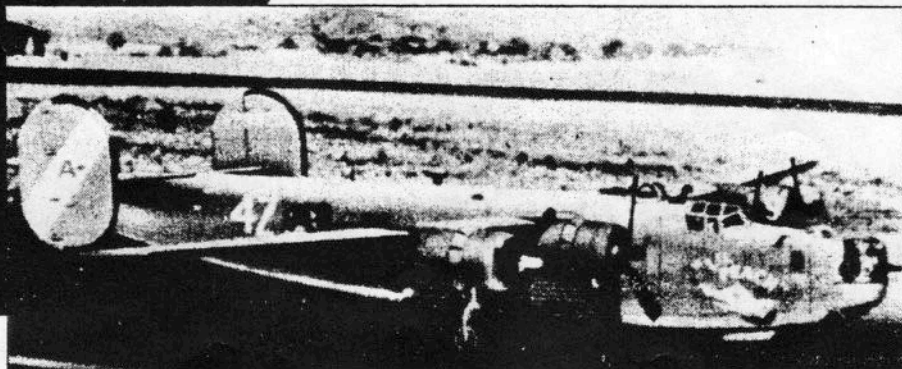
Lil Peach and Day both survived the war and returned to the United States. Although the original Lil Peach was broken up for scrap in Wickenburg, Ariz., in 1947, the legacy lives on. *Lil Peach scraped in England 06/49*

When the Air Force reinstated the nose art program in 1988, Day lobbied for Lil Peach to be resurrected. She was.

Today, both Lil Peach and Day are hard at work on Barksdale making everything a little more ... well ... peachy!



Lil Peach — 1990



Lil Peach — 1944

TARGET VICTORY

Be safe in accordance with Army Regulations # 930-5.

VOL. 2, NO. 5

A REPORT OF, BY AND FOR COMBAT FLYING PERSONNEL

467TH SMASHES AIM MARK

TOPPLE ACCURACY RECORD AS ALL SQDNS. 100% IN ONE THOUSAND FT.!



APRIL 15
BOMB FIRES,
FIRE-BOMBS
ON ROYAN

First group in 2AD history to achieve the perfect bomb score of 100% average within 1000 feet of the assigned MPI, for all squadrons, is 467th Bomb Group in its attack on heavy coastal gun installations near Royan on 14 April.

The previous all-Group record was held by 445th Bomb Group, who racked up a three-squadron average of 100% within 2000 feet, 97% within 1000 feet at St. Malo on 13 August 1944.

467th's new record was tied later this week by 466th Group, averaging 100% within 1000 feet on 18 April at Passau marshalling yard. However, 467th retained the crown by outpointing the rivals within the daggerpoint 500-foot circle, scoring 55% versus 53% for 466th. (Splitting a hair, true, but the pinnacle of improvement is fast-growing bald.)

467th's history-making attack thundered 2,000-pounders onto a casemated coastal battery at Pte. de Grave, near

Royan, along the fortified approaches to Bordeaux harbor. In this area a pocket of over 12,000 Germans had continued to hold out till this week.

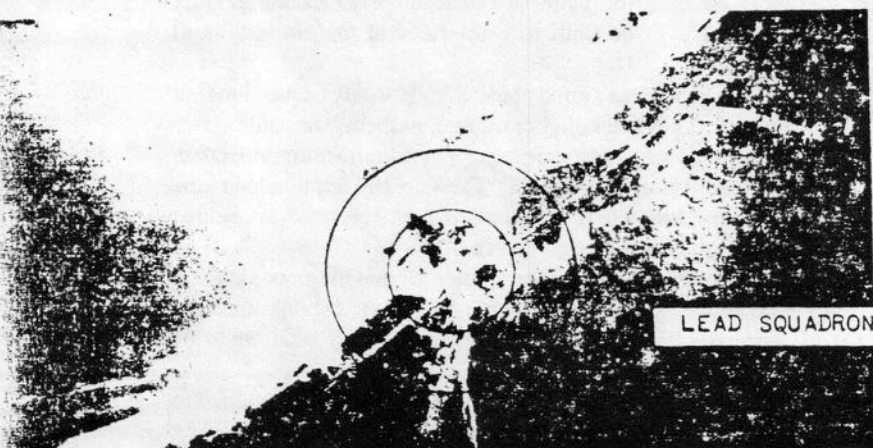
Climax followed next day when the area was re-sieged with a new type of firebomb designed for hard-to-reach installations. Ground troops and French naval vessels lying offshore opened up immediately after for the final onslaught to this stubbornly held German fortress within France.

APRIL 18, 1945

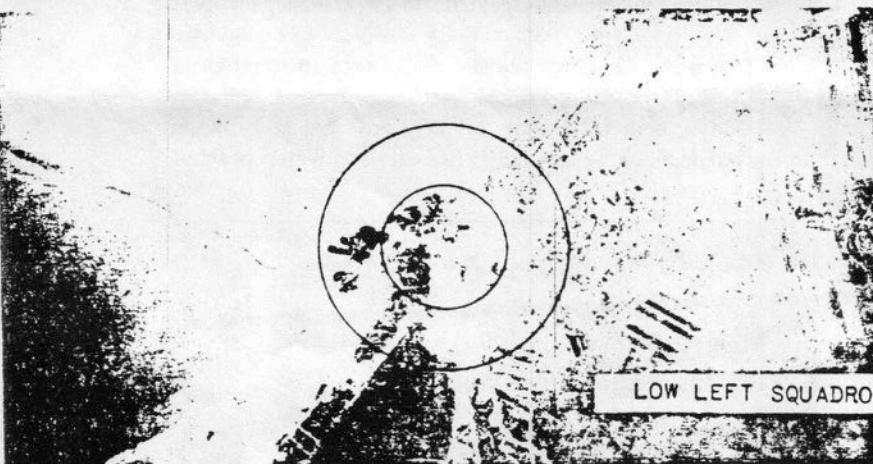
TARGET VICTORY

CONFIDENTIAL

3



LEAD SQUADRON



LOW LEFT SQUADRON

BEST HIT THIS WEEK

"Open the port of Bordeaux to Allied shipping," was the objective. Transport to South France, otherwise routed around Gibraltar through the Mediterranean, was taking too long, too many ships. The Hun holdouts, leeches onto the Bordeaux port gates had stayed too long.

All 2AD rose to the occasion. The MPIs were many, but tiny and tough. At Pte. de Grave -- target no. 19, 467th broke all previous 2AD records by scoring 1st, 2nd and 3rd squadrons each in turn 100% within 1000 feet of their assigned MPI! Lead bombardiers were 1st/Lt. Shamburg, 1st/Lt. William C. Vanzytued, 1st/Lt. P. F. Regnier. Group average -- 100% perfect.

Direct or near hits resulted on three of the four casemated giant guns at target 19. Emplacements were smashed and underground shelters breached. All rail lines were cut, and occupied flak positions destroyed.

Incendiaries followed next day, then a third day of air attack, with sea and land cooperation. Bordeaux harbor now is open. The shipping time is halved, and the result is as though a twin fleet of equal size had been launched by this streamlined war far from the giant fronts.

History-making Hits
by 467th Bomb Group

AAF PAY GRADES—1944

Rank	Insignia	Yearly Pay	Rent Allowance (Mo.) <small>with dependents</small> <small>single</small>	
General	☆☆☆☆	\$8,000	\$120	\$105
LT General	☆☆☆	8,000	120	105
Maj. General	☆☆	8,000	120	105
Brig. General	☆	6,000	120	105
Colonel	🦅	4,000	120	105
LT Colonel	🌸 (Silver)	3,500	120	105
Major	🌸 (Gold)	3,000	105	90
Captain	📄	2,400	90	75
1st Lieutenant	📄 (Silver)	2,000	75	60
2nd Lieutenant	📄 (Gold)	1,800	60	45
Warrant Officer (chief)	📄 (Brown)	2,100	75	60
Warrant Officer (J.g.)	📄 (Brown)	1,800	60	45
Flight Officer	📄 (Blue)	1,800	60	45

Rank	Sleeve Insignia	Monthly Base Pay
Private (7th grade)	no chevrons	\$50
Private first class (6th grade)	⤴	54
Corporal (5th grade)	⤴	66
Sergeant (4th grade)	⤴	78
Staff Sergeant (3rd grade)	⤴	96
Technical Sergeant (2nd grade)	⤴	114
Master Sergeant, (1st grade)	⤴	138
First Sergeant	⤴	

FLYING PAY—Flying officers and enlisted men receive an increase of 50% of their base pay when by orders of competent authority they are required to participate regularly and frequently in aerial flights and when as a result of orders they do participate in such flights. Non-flying officers receive flying pay at the rate of \$60 per month when they participate in regular and frequent aerial flights ordered by competent authority.

SUBSISTENCE—Officers with dependents receive \$42 per month (30 day period) subsistence allowance; single officers, \$21. (Exception: Lt. Col. and Maj., married, receive \$63.)

LONGEVITY—Every enlisted man receives an increase of 5% of his base pay for each 3 years of service up to 30 years.

FOREIGN SERVICE—The base pay of officers is increased by 10% (enlisted men 20%) for any service while on sea duty or duty in any place beyond the continental limits of the U.S. or in Alaska.

FOUR HUNDRED SIXTY-SEVENTH (467TH) BOMBARDMENT GROUP (HEAVY) ASSOCIATION, LTD. 1990 CONVENTION PRE-REGISTRATION INFORMATION RED LION HOTEL

OCTOBER 4-7, 1990

OMAHA, NE

NAME _____
 Last First MI Badge First Name

ADDRESS _____
 Street/Box City State Zip

TELEPHONE NUMBER () _____ VETERAN ASSOCIATE _____

UNIT ASSIGNED TO IN GROUP _____
 Headquarters, Squadron Number, Ancillary, etc.

ACCOMPANIED BY _____

I REQUEST _____ ROOM(S) AT RED LION HOTEL (RED LION RESERVATIONS MUST BE MADE THROUGH THE 467TH). I WILL PROVIDE MY OWN LODGING ARRANGEMENTS: _____

I PLAN TO ARRIVE _____ OCT '90 _____ A.M. P.M.
 I PLAN TO DEPART _____ OCT '90 _____ A.M. P.M.

I WILL ARRIVE BY () PRIVATE VEHICLE, () AMERICAN AIRLINES, () OTHER CARRIER

PLEASE INDICATE NUMBER (ON THIS FORM) WHO WILL ATTEND:
 OCT 4 BREAKFAST OPTION _____ \$10 EXTRA PER PERSON
 OCT 5 SAC UNDERGROUND TOUR _____ NO ADDED COST
 OCT 6 BUS TOUR OPTION _____ \$20 EXTRA PER PERSON
 OCT 6 HOTEL LUNCH OPTION _____ \$10 EXTRA PER PERSON
 OCT 6 GREYHOUND RACING _____ ARRANGEMENT TO BE MADE

FILL IN THE ABOVE AND MAIL WITH REGISTRATION FEE OF \$75 PER ROOM REQUESTED TO:
 467TH BOMBARDMENT GROUP (HEAVY) ASSOCIATION, LTD., 237 PENNSYLVANIA, SHREVEPORT,
 LA 71105.



THE BEACHHEAD

The Official Journal of The U.S. Committee for The Battle of Normandy Museum

February 1990



"Normandy Queen," the first B-24 Liberator to land in Normandy with (L-R) Crew Chief MSGT Virgil Reinders of East Peoria, Ill., crewman Cpl. Walter Elliott of St. Louis, Mo., and PFC Titus of Morgantown, W. VA.

Shortly after the Battle of Normandy a B-24 Liberator was forced to make an emergency landing in Normandy after

losing three engines during a combat mission. The aircraft from the 790th Bomb Squadron, 467th Bomb Group of the Eighth Air Force became the first B-24 to land in Normandy. After its engines were replaced, the Liberator was flown back to its home base, Rockheath (AB) Station 145 in Norwich, England, was repaired and renamed the "Normandy Queen" by its crew chief MSGT Virgil Reinders of East Peoria, Illinois. Fully recovered from her unplanned trip to Normandy, the "Normandy Queen" would fly many more combat missions for "The Mighty Eighth" before the war's end. □

FLAK SUITS

The original Air Force magazine carried an article in its November 1944 issue entitled "Wear That Armor!" from which the following is extracted.

The flak suit in use by the AAF at the time is composed of overlapping plates of manganese steel contained in vests and aprons of canvas. Designed and developed by Brig Gen Malcolm C. Grow, surgeon of the US Strategic Air Forces in Europe, it is intended to provide protection particularly against head, neck, chest and abdominal wounds from spent bullets and low velocity flak and 20mm shell fragments, which formerly were responsible for 95 percent of all casualties in air combat.

The body armor comes in several fashionable styles --fashionable for those who want to see the States again. The garments are worn singly or combined, according to the flyer's combat post.

The M1 vest, armored front and back, weighs 18 pounds, 2 ounces. The M2 vest is armored only in front and is worn by crewmembers who occupy armored seats. The M3 tapered apron, for crew members who are in an otherwise unprotected sitting position in flight, weighs 4 pounds, 12 ounces. The M4 full apron, worn by gunners, weighs 7 pounds, 8 ounces.

Approximately 40 percent of combat wounds received by men flying in bombers are caused by flak, 40 percent by 20mm cannon shells, 10 percent by free fragments of plane structure, and the remaining 10 percent by machine gun projectiles. The flak suit will protect the wearer against long-range flak and 20mm shell fragments but not against flak which bursts near the plane.

US Strategic Air Forces (USSTAF) records on 133 airmen struck by flying flak or enemy missiles of other sorts while wearing body armor reveal that two-thirds escaped injury--The complete percentage breakdown:

No injuries.....	65.5
Slightly wounded.....	24.0
Seriously wounded.....	2.3
Killed.....	8.2

Perhaps you are one of the 91.8% who can tell a 'truth is stranger than fiction' story involving your wearing of armor?

Crosshairs Dec. 89

FOUR HUNDRED SIXTY-SEVENTH
BOMBARDMENT GROUP (HEAVY)
ASSOCIATION, LTD.
237 Pennsylvania Avenue
Shreveport, LA 71105

NON-PROFIT ORG.
U. S. POSTAGE
PAID
SHREVEPORT, LA
PERMIT NO. 745

FORWARDING AND RETURN
POSTAGE GUARANTEED
ADDRESS CORRECTION REQUESTED

