



# POOP from GROUP 467

VOL. 9 NO. 3

STATION 145 RACKHEATH APO 558

SEPTEMBER 1, 1990

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

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FROM THE PREZ

2ND ADA REUNION - 1990

Early in the year, word went out to the people of Norwich and its villages, "The men who flew Liberators are coming back." And when we Yanks arrived on Tuesday, 24 July, signs such as,

"You came as friends....  
You stayed as friends....  
You remained friends...."

were displayed at many hotels and shops. At the railroad station, hundreds of citizens greeted us with flags, signs, smiles, and applause. Ken Meazey and the Anglian Big Band were there, playing Glen Miller and other tunes of the war era. The welcome continued with Yanks and English dancing on the station platform until we boarded our buses for the short ride to the Maids Head Hotel where our luggage was already in our rooms and where the American flag flew overhead throughout our stay. And, wherever we went in East Anglia, men and women would give us "thumbs up", a cheery "Hello", and would stop for a friendly chat about events we or they had experienced during WW II.

In each room a four-page brochure welcomed us back to East Anglia with a greeting from Tom Eaton and Paul King, Chairman and Vice Chairman respectively, of the 2nd Air Division USAAF's Memorial Trust, who noted that our visit coincided with the opening of the four branch library sections as an extension of our Memorial Library. The brochure also listed the programme for each day of the convention.

Daily high points were:

Wed., 25 July: Executive Committee meeting; visit Memorial Library and downtown Norwich; visit the Muckleburgh Collection of military vehicles and equipment at Weybourne, near Cromer and the North Sea.

Thu., 26 July: Memorial Service in Norwich Cathedral; each group held a dinner meeting at its hotel.

Fri., 27 July: Visit the Thursford Steam Museum and the North Norfolk Railway (both near Cromer and the North Sea).

Sat., 28 July: 2nd ADA business meeting at Norwich Sport Village followed by lunch, awards ceremony and presentation of the four Branch Library sections; evening civic reception and dinner given by Norfolk County Councils; Fashion Show at Sport Village.

Sun., 29 July: Each group followed the program it developed for visiting its old base

and the villagers who lived nearby.

Mon., 30 July: After breakfast, the schedule was clear to allow for touring, shopping, etc. until 18:30 when the final banquet and ceremonies were held at the Sport Village.

Tue., 31 July: After breakfast, the reunion ended. We all parted. Lucile and I went to London, where we stayed at the Victory Club for the next four days.

Our 467th programme was developed by former president, Jeff Gregory, and honorary member David Hastings.

It was a full day, from Norwich to RAF Neatishead to Salhouse for a Memorial Service, to Station 145 for dedication of our Historical Marker, to New Rackheath Holy Trinity Church for a visit with the villagers and to see the Village sign, our memorial marker, bench and gates.

The day's high point was the dedication of our 467th historical monument on the site of our old base. When Robert Lomax conveyed his land, where the monument stands, to the 467th Bomb Group (H) Association, Ltd., Colonel Shower's son, Jay, a retired Navy pilot, flew a low-level salute in his plane with an RAF T-6 Harvard in formation on his wing.

Then, after a pleasant lunch at the Green Man, we went back to the base for a more leisurely look at the monument area and the old base. Later, we returned to the Rackheath Community Centre to enjoy homemade cookies, cakes, coffee, tea, and friendly conversation with the villagers.

That evening, many villagers joined us at the buffet supper and awards ceremony. Based on recommendations processed by Awards Committee Chairman Bill Dillon, Col. Shower awarded Certificates of Appreciation to thirteen villagers who have been particularly helpful to our group. The beautiful multi-colored certificates, had been designed and prepared by Phillip Day.

Dedication of our historical monument, with its flags and flagpoles, low brick wall on three sides and attractive landscaping on 29 July 1990 was the successful culmination of planning, hope, frustration, "expectation", anxiety, a stack of correspondence, and many dollars of telephone conversations for Jeff Gregory.

Jeff worked for more than a year on this project to secure and erect a 467th historical monument on the Rackheath Air Base site. He handled all the problems (compounded by



distance and communication) that arose and he dealt with all the people involved, both in the U. S. and England. His primary contact and invaluable associate was David Hastings, our on-the-spot-in-England 467th honorary member, member of the 2nd ADA Memorial Board of Governors, and Chairman of the Norfolk County Broadland District Council. Other individuals with whom Jeff dealt were:

Roger Hastings, whose offer of a piece of his land on the Rackheath Air Base site made the project possible.

D.D.J. Bates, manager for R. G. Carter Harleston, Ltd., of Norfolk, translated Jeff's concept into the monument's shape with the words and images on it.

Robert Lomax learned about the WW II history of the base, the bomb group based there and of our plan to erect a historical monument from a talk given by David Hastings. He believed he had a better location for the monument and he and Roger Hastings worked together to help bring our desire to a successful conclusion.

David Jeans and his brother Phillip donated one of the two flagpoles that fly the U.S. and British flags alongside the monument. David claims an early association with the 467th since, as youngsters, their family had lived in one of our buildings on the air base site after the war.

David Newberry and Keith Coxhall donated the second of the two flagpoles that fly the U. S. and British flags alongside the monument.

And, finally, each of the 467th officers and members of our Board of Directors, 2nd ADA officers Jordan Uttal and Evelyn Cohen, plus several British Friends of the Eighth and Friends of the 467th.

Jeff's purpose and good-natured enthusiasm for the project spread to those he dealt with and they, in turn, affected others who also worked to make the project a success. For example, Robert Lomax was surprised to find that special bricks he had ordered to go on top of the three walls around the monument had arrived at no cost. It seems that Kenny Read, his lorry driver, had "used his powers of polite persuasion to obtain them" from a supply house manager. Robert was even more surprised when Kenny told him that the special bricks would normally have cost about \$300. Robert wrote and then met with the supply house manager to express his thanks. The manager said that he had been a youngster during the war and lived near one of the bases and he always remembered the generosity and friendship of the Yanks there; and his company's directors had approved the gift.

Business Meeting. The 467th annual meeting, opened on 26 July in Norwich, will continue on Saturday, 6 October 1990, from 0900 till 1000 for the purpose of electing two members to the Board of Directors and for such other business as may properly be introduced.

Personal Photos Wanted. The group has two very large albums with photos related to the group dating back to our days at Rackheath. I don't know who started the collection, but, for several years, Jeff Gregory was the custodian of these and other group memorabilia. (I think that was because he had a van with space for them.) Last fall, at Hilton Head, he claimed he had run out of space in his van and Bob Salzarulo rose to the occasion (he had come to the reunion in his car). Bob has the albums and would like to continue adding to this photo record of the 467th. If you have any past or current photos of 467th people, places, or events that you'd like to contribute to our 467th history, please send them to Robert L. Salzarulo, 3038 Boxwood Drive, Montgomery, AL 36111. With each photo, please furnish

whatever information you can, such as the name of the individual(s) in the photo, where and when it was taken, and any additional information that you believe would help a viewer appreciate the photo. Until someone else is the custodian, the decision as to which photos will be included for the 467th history will be Bob's.

2nd ADA 467th Membership Roster. The 2nd ADA membership roster is computerized and a quarterly roster of each group is sent to that group's president. There are approximately 550 467th members in the 2nd ADA (10 pages). We've been encouraged to make copies available to members. If you want a copy of the current 2nd ADA group roster, just ask Jack Stevens and send a check for \$3.00 to cover copy and handling costs. (Jack Stevens, 3526 Larga Circle, San Diego, CA 92110)

For the Record. Vince Re will have the most complete photo coverage of any 2nd ADA reunion (with emphasis on his 467th) when he completes developing the hundreds of shots he made during the recent Norwich reunion. He will have many at Omaha for us to view and order, and later, we will have a way to order them through POOP.

Joe, Helen, Joe Jr., and Joan Dzenowagis continued the 2nd Air Division video history project with extensive coverage of 43rd Annual Reunion people and activities. Then they squeezed their personal belongings into their video equipment containers, to minimize extra-luggage costs, and headed to Kassel, Germany. There they recorded personal interviews and seminars with participants from the 27 September 1944 free-for-all between 445th Bomb Group airmen and Luftwaffe pilots. Incidentally, Roger Giblin got excellent video coverage of the memorial service in Salhouse Church and the monument dedication ceremony. We hope to see this at future conventions.

With nearly 100 veterans signed up for Omaha, we should have a good convention. Please, you have two weeks or until October 1 to work out your coming with Puff Pugh or Phillip Day. Call them, write them and join us at Omaha.

#### CONVENTION 90-OMAHA - LAST AND FINAL CALL

I am sending this POOP to you first class mail so you will have this last opportunity to sign up for Convention 90-Omaha before 15 September. Use the form of the prior two POOPs or call me, Phillip Day, at (318) 868-6485, to make arrangements. But do it now, it will be too late on the 16th.

An added incentive to your joining us. ALL AMERICAN, the Collings' restored B-24, will arrive Omaha 3 October and depart 5 October, just for our convention. This opportunity came to us last week and we just couldn't pass it up. In addition to the \$125 per person Convention activities costs, we are asking veteran attendees to Omaha to make a donation to this visit cost, approximately \$4500, and are suggesting a \$40 donation. It is not mandatory, we just ask if you can, that you do make a donation.

All of you remember that we are a not-for-profit veterans organization. We can only advise you that you will be delegates to this convention and your expenses to, from and while there, including donations to the Association, with advice of your tax accountant, can be treated as tax-deductible.

If you have any questions or need additional information about the Convention, call Puff Pugh at (816) 827-2261, or Phillip Day at (318) 868-6485, or write Puff at 2004 S. Kentucky Avenue, Sedalia, MO 65301, or Phillip Day at 237 Pennsylvania, Shreveport, LA 71105.



# TREASURER'S REPORT

## Operating Fund:

Cash on Hand 06-01-90	\$6,179.46
Contributions	128.00
Interest - 3 mos.	134.50
Windbreaker Sales	165.00
	<u>6,606.96</u>

## Expenses

USPS, Windbreaker Mailings	14.90
USPS, Other Mailings, Stamps, etc.	52.50
USPS, Poop From Group Mailing, PFG 9-2	141.85
USPS, Poop From Group Foreign Mailing	22.12
Neils Reprographics - 1200 PFG 9-1	191.04
Neils Reprographics - 1200 PFG 9-2	190.08
Eloise Musgrove Secretarial PFG 9-1	176.20
Eloise Musgrove Secretarial PFG 9-2	163.78
Misc. Officers & Director Reimbursements	70.00
	<u>1,021.97</u>

Operating Fund 09-01-90

\$5,584.99

## SPECIAL FUNDS

Ken Darney Fund 06-01-90	\$ 65.00
Rackheath Historical Marker 06-01-90	255.00
Albert J. Shower Endowment 06-01-90	6,105.00
	<u>6,425.00</u>

## Expenditures:

Rackheath Marker	3,294.85
Misc. Expenses - Rackheath	44.05
Lunch for Villagers, 23 Guests	928.95
Reimbursed above by 2ADA	(1,110.00)
Appreciation Evening, 75 Guests	1,873.15
Group Dinner, 13 Distinguished Guests	585.00
2nd ADA Banquet, 5 Guests	250.00
Total Expenditures from Funds	<u>5,866.00</u>

Ken Darney Fund 09-01-90

75.00

A. J. Shower Fund 09-01-90

484.00

Total Special Funds 09-01-90

\$ 559.00

## CONVENTION OMAHA 90

Receipts - ALL AMERICAN	\$ 120.00
Receipts	7,919.00
Deposits to Inn (82)	(5,166.00)
Preregistered Refunds	( 675.00)
Badges	( 445.65)
USPS - Envelopes	( 90.00)
	<u>\$1,662.35</u>

09-01-90 - TOTAL ALL ACCOUNTS

\$7,806.34

## LAST POST

Martin L. Altenburg  
Marvin Connack  
Paul W. Dicks  
Arthur M. Holter  
Nick Ordahl -A  
Glenn L. Permann

"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 him, try to locate him if he lives in your area.

Curtis E. Curren

Raleigh, NC

## ROSTER ADDITIONS

Charles Barrett  
Merle Brinkman  
Robert P. Dever  
\* James Dewherst  
Ora Holter -A  
Edward W. King  
John S. Korte  
Clarence P. Kurtz  
Sandy Pederson  
Dorothy Permann -A  
Julius N. Summa  
Lee Woodside  
\* Lost Soul Returned.

Bellville, MI  
St. Peter, MN  
Longmeadow, MA  
North Port, FL  
Millbrae, CA  
Ithaca, NY  
Lewisville, TX  
Cherryhill, NJ  
Maitland, FL  
Milwaukee, OR  
Kirkwood, MO  
Ardmore, OK

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.

LETTER TO JOHN STEVENS FROM DAVID J. HASTINGS, 467th Honorary Member, Member of the 2nd ADA Memorial Board of Governors, and Chairman of the Broadlands District Council

Now that the Convention is sadly over and you have all returned home, I felt that I must write and thank all the 467th for your great kindness and friendship. Your visit has left us with so many happy memories and we enjoyed every minute of your stay.

Thank you for that truly superb MARKER on the field, one of the best in Norfolk, and for that most moving day, starting at RAF Neatishead in your old huts, then the service at Salhouse Church, the unveiling ceremony, the lunch and then the great evening at the Sport Village; you really spoilt us all.

For our part, it was a great privilege to help with the programme and we and future generations will always treasure that marker as a reminder of those gallant and friendly members of the 467th who flew and fought for freedom from the airfield at Rackheath.

You have all enriched our lives so much.

Yours sincerely,

David

LETTER TO JOHN STEVENS FROM DAVID JEANS, who, with his brother, Phillip, donated one of the flagpoles at our Rackheath Air Base historical marker site

I am writing to tell you how much I enjoyed your visit to Rackheath and to thank you for your kind hospitality. I was deeply impressed by the friendship and goodwill from all of your members.

I hope you or any of your members will visit me when you are in England again. I would be pleased to show you around my factory and I am enclosing a brochure of the products we manufacture for interest only.

Please let me know if there is anything I can do to help you, and I look forward to seeing you all again in the future.

Kind regards,

Yours sincerely,

David

## CONVENTION 1991

Your site selection committee is again reviewing sites for our 1991 Convention. These sites include in alphabetical order but are not limited to: Dayton, Ohio; Norfolk, Virginia; New Orleans, Louisiana; Orlando/Cape Canaveral, Florida; Oshkosh, Wisconsin; Sacramento, California; San Diego, California; San Antonio, Texas; Tucson, Arizona; and Washington, D.C. This listing is also suitable for conventions past 1991. Some are popular resort areas, while others have strong military ties. All are widely scattered throughout the country. If you have strong feelings about where to and where not to have future conventions, please let your committee know your desires. Remember, no comments are tantamount to approval. Write to Bob Salzarulo, address on masthead.

LETTER FROM HENRY P. LEMMEN TO PHILLIP DAY, FEBRUARY 20, 21, 1990

Dear Phil, I have been busy finishing building my model of the Zeppelin "Macon" and now I have time to sit down and write some memories brought back by Vince LaRussa and some



things I read in the Journal. Also enclosed is a check to go to the 467th treasury for local use or one of the funds that we are asked to contribute to.

When we got off that ferry boat in New York on the way to the Frederick Lykes it was a miserable rainy night. The boat pulled up against the ramp but the joint with the pier did not quite match. There were some nurses ahead of me and one gal did not see the hazard. She was carrying a B-4 bag like the rest of us in our group. She stumbled and started to fall. You remember how full those bags were packed. She started to fall and the bag hit the ground first so she did not fall down but there was a sickening sound of breaking glass. You guessed it. It was a fifth of booze that was to be used for "seasick" medicine. She was close to crying.

As we were getting out of New York toward our convoy rendezvous point the weather was quite hazy and in the distance we could see the Queen Elizabeth passing us to the south. I thought we had been in convoy more than a day before we had that breakdown. It sure was a lonely feeling just sitting out there by ourselves. Some time during the day I do remember a little DE passing our stern. I cannot remember the name of the ship that was the convoy leader. I went over and back in convoy and wonder if it was the George Washington, an old passenger liner or the USS Marblehead, an old 4 stacker. One of the holds on the ship was empty and there were a couple enlisted men who had brought along their musical instruments. One was an accordion and I cannot remember the other. With all those steel walls the acoustics were really great and quite a large group would assemble to listen and sing. We had 12 officers in our little cabin. One was in the quartermaster corps. One day his 1st Sgt. came in with a gallon can of pineapple slices. Could the Lt. hide this because it seems someone had liberated some supplies from somewhere and their section was going to be inspected. It sat there for a number of days and the Lt. told the Sgt. if he didn't pick it up soon we would empty it. Finally we got our mess kits and divided up the pineapple slices. Then the weather got worse and I got sick. It seems every night when we went up to eat the dessert was pineapple slices.

In the very back hold there was a group of all black quartermaster troops. The bunks were 5 high. They were always playing some card game on the floor every time I did my tour back there. You could really hear that propeller beating the air when it came out of the water. One of the other men in our room was on duty back there one night when there was some depth charges going off somewhere on the fringes of the convoy. This hold had a stairway that came out on the back deck from a little coop like building. He said that they had a heck of a time keeping those fellows from going out on deck. I think they had to lock the door.

I also remember the trip up the Clyde. We arrived in the Firth of Clyde during the evening and anchored there for the night. The "Empress of Russia" was just to our right then but when we got out on deck in the morning it was on the other side of us. It took a while for some of the landlubbers to realize that the tide had something to do with that. As we went up the river I was impressed on how green the hills were. We had left a bleak looking New York and now all that green grass. I can also remember the arm waving of some of the shipyard workers. It had something to do with one arm hitting the other arm at the elbow of the other arm. I thought that was a fine way to welcome help. With that kind of greeting why should I go and fight the Germans for them in their snug harbor.

I don't remember much of the train trip to our base except the buzz job we got by some B-24. Now we had something to look forward to when we got into the air.

My first experience with the john besides the brown toilet paper was when I pulled the chain on the overhead tank. The mechanism attached to the pull chain came down and just missed me. In my first letter home I complained about the TP and whenever I received a package from home all the packing was good old American TP. I had enough to keep the crews in our hut supplied.

Did anyone remember the little building just off the base where they had dances. There were some of the London girls there in practically mini skirts twirling around showing much leg. Some of them were staying on a motor cruiser docked up there near the Broads. Was that Wroxem? Coming back from a mission on a sunny day I was always noticing the sailboats on the Broads and thinking of how peaceful it looked after just having been shot at a few hours before.

One time while we were assembling over Splasher #5 we watched a 458th plane going down without its tail assembly. The horizontal stabilizer was fluttering down just the same as a wing of one of my model airplanes did. The other 24 were heading back to base with about ten feet of wing tip bent down at an odd angle. I think they lost another ship on takeoff that morning.

One time we were briefed to bomb an airfield somewhere south and east of Paris. Briefing said there were only four guns on the field. We were supposed to go in over 20,000 feet. There was a warm front that came up from the south a little faster than was expected so we kept going lower and lower. I think we were just below the clouds at 17,000 feet on the I.P. Visibility was very good so we could see quite a way up ahead. It seems each group lost a plane going over. We were leading the high right section of our group and a crew that was of the first replacements that were assigned to our group was on our left wing. Steve gave me a poke on my left shoulder and pointed out to his left. They had taken a shot in the bomb bay and were aflame. They dropped out and headed down to the right of our formation. I don't know what the end results were as to their fate.

One time we were briefed for a mission and the clouds were quite low over the field. Weather briefing said that we would be above the stuff at 5,000 feet and we would be in the clear for assembly. We kept climbing in our racetrack pattern. I don't remember how high we were when we pulled out in a great big clear air bubble. Planes were climbing up in every direction from all the groups. It was a very worrisome climb the rest of the way up to clear air. We now were told to assemble somewhere south of London. When we crossed over the last of the cloud bank over London it seemed it started at the ground and continued straight up to our altitude which I think was about 24,000 feet.

One time while returning from a mission in the Berlin area we went quite far north. Again it was a nice sunny day and we could see ships sailing in the Baltic Sea area. Must have been near Sweden because they were not painted in battle colors, but in the plain black hull and white superstructure. But it was back at war as we passed Helogaland Island.

Well Phil, that is enough writing for this time. If you want to use any of this stuff in our "Poop" or send it to the "Journal" this is not copyrighted, so it is OK for publication.

Keep up the good work with the "Poop". I



know how hard it is sometime in getting enough material for a paper of this size.

Sincerely, Henry P. Lemmen, LTC. USAF (Ret.)

LETTER FROM MEL CULROSS, JULY 17, 1990

Hi Phillip and Cille, Jay and I had a great flight across the "Pond". (Now to get ourselves home. I made a video of the whole flight.)

Having a great time here with David Hastings, Tommy Dungar and Peter Bond. Just returned from London after a five-day visit and will visit Ireland this week-end. Weather perfect--summer--80° and blue skies. I am staying at your favorite place, The Garden House, and spend nights at "The Bell" in Salhouse. Taking a lot of video of the base at Rackheath that I expect few, if any, have. Jay and Marina flew down to Spain at this time. Everyone in Rackheath town are super to us.

Enclosed October reservations. Be looking forward to seeing you there. Jay and I hope to make a "fly over" Rackheath when Al unveils the Stone. I have seen it and it's very good.

Enjoyed talking to you both on the phone.  
God Bless, Warmest regards, Mel.

LETTER FROM ALBERT J. SHOWER, COL., USAF (RET)

Dear Phil and Miss Cille,

First I want to thank you for your part in the celebration of my 80th birthday. I was invited to have dinner with Hank Wedaa and his mother Anna on the 16th of June. It turned out to be a fantastic event, with so many friends and family members present at a dinner at the Revere House in Tustin, and messages from many 467th and 2AD friends as well as President and Mrs. Bush.

Present at the dinner were George Dong, Joe and Josie Ramirez, Al Tucci, Carl and Cecile Swenson, Joe Abernathy and Mavis Spencer, Walt and Ruth Mundy, Mel Culross, Harry Tanzer, Chuck and Norma Kagy, Bill Williams, Harry and Sally Orthman (492d/44th), Dick and Val Boucher (445th), son Jay and fiancée Marina Knagge, Jay's children Snowden Clark and Brenden Shower and their grandmother Ethel Battin. As a special treat, my daughter Holly Rusinak, whom I had not seen in several years, had been invited down from Canada. And of course, the perpetrators, Hank Wedaa and mother Anna, whose 90th birthday party I was privileged to attend last year.

Greetings had also been received from Bill and Maxine Clarey, Bud and Mike Chamberlain, Lloyd and Rae Davis, Jack and Lucile Stevens, Fred Holdrege, Bob and Eleanor Salzarulo, Anne and Puff Pugh, S. L. Taylor, Jim Mahoney, Jeff and Terry Gregory, Tony and Elpis Maris, J. Fred and Elva Thomas, Chuck Walker (445th), Walt and Phyllis Colvin, Charley and Eloise Caldwell, you and Miss Cille, Chuck and Leilh Grace, Mort and Marilyn Schecter, Thomas A. Nelson, Dave and Joan Patterson and David and Jean Hastings.

Words fail me to express the gratitude and pleasure I feel due to the esteem and affection shown to me on the occasion of an 80th birthday which I shall never forget. I look forward to our reunions in England and Omaha.

Sincerely,

Al

LETTER FROM BILL MCGOVERN, JUNE 28, 1990

Phil, Just received the latest issue of "POOP" and it was most informative as usual.

Was sorry to note that you would not be attending the reunion. You will be missed. Jack Stevens told me some time ago that you were experiencing some health problems. I trust that you are on the road to recovery and we all again see the robust Phil at Omaha.

I have been working with the English Solicitors on the plot of land at Rackheath for

the Memorial, and the conveyance papers will be ready for the dedication in July.

Best regards,

Bill

LETTER FROM JIM ROBERTS, APRIL 17, 1990

Dear Phil: Thanks for sending me the "467th POOP From Group," March 1, 1990 edition. I really appreciated it.

I had no idea that the 467th had an association and it's very existence is a most pleasant surprise.

I was one of the original cadre members of the 467th. I was originally assigned as Assistant Group Operations Officer, then transferred as Assistant Squadron Operations Officer 788th Bomb. Sqdn., "Bob Salzarulo" commanding (name on "poop" letterhead). Old memories are flooding my limited mind, but these memories are most refreshing and very welcome.

I found no application for membership and herewith apply--what are your requirements and dues?

For your information: Walt Jones (Maj. Ret), 4774 Scarlett Street, Columbus, Ohio 43227, kept a lot of information on the 788/859 members. Walt joined the 859th while still in the U.K. He might have some information on "old" 788th members. Try him.

Am writing to Vince LaRussa for a copy of the Unit History.

Please keep me posted.

Sincerely,

Jim Roberts, Formerly 788/859 James A. Seccafico (Sad Sack)

LETTER FROM VINCENT D. LARUSSA, APRIL 21, 1990, TO JIM ROBERTS

Dear Jim, Under separate cover I am sending you the Allan Healy book THE 467TH BOMBARDMENT GROUP SEPTEMBER 1943 - June 1945. Included are several other items that you may find of interest from your days at APO 558, Station 145 at Rackheath. The book makes good reading and if you do as I did, you will not put it down until you have read it cover to cover. You should receive the book in about 10 days, the Post Office willing and doesn't delay it en route. The cost is \$30.00, postage included. You can send a check.

If you are able, try to attend the Omaha convention this coming October, I am sure you will have a great time. Be sure to take along any photos or other memorabilia, especially any orders you may have saved. We are collecting for the purpose of filling in the cracks that were left open at the end of the war and you may have information of interest to us all. For example, I am trying to find the ship's manifest of the Frederick Lykes, covering the overseas shipment of the ground personnel. Phil Day, the Group Historian and Publisher, is attempting to identify all aircraft, by serial number and name, that were assigned to the 467th. His major source of identification has been the Fuel Load Reports. Unfortunately, the reports for the first 14 missions have been misplaced. That reads lost.

Enjoy and see you at Omaha.

Sincerely,

Vincent LaRussa

LETTER FROM JOHN WILDS, 25 APRIL 1990

Dear Mr. Day, Many thanks for my first "Poop from Group."

For your records my full name is John Wilds.

I have strong family connections with Rackheath and the 467th. My grandmother, Mrs. Parish, lived on Salhouse Road not far from the "Sole and Heel" pub. My mother's cousin and her family lived on Green Lane near what was the technical site of the base and still live in Rackheath. During the latter years of WW



II, my mother brought me and my three elder brothers to live with my grandmother to get away from the bombing in London. My brothers attended the Rackheath School and still talk of the times they visited the base, got to know the personnel and were never short of chewing gum, etc. Being born in 1942, my memories of the time are not so vivid but have since tried to make up for that with my own research. Through Vincent LaRussa and the 2ADA and the Memorial Room at Norwich Library, I have been able to obtain a variety of interesting material and a few photographs.

I regularly visit Rackheath and the base area, now of course much altered.

I hope this information is of some help.

Thanks again.

Yours sincerely,

John Wilds

LETTER FROM CHARLEY CALDWELL, MAY 10, 1990

Dear Phil--Sorry to read of your recent need for the operation, but it is good to know you are doing so well now.

On your roster additions you carry the name Harvey P. Pettit. Was he a pilot? I flew my first mission with a Harvey Pettit in the 791 Sqdn. on July 31, 1944 on a mission to Ludwigshaven. We never got there, had to abort over Belgium. Lost #3 at 18000 feet and the group was still climbing, going up to 21000, so we turned back, dumped our bombs in the Channel and found ourselves at 5000 on top of an overcast that went to the ground. We started an instrument let down on Splasher 5, but gave it one additional minute out--six minutes instead of five minutes.

At 80 feet, still in the fog, I could see splashes of water of the cold North Sea race by. Harvey shoved the throttle to the fire wall knowing the cliff and radio tower were dead ahead. First B-24 I had seen that would climb on three engines. It was good that we had dumped the bombs and the extra minute for the instrument let down.

Of course there is more to the story, but Harvey seemed to consider it kind of routine and I was just beginning--the Junior Birdman.

Later we were both transferred to 790 Sqdn.

On page 52 of the Allan Healy History of the 467th, you will find a picture taken that same day. It is part of the George Loveless crew with whom I generally flew. Left to right they are Duane Comport (navigator) (carrying the duffel bag) Gannon, co-pilot (who normally flew with Harvey Pettit) and Jim Sherrard (bombardier). (Notice they are carrying their chest pack chutes). I am in the background in uniform as I had come back early.

Would you please send me Pettit's address, just have to find out if he is the same Harvey Pettit. I last saw him on a mission near Madgeburg. He was flying in the Red Heart (Lonely Heart) and off our right wing. A burst of flak caught Harvey in the leg and tore him up pretty bad. Gene McMakin (co-pilot) and Brenderman (navigator) flew the plane home but never rejoined the formation. Bounced the landing pretty bad. At critique, Col. Shower asked, "Who made the landing?"--to which Brenderman (misunderstanding the question) answered, "We took turns." There was a long stare and then the Col. turned and walked away. Yeah--could have happened between bounces.

Never saw or heard of Harvey after that day. Nobody did. And his crew and ours shared the same hut.

Thanks, Phil, for the news and a great "Poop From Group."

Charley

LETTER FROM AL WELTERS, JULY 14, 1990

To Poop From Group Editor, Regarding Mort Schecter inquiry.

In going back to the days at Rackheath, my memory recalls the following in regard to an incident where three crewmen rode a pilotless B-24 down.

One evening as we were standing in the chow-line at the EM mess hall around 1730 hours, an Air Force low-boy trailer came by on which were four engines from a B-24 aircraft. The props were tightly wrapped about the engines, the engines had somewhat of an orange hue from particles of orange brick which were mashed into the metal. Someone remarked that the engines were from one of our groups B-24's which had crashed through an English home. That was all that I heard about it at that time.

Not too long later, a broken wrist required some care at the Division hospital. When I was loaded in the ambulance to transport me to the hospital, there were three other members from our group that went along. In our conversation on the way to the hospital, they told me they were the three crewmen that survived crashing through the brick house in the B-24. They said they positioned themselves with their backs against the waist side of rear bomb bay bulkhead sitting on the deck. They were going to the hospital to have their backs checked as they were having problems with back pains. At that time I knew their names, having lost my diary I have no other way to recall their names or anything else in regard to their crash, crew or aircraft. As I remember, that probably happened in March of 1944.

Probably should add that the three crewmen were of medium build--5'9" in height, brown hair, light complexion and mild, pleasant character--never saw them again.

Al Welters

LETTER FROM ALEX S. JEKEL, JUNE 6, 1990

Dear Mr. Day, Thank you and Mr. Pugh for the "Poop from the Group." I had no idea you even existed, and it was entertaining to read of all the activities.

As for having any names of any other members of the 467th, I have none. I did meet Col. Shower in 1947 at Smokey Hill AFB, Kansas. He was en route to Walla Walla, Wa. And I also met Maj. David Love at Chanute AFB in 1952; he was with a training group.

As for tales of myself: I graduated from flight school with Class 43-1, George Field, Ill. From there to Mt. Home to join a group training in B-24. Then to Wendover, Mt. Home again, Tonapah, Nevada, and Langley Field, Va., where we trained with radar bombing. I was assigned to David Love's crew as co-pilot. In my leisure time at Langley, I asked several of the base instructor pilots to check me out as a 1st pilot. Finally one of them did, however, I still went overseas as co-pilot to Lt. Love.

In June, 1943, I had married Margaret King, a strong, smart woman in whom I find no fault. She gave me nine lovely children. They, in turn, gave us 16 grandchildren.

We arrived in England at Peterborough where our aircraft was taken and we were sent individually to various fields. Love and I arrived at Rackheath on 12 June 1944 at about 0700. As I stepped off the aircraft I was met by the OD and told that I would be on today's mission which was briefing at the time. It seems that there was a shortage of co-pilots. The OD took me into the ready room on the flight line and the supply department gave me all the combat gear I would need. Next he introduced me to Dick Gray who was the pilot and I was welcomed by Dick and the rest of the crew. By the end of the week I had five missions. Lt. Love was shot down on one of his first missions as co-pilot. On my first mission, we were tail end charley; I had a good view of the Group CO and watched as both his



aileron were shot off with one (4 gun) blast of flack. He turned over the command to #2, and limped back to Rackheath. I flew about half my missions with Dick Gray and when he finished his 25 missions; then I was checked out again as a 1st pilot. It seems to stick in my mind that my ship number was "Shirtmaker J for Jig # 176." The ground crew chief told me I had 4 new Chevrolet engines. Over a period of nine months I was assigned to the 788th and 789th squadrons.

Major John J. Jones was my squadron commander at one time, great person. I also flew as co-pilot with a Maj. Donges who had to have a cigarette at the IP. You know how tough it was to light up at 22,000 feet. Donges would blow oxygen out through the cigarette, and a blast of flame would go across the cockpit.

As you will see, I am a survivor, and was able to get a hot shower occasionally. Col. Shower and Lt. Col. Smith had quarters equipped with a hot shower. The building had a latrine and shower attached to the back of the hut with an external door. It was always ready with a hot shower. So when the wheels went into the air or up to Div. Hq., I would put their hot shower and soap to good use.

After finishing at 467th, I was assigned to Miami Beach for a few weeks and while there the first releases from service were made shortly after Easter. I had enough points to get two soldiers and a WAC out and was released from service.

1945-46 I went to college and then was recalled to fly B-29's. Transferred to ATC- flew C-47, C-54, C-74 and rified in 1950.

Enlisted in 1952 and finished my college degree. Industrial Arts and mathematics--post graduate studies in psychology and a major in education.

In 1955 I was assigned to OSI (Office of Special Investigations) as a special agent for eight years and then transferred to the US Army; they offered to let me fly and sent me through the Army Flight School.

One tour of combat as an assault helicopter pilot with the 1st Air Cavalry at An Key, Viet Nam in 1965. Then retired from service in May, 1967.

During the winter months after retirement, I would teach various High School subjects, and in the summer I would crop dust in the Oakanagan, Washington area. Also some aerial firefighting with the Forestry Dept. I retired from flying in 1971, and retired from the teaching profession in 1985. We now live on a small farm with our parents, south of Olympia, and west of Mt. Rainier raising sheep, grapes, and making wine.

Margaret, my wife, and seven of my children were, in England, West Suffolk, for three and one-half years, 1957-60. At the time I was assigned as an OSI agent out of the London Office. While there we did visit the old Station (Rackheath). It was a sort of run-down farm. The old manor house was an antique shop of sorts. We walked around the hanger area. I could almost hear the engines being run-up.

I must have been the youngest pilot in the 467th and the oldest pilot in "A Company 229th Assault Helicopter Bn. 1st Air Cav."

Alex

LETTER FROM C. C. SEELIG TO DONALD R. GEERY,  
FEBRUARY 13, 1990

Dear Mr. Geery: On April 13th, 1965, I was Chief Officer on board the FREDERICK LYKES. On April 14, 1965 the vessel was sold by "Lykes" to Sperling Steamship Corporation, a company headquartered in New York. Upon purchase the vessel was renamed the "SS HARBOR HILLS" and I was offered Command which I readily accepted.

In 1966 she was renamed "KINGS POINT".

In 1968, I resigned command of the "KINGS

POINT" and returned to Lykes Bros. Steamship Co., Inc.

In 1971 the vessel was sold to a Keelung, Taiwan shipyard for scrap.

Inasmuch as the "FREDERICK" was my first command I, to this day, have many fond memories of that vessel.

During the three years of my command, we sailed almost exclusively between the West Coast of the United States and Vietnam.

The SS FREDERICK LYKES was a C-3 type vessel built at Kearny, New Jersey in 1940. Her home port was New Orleans, Louisiana.

If I can be of further assistance, feel free to write or phone.

Yours very truly, C. C. Seelig

LETTER FROM ANDREW J. WILKINSON, 20 FEB. 1990

Dear Mr. Day, you may remember writing early last year advising me how I could get hold of a copy of Allan Healy's 467th book. You will be pleased to know Vincent LaRussa promptly dispatched the book and it now sits proudly on my bookshelf. I think I mentioned that I had been researching the history of the 467th and the book provided some very useful information, particularly at the rear as well as containing some wonderful photographs.

I recently made the trip to Norwich to visit the Second Air Division Memorial Room and it proved a very worthwhile and fruitful day. Tony North was most helpful and presented me with a host of 467th material to sift through. Opening the "Rackheath Archive Box" felt like opening a treasure chest. I must commend members of the Group and others who have deposited diaries, personal histories, memorabilia and photographs with the Library, they were a joy to read and provide a source of very useful material for future generations.

Among the items were copies of "Poop From Group". I understand you have no subscription to this journal as such, therefore I enclose \$20 donation towards whatever you "think fit" regarding furthering the aims of preserving the memory of the 467th. I would be very grateful if you would include my name on future mailing lists for the journal and be very pleased to be counted as an associate or "friend" of the 467th BG. I am happy to make an annual donation towards the endeavors of the Group.

During my day in the Memorial Room, Tony North had brought in his personal photo album for me to view. It was a staggering collection of 467th Liberators lovingly collected over many years and I was astonished to find he had similar albums on each of the other 2nd Air Division Bomb Groups. He also showed me the latest exhibit, a complete stool from a B-24, possibly belonging to the navigators position. Apparently it had been found locally to Norwich, used as a garden chair for nearly 45 years, recognized and rescued before it found its way to the dump.

Does the 467th have an official historian, is it yourself, or do members pool their knowledge of the Group on a collective basis? I have written to Vincent LaRussa on several occasions and he has kindly written back providing information, addresses, etc. regarding my different lines of inquiry arising primarily out of one of two minor inaccuracies and perhaps errors of omission from the Allan Healy book. I have quite recently obtained the "official history" on micro film and at this stage in time, I have yet to fully work through the complete records. I anticipate I will have further questions which may need clarifying and rather than continually "burden" Vincent LaRussa with my inquiries, I wonder if I may address some of them to yourself.

You will be pleased to know I'm planning a second trip to Norwich, there is so much more to see in the Memorial Room. I didn't have



enough time first visit to read "Saga of a Reluctant Co-Pilot"!

Yours sincerely,

Andy Wilkinson

P.S. I work as an Air Traffic Controller at the London Air Traffic Control Centre, close to

Heathrow Airport. Any 467th members visiting England and who are interested in modern aviation matters would be welcome to be shown around the complex by myself. Prior notification of a visit is essential.

Andy



**Jack Stevens, Colonel Albert J. Shower and Jeff Gregory at Historical Monument Dedication.**

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