



POOP from GROUP 467

VOL. 12 NO. 1

STATION 145

RACKHEATH

APO 558

MARCH 1, 1993

FOUR HUNDRED SIXTY-SEVENTH BOMBARDMENT GROUP (HEAVY) ASSOCIATION, LTD.
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FROM THE PREZ:

This issue of PFG includes the final write-up on the Kissimmee '93 467th BG CONVENTION. Phil advises that a "convention" is more proper than "reunion" for tax purposes, hence the change. Irregardless, "a rose by any other name" is still a rose, and this will be a gathering not to be missed. The Convention write-up contains some updated information so please read it completely. The program is shaping up as one of the best, with special entertainment both Saturday and Sunday evenings along with the banquets. The only party-dress suggested is the banquet Sunday evening—otherwise everything is casual.

In a letter giving me the latest 467th/2AD address changes, Evelyn Cohen commented on the tremendous number of people who are moving along with the plea to: "PLEASE, ask your people to be more timely in sending their new/corrected/winter/summer addresses." When you don't get your 2ADA JOURNAL, or your 467th POOP FROM GROUP fails to show up, it may be because you neglected to keep Headquarters informed of the change. Summer/winter addresses are particularly important, both because it gets the mail to you and because every returned paper costs money. A 19-cent postcard will do the trick. Send one to Phil and one to 2AD. If you don't belong to the latter, the \$15.00 dues to: Evelyn Cohen, 06-410 Delaire Landing, Philadelphia, PA 19114 will get you the JOURNAL and an invitation to all the 2AD functions, including mini-reunions around the country.

I have a letter from Lt. Col. Albert Hanson, via Raymond Strong of 2AD, asking if anyone remembers a 96th Bomb Wing insignia patch. It was designed at 96 CBW and Al has an original patch but doesn't know if it was ever approved for use. It has a 96 inside a star as the center of a set of wings across the top. Below is a shield with three B-24's in formation with the numbers 466, 458, and 467 following the planes. Following the center 458 is an eagle, with wings spread, holding two bombs in its claws. Does anyone remember such a patch? I was with the 467th from July 1944 until the Group came home in June 1945, and I don't recall ever seeing it. Please let Phil or me know if it sounds familiar.

I would also like to quote a paragraph from his letter which I find particularly germane: (Col. Hanson was with the 458-466-467 as operations sergeant and finally moved to wing where he finished the war.) "I get great feelings when the news reaches me through the Journal, even though the news is mostly

about the fly boys. Not much is written about the cooks, medics, photo, admin, ops, G-2, motor pool, radio, MP's, special services, chaplains, ammo personnel, bomb loaders, printers, quartermasters, tower personnel, weather station, dispatchers, and on and on. Not a plane would move, repeat...NOT MOVE, if all these units did not do their job...that plane MAY fly, but it is the mechanic with the wrench in his hand that put it there...and all the aforementioned people that stood behind him." (How about your memories contribution Albert? Ed.)

I would particularly like to see a large number of ground personnel at Kissimmee, and I know Phil would like input for PFG. How about sharing some of those memories both at the convention and in print. All of the action wasn't at 20,000 feet!

CONVENTION 1993:

From convention coordinator/467TH President, Ralph Elliott.

Continuing the practice of having one stand-alone gathering each year, the 467TH BOMB GROUP (H) ASSOCIATION LTD. CONVENTION will be held May 13-17, 1993 in Kissimmee, Florida at the Hilton Gateway Inn. Festivities will begin with a patio hospitality party Thursday evening, May 13, followed by an all-day bus tour to the Kennedy Space Center on Friday. The Space Center tour is included in your convention fee in keeping with our practice of including, in the basic fee, activities of interest to all attendees, giving us the most "bang for the buck". This applies to scheduled tours, meals, and entertainment. It makes planning easier and results in a lower price for everyone. Breakfast is included each morning, lunch on Sunday, and banquets Saturday and Sunday evenings.

Saturday, May 15, is open for tours of your choosing. Disney tickets are available at a discount, using the order form below—(Postage/handling \$3.00). You will receive a Gray Line brochure with your convention receipt listing several other tours that can either be booked ahead with Gray Line or after your arrival in Kissimmee. With so much to see and do in the Orlando area, I can only suggest that you extend your R & R for a few days, taking advantage of the special hotel and car rental rates in effect before, during, and after the convention. You bombardiers might want to stay over for the BOMBARDIERS, INC. 8TH REUNION being held May 19-23 in Orlando—Phone (407) 855-8455 for details.

Saturday evening's buffet dinner will be followed by special entertainment you wcn't want to miss. The Colonel is safe in Kissimmee—having recovered from his hanging in Tucson—but don't rule out anything else!

The 467th BG (H) Association Business Meeting will be held following breakfast Sunday morning and we'll adjourn for lunch (included): then a free afternoon followed by our farewell banquet that evening. 467th VP Mel Culross is in charge of the evening festivities which, again, promise to be something special.

We will have a private hospitality room throughout the convention with tables for memorabilia and TV and VCR available for the showing of tapes. Bring your tapes as well as any scrap books and memorabilia you have. The hospitality room is the hub of the convention, and Phil Day's mission records, along with the big picture books, have answered many questions where personal records were non-existent. The "need to know" has suddenly become important—more so than it was 45 years ago—and this convention is the place to find the answers. Kissimmee is the place to renew your Rackheath experience, to meet your buddies from the orderly rooms, the mess halls, the photo and support shops, the ground crews, and the flight crews. Don't forget, it took ALL of us to forge the best bombing record in the 8th Air Force. I have asked Colonel Shower to share some of his memories with us at our Sunday evening banquet. That alone should be worth your convention fee. Seeing him again is the highlight of any 467th gathering.

We'd like to extend a special welcome to those of you who have never attended a 467th reunion: it's difficult to describe the emotions you feel as you greet old friends and comrades from 45 or 50 years ago. Your children and guests are welcome too. It's surprising how interested the kids have become after ignoring our "war stories" for so many years.

Budget-Rent-A-Car has been named the official car rental supplier for the convention. You will receive a rental certificate with your receipt or call 800-772-3773 and identify yourself with Rate I.D. VAR7BOMB for rental discounts.

If you plan to come by RV, we have arranged for a \$15.00 per day (plus tax) camping fee at TROPICAL PALMS RESORT, Ph 800-647-2567. From Jct. of I-4 (exit 25-A) & US-192, E one mile on 192 to Holiday Trail, S 1/4 mile. Identify yourself as attending the 467th Bomb Group convention. They can store your unit if you're going on the cruise.

We have made arrangements for a special 4-day cruise to Nassau and Freeport following the convention with prices over 50% off regular prices—all cabins outside and one of the premier ships, the M/S WESTWARD of Norwegian Cruise Lines. Half of our allotment of cabins is already gone. Contact is Joe DePasquale of South Florida Cruises, Ph (800) 927-7447, ext 177. This offer will not be available after March 20, 1993. Make your reservations immediately if you expect to take advantage of this special price.

Arrangements are being made for cruise passengers to be picked up at the Hilton for the trip to the ship at Ft. Lauderdale and returned to the Hilton, Kissimmee at the end of the cruise. Cars can be left at the Hilton. Or, you may want to arrange to fly out of Ft. Lauderdale—the airport is only 1-1/2 mile away from the ship's dock.

You will need to be especially cognizant of your inclusive convention dates in booking your air travel. I opted to stay out of the airline booking business since there were no special deals to be had. Your best bet is to get acquainted with a good travel agency and work with it for the best fare they can find.

The entire HILTON GATEWAY INN has been refurbished, and the Tower section is brand new. You have your choice, with the Tower slightly more expensive. Past President, Bob Sheehan and his wife, Rosemary, were there January 8th and report the hotel is first class. Deadline for hotel reservations is April 15 while reunion reservations may be made up until the reunion begins. HOWEVER, it will be to your advantage to book the reunion early. **There will be a DRAWING at the final banquet for ONE FREE REUNION PACKAGE worth \$180.00 for reunion reservations postmarked NO LATER THAN March 15, 1993. You will note the 15-day extension past the original deadline to give you a chance at the drawing after receiving this issue of PFG.

ROSTER ADDITIONS:

Ruth L. Bereskin -A	Bowie, MD
Marion Brockett -A	Atwater, OH
Cleo E. Callen -A	Akron, OH
Helen S. Campbell -A	Prattville, AL
Lem Bond Chin	Cranston, RI
Gloria M. Derr -A	Loves Park, IL
Peter G. Duin	Humboldt, IA
June R. Ehrlich -A	Murrieta, CA
Roger A. Fox	Lowden, IA
Stan Goldman	Duncanville, TX
Joseph B. Kennedy	Savannah, GA
Adam M. Matusa	Bethlehem, PA
Donald L. Parvin	Merchantville, N.J.
William L. Pehrson	Ft. Wayne, IN
James C. Pippenger	Cedar Rapids, IA
Archie C. Pittman	Wharton, TX
Robert L. Seng*	Boise, ID
Hiram W. Whittle	Beech Island, SC

*Returned from Lost Souls

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.

LAST POST:

Ben Bereskin	Sam Eagen
Sherman Brockett	Paul Ehrlich
Thomas J. Calahan	Michael Hasiak
Richard K. Callen	Ray F. Kudla
Richard J. Campbell	Joseph H. Monts
Gail A. Derr	Charles A. Pappas

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

LOST SOULS:

Robert F. Burns	Denver, CO
Lewis W. Christie	Salt Lake City, UT
John Doling	Ft. Pierce, FL
Roger H. Rafford	Farmingdale, ME

REUNION INFORMATION:

2ADA MIDWEST REGIONAL:

Springfield, IL — May 26-27, 1993

Contact: Bill Kirkton, P. O. Box 296, Chatham, IL. Telephone: (217) 483-5611.

Primarily for MI, OH, IN, KY, WI, IL, IA, MO and MN. Will be at Holiday Inn—Holidome.

2ADA SOUTHWEST REGIONAL:

Dallas, TX—Saturday, March 27, 1993. Marriott Hotel off LBJ Freeway at Coyte Avenue. Room \$49/night plus tax, includes breakfast for two. Fish or Chicken Entree \$25/plate; Beef Entree \$30/plate. Contact: John Sanders, 5249 Zion Road, Garland, TX 75043. Telephone: (214) 226-1623. You will be welcome at either of these even if you do not belong to 2nd Air Division Association.

BOMBARDIERS, INC. 8TH REUNION:

Orlando, FL — May 19-23, 1993.

Contact: Sid Mickelson, 6721 Bonnie Lou Drive, Orlando, FL 32809-6020. Telephone: (407) 855-8455.

SECOND AIR DIVISION ASSOCIATION:

1993 Convention, Hilton Head, SC, Hyatt Regency and adjacent hotels—first week of November.

1994 Convention, considering Kansas City, MO and Traverse City, MI—late May or early June.

REUNION INFORMATION CONTINUED:

1995 Convention, return to Norwich, 50th Anniversary of Victory in Europe—limited to 500 participants. You will have to be a member of 2ADA to attend these conventions. Join by sending \$15 per year to Evelyn Cohen, Apt. 06-410 Delaire Landing Road, Philadelphia, PA 19114. Persons accompanying members must also join the 2ADA. \$50 deposits suggested for any of the 2ADA conventions, non-refundable for Norwich, 1995.

WANTED — WANTED:

Ex-Gunners for the Air Force Gunners Association (AFGA).

The AFGA is a non-profit association composed of Enlisted Aerial Gunners, who served in the U.S. Army Air Force, or the United States Air Force, who flew on any type of Bomber Aircraft as a Gunner, including Radio Operators and Flight Engineer Gunners.

Our Association was organized in 1986, and presently we have approximately 1,300 members. The Air Force Gunners Association has Biennial Reunions alternating from the East, Central, and Western Sections of the United States. Our 4th Reunion will be held July 15–19, 1993 at the Holiday Inn, Bethesda, Maryland.

For more information, please contact: Jay E. Ingle, Membership Chairman, 35469 Colossians Way, Shingletown, CA 96088, or the AFGA, P.O. Box 844, Denair, CA 95316-0844.

REFLECTING ON POOP FROM GROUP OF JULY 1992

by Al Welters:

Although some time has passed since the PFG of July 1, I feel that I should comment on articles written in it. I enjoyed and appreciated the articles, and I say thank you to those members who took the time and effort to write and send them to Phil Day. It was a very interesting newsletter but probably would not have been so if Kenneth Driscoll had not written about his experience. Would like to see more articles like Driscoll's—keep our 467th history alive and let us know what your part was in our Group's history.

It was good to see a letter from Capt. Albert Touchette in regard to Pfc. Daniel Miney's death. It had always bothered me that there had not been more recognition for Miney. Al Gerads, a good friend of Miney, called me after the POOP and said he was glad to see the letter from Capt. Touchette giving Pfc. Daniel Miney that recognition. Gerads said that gave him a feeling of satisfaction. Had always wondered if Capt. Touchette, Commander of 1229th QM Co. was a member of our Association. If other attached unit Commanders are members, it would be good to hear of their experience in the ETO with the 467th.

Thanks to C. P. Kurtz for submitting the Aircraft Mechanics Ode, written by C. N. Ball, 788th Sqdn. I would say he was on the "BALL" when he wrote that. It's very much like it was. I think it is great. The Ode reminds me of a time on the line during the GAS TRUCKING MISSIONS. Michael Kozak (Electrical Section) and I were checking the A/C for problems as they were coming in from a Gas Mission. None had problems thus far, then the last one taxied into the "hardstand" in the area of "Wabbits" hardstand. We quickly walked over to talk with the pilot before he would leave. He said everything was O.K. except the bomb bay door motor—it seemed to be acting up. I went up to turn on the power; Kozak was standing on the concrete inside the bomb bay. He tried the doors, immediately the motor exploded. Flames were going up the side of the fuselage and along (under) wing and vent from the fuel tanks that extended into the bomb bay. Kozak yelled "cut the power." I already had and tossed the fire extinguisher to him from the flight deck. The extinguisher held out long enough to out the fire. When it was over he looked at me and I at him, and he said "You know, Welters, by rights we should be 'ghosts' now." I agreed. You could see the gas vapors floating in the air below the wing surface.

Recently a new pastor assigned to our church celebrated his 40th year in religious service. His sisters were here for the celebration and I was introduced to them. As they were Pennsylvania residents, I asked if they knew people by the name of Kozak. They said yes and that on their return they would check on a Michael Kozak for me. Three days later I had a call from

them saying that they had found the Michael Kozak family and that Michael had died two years ago. I had an answer to my long search for him. Also, it so happens that this pastor knows our 467th's Chaplain, Fr Sharbaugh; he is a second pastor at our church who knows our Chaplain.

Back to the Ode "OUT ON THE LINE" reminded me of the times I walked up the line to check for problems on our Sqdn. A/C. I remember at each A/C the ground crews were seriously going about their duties, grimy and chilled to the bone, but cheerful and intent on getting the job done—I felt I was with a good team. For all of you men that were "on the line," 'good wishes' to you from here on UP THE LINE.

The next article to comment on is James Murphy's 'FLIGHT OF NO. 10607'—it touched and stirred me about as much as Kenneth Driscoll's article. Thinking back to the day that flight took place, I never thought there would be an article written about it by the pilot and gave it up at that—so it was an unbelievable surprise. My memory took me right back to that foggy morning. A number of times I tried to imagine myself in that pilot's position and what he was thinking. The following is how I remember what took place: SFC Richard Smith, from the Electrical Section, and I were on the line waiting to see if any supercharger or electrical problems came up so we would be there to take care of them so the A/C could take off for the mission. The fog was so heavy you felt like pushing it aside. We were wondering if the mission would be SCRUBBED. You could not see a signal. Then we heard a plane starting take-off at the south end of the runway. Smith and I stood still, listening as the plane passed by our 789th area, then we heard a rumble and crashing noise. It shocked us and we hated to hear it. Before we knew it, the second plane started on take-off. Again we listened closely and heard that plane crash also. We said, "They crashed. Let's run out there and see if we can help save the crew members from the wreckage." We ran to the end of the runway and then started on a B-line in the direction of the crash noise. Just as we got to the end of the runway, I heard another plane start on take-off. I said to Smithy, "Let's get back; there's another one coming." I heard it snorting down the runway and watched for it. For some reason Smithy just stood in the path of take-off. Then I saw the plane, yelled at Smith, "LOOK OUT." The plane had reached the end of the runway and the wheels were still on the ground. Quickly I looked at Smith and he flopped to the ground just before the right landing gear rolled by him. I was standing just off the left wing tip, and from where I was, the bottom of Smith's boots were facing toward me and it looked like the right landing gear hit his head. I held my breath, to listen if the plane would crash. There was a sharp crackle, like the breaking of a piece of lumber or post, and I thought the plane must have hit the pole with the small signboard on it. The plane continued on—no crash noise. I then got my breath, quickly looked at Smithy still lying on the ground and called out to him. He raised his head, and I asked if he was O.K.—he was. Of the two crews, no one was alive. What a sad and sickening sight—a sight that I'll never forget. Some years ago, Virgil Miller, who lives here in the Twin Cities area, contacted me. He had seen my name with something I had written about that foggy morning take-off. If I remember right, Miller said he was Flight Engineer on 10607. That was surprising to hear from the Flight Engineer on that plane, and to learn he was residing right here in our Twin City area, and so long after that took place. Miller said that the pilot said, "I think I hit a man." He must have seen Smith. Thank you Pilot Murphy for writing of your 467th experience in our Group. It really touched me. No doubt I can probably say you didn't think someone was standing just off your left wing, watching when you went through those tense and near-death moments of your take-off. Well, you can be assured I certainly will verify the story you wrote. After I heard your plane continue on flight, I wondered about the crackle noise and if you continued on the mission. But later that day, I heard that you made a crash landing at another base because of damage to your A/C. In my conversation with Miller, he said that the pole struck by the A/C caused a lot of damage.

Richard Smith, I'm sure, is remembered by all those on the line. I enjoyed knowing him and have been trying to locate him

ever since we left Rackheath. Surely would appreciate it if our Texas members would be on the lookout for a Richard W. Smith from San Bennito, Texas.

Will close this letter as it is time to get my --- out on the line and ... Thank you all for your letters to our "POOP FROM GROUP."

BITS AND PIECES:

Received many cards and letters of well wishing for Miss Cille and me; greatly appreciated. She does real well; I do passably well.

I know each of you join me in offering our sincerest condolences to Colonel Albert J. Shower and family on the death of his wife, their mother, Dee, in early December. She was buried in Arlington National Cemetery.

Meral O. Rood, 6130 Benmore Street, Long Beach, CA 90815, would appreciate hearing from anyone who served with Detachment A, 862nd Chemical Co. (AO). The detachment arrived at Rackheath November 11, 1943. They maintained storage of incendiary bombs, colored grenades (pyrotechnics) and sky (smoke) markers. Its complement of two officers and 65 EM strength varied little during its service in the Group. Half of the detachment worked with squadron ordinance in loading conventional ordinance. The 862nd was not inactivated on April 15, 1945 when all other ancillary units to the 467th became part of the 375th Air Service Group.

Terry Carlson, 5074 W. Balmoral Ave., Chicago, IL 60630, (312) 202-0690, is in process of forming the Chicago Chapter of the Eighth Air Force Historical Society. If you of Illinois find this of interest, get in touch with Terry.

Vincent O. LaRussa, 8570 N. Mulberry Drive, Tucson, AZ 85704, is Chairman of Nominations for Association Directors. Please submit your candidates to Vince for the coming election of two directors at the Kissimmee gathering. This is something each of you can do, nominate yourself if you wish, but do give Vince a nomination.

Phyllis DuBois, Trust Librarian of Memorial Library, the Memorial Trust of the 2nd Air Division, USAAF, wrote us of the long list of books purchased with the interest of \$5,000 endowment for that purpose. I think this is one of the better things we have done as an Association.

Smithsonian Magazine Air and Space, in the August/September 1992 edition, has a very good article on Willow Run and its production of 8685 Liberators, 93 million pounds of air frames. Your library probably has this issue. Bill McGovern sent me a portion of the Milwaukee Journal which said Willow Run works will soon be closed after producing the B-24, the Kaiser-Fraser automobiles and GM transmission assemblies. Today, there are few reminders of wartime at Willow Run. The high school cheerleaders still shout "Go Flyers" at football games and class rings bear the likeness of the B-24. But the whole of the bomber effort at Willow Run is long gone, as is the B-24 that once sat in display near the plant. Souvenir collectors picked it apart!

Ralph Davis sent me pictures of himself cleaning the "bird droppings" off our plaque at Dayton. Also a package of Red Oak Acorns (much larger than those of our Southern Oaks) which I put out to sprout. So far, no luck on the latter, but sincerest thanks to Ralph for his "cleansing diligence."

Richard Borton put us back in touch with Robert L. Seng. Rest of you help us keep our roster current, by locating the LOST SOULS and by sending in names of 467th vets you correspond with.

Time-Life Books in its Epic of Flight Series, has one titled "America in the Air War" in which a B-24H, Ser. No. 41-29445, call sign N+ is depicted. The illustrator, painter of this picture, John Batchelor, says it was the aircraft flown by Jerry Korn. Korn is not on our current roster but is in Group Roster as Gerald E. Korn. The nose art is a winged white horse with a bomb on its right side, named "Also Ran." It list it as salvaged August 6, 1944.

A puzzler, via Evelyn Cohen. She has a note from S/Sgt. Morton Solomon, who wrote he was in 788th BS and aircraft was named "Bucket of Bolts." He is on our master roster, but not our current roster. Unfortunately, he did not put his address on the

letter, and the envelope with return address was misplaced. Do anyone of you out there know Mort and how he could be located. Write me. He was looking for fellow crew members.

Frank Hart, 1900 Circle Drive, Bay City, TX 77414, (402) 245-6371, would like to hear from anyone who knew his cousin, Luke Morris Haines, who went MIA on 13 April 1944 (later KIA) along with 1/Lt. Ernest Caluori and S/Sgt. Abel J. Williams. Frank said the family would be extremely grateful for any information about S/Sgt. Haines. The Caluori crew was of the 789th BS.

David Alp -A, of Upton, Norwich, met the "Friends of the 467th" at Rackheath with his fully restored WWII jeep. We talked of how, when, why it was done and I asked him to write me of it. He did so. I received it but misplaced it somehow. (If you could see my filing? system, you would not be surprised.) Anyhow, I will ask David to resubmit the story as I know it will be of interest to all.

Last, but certainly not least, I have been putting off writing this. Miss Cille's and my eldest grandson will be graduating from Texas A and M University on Saturday, May 16, and will participate in the Final Review for the Corps that afternoon. We will, of course, attend his graduation. We plan to be in Kissimmee on Sunday, May 16, for the Attitude Adjustment Hour and Banquet that evening, then to Ft. Lauderdale for the cruise, then back to Orlando for Epcot Center a couple of days. Sorry about this, but will send box of memorabilia to Tom Beeson for display in Day Room.

467TH BOMB GROUP MISSION #10. HAMM, GERMANY:

There have been several people who wrote in about the 467th Bomb Group's first mission to Hamm, Germany. There were two missions to Hamm, Germany, the first on 24 April 44, the second on 22 October 44. I flew as Lead Crew Aircraft Commander, with Colonel Albert Shower as Group Lead Command Pilot on the first mission. My recollections did not jive with some of the accounts I read. I went to the Air University Library, Maxwell AFB, AL, and looked up the mission in the official archives.

I do remember the intelligence briefing for the mission. We were told the reason for a late take-off. The Germans had developed high-skilled and well-trained railroad repair crews. They had the ability to get two lines operating, in a bombed marshaling yard, in a very short period of time. They were using special equipment mounted on railroad cars. Our mission was to catch one of these units, while it was operating.

The following is a true copy of the official historical record of the subject raid on Hamm, Germany.

"Mission #10, 24 April 1944. Target: Marshaling yards at Hamm, Germany.

Twenty-eight aircraft took off at 16:30. All of these reached the target and twenty-six dropped a total of 132 x 500-lb. general purpose bombs and 676 x 100-lb. incendiary bombs in the target area. The 10 x 500-lb. general bombs of one ship fell on a small village just beyond the IP due to a rack malfunction. The 52 x 100-lb. incendiary bombs of another aircraft were released over another small village due to difficulty in opening the bomb bay doors.

Colonel Shower led the Group in Lt. Campbell's ship (790th Sq.), and Lt. Brandon flew deputy lead with Lt. Sheehan's crew. The second Squadron was led by Capt. Garner, who flew with Lt. Tormoen's crew (788th), and Lt. Driscoll flew deputy lead. The results of this raid are described as good, with a considerable number of bombs in the MPI area.

Heavy flak was encountered along the route and in the target area. Enemy aircraft were not encountered until the aircraft were nearly back to their bases. Several German aircraft followed the formation back to the coast. The weather was clear, and it was just turning dark. A small number of German twin and single engine fighters came into the traffic of the base and attacked planes as they landed. They strafed these ships and dropped five 50-kg high explosive bombs. Some damage was inflicted on the planes and crew members suffered injury. One member of the ground personnel, Pvt. Daniel E. Miney, Quartermaster Corps, was killed.

Elsewhere in England, two of our aircraft crashed. Three men parachuted from one ship, but the following men were killed:

Lt. James A. Roden, Pilot (788th Sq.)
 Lt. J. H. Maxey, Co-Pilot
 Lt. Wellington P. Landis, Nav.
 Lt. Robert E. Wilson, Bomb.
 S/Sgt. Louis J. Violette, Eng.
 S/Sgt. George Carter, RO
 S/Sgt. Riley E. Orr, Gunner
 S/Sgt. Charles A. McGonigle, BTG
 Sgt. James R. Howe, Gunner
 S/Sgt. Richard E. Horak, TG
 Lt. Stalie C. Reid, Pilot (791st)
 Lt. Warren W. Mason, Co-Pilot
 Lt. James G. Ferguson, Nav.
 Lt. Louis A. Alier, Bomb.
 S/Sgt. Walter W. Kovalenko, Gunner

The loss of Lt. Reid's crew was especially felt strongly by his squadron, as these were the first flying members lost by this squadron either in training or in combat."

The records of all Army Air Corps units of World War II are on file at the Air University Library. Complete with narrative history, official General/Special orders. Citations, Personnel rosters. If anyone in the group wants any particular data about the Group, I would be willing to research and make a copy for you. Submitted by Lt./Col. Richard J. (Soupy) Campbell, 117 Oakland Drive, Prattville, AL 36067-3503.

(You will see in LAST POST that Soupy has passed away. This is one of several, the last, correspondence we had. Thought it might be a final tribute to him—Ed.)

MAIL-MEMORIAL FUND:

Contributions post 12-91-92

Joe L. Abernathy
 James R. Anslow
 Bob Beeker
 Byron Brigham
 H. G. Buchanan, Jr. -A
 Mel Culross
 Ralph Davis
 Phillip Day
 Roy Dettinger
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 Fred Holdrege
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 Andy Kapi, Jr.
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 Lyle Prichard
 R. S. Rambosky
 Vince Re
 Milan Sefca -A
 Thomas Steranko
 Robert M. Stone
 Carlos Vasquez -A
 Charley Wagner
 Allen Welters

A total of \$900 in contributions received in the quarter, including \$20 from cap sales from Jeff Gregory, \$35 pass through for the Memorial Library, \$25 for Peter Bond Memorial, \$50 for Col. Albert J. Shower Endowment. I have not acknowledged these contributions individually, but take this opportunity to thank each of them for their continuing support of the Association.

LAS VEGAS ATTENDEES UPDATE:

Jim Mahoney reminded me that a number of 467th vets who attended the convention at Las Vegas were not listed in POOP Vol. 11 No. 4. Sorry I overlooked these who were registered with the 492nd BG:

Edwin and Mary Alexander
 Jim and Toni Bowman
 Bill and Maxine Clarey
 Ed and Betty Erikson
 Ernie and Emile Haar
 Jim and Polly Mahoney
 Bob and Pat Mattson
 Tom and Mary Ann Nelson
 Tony and Vi Osojnicki
 Vernon and Betty Rood

TREASURERS REPORT:

12-01-92 TO 03-01-93

Operating Fund	
Opening Balance 12-01-92	\$8,019.23
Contributions	760.00
Interest Income (2 months)	21.44
Misc. Income (Cap Sales)	<u>20.00</u>
Sub Total	\$ 8,820.67

Disbursements	
Secretary and Roster, Poop 11-4	262.65
Reproduction, Poop 11-4	168.48
USPS, Poop 11-4	406.00
USPS, Non-U. S. Mail Poop 11-4	33.36
Hilton Inn, Kissimmee	<u>350.00</u>
Sub Total	\$ 1,220.49

Operating Fund 02-01-93	<u>\$ 7,600.18</u>
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Other Funds	
Albert J. Shower Endowment (+\$50)	796.50
Rackheath Memorial	47.50
Peter Bond Memorial (+\$25)	<u>25.00</u>
Total	\$ 869.00

Total All Accounts 02-01-93	<u>\$ 8,469.18</u>
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467th BOMB GROUP WINDBREAKERS:

Lloyd A. Haug, 3115 Benjamin St., N.E., Minneapolis, MN 55418, has made arrangements for a Group identification windbreaker, first (last) offered in April, 1989. He needs a minimum of fifty orders to proceed with this offer.

The lightweight nylon windbreaker is red, with elasticized sleeve cuffs, snap front and drawstring bottom. On left front will be Group Sword and Chain Shield and back centered a B-24 with Squadron and 8th AF patches above, ancillary identifiers below and pertinent chronological data above all. The printing is in six basic colors.

These are offered in sizes comparable to men's suit/jacket sizes as follows:

S 34 - 36	XL 46 - 48
M 38 - 40	XXL 50 - 52 \$1.50 extra
L 42 - 44	XXXL 54 - 56 \$2.50 extra

The price - \$25 each, postpaid (UPS or USPS). Send Lloyd a postcard or note for your order(s). He will bill you when your order is shipped, some time about May 1, 1993.

Lloyd also has about 30 Group Identification Caps, red mesh, one size fits all, white front quarter with 8th Air Force patch and Second Air Division above and 467th Bomb Group below a B-24. These caps are \$7 each, postpaid. Send check or money order with your order.

Know that any profit from the above two items is for the Association Mail-Memorial Funds.

RESERVATION FORM —467TH BOMB GROUP (H) REUNION, MAY 13-17, 1993

Thomas C. Beeson, 723 Iowa Woods Cr. East, Orlando, FL 32824-8635, Phone (407) 933-7730 (Prodigy-XGSK64A)

Name: _____ Wife/Guest Name: _____
Names for Badges: _____

Address: _____ Phone: _____
City: _____ State: _____ Zip: _____
Arriving by AIR _____ CAR _____ OTHER _____
Please check if this is your first 467th reunion: _____

1. Reunion package per person: \$180.00 x _____ = _____
Includes full day Kennedy Space Center tour plus all scheduled meals and entertainment. See program for details.
Enclose check or money order made out to: Thomas Beeson, 467th Bomb Group.

***SPECIAL NOTE: Reunion reservations POSTMARKED not later than March 15, 1993 will be eligible for a drawing for ONE REUNION RESERVATION worth \$180.00. Drawing to be held at final banquet on May 16. You must be present to win.

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PLEASE USE THIS FORM TO MAKE HOTEL RESERVATIONS DIRECTLY WITH THE GATEWAY HILTON.

*After April 15, 1993, call the Hilton, Phone 800-327-9170 for room availability.

HOTEL RESERVATION FORM

467TH BOMB GROUP ASSOCIATION REUNION

HILTON INN GATEWAY—7470 W. Irlo Bronson Memorial Hwy., Kissimmee, FL 34746

Phone (800) 327-9170 — FAX (407) 396-430

Names: 1. _____ Date: _____
2. _____ # of adults _____
Address: _____ # of children: _____

City: _____ State: _____ Zip: _____
Phone: _____ Arrival Date: _____ Depart Date: _____

First night room and tax required with reservation form to guarantee rooms.

Main hotel (all rooms refurbished) reunion rate is \$60.00 plus 11% tax = \$66.60 \$ _____

Rooms in Tower (Tower is new/mini-refrig & microwave in ea. rm.): reunion rate \$85.00 plus 11% tax = \$94.35 \$ _____

Please check one: _____ Single, _____ Double, _____ Triple, _____ Quad

Non Smoking _____ and handicapped _____ rooms on request.

Credit card type: _____ Number: _____

Card EXP date: _____ Hilton Honors Mem. No. _____

Make checks payable to "Hilton Gateway"

Rooms may not be available for check-in until 3:00 p.m. Check-out time is 12 noon, but may be extended with manager's approval.
Please note that the Hilton will not send a booking receipt unless you ask for one.

Airport shuttle to the hotel from Orlando is about \$22.00 per person. Those of you coming by air will receive \$2.00 shuttle discount tickets with your reunion receipts. "CAUTION—DO NOT TAKE A CAB WITHOUT CHECKING PRICE. IT CAN BE COSTLY!"

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

237 Pennsylvania Avenue
Shreveport, LA 71105

FORWARDING AND RETURN
POSTAGE GUARANTEED
ADDRESS CORRECTION REQUESTED

