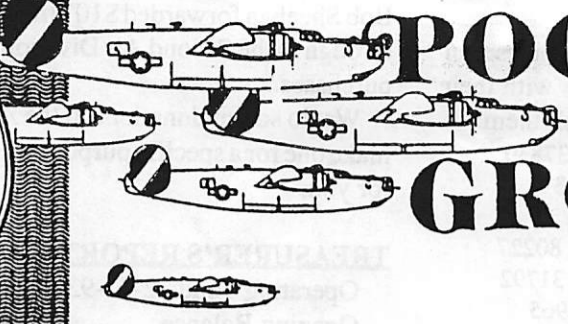
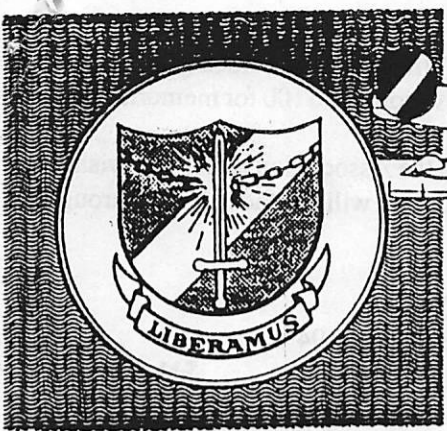


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Article



# POOP from GROUP 467

VOL. 13 NO. 1

STATION 145

RACKHEATH

APO 558

MARCH 1, 1994

**FOUR HUNDRED SIXTY-SEVENTH BOMBARDMENT GROUP (HEAVY) ASSOCIATION, LTD.**  
IRC Section 501(c) (19)      EIN: 39-1592334

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### **BITS AND PIECES by Phillip G. Day**

Quite a bit of correspondence in the last quarter. I hope I have taken care of all of it adequately.

A note from Bill McGovern passing through an article from a church bulletin from his friends who live in Surlingham, near Kirby Bedon, concerning the crash of the 788th "Broad and High," B-24H 42-50439, written by Richard Crosskill with sketch of the area and flight path of 439. It also contains a facsimile of Roger Leister's (Pilot) letter to the Rector and congregation of St. Andrew's Church, Kirby Bedon, after his first visit to the church since 29 Oct. 44 when a plaque commemorating the four members of the Leister crew who were killed in the crash was dedicated in a special ceremony. The crewmen's names on the plaque are 2/Lt. William M. Sherrill, T/ Sgt. Dalton W. Pontius, T/Sgt. George Lifschitz and S/Sgt. Philip A. Snyder. Further, the plaque contains the quotation, "Let us have faith that right makes might and in that faith let us, to the end, dare to do our duty," Abraham Lincoln. I and others of the Group have seen this memorial on several occasions and I was impressed that each of the times I saw it (others have told me the same) that there was a vase of fresh flowers displayed next to it. The article has been sent on to Roger Leister.

Had a letter from Howard W. "Doer" Dye who offered a critique of "A Group History" of the 467th as contained in the last POOP. He pointed out that in the histography on the last page the line should read Assigned to Second Air (Bombardment) "Division" instead of "Wing." In the lead paragraph, second column, page 3, the text reads the "40 days." This should have read the "140 days." Howard and I corresponded further about his missions and he wrote, "My tour was 35 missions. I believe when we first started flying combat missions on 4/10/44 the tour was 25 missions, then raised to 30, then to 35 and then no lid. Morale was very poor with no goal so it was re-installed at 35 missions." Howard wrote further that it took 70 hours 05 minutes to fly from Herington, KS to Rackheath, the dates 5 through 21 March 44. Bruce Palmer, CO of 789th, flew right seat. Howard had 7 missions in April, 6 in May, 9 in June and 13 in July to finish on 31 July 44, 112 days. Anyone do better than that? Let me hear from you.

A note from J. Fred Rentz and an answer to all of you contemplating a visit to Norwich and/or Rackheath. Contact Tony North, 62 Turner Road, Norwich, England NR2 4HE as soon as you know the dates of your visit. Tony in turn will arrange for someone to escort you for your visit to Rackheath. It could be Tommy Dungar of Rackheath, possibly David Alp or

Geoffrey Goreham, or some other knowledgeable of Rackheath and Station 145. You also should write to Phyllis DuBoise, Central Library, Bethel Street, Norwich, England NR2 1NJ. Give her a date you would like to visit the Second Air Division Memorial Room in the Norwich Library so that she can have 467th information and memorabilia available for your use. Don't just show up in Norwich/Rackheath and expect the best. They will try their very best but it won't be as fantastic as it will be if you give those in England sufficient notice.

Included in letters were several from England. Tommy Dungar's is featured in this POOP; David Hastings wrote to thank everyone at Hilton Head for their kindness, hospitality and friendship; from Sandra Varnon about her father's, Peter Bond, painting and efforts toward a book of the 467th, unfinished at his death; from Andy Wilkinson (an article in this POOP), Tony North, Robert Lomax, Kevin Clarke, Peter Worby and others.

Several of our widow lady associates are expressing interest in attending Convention 94 in Minneapolis and I, on your behalf, encourage them to do so. They will be made most welcome by the Convention attendees with much love and affection.

**CROSSHAIRS**, official newsletter of Bombardiers, Inc. is requesting nominations for WWII's most famous bomber. I think we have it locked with "Witchcraft" and will submit information toward that. Also there were in the March, 1944 edition 2nd Air Division outstanding Group bombing efforts. Not included was the three squadron effort of the 467th on 14 April 45 to Royan/Pointe de Grave, FR., where 100% of bombs were within 1000 feet of the MPI with 55% within 500 feet, a record for the 8th AF for the entire war. I will submit this with proof from Target Victory, April 18, 1945.

Robert S. Lomax -A at Rackheath has made application to the Norfolk County Council, on behalf of the 467th, for signs to be placed in conjunction with industrial estate signs on the Wroxham Rd./Green Lane Junction and Green Lane/Wendover Rd. Junction. These would point out to visitors the area of our historical marker in Rackheath Park. Also I will ask him to provide a sign or sign of the historical marker to inform those visiting it that additional information about the Group can be seen at the Parish Hall, in the Memorial Library Room of Norwich or by writing to the Association at my address.

Now, as you read this last, it will be, for many of you, 50 years since you and the Group first arrived at Rackheath. For me, it is 50 years since I graduated from pilot school and began my journey toward the 467th. Ain't it funny how time slips away or time sure passes quickly when you are having fun.

## ROSTER ADDITIONS

Although I have not received many requests for addresses of roster additions, I feel that if I publish their address with their names, more of you might be inclined to write or call them:

Mitt T. Barker, 514 Pennsylvania Ave., Oak Ridge, TN 37830  
Victor T. Bakan, 5116 Bandeis Cr. S., Sarasota, FL 34243  
Ernest G. Boos, 117 Lakeview Dr., Leesburg, FL 34788  
Robert F. Burnes, 9101 W. Yale Ave. #184, Denver, CO 80227  
Haskell H. Dekel, 211 Woodlawn Dr., Thomasville, GA 31792  
Thomas H. Edwards, 742 Wagner, Water Valley, MS 38965  
\*Warren Fesmire, P. O. Box 212, McComb, MS 39684  
Gervais W. Ford -A, 1930 Cabana Dr., San Jose, CA 95152  
William L. Gelwicks, 520 Brown Ave., Hagerstown, MD 21740  
Janice M. Jackson -A, 20070 W. Cardoza Rd., Los Banos, CA 93635  
Norma M. Kagy -A, 8401 Croydan Ave., Los Angeles, CA 90045  
Alice R. Lamm -A, 2377 Ill Rt. 26N, Freeport, IL 61032  
Richard D. Lodge, 12001 9th St., N. #2705, St. Petersburg, FL 33716  
Richard L. Magnison, SW 1425 Willmar Dr., Willmar, MN 56201  
John J. Mario, 2709 Freckles Rd., Lakewood, CA 90712  
Kenneth M. McCracken, 203 Coleridge Ave., Altoona, PA 16602  
Leonard M. McManus, 3914 Rive Rd., Alexandria, VA 22309  
John Milleaker -A, 73 Woodbridge Rd., Holden, MA 01520  
Judy Parker -A, River Rd., West Cornwall, CT 06796  
\*J. Fred Rentz, 111 Park Lane, New Castle, PA 16105  
Leonard J. Rohit, 103 Los Platamos, Mercedes, TX 78570  
Kenneth A. Ross, 207 Mill Estates Rd., Taylors, SC 29687  
\*Aubrey E. Rothchild, 3120 Jordan Grove W., Des Moines, IA 50265  
Lynne Rowley -A, 407 the Oaks, Clarkston, GA 30021  
Thelma Schultz -A, 22120-201 Cinnamon Ln., Estero, FL 33928  
Billie Taylor -A, P. O. Box 5, Perryton, TX 39070  
Peter Worby -A, 26 Woodgreen Rd., Bedfordshire England L42 8BT  
\*Returned to roster from Lost Souls.

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.

## LOST SOULS

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

Charles R. Cutlip Cuyahoga Falls, OH

Only one Lost Soul out of 1348 on roster. Please locate him for me and send his new address.

## LAST POST

Frank R. Bloom T. H. Jackson, Jr.  
Carl O. Brasier Lee (Leo L.) Jones  
George W. Dickinson Paul F. Lamm  
Alvin Eischen Ernest J. Longnecker  
Gerald Guinan, Jr. John W. Schultz  
Charles F. Taylor

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

## MAIL-MEMORIAL OPERATING FUND CONTRIBUTIONS—12-01-93 to 03-01-94

Jim Anslow Norman M. Kagy -A  
Ralph Davis Lloyd F. Koth, Jr.  
Howard W. Dye Bob Lukeman  
R. L. Edwards Stephen Morekin  
Henry A. Fagan Wayne "Beef" Mountford  
Geoff Gregory David G. Patterson -A  
Charles W. "Chuck" Harter R. J. "Ron" Rambosky  
Fred Holdrege Vincer t Re  
George B. Hollowell, Jr. Milan Sefca -A  
Capers Homes Tom Steranko  
Janice M. Jackson -A John E. "Jack" Stevens  
Fred C. Hudlow Ross Voyles  
Jim Johnston AP "Wabbit" Welters  
Andrew J. Wilkinson -A

The above donated \$1,015 to the Association, and I take this opportunity to thank each of them for their support. In addition,

Bob Sheehan forwarded \$107 from his decal-clock sales. Passed through to the Second Air Division was \$100 for memorial book purchases.

We do solicit donations to the Association and if you wish to make one for a specific purpose we will be glad to pass it through for you.

## TREASURER'S REPORT

Operating Fund 12-01-93 to 02-01-94	
Opening Balance	\$11,774.24
Contributions, 27	1,014.00
Clock and Decal Sales	107.00
History Book Income	1,500.00
Patch Sales	576.00
Interest Income 3 mo.	<u>36.25</u>
Sub-total	15,008.49
Disbursements:	
Secretarial POOP 12-4	360.00
Reproduction POOP 12-4—Not Invoiced	
USPS 1400 stamps	406.00
USPS Foreign	35.30
2nd Air Division Sefca	100.00
Grover Cleveland Press	5,000.00
Patch Expense	<u>46.39</u>
Sub-total	5,947.69
Operating Fund 02-01-94	9,060.80
Other Funds:	
Albert J. Shower Endowment	796.50
Rackheath Memorial	<u>47.50</u>
Sub-Total	844.00
TOTAL ALL ACCOUNTS	<u>\$9,904.80</u>

## SPECIAL PROJECTS REPORT

Convention 1994: The Association has advanced \$3,000 to the Convention so that pre-payments required for goods and services could be made. We will recover this from Convention income.

History of the 467th: The Association ordered 500 books from Grover Cleveland Press, Inc. Our obligation to them and for mailing expenses, handling, etc. totals approximately \$13,500. Vincent LaRussa, who is handling this project, paid \$2,000 in advance from pre-publication sales. The Association paid \$5,000 toward publication costs, leaving a balance due the publisher of approximately \$5,528. Vincent has forwarded an additional \$1,500 to the Association from sales and maintains a \$1,000 balance in the book account.

We sent four copies of the book to the USAAF Second Air Division Memorial Library with the Association's complements.

Group/Squadron Patches: Our obligation to Orr Products for these patches is \$2,250 of which \$1,125 was advanced by the Association, the remainder of \$1,125 is an account payable. Paul Hatten has forwarded \$744 to the Association and has had handling expenses of \$46.39.

## BOMBER-FIGHTER PILOTS

Gervais W. (G. W.) Ford and I graduated from Twin Engine Pilot School, Douglas, AZ, with Class 44-C, 456 of us. G. W. and I, and 73 others, were sent to be B-24 co-pilots and to go through the Replacement Training Unit at Tonopah, NV. (If you wanted to give the world an enema, this is where you would put it in). We trained with our assigned crews in RTU for about 100 hours at Tonopah and in mid-June 44 went to Hamilton Field near San Francisco on our way overseas. Twenty-nine crews then went by troop train to Boston and overseas on a troop ship, the SS Uruguay, to England, leaving 3 July 44. At Camp Stone, Stoke-on-Trent, 27 of the 29 crews who went overseas were broken up as replacements for various Groups in the Second Bombardment Division; Ford's crew went to the 453rd, my crew to the 492nd and eventually the 467th. When G. W. finished his bomber tour, he was accepted for training to be a "fighter" pilot, mainly to escort bombers over Europe, as opposed to weather recon or reconnaissance pilots from bombers.

### **Bomber-Fighter Pilots Continued:**

Because the Air Force Historical Research Center has no official record of the pilots who flew first in bombers and then in fighters, and because there must have been more than those twelve or so who have been located, an effort is being made to determine who the additional pilots were. If you have information about pilots who had the double-duty experience, please make it known. For example, name of pilot, bomber and fighter groups to which assigned in the 8th AF, brief military record, current status (address or deceased). The story of this unique set of combat pilots might make an interesting account.

Send information to James J. Scanlon (949 Washington Blvd., Abilene, Texas 79601) or to G. W. Ford (1930 Cabana Dr., San Jose, CA 95125).

Other newsletters, please note this research.

### **G. I. MEMOIRS OF THE E.T.O.**

In the last days of the 467th in England, Sergeant Jack M. Preston (squadron or ancillary unit unknown) produced *A Picture Letter Home* "in memory of trying days, but ones not forgotten in the years of tomorrow." Al "Wabbit" Welters purchased one from Sgt. Preston, on one of the last days before Al flew to the U.S., with the Robert E. Jacobson crew in B-24H 42-94004, for 15 shillings (20 shillings per pound, a pound about \$4.00 U.S.) \$3 U.S. more or less. In the 5-1/4" by 8" booklet is a front cover, a title page, 25 pages of cartoon-like scenes of enlisted personnel activities on and off base. Al has arranged to reproduce this booklet as the original (except only two blues on cover—no gold lettering) and offers it to those interested.

If you would like to order a copy of this booklet, send \$5 per order to Allen J. Welters, 1418 70th St. E, Inver Grove Heights, MN 55077 (Telephone No. 612-457-0018). The Association will appreciate your support as all profits from this offer will accrue to the 467th BG(H) Association, Ltd. for use in our mail/memorial funds.

I also have a xerox copy of *Rackheath Memories*, compiled and edited by Sgt. Jack M. Preston and S/Sgt. Harris L. Conway of 375th Air Service Group, 812th Air Engineering Squadron. Not suitable (in my opinion) for reproduction. It dates from some time after January 1945. After you have seen it at Convention 94, I will send it to the Library in Norwich.

### **POST EXCHANGE**

**THE 467TH BOMBARDMENT GROUP (HISTORY) SEPTEMBER 1943—JUNE 1945** by Allan Healy, first privately printed in 1947. The third reprint by the 467th BG(H) Association, Ltd is off the press and the first 70 pre-publication orders sent out. This third reprint will contain the total original Healy publication plus will include an alphabetically arranged roster of all known personnel who were assigned or attached to the 467th from March 11, 1944 to July 6, 1945, over 5200 names. Also an alphabetical and chronological listing of all known deceased of the Group while assigned to the Second Air (Bombardment) Division. A short history of the 788th Bombardment Squadron (Heavy), information on the lead squadron-wing squadrons of October 44 through May 45 and some other personnel matters will be included in the addendum. The addendum cannot be offered separately. It is cost prohibitive.

For your order of this third reprint with addendum, send \$40 per copy to: Vincent D. LaRussa, 8570 N. Mulberry Drive, Tucson, AZ 85704.

**GROUP /SQUADRON PATCHES:** Each 4" diameter patch consists of a white background with 1/8" black border. The Group patch is the Sword and Shield with Second Air Division above and 467th Bomb Group (H) below. The black lettering height on this and all patches is 1/2". The squadron patches have XXX Bm. Sq. above the caricatures and 467th Bomb Group (H) below. The colors used in the caricatures are not as varied as the originals approved by the whole of each does present a pleasing appearance. Recommended is the purchase of all five for a wall mounting at \$15. Individual patches are \$4 each. All are post paid at the quoted prices. Send your orders with check or money order made out to the 467th Bomb Group to: Paul V. Hatten, 8346 Copperville, Converse, TX 78109.

**467TH BG(H)/2ND AIR DIVISION WINDOW DECAL**  
\$3 each from Bob Sheehan, 1828 E. 27th Street, Tulsa, OK 74114.

**467TH BG (H) DIGITAL TRAVEL CLOCKS:** Quartz digital travel alarm clocks 2-1/2" H x 3-1/2" W with Group Emblem on Closed Front. Alarms good and has night light capability. Close out at \$8 each with UPS or USPS delivery prepaid. Order from Bob Sheehan as above.

**G.I. MEMOIRS OF THE E.T.O.:** Written up in this POOP. \$5 per copy to Al Welters, 1418 SE 70th St. E., Inver Grove Heights, MN 55077.

Remember that all profits from the above items purchased from this PX Section is for the Association.

### **PRESENTATION OF ORIGINAL DRAWING OF THE B-24J "MASSILLON TIGER" TO THE MEMORIAL LIBRARY, NORWICH: By Andy Wilkinson**

Just before Christmas, I had the pleasure and great honour of presenting a wonderful drawing of the 467th B-24J named "Massillon Tiger" to the Memorial Library in Norwich. The drawing was the work of artist Al Fernandez from Pacheco, California, and was sponsored and donated by three members of the Ed King crew (789th), Ed himself, co-pilot Tom Elsen, and bombardier Roy Flay.

The presentation of the drawing was made a bit special in that David Hastings, who is Vice-Chairman of the Memorial Trust and also an honorary member of the 467th, arranged to accept the gift on behalf of the Memorial Library. Needless to say, they were deeply appreciative of the kind gesture from the members of the Ed King crew and warmly welcomed such a superb addition to the Memorial Library. It is planned a number of photos depicting the "Massillon Tiger" during its operational period and various other pieces of the ship's history, including a copy of the Movement Orders (RZI), will accompany the drawing and help make this a very lively and impressive display.

The original idea and commission of the art project first took root as a surprise birthday gift from a dentist living in Concord, California, named Dr. Chan, for his close friend Dean Johnson. Dean was a former navigator with the Frank Watson crew (789th/791st) and had flown the "Massillon Tiger" on a number of missions during late 1944. The Watson crew association with the ship saw them fly six consecutive combat missions, which was the crew's 9th to 14th missions with the 467th. These took place between the 16th November 1944 through to the 26th December 44. It was after this period that crew #46 (the Ed King crew) began flying the ship regularly. It is thought the Ed King crew flew the "Massillon Tiger" on at least eleven of their 31 combat missions from Rackheath.

The "Massillon Tiger" flew 79 combat missions and was returned to the U.S. by the Ed King crew, including 10 passengers made up of ground personnel at Rackheath which also included the ship's crew chief, Losse Piland. The journey back to the U.S. was begun on the 9th June 45 and required a stop at Keflavik, Iceland, and then on to the destination airfield of Bradley Field, Windsor Locks, Connecticut. Records have the "Massillon Tiger" last residing at the mammoth Walnut Ridge site in Arkansas dated 21st December 45. Many war-weary aircraft were deposited here (being of no further use) and were finally broken-up and smelted down. This was probably the last resting place of the "Massillon Tiger."

The artist, Al Fernandez, first contacted the Air Force at Wright-Patterson AFB, which led to communication with the late Bob Salzarulo. In turn, the addresses of Ed King and Losse Piland were secured and the artist now had enough material to make the drawing as authentic as possible. The original drawing was presented to Dean Johnson as a surprise birthday gift back in August 93; among those present at the presentation to Dean was Roy Flay (bombardier on the Ed King crew) who happened to live in the same town of Concord!

It was the help and assistance given to Al Fernandez by Ed King with the art project that led to Ed receiving a print copy of the drawing. He was so impressed with the work, Ed, Roy and Tom Elsen (co-pilot) decided to ask Al to make prints of the

### **Presentation of Drawing Continued:**

drawing which they could donate to the Norwich Memorial Library, and to some appropriate museum or institution in Massillon, Ohio. Al Fernandez not only agreed to supply his drawing of the "TIGER" for donation to the 2nd Air Division Memorial at Norwich, but he decided upon his own to make it an original drawing rather than just a print from the original! He said the colours are much more alive and the resolution much sharper on an original, and since it was going to the Norwich Memorial Library, he wanted it to be as good as he could make it.

The second original drawing duly arrived in early December; arrangements were made with the Memorial Library in which David Hastings kindly made himself available to accept the drawing on behalf of the Memorial Trust. As a good friend of Ed King and the members of his crew, I was only too happy to be invited to participate in the presentation of the "Massillon Tiger" drawing. Perhaps the last word should come from the artist, Al Fernandez; the "Massillon Tiger" art project had brought him more satisfaction and pleasure than any drawing he had ever done! Just knowing that his work would give pleasure to so many people increased his own pleasure that many times over!

(My thanks to Ed King for his help in preparation of this article.)

Andy Wilkinson

### **LETTER FROM PAUL V. HATTEN**

Dear Phillip: Thanks for the informative 467th Poop of 12-1-93. Since this is the beginning of another year I decided to drop you a few lines.

First of all, I hope you and Ms. Cille are doing OK and have a good year. I think we are due.

The Group History is very interesting. I can verify a few dates from my diary. On August 15, 1944, our crew flew its 18th mission to Vecta, Germany, 35 miles southwest of Bremen. This was the 100th mission of our group unless they made a mistake. Lt. Costigan flew his first mission as our navigator. It was a rough mission for several groups but we survived in good shape. We carried 4-1000# GP and 4-500# incendiaries. Good P-38 and P-51 protection for our group; 04:22 until 14:30 at 22,000 ft. I still have those memories but just as well the 100th party. It was tough getting in line all the time for a canteen of beer. With the help of an armorer and his truck we borrowed a keg of beer and took it to our hut. We only had a scrub bucket to pour the beer in but of course we cleaned it real well? The last I remember some of the fellows were getting a shower of beer.

August 18, 1944 was our 20th mission, again according to my diary. I can also verify Lt. Day flew his first mission and Lt. Post was our navigator. We dropped 11-500# GP bombs on an aircraft repair shop at Woippy near Metz, France. One bomb failed to release so we brought it back. For whatever it is worth, I never expected to meet Lt. Day at a convention. It has been a real pleasure.

We left Rackheath December 19, 1944 so we did not make the 200th party. I hope the third reprint has most of the history correct.

You listed the 467th battle participation credits. Are these available as ribbons/medals?

Thanks again for all of the 467th Poop and we hope to see you in Minneapolis.

Sincerely,  
Paul

### **LETTER FROM TONY NORTH**

Dear Phil, Thank you very much for the latest "Poop" and for your note. I always look forward to hearing from you and about all the goings on of the 467th. I had loads of messages and cards from my American friends over Christmas (I'm still getting them!) and they've given me a great deal of pleasure.

To keep you up-to-date on things, I saw my eye consultant just before Christmas and he came up with two things, one good, one not so good. First of all, he doesn't think my sight will get much worse. At least I shan't go blind, which, of course, is what I was dreading, but he also said they can't do much for me to improve things. What it amounts to in simple terms is that my eyes have

worn out. No real disease or fault that can be cured, although I do have cataracts which he may operate on later if he thinks its worth it. I can still read and write, but not for long periods, so I manage. My main problem is finance. I'm living on state benefits which doesn't amount to much. I never exactly made a fortune working at the library (it was more a labour of love) so my savings have virtually disappeared. I'm glad I haven't got a wife to support!

I still get involved with things when I can, usually call in the library around once a week to see what's going on, so still meet a visiting vet now and again. If anybody is coming this way in the summer, I would always be glad to spend some time with them and get them out to Rackheath. I can't see to drive, but I've got plenty of friends who can.

I've had some very interesting correspondence with Ron Spencer, a navigator with your Group, who sent me a very interesting series of articles about his time at Rackheath, which I just passed on to the library. Really good stuff which I know would suit the "Poop," and I've told him so.

Well, that's about it. Thanks again and all the best for '94 to you and Miss Cille and of course to all the Rackheath Aggies, and don't forget what I said about visitors.

Sincerely,  
Tony

### **CONVENTIONS—REUNIONS**

**467th Bombardment Group (Heavy) Association, Ltd. Convention 1994** will be held in Minneapolis, MN, September 15, 16, 17, 18, 1994. Details and Registration Forms for the Convention and Hotel are contained in this issue of POOP.

**47th Annual Reunion of the Second Air Division Association** will be held in Kansas City, MO at the Hyatt Regency Hotel Crown Center, 2345 McGee Street. Membership in 2ADA required (\$15 per year); \$50 per person deposit. Dates: May 28-31. Details and costs from Evelyn Cohen, 06-410, Delaire Landing Road, Philadelphia, PA 19114.

**10th Annual Southwest 2ADA Reunion Dinner, Saturday, March 19, 1994.** The Marriott Central Hotel, LBJ Freeway at Coit Rd., Dallas, TX. Registration begins at 3:00 p.m., cash bar at 4:30 p.m. Three full-course dinners from \$25 to \$30 will be available. Hotel rate \$58 per night. For further details contact David Nathanson, 6417 Joyce Way, Dallas, TX 75225, (214) 361-7695.

**Mid-West Mini Reunion, 2ADA, Marriott Hotel, Dayton, OH, May 20, 1994.** Contact Reunion Chairman: Harold C. (Eck) Eckelberry, 24 S. Twp. Rd., 15 Tiffin, OH 44883, (419) 447-9302.

**Reunion-8th AFHS, October 1990, San Diego, CA.** Contact: Edward A. Kreppers, Box 7215, St. Paul, MN 55107, (800) 833-1942.

### **467TH BOMBARDMENT GROUP (HEAVY) ASSOCIATION, LTD.—CONVENTION 1994**

September 15, 16, 17, 18, 1994

Marquette Inn Hotel

Minneapolis, Minnesota

Lloyd & Carman Haug, Coordinators

**Thur 15 Sep:**

Check in begins 3:00 p.m.

Day Room with snacks available to 10:00 p.m.

**Fri 16 Sep:**

Check in begins 9:00 a.m.

Buffet Breakfast

Free day and evening

Day Room open 9:00 a.m. to 10:00 p.m.

**Sat 17 Sep:**

Continental Breakfast

Day Room Open 9:00 a.m.

Ladies Luncheon and Accessory Show at Dayton's 1:00 p.m.

Men's Business Meeting and Luncheon / Marquette Inn 1:00 p.m.

Dixie Land River Boat Cruise and Dinner on the Mighty Mississippi in the evening.

## Convention 1994 Continued:

### Sun 18 Sep:

Buffet Breakfast

Day Room open 9:00 a.m.

Day free

Cash Bar 5:00 p.m. \ Group Banquet

### Mon 19 Sep:

Buffet Breakfast

Day Room open 9:00 a.m.

Check out by 12 Noon

The convention cost is \$170 per attendee. Bring your 467th memorabilia for display in the Day Room. Bring your 467th jacket/windbreaker and camera. The weather should be in upper-70's—low 80's by day but bring something warm as occasionally an early cool snap does occur.

Downtown Minneapolis is connected by the Skyway System, some fifty blocks, weather will be no bother, but it could be cool on the river cruise. Metro buses can take you from the hotel entrance to the Mall of the Americas, the world's largest, 4-1/2 miles of shopping. Dayton's, across the street from hotel, is a twelve-story shopping experience.

Dress is casual for all events save the Sunday Banquet at which the men are asked to wear suit or jacket and the ladies can "show out."

Use the forms printed for Convention and Hotel Reservations. Note that hotel is holding rooms for our use only through reservations received by 15 July 94. Lloyd also requests your reservations to be to him by 15 July.

## LETTER FROM TOMMY DUNGAR

At last I have made the time to put pen to paper—it seems to be the way of the world these days—the days and weeks just fly by and there doesn't seem time for anything these days! The older you get, the quicker the time seems to go.

Sorry to have been so long writing. I hope we are forgiven. Doris was always saying, "You must write to Phil." And I would reply, "I will soon." and that's as far as it got. Still, I hope you can forgive us. I have not been very good the last few months. We have had a very cold, wet and windy time over the last few months! Rain falls and the winds we had have been the record since records began. Gusts of 90 miles an hour have been taken at R.A.F. Coltishall and 5-1/2 inches rainfall in 72 hours. It's been the bitter cold northeast wind from off the cold North Sea, and this sort of weather is no good for me. East Anglians call it the Loig wind as it goes straight through you. Also, the winds have done so much damage about the country—roofs have been damaged, roads blocked with fallen trees, people were killed when trees crushed cars, trucks turned over, and thousands have been without electricity as pylons and cables have been blown down. The sea has claimed another 15-20 yards from the cliffs at North Norfolk Coast Line. A pre-historic elephant's bones were found at Overstrand and they estimate it would have weighed about two tons.

It is now 49 years since the 467th spent Christmas at Station 145 Rackheath, and for me it was the one I will never forget. It was a mixture of happy times for some, excitement for others and a very sad time for many in 1944. This was the best Christmas for the school children from Rackheath since the war started. In the morning they were thrilled to bits when they were all shown over the B-24 "Slick Chick." This was followed by a tea party in the Mess Hall, with Spam and dried eggs, ice cream, candy bars, oranges, and chewing gum. What made it so special was the fact that it was the first oranges and ice cream most of the children had ever seen, as the War had been on for almost five years. What made the ice cream so special was the fact that it had been taken up to 25,000 feet in the Bombay of the B-24 "Wabbit" to keep it frozen until it was needed.

I remember feeling rather envious at the time, missing out and having to go to work. The next day, December 24, I was working at the timber yard next to Wroxham Rail Station with four more men, stacking and checking timber for the Government Stock used to build landing craft and R.A.F. Rescue Launches which saved hundreds of R.A.F. and U.S.A.A.F. air crews who had

ditched in the North Sea.

Long before I set off on my bike that morning, the noise of the B-24's ground crews pre-flighting and warming up engines had gone on much longer than normal. Arthur Harris had told the people that he would give Hitler and followers a good Christmas present. People were beginning to feel that the war was being won. Berlin had been bombed by 700 heavy Halifax and Lancaster Bombers the previous night, and the fires could be seen over 100 miles away.

We had just started work when the 467th aircraft started their takeoffs, using the main runway heading north, towards Cromer. First to appear was "Pete the Pom," followed by planes from Q2, 4Z, then from 6A and X7 squadrons. The planes came almost over the top of us and I would count them off in little blocks of five, like I had to count the timber.

This day I counted 15 from each squadron, a total of 60 plus Big Pete. What a Christmas present for the Krauts, and icing on the cake for the 467th when they all returned safely to Rackheath. We finished work early that afternoon to start the Christmas Holidays. As I cycled from Wroxham everything was still apart from the hum of the pumps on the gas tankers and the strong smell of 100 Octane petrol as they refueled some of the B-24's ready for Christmas Day's Mission.

I passed the Green Man Pub and was almost home to my Grans when I heard the ping and clink of the Tanoy System being turned on, then a voice wishing everybody a Merry Christmas, followed by Bing Crosby singing Silent Night. As it echoed around the hardstands and all the Mess Halls, Living Quarters, Headquarters OPS block, and Hospital site a few seconds behind each other, it was the loveliest sound I have ever heard! I play this record every Christmas and go back in time with the memories.

That Christmas lunch time at Rackheath was very sad for my family, just Gran, Grandad, my uncle and myself. Dad was one of 600 who lost their lives when their troop ship was sunk by a U-Boat in 1943 (April). Mum was cook in a Canteen at Aircraft Factory at Coventry, and was killed when it was bombed as they were all at lunch on the 12th of April, 1942, and my brother was prisoner in a Japanese Camp when he was only 18 years old. When the Australians were getting near the camp and the Japs knew they were losing the war, they smashed all the prisoner's kneecaps before they withdrew from the Camp.

He was in hospital in Hong Kong for three years, but sadly never made it home again. When he was found at the end of the war he only weighed 72 pounds.

Christmas Day was also a sad one for the 467th and by mid-afternoon the local people had noticed that three of the planes were missing from their hardstands. One of these was Bold Venture III that stood nearest Wroxham Road. Later it was known to have crashed on the Herford and Wales Border but no crew members were found. Much later some of the crew got back to Rackheath after bailing out over France. After the pilots, engineer and radio operator had already left the plane over enemy territory, the Liberator was flown back to France on auto pilot by the navigator and bombardier when the rest of the crew bailed out and then flew on to Wales where it crashed.

My Gran did the laundry for two Sgt. Gunners from one of the other B-24's lost on Christmas Day. I think it was called Al-Katy. I remember Gran had a little cry when the Duty Officer and an M.P. called to collect the laundry on December 27.

Then came the 467th's saddest day of all. This was the morning of 29 December 1944. This was when four of the planes out of twelve were lost trying to take off in thick, freezing fog. It was good to read about this event in the Poop from Group. It brought it all back as if it was only a few weeks ago and not 49 years past. I still have my own ideas about this and what happened that dreadful morning in the dense fog.

We were unloading timber from the rail trucks at Wroxham Station Yard and everything was so still and covered with white, raw frost and sound carried that morning. We heard the first B-24 start its takeoff and the noise of the engines got louder than normal and in the end they were whining and seemed to be pushed far beyond their safety limits. As it passed over us it was much lower than normal takeoffs with white and purple flashes coming

### Dungar Letter Continued:

from the exhausts. We could barely see the numbers on the nose, as it seemed to part the swirling fog. If my memory serves me right it was 161 Sqd Code 6-A. It had only just made it and must have been very low indeed as it passed over the first houses in Wroxham.

As the next B-24's engines got louder, there was a sharp crack like large branches of a tree breaking off, followed by a loud bump. This was followed by sets of small explosions as flares and ammo went off. We could hear the engines of another B-24 starting its takeoff and at the same time there was about six to eight loud explosions all in a matter of seconds and at the same time there was a single and deafening explosion that seemed to be in the air and at almost the same time a lot of thuds and crunching sounds. I think the second B-24 Topper II exploded in the air as it passed over the first crashed B-24 as its bombs exploded and I think it was blown to pieces in the air and the wreckage fell almost on top of the first crashed B-24. The tail section and part of the waist area of the first B-24 broke off as it hit the trees. A gunner survived and staggered along the rail line and back to the Base. I think his name was John Colledge. I noticed there was someone with that name added to the roster and wonder if this was the same person or a relative of his.

My Gran had done the laundry for one gunner (Sgt. Bertie Vaught) killed at Wroxham that fateful morning. He would have been 22 the next day and his wife was expecting their second child any day. I remember he had shown Gran photos of her and their little girl. I think he came from Arkansas. He was a man who loved the countryside and he often borrowed my old bike. He loved Coltishall down by the river, the Old Horstead Water Mill, and Wood Bastwick with its little and very old thatched cottages. He said he would have liked to take one back to the States if he could have done so.

I remember another time when the Germans gave me a fright. It was during September 43, about 5:15. Gran asked me to take some flowers over to the Old Church and put them on her mother's grave before it got dark. As I turned off the Wroxham road into Church Lane I saw this balloon like object floating down about 150 yards into the field on my left. It was a silverish color, like our barrage balloons were. I noticed a black swastika marked on it. There was about six wire cables coming from it and fixed to these were three oblong shaped packages and from these came what looked like grappling hooks. One of these had landed a few days before on the marshes near Gt. Yarmouth. It killed horses and cattle and it was described by the M.O.D. as a land mine. It had made a crater 25 feet deep and over 90 feet wide. As it got nearer to the ground I got down behind the hedge row and lay flat, heart beating as fast as it could, waiting for the big explosion to happen. After a little while I looked through the hedge and to my surprise it was drifting sideways and rising in the northerly direction. I was very happy to see the danger had gone. It went about another 12 miles before it hit the ground at Felminham doing very little damage apart from another large crater and being very heavy and wet land it soon filled with water. I think it is still there today, as the farmer made it into a flight pond for wild ducks and geese. Lots of the people did not believe me when I told them about this thing I had seen. But shortly afterwards it was in the local newspaper, where a Lt. Jeff Fallowins from the Rackheath Home Guard had also watched this thing while on duty at Church Farm Rackheath and had filed an official report in their records at 17.22 hours September 16, 1943.

Well Phil, I think this is enough of my memories for this time. I hope you will enjoy hearing about them. Sorry I have been so long. I hope you and Cille keep in reasonable health and have a happy and good new year. Let's hope all the terrible wars and famine ends so the peoples all over the world can live in peace in 1994.

All the very best.

Friends Tommy and Doris Dungar

### UNIT HISTORY—467TH BOMBARDMENT GROUP (HEAVY)

The 467th Bombardment Group (Heavy) with its four squadrons, the 788th, 781st, 790th and 791st Bombardment Squadron(s) (Heavy), were constituted on 29 May 43 by War Department Secret Instructions of 19 May 43 and assigned to the Second Air Force for training. The Group and Squadrons were activated 1 August 43 with station of activation Army Air Base Wendover, Utah to train in Consolidated B-24 Liberator Heavy Bombers.

The cadre of 35 Officers and 155 Enlisted Men from the 470th Bombardment Group (Heavy) at AAB Mountain Home, Idaho assembled at AAB Mountain Home on orders of 9 September 43. On 12 September 43 the Air Echelon of Group and Squadron flying officers, key operational and intelligence personnel proceeded to Army Air Force School of Applied Tactics, Orlando, Florida under command of Captain Garnet B. Palmer, Group Operations Officer. The Ground Echelon remained at AAB Mountain Home with command of Group and Squadrons by 1/Lt James A. Seccaffico, which command was not relinquished until 17 October 44.

The Air Echelon was joined at Orlando on 17 September 43 by Group Commander Colonel Frederic E. Glantzberg (date of order unknown) and Deputy Group Commander Lt. Colonel Albert J. Shower on orders dated 23 August 43. The last two weeks of September were spent in classes conducted by AAFSAT in the latest tactics in the European Theater of Operations. At the end of September, the Group had 59 officers and 178 enlisted men.

In the first ten days of October the Air Echelon was at AAB Pinecastle, Florida, where ten simulated combat missions were briefed, seven of which were launched and five completed; two aborted due to adverse base or target weather conditions. The Air Echelon returned to AAB Salt Lake City, Utah arriving there on 15 October, while the Ground Echelon that had further manned at AAB Mountain Home, arrived at Camp Kearns, Utah on 16 October. Colonel Glantzberg assumed command of the 467th on 17 October 43 and Squadron Commanders vice Seccaffico were executed that day. Glantzberg stayed as Commander only to 24 October 43 when he was relieved and assigned as Group Commander of the 461st BG(H). Lt. Colonel Shower became Group Commander that date and he was the last commander of the Group, relinquishing command on 10 September 45 when the Group was redesignated 467th Bombardment Group (Very Heavy) for transition to and training in B-29 Very Heavy Bombers. Lt. Col. Allen F. Herzberg joined the Group in October as Deputy Commander. On the last day of October 1943 the Group had a total of 69 officers, 995 enlisted men and four training aircraft, B-24D models, and was ordered to AAB Wendover, Utah for phase training.

It took two troop trains to transport the Group from Camp Kearns to AAB Wendover. AAB Wendover was on the Utah-Nevada border and was deficient in most expected amenities; construction on it/of it was not completed. The training aircraft available were old, "war wearies;" maintenance was made extra difficult due to the weather conditions. The Group set to work, however, with dispatch and single purposefulness toward going overseas. Personnel continued to arrive; the rosters were constantly changing. From the top down the right man was being sought for every job. In fact, when the Group went overseas in February 44 only six officers of the Group who went to AAFSAT remained. Transferred to the Group on 3 November were twenty-three crews, consisting of Pilot, Co-pilot, Navigator, Engineer, Radio Operator and one Career Gunner, from the 18th Replacement Wing, and on 6 November twenty ten-men crews from the 470th Bombardment Group (Heavy) with three aircraft. The remainder of November after arrival at AAB Wendover was concerned with continuing organization of the Group and Squadrons and completion of the first, Pilots, phase of training wherein pilots/ co-pilots were certified, crew orientation and training progressed, with the four squadrons flying 262 sorties, 900-plus hours. At the month's end there were 390 officers, 1,660 enlisted men and seventeen aircraft, B-24Ds, in the Group.

In December the second, Bombardiers, phase of training was completed. The squadrons flew 652 sorties (fourteen additional