



POOP from GROUP

467

*Sent check for
\$75 to Phil Day
to help publish "Poop"*

VOL. 13 NO. 3

STATION 145

RACKHEATH

APO 558

SEPTEMBER 1, 1994

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

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- This edition is produced with reduced type size in order to keep the contents to eight pages.
- Unit History will continue in next edition.

THE NORWICH CENTRAL LIBRARY THE CONFLAGRATION—THE TRAGEDY

On Monday, August 1, 1994, after being closed on the prior Sunday, eight custodial staff arrived at the library to do their cleaning before the 9:00 a.m. opening hour. Just after 7:20 a.m. when a light was turned on in the Second Air Division USAAF Memorial (Library) Room an explosion occurred and within two minutes flames were shooting from the roof and coming out of the building windows. All of the custodial workers escaped without injury, though one, believed to be missing for a time, was found to have exited the building at a place different from the other seven.

Some one pulled a "direct alarm" leading to the response of four firefighters and one truck within minutes from a fire station directly across Bethel Street from the Library. Norfolk Chief Fire Officer Bryan Smith said, "The fire was beyond control at a very early stage, additional equipment and personnel would not have made any difference" in response to criticism of too little, too late by the fire department. At the height of the fire department's activity, though, there were 150 firefighters with support equipment involved, one-third of all available in the Norfolk Counties.

The library building was built in the early 1960s, a design award winner, and was dedicated by the Queen Mother in January, 1963. Renovations to the building of 380,000 pounds (over \$550,000) had been recently completed with the library reopening in April of this year. The building had a full basement with specially constructed fireproof containers for storage of Norfolk County archival documents dating back to the Charter of the City of Norwich bearing Richard the Lionheart's seal (1194) and other treasures of Norfolk and Norwich of nearly equal import. These documents were among those saved though they did suffer water and smoke damage. On the ground floor was the American Room to the right of the entrance to the building, the Reference Library to the fore, the Children's Library to the left and the General Lending Library to the rear. The optimism of Monday when the building could first be reentered after burning furiously for nearly six hours turned into the reality of Tuesday when it was determined that the Monday estimate of one-half the materials on the ground floor could be salvaged to the current estimate that the entire ground floor content were beyond salvage. Of over three quarter million items in the Library system, 60,000 were out on loan and 369,000 were destroyed in the fire. The Memorial Room with 3500 items, which included military standards, silver items, personal items and memorabilia of the time and about that time, was completely destroyed. On the Mezzanine floor, above, two-thirds of the Coleman Collection of 10,000 documents, letters and pamphlets on Norwich were destroyed, the remainder have

been badly damaged by fire. The entire Rye Collection of 18th Century memorabilia and rare books was destroyed, the Norfolk Studies section of photographs, cuttings, almost 2000 transparencies of Norfolk churches, vast collections of great and small things in the whole range of the history of Norwich and Norfolk Counties—all destroyed.

The destruction was so great because the fire is estimated to have reached 1000°C (1800°F), hot enough to burn the cement protection off of steel columns and beams, a gigantic incinerator that turned most everything inside the building to grey ash.

Even as the building burned and salvage operations commenced, there was planning to provide an emergency replacement for the library in nearby central city buildings. Temporary office space will be set up in the Noverre Cinema assembly rooms nearby. The City Council Planning Officer pledged that the City Council will do everything possible to rebuild the library on its old site as soon as possible. Overwhelming numbers of offers of money, time and talent to do this have already been received by the Council.

The consensus of the Officers and Directors of the Second Air Division Association at this time is that the Memorial Library Room will be replaced, probably in the same location as before, in the new Library building. Believed to have been adequately insured, along with the total library, it will be some time before funds from insurance for building and contents can be determined. An inventory of the Memorial Room, including archival material and memorabilia, was made three years ago by an archivist employed for that purpose in the Memorial Library. It is hoped the list or a copy of it can be located to aid in the loss determination. In the meantime, three newly formed committees of the ZADA have begun efforts to determine:

- 1) What library materials have been given to or purchased for the Memorial Library to include VCR tapes, cassettes, records, special items of instructional nature, similar materials.
- 2) How to reproduce the Division Roll of Honor.
- 3) What Memorial Room special items, desks, chairs, tables, lamps, pictures, and flags will have to be replaced.

You are asked to begin thinking of items of the above nature that you gave to the Memorial. In the next POOP we will tell you how and to whom to report them.

In the meantime, DO NOT SEND BOOKS to the Library, they are not yet ready to receive new materials. Their work in the near term will have to be toward regrouping, moving, salvaging and restarting the whole of the system. You can look at your personal libraries to see what book or books from it you would donate or buy a book or two to be sent over eventually. The Library does not want general fiction, but historically accurate fiction will be acceptable.

In the next POOP we will tell you what books have been specifically requested and the best, most economical way to send them to Norwich.

Remember, Phoenix rose from the ashes. Special thanks to Alan Last -A of Norwich for sending newspaper articles, to James J. (Jerry) Murphy for forwarding those he received from England and to Geoff Gregory for information furnished by telephone.

FROM THE PREZ

Reservations for the 467th Convention in Minneapolis are edging up toward 200 as of mid-August. Call Lloyd Haug if you find you can go at this late date to check on room availability. There is much to talk about and plan for with some possible surprises you can't afford to miss.

The fire that destroyed the Norwich Library is devastating both for our 2AD Memorial and the British, who have lost centuries of historical manuscripts. I talked to 2ADA President Chuck Walker and he has assured our British friends that our Commitment to the Memorial Room will continue unabated, but it will take a herculean effort to reconstruct the many lost books and records. Of course, the original documents, like the Red Cross ledgers, are gone and were probably never photocopied, but if we search our attics and basements we may be able to replace or duplicate many of the old records.

I suggest that each of us go through our personal files and make two copies of anything of any value at all: one copy for the Memorial Room, when reconstructed, and one copy for the 8th AF Historical Museum in Savannah.

If all of the bomb groups do the same, I suspect the loss may not be as great as we now think. At Minneapolis I will appoint a committee to work on expediting this undertaking and will designate a repository for the material to be collected. By the time both Norwich and Savannah are able to accept documents and memorabilia, we should have most of the 467th material on hand. I will also try to find some guidance for you as to what kind of copies are needed: Xerox type, microfilm, etc. My diary was put on microfilm by the library several years ago, but there may now be a better format for a recopy.

Yvonne and I left Tucson on May 1st and are now in Anchorage, Alaska, getting ready to head south about August 15th. Becky and Mike, who live in Anchorage, have caught more than enough salmon and halibut to fill our trailer freezer and their big home freezer so we're enjoying the fresh fish. Watching the fisherman, shoulder-to-shoulder in the Russian River down on the Kenai Peninsula, is a riot. The silvers are running now. We've travelled over 9,000 miles since we left home in May and have about 5,000 to go to get back to Tucson. Only one trailer tire lost so far—not bad considering the 200 miles of gravel on the TOP-OF-THE-WORLD-HIGHWAY from Dawson City to TOK. They're still mining gold up around Chicken. The miners wanted to name it Ptarmigan but couldn't spell it, so they named it Chicken.

If the tires hold out, we'll get home in time to see you all in Minneapolis in September.

ROSTER ADDITIONS

Anthony J. Catalano, 92 Pulsifer Dr., Auburn, NY 13021
Willis E. Cobb, III -A, 1507 Gracie St., Tarboro, NC 27886
Lawrence Cothran, Box 32, Cook Station, MO 65449
John E. Ehrnreiter, 2827 Edgerton, St. Paul, MN 55117
Donald G. Estes, 978 El Camino Way, Boulder City, NV 89005
Robert E. Francis, Jr., 381 Main St., Elma, NY 14059
Mike Fusano, 15015 Cobalt St., Sylmar, CA 91342
Mario A. Fog, 20 Lucy Crl, Beaufort, SC 29902
William J. Galehick, 859 Granite St., Salem, OH 44460
Lloyd A. Gilbertson, P. O. Box 191, Kaawa, HI 96730
Benjamin, R. Hatch, 886 Clamshell Ln., Northport, NY 11768
Edward A. Hilla*, 291 Banbosa Dr. N, Toms River, NJ 08757
Nancy Henderson -A, 10623 Archmont Dr., Houston, TX 77077
John E. Kotema, 1041 Park Ave. NE, Canton, OH 44707
Julius A. Lapicz, P.O. Box 1702, Aptos, CA 95003
August M. Lobianco*, 3051 Kishner Dr #302, Las Vegas, NV 89109
Norwood H. Meisinger, 8719 Xerxes Dr S, Minneapolis, MN 55431
David R. Morton -A, 1801 Wilkinson Pike, Maryville, TN 37801
Donald L. Parvin, 107 Woodlawn Ave., Merchantville, NJ 08109
Joseph G. Perlmuter, 1600 Casale Rd, Pacific Palisades, CA 90272
Alexander G. Robertson, 7151 Fairfax Dr., Ft. Richey, FL 34668
Jack M. Roth, 3 Duncan Ct., Cranbury, NJ 08512
Robert Rothchild, 505 N. Lakeshore Dr. #23, Chicago, IL 60611
Robert L. Schiowitz, 1031 Indian Rd., Glenview, IL 60025
Lagrand G. Steele, Jr., 502 Watershore Ct, Melbourne, FL 32934
Hayden H. Stone, 3783 Antelope Way, Rocklin, CA 95677

*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.

Thomas L. Dimpel
George E. Elber
Edward Sanicki
Charles F. Thornton

Milner, GA
Brommell, PA
Milwaukee, WI
Rochester, MI

LAST POST

Robert L. Belter
Willis E. Cobb, Jr.
Bennett M. Henderson
Joe H. Morton

William Robertie - 2ADA
Oliver N. Simmons
Lowell D. Smothers
Soloman A. Womack

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

TREASURER'S REPORT

Operating Fund 06-01-94 to 09-01-94	
Opening Balance*	\$ 4,060.17
Contributions (8)	206.00
Decal Sales	45.00
History Book Sales	3,000.00
Patch Sales	171.00
Interest Income (3 mo.)	18.25
Sub-total	7,500.42

*Prior Qtr Operating Acct. in error @ \$4,022.26

Disbursements:	
Secretarial POOP 13-2	310.00
Reproduction POOP 13-2	324.00
USPS 1500 stamps	435.00
USPS Foreign Postage	37.09
Ort Products—Patches	1,125.00
Sub-total	2,231.09

Operating Account 09-01-94 \$ 5,269.33

Other Funds:	
Albert J. Shower Endowment	796.50
Sub-Total	796.50

TOTAL ALL ACCOUNTS \$ 6,065.83

MAIL-MEMORIAL OPERATING FUND CONTRIBUTIONS 06-01-94 TO 09-01-94

Contributions to the fund were:

Marvin R. (Ralph) Davis	Gerald B. Hunter
Edward W. King	Henry P. Lemman
Tony North -A	Arthur L. (Lyle) Prichard
Charles E. Russell	John E. (Jack) Stevens

The above contributed \$206 to the Association and I take this opportunity to thank each of them on your behalf. In addition, Robert D. Sheehan forwarded \$45 from Window decal sales. Thank you very much Bob.

Now eight contributors in ninety days is an extremely poor showing for 1,266 veterans and 148 associates on the roster, mathematically slightly greater than 1/2 of 1 percent. In the last six months it has been less than 1-1/2%, in five quarters less than 1.6% of the roster.

POOP, issues Vol. 12 No. 2, June 93 through Volume 13 No. 2, June 94, five editions averaged 1400 copies, a total of 7,000 mailings. The costs were \$1,517.74 (16 page mailing), \$991.08 (8 pages), \$1,000.30 (8 pages), \$968.69 (8 pages), \$1,099.68 (8 pages), a total of \$6,236.49, \$1,247 per issue, \$.89 per copy. Contributions in the period were \$3,203. It doesn't take a rocket scientist to see that the veterans and associates are not supporting the publishing of POOP. Publication is being subsidized by profits from PX items and conventions. I don't think this should be the way it has to be done. We have memorials existing and contemplated that should benefit from profits. The POOP should be self-funding through contributions.

We will continue to publish POOP, eight page editions, at about \$1,100 each, \$4,400 for the year, about \$3.15 per person on the roster.

I propose corrections to the Association Roster in the four months remaining in 1994. Please note the following:

1. If your mailing label name is not followed by a 2ADA or an A, I consider you a veteran of the 467th and in addition to the Association roster, you are also carried on the Group Master Roster, 1944-45. I would appreciate your notifying me if you are not a veteran or if the mailing is being received at a deceased veteran's address. If the answer to either of the above two questions is yes and you wish to continue receiving POOP, a post card should be used to tell me your desires or of the veteran's death. We keep a Last Post Roster updated.

2. If your mailing label name is followed by 2ADA, you need do nothing, we update our Association Roster to the 2ADA Journal listings.

3. If your mailing label is followed by an A, you are carried on the Association Roster as an associate. If you have not corresponded with me so far in calendar 1994 or if I do not receive correspondence from you in the next three months, to December 1, 1994, I will purge you from the Association Roster and will return you to it only upon receipt of a card or letter of your interest. An exception to this are those who have attended conventions of the Association with the 2ADA or stand alone 467th, and recognized widows of 467th veterans. But please, I would like to hear from every associate. It is especially important to tell me you are a veteran if you are carried as an associate.

You know we have no dues in the Association; we try to rely on donations. Each of you who receives POOP and hasn't made a contribution to the Mail-Memorial Fund in 1993, send a contribution. You know from the above figures what it should be. Please do better, the Association needs your contributions to be viable in publishing POOP FROM GROUP.

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. totaled \$12,379.31. Vincent LaRussa, who is handling this project, paid \$2,000 in advance from pre-publication sales. The association paid \$10,379.31 toward publication costs. Vincent has forwarded \$5,500 to the Association from sales and maintains a \$1,000 balance in the book account.

The Association expects to recover its expenditures through the book sales.

Group/Squadron Patches: Our obligation to Orr Products for these patches was \$2,250 which was paid by the Association. Paul Hatten has forwarded \$1,121 to the Association, leaving \$1,129 to be recovered by patch sales.

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. This third reprint contains the total original Healy publication plus includes 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, and 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 are included in the addendum.

Orders of the third reprint will receive at least one update of roster names and additional materials on the Group's KIAs.

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 but 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, 2927 W. 8380 S., West Jordan, UT 89088.

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: Sold out. No more.

G.I. Memoirs Of The E.T.O.: A 5-1/4" x 8" booklet with front cover, a title page and 25 pages of cartoon-like scenes of enlisted personnel activities, on and off base. \$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.

REUNIONS

467th Bombardment Group (Heavy) Association, Ltd. will hold its 1995 convention in San Diego, CA in first half of October 1995. John E. (Jack) Stevens, 3526 Large Circle, San Diego, CA 92110, will be the coordinator.

Bombardiers, Inc. will hold its 1995 Reunion in Little Rock, AR, May 3-7. Chairman/Coordinator is Hank Wehmer, 4 Oriole Circle, Little Rock, AR 72205, (501) 666-8614.

BITS AND PIECES by Phillip G. Day:

The news from Norwich of the Library conflagration more fully covered elsewhere in this POOP reached me first by telephone call from Alan Last of Norwich, later from Andy Wilkinson of London vicinity, who had seen it on BBC evening news, and after talking with Tony North in Norwich, called me. Tommy Dungar called Bill Dillon who in turn called me.

A letter from David Hastings of a general nature that contained the information that there could be signage put up by the Broadland District Council directing attention to the Historical Marker at the Rackheath Industrial Site. These should increase traffic/tourists to the marker which now has a sign at it which suggests further information as to the 467th can be found at the Rackheath Holy Trinity Church, at the Lomax office exhibit nearby the marker, (in Norwich at the Memorial Library Room) or from the Association with my address. The sign complements the marker and is well placed for viewing. Special thanks to Robert Lomax for arranging its production and placement, for his office exhibit of Group History and memorabilia and for his maintenance of the Historical Marker and the setting and for having the flag poles repainted. All of these things are evident in a series of photographs that he sent Geoff Gregory and to me. I have written him thanks for all he has done and all he continues to do as a friend of the 467th.

James J. (Jerry) Murphy, J. Fred Rentz, and Anthony R. Smolar and their wives are known to have visited Norwich/Rackheath in the quarter. Escorting and guiding them were Kevin Clarke, Tommy Dungar, Geoffrey Goreham, Tony North and Ray LeFevre and his wife (LeFevre is not on 467th Roster as an Associate—send me his address). Phyllis DuBois was coordinator for the Rentz visit, and Fred wrote me of his appreciation for it and of having her arrange for Tony to be at the Library for a visit with him.

Without knowledge about when the Library can begin functioning again, it is hard to advise you on how best to arrange a visit to Norwich/Rackheath. Tony North still has his personal files of 467th memorabilia especially aircraft photos which is a must see; Kevin Clarke has offered his expertise of the base and has asked you to stay with him and his family in North Walsham near to the base; Tommy Dungar is probably most knowledgeable of the base and surrounding areas as he has lived there since childhood and with Peter Bond, deceased, studied the base thoroughly from engineering maps and drawings, but Tommy is rather limited in physical activity though he still welcomes visitors to his home in Rackheath where he will be pleased to show you his memorabilia, including a great selection of relevant VCRs. Geoffrey Goreham is most knowledgeable about Norwich, his guided tour of the group, Friends of the 467th in 1992, was a highlight of our visit. Martin Hall was very knowledgeable of Rackheath; he studied under Peter and Tommy, but his employment with the Postal Department moved him to the Isle of Wight. I have mentioned some and possibly left out several. So if you plan to visit Norwich/Rackheath in the near future, get in touch with me and I will advise you about contacts you should make for your proposed time of visit.

For you who served with the 801st BG(P) and/or the 492 BG(H) (Second Organization), Sebastian Corriere, 4939 N. 89th St., Milwaukee, WI 43225, has been doing a wonderful job of serving that combined organization for many years. If you haven't been in contact with the 801st/492nd, write to Sebastian, tell him I sent you.

Joseph J. (Joe) Huben noticed the similarity between the 1944-45 467th aircraft tail colors, the Group Libramus Shield and the red and white flag used by divers to identify themselves and their activities. Joe wrote the Sport Diver Magazine of our Group colors and sent a copy of the Group Window Decal to it. They published Joe's letter which said, "Fifty years ago I flew bombing missions to Germany as an aerial gunner on a B-24 Liberator bomber of the 467th Bomb Group-8th Air Force. Our Group colors which were painted on the tail assembly of each plane were a red field with a white diagonal.

We share the same colors. I believe the 467th had them first, but that creates no problems. Both the brave young men of the Eighth Air Force and the Sport Divers of today share the spirit of adventure."

The window decal was printed accompanying the article and in full color on slick paper does the 467th and Bob Sheehan who sponsors the decal a great complement.

Your Editor will undergo major abdominal surgery on August 30 at Houston's Methodist Memorial Hospital. Your prayers for a safe and speedy recovery are requested. Have a good convention!

A LETTER FROM THE MIGHTY EIGHTH AIR FORCE HERITAGE CENTER

On 27 August 1993, I reported to you and your membership that we had secured funding for The Eighth Air Force Heritage Center through Chatham County's willingness to sell revenue bonds. In the interim I'm pleased to report that we have selected Maltbie Associates of Mount Laurel, NJ to be our interior design contractor and J. T. Turner Construction and Scott Barnard Associates, both of Savannah, GA, to be our builder and architect respectfully. We are in the process of finalizing the design work so that construction may begin this summer.

We are also developing the "story line" for the museum portion of The Heritage Center. In the August letter I alerted you and your membership to identify materials, memorabilia, artifacts and archives that might be made available to The Center for display and preservation of Eighth Air Force history. We now need to know as soon as possible what your members are willing to make available. The information is vitally important as we develop the overall Heritage Center program. We are also seeking Eighth Air Force vintage aircraft: B-17, B-24, B-26, P-38, P-47, and P-51. Does any individual or group want to sponsor one of these aircraft? We will put the aircraft in its wartime and group colors to honor the unit that sponsors one of these aircraft. Please give this letter widest dissemination and have your members who have material for The Center to contact our Museum Director, Gary Miller, at 1-800-421-9428.

Again, I extend my best wishes to you and your membership and express my sincere appreciation for your continuing support of your Eighth Air Force Heritage Center.

Sincerely, Lt. Gen. E. G. Shuler, Jr., USAF, Ret.

**CONVENTION 94 PREREGISTERED
MINNEAPOLIS, MN—SEP 15, 16, 17, 18, 19**

Once you receive this POOP you will have only a few days to make those last minute arrangements to attend if you are not already registered. Lloyd Haug (612) 789-6122 will try to include you for convention functions (See Prior POOPs) but you will have to make arrangements for your own hotel accommodations. Come and join the following for a grand time:

Barclay, Robert A. - Shirley	LaRussa, Vincent - Gloria
Barilich, Steve F. - Gizellam	Leister, Roger L. - Dorothy
Barry, Learned W. - Margaret	LePoer, Bernard -A - Annea
Bell, Anthony V. - Connie	Lees, Carolyn L. -A
Betcher, Raymond A. - Opal	Long, Eugene H. - Mary
Bickel, J. Ray	Malone, Maurice L. - Virgie
Brasier, Victorine W. -A	Mattulke, William F. - Marguerite
Brown, Forrest D. - Patricia	McGovern, William P.
Brown, Clement W. - Eleanor	Meyers, Robert A.
Buettner, Frank C. - Lynn	Muffoletto, Richard J. Sr. - Lucille
Caldwell, Charles H. - Eloyce	Mundy, Walter J. - Ruth
Clawson Charles H.	Newhouse, James K.
Coolidge, Kevin L. -A	Novak, Edward R. - Janet
Coolidge, Myles E.	Pehrson, William L. - Eleanor
Culross, Mel	Perkins, Fay E. - Merlina - Arnel
Colvin, Walter C. - Phyllis	Prichard, Arthur Lyle - Irene
Cox Charles W. - Mary Anna	Pugh, Floyd, J. (Puff) - Anne
Damey, Dorothy -A - Linda Bittner -A	Rambosky, R.J.
Davies, Lloyd A.	Re, Vincent C. - Carolyn
Davis, Marvin - Doris	Robinson, Walter - Patricia
Dettinger, Roy M. - Ruth	Russell, Richard O. - Marilyn
Doleson, Lawrence - Marnita	Salzarulo, Eleanor E. -A
Donlon, Hugh - Eileen	Schiano, Louis J. - Lela
Driscoll, Kenneth - Christine	Scott, Samuel E. - Mildred
Elliott, Ralph H. - Yvonne	Schecter, Morton - Marilyn
Elsen, Elizabeth -A	Schy, Robert L. - Ray
Felbinger, Norman W. - Lucy	Sheldrick, William L. - Eileen
Flay, Roy B. - Florence	Sheehan, Marty - Cohn, Katey (4-yr. old)
Fox, J. Joseph E. - Patricia	Sheehan, Robert D. - Rosemary
Gehring, Joseph M	Sherrard, James L. - Mirretta
Gentry, Arthur N. - Jeanette	Shower, Albert J. - Kay Lanigan -A
Gerard, Earl J. - June	Shaughnessy, Thomas
Giblin, Roger C.	Siensen, Ellis P. - Geraldine
Gilbertson, Lloyd A. - Harriet	Sorrentino, Ernest G. - Mary
Gore, Edward F. - Elizabeth	Speiser, Marvin W. - Marjorie
Gregory, Geoffrey G. - Terry	Sprague, Robert C.
Gummelt, Jim -A	Stephenson, Dore D. - Jerry Ann
Haenn, Joseph W. - Florence	Steranko, Thomas - Ron M.
Hallowell, George B.	Stevens, John E. - Lucile
Hatch, Benjamin R. - Carolyn	Storey, Henry J. - Helen
Hatten, Paul V. - Evelyn	Swanson, Raymond A. - Frances
Hodge, Joseph A. - Evelyn	Swart, Lawrence D.
Holt, James W. - Dorothy	Swearingen, Jackie -A
Holum, Edward T. - Arlene	Thompson, John E.
Imburgia, Joseph - Vera	Upp, John W. - Catherine
Johnson, Dean H.	Wagner, Charles R. - Marjorie
Johnson, Frank H. - Rita	Waite, Lyle D. - Margaret
Johnston, Billy L.	Weaver, Walter W. - Mary
Kagy, Norma N. -A	Welters, Allen J. - Mary
Kapi, Andrew Jr. - Anna	Wheelock, Al P.
Kaynor, Donald D.	Wilkinson, Andrew J. -A -
Keithley, David A. - Jane	Jacqueline - Thomas (3-yr. old)
Kenagy, Glenn L.	Whitsel, Travis S.
King, Edward W. - Theresa	Williams, Wm., Jr. - Elizabeth
Kuchinski, Paul J. - Carolyn	Woodside, Lee S. - Nadina
Kurtz, C.P. - Faye	Zbikowski, Joseph

A LETTER FROM ED McCORMACK

Dear Phil, Just a note to correct your "Bits and Pieces" column. You got the dates wrong on when I flew my missions. I reported I finished on June 25th. In your column you stated June 3. I was fast but not that fast. So Lt. John Seward was no doubt the first to finish on June 10th.

By the way, the name is McCormack—not the "ick" one.

Best of everything. Ed McCormack, Crew 41—789th

A WORLD PREMIERE AT RACKHEATH

Robert C. Triplett was Public Relations Officer for the 467th.

Bob was the person who got our pictures and write-ups in the hometown newspapers. He sent me xerox copies of some of his memorabilia and wished to know if we yet had a repository for 467th memorabilia. The answer is "no, not a permanent one at this time," but Vincent LaRussa at 8570 N. Mulberry Dr., Tucson, AZ 85704, and Ralph H. Elliott of 6000 W. Rafter Circle, Tucson, AZ 85713, will take your memorabilia for cataloging and storage until such time as a permanent repository is decided upon. After Convention 94 at Minneapolis we may have a better handle on this depository question.

Further as to Bob Triplett. There was a large Nissen hut in the communal area of the station. Pictures I've seen of it has a large block letter Theatre Translux across the flat end of it. I remember you entered the long, curved side of the building at an entrance about halfway from front to back. The screen was at one end, the projector and operator were on a platform suspended toward the top of the building. On 1 March 1945 (I didn't attend, I was on rest leave from 27 Feb to 8 Mar) the world premier of "My Reputation" starring Barbara Stanwick and George Brent was shown one

day only, three showings. Bob arranged for a large, calligraphic printed letter about 3' wide by 4' high, to Dear Barbara Stanwick to be available for those of you who attended the showings to sign. The letter read:

"This afternoon in a Nissen hut "somewhere in England", "My Reputation" had its first showing."

We were the audience. We came from the planes and the hangers. We wore flying cloths and dirty coveralls. We sat on benches mounted atop empty bomb crates. We watched, we listened, we enjoyed. We are the officers and enlisted men of the 467th Liberator (B-24) Bomb Group, Eighth Air Force.

We thank you, Barbara, for this "premiere" and we ask you to pass our thanks along to all your friends and associates in the Motion Picture Industry for the movies we enjoy so much. Time off is a matter of minutes over here and recreation generally means going to the movies down in the "Trans-Lux" as we call our hut theater. It is a big link with home which helps keep our spirits in top fighting form."

Hundreds of signatures by you were signed on the bottom of the letter which Miss Stanwick received in late April. On May 1 she wrote in longhand on her stationery:

"My Dear Lt. Triplett, Today I received the letter(s) from the 467th Bomb Group regarding Mr. Brent's and my picture "My Reputation." This picture has not been released in this country and I am so proud to have a world premier for the best kids in the world.

To think all of you took the time and trouble to send such a lovely letter and such grand photographs pleased me more than I can tell you. I shall treasure both, for to me it's better than any and all awards because it came from our finest.

Please convey to the boys for me my deepest gratitude to all of them for their kindness to me. I am so proud I am an American and belong to all of you.

Thank you and my very deepest prayers for all of you always."

(Signed) Barbara Stanwick. —End of Bob Triplett article—

(So there you are "boys" and "kids" of yesteryear. Miss Stanwick sent a photo of herself holding the 467th letter from which I estimated the letter size. Now you know the rest of the story. Editor)

A LETTER FROM MARSHALL DEUTSCH

Dear Phillip, Many thanks for the interesting copies of POOP FROM GROUP, which I've been getting addressed to my correct address (41 Concord Road, Sudbury, MA 01776-2328), but also to 51 Concord Road, which is, alas, the address you list for me under **ROSTER ADDITIONS**.

You have no idea how pleased I was to see the name "Terrance P. Brennan" listed along with mine. I was the radar countermeasures officer of the 467th and was the only person in the group who could put an enlisted man on flying status by training him to be a radar countermeasures operator. I don't remember how I chose others for the job, but I do remember that Terry Brennan lobbied hard for it and even had a lieutenant colonel friend of his call me to put in a good word for him. (I was only a lieutenant.) I trained Terry and sent him off on his first mission, and he didn't return! This has bothered me for fifty years, not, I must admit, constantly, and it was a real relief to see his name on your list.

Sincerely, Marshall Deutsch

A LETTER FROM FRED J. RENTZ

Dear Phil, I can't emphasize too much how gracious everyone was in Norwich when my wife and I visited there June 8. Phyllis DuBois greeted us and Tony North was there with a scrapbook full of pictures of the 467 B.G. I was able to identify some of the planes we flew since I had my log book with plane numbers in it and Tony's book had numbers too. Ray LeFevre and his wife drove us out to Rackheath where we met Kevin Clarke and his family. We all had lunch at The Green Man. Tony and Mary Smolar were visiting Kevin and were along. Tony had been a navigator with the 467th.

The visit to Rackheath was a good prelude to our trip from London to Paris via Portsmouth and Normandy with a group called D-Day Remembered. We went as Carnegie Mellon Univ. Alumni. I wanted to thank you for your part in helping to make it all come together by putting me in touch with Phyllis.

I had wanted to add something also to the Bits and Pieces about John Seward. I was his co-pilot. According to my log book we finished our missions on June 25, 1944 with a mission to Frevent. I had a note that our tail gunner Camassa had finished his missions the day before and I'm sure that I would have mentioned it if Seward had finished earlier. I remember that our Bombardier Nathanson had been ill for a couple of missions and had to make up with another crew but I don't remember if he had caught up with us by the 25th. My memory for details is not great but we flew to Berlin on June 27 for our 27th mission and I'm sure John was along. I think that Col. Shower was congratulating John's whole crew for being the first crew to finish 30 missions. If you have a copy of that picture, I would like to have one. I've had no contact with anyone in the crew except Ralph Hutton, who is now deceased.

Thanks again for your help with our trip to Rackheath. I'm enclosing a picture of Tony Smolar on the left and yours truly at the Memorial. Incidentally, Lomax has just put up a nice display of 467th pictures in the lobby of their plant right near the memorial.

Merci Beaucoup! Sincerely yours, Fred

A LETTER FROM ROBERT M. STONE, JR.

Dear Phil, Hope you and yours are doing fine and are enjoying life. I'm doing well for this time of life and remaining active, when the joints let me. My wife says that I should keep out of those joints, but: Oh Well!

Got the latest POOP today and read your story about my favorite mission: the one where we could smoke on the bomb run! I would like to amplify your description, which is accurate as far as it goes. The raid on Hildesheim, a rail center where the East-West lines crossed the North-South line from Hannover remains fixed in my memory. As I recall, there were 14 dead end sidings forming the leg of a sideways "Y" (The photo in Healy's book is upside down, north is shown at the bottom of the page).

The briefing showed that the Group would cross the Dutch coast at 12,000' and bomb at 8,000', dropping down after crossing the Zweider Zee. We were flying in group formation, which put the low left in the treetops at about 6,500'. So everyone's right about the altitude. The Group ahead of us passed over a clump of woods that contained the rail battery. It fired 4 shots, getting one of the 24's from the group ahead of us before the woods were attacked by a bunch of mad 47's, who proceeded to set it on fire. The 24 lost its right wing and immediately went into a spin. It was slightly below us and about 5 miles ahead of us. There were no chutes and the aircraft hit the ground and exploded when we were about 2 miles from it, the burning wing did a falling leaf and did not hit the ground until we were almost on top of it. I understand it was the only 2AD casualty of the day. Some years later, I was a member of one of the 8AF or B-24 associations and received an issue of their Journal containing a letter from the son of one of the occupants of the aircraft asking for these details. I started to write, but chickened out as I didn't know how he'd feel knowing that his father was trapped in an aircraft, probably alive, and realizing that in the next minute he would be dead and there was nothing that he could do. I've had that feeling, but fortunately came out OK, and wouldn't wish it on anyone.

Well, on to the Mission. We uncovered at the IP and went into Squadron formation, on a northerly heading. The primary target was the intersection of the "Y" and I think Sherard was the lead Bombardier for the lead Squadron, we were in the 2nd Squadron. As he approached, the lead saw that the yard was full of trains and cars, so he moved the aiming point south to the very bottom of the sidings. The first bomb hit the last car on the bottom siding which was evidently loaded with explosive of some sort, as all Hell broke loose. We dropped our bombs and turned off the target in a hurry as we were at about 7,000' and getting bounced about by the explosions below. I stuck my head in the bubble window of the navigator's compartment to watch the 3rd Squadron bomb and saw him drop short into the town. The area seemed to rise up, shake, and fall back down, collapsing into itself. The word was that during the check list, the bombardier checked the HI-LOW Altitude switch on the bombsight and automatically pushed it into the HI position. This sounds reasonable as it would cause the bombs to drop considerably short. As I said, all of the aircraft looked like they were on fire from the cigarette smoke streaming from them!

I had always wanted to go back there and finally made it in '90 when I was working in Germany for the Canary Wharf project. I was checking out plants in the Hameln-Hannover-Celle area and made it a point to go to Hildesheim. There is an overpass west of the yard now which carries the local traffic to Hannover/Misburg, about 30 miles north. I stood on the overpass and took a panoramic photo looking east at the marshalling yard and the sidings which have been rebuilt. The buildings have been rebuilt, also, but using the old foundations. At the top of Healy's photo, you can barely see through the smoke a major avenue running east-west through the town. This was apparently the southern limit of the 3rd Squadron's bombs, both as I recollect and as appears today. I remember it so well as it was like the town that I grew up in, where the railroad was separated from the town by a wide street. Living south of Main Street was a life goal. Everything in the area north of this avenue is modern, while south of this avenue, everything is at least 500 years old. The contrast is amazing.

I also wondered why we never bombed the oil fields at Wietze west of Celle and south of Bergen-Belsen. I ran onto them when I visited a plant at Wietze and saw the signs for the oil field museum nearby. I got to visit a lot of the targets and take a lot of pictures of them to compare to my memories of those days. Remind me sometime to tell you about the photo I took of the barge on the aqueduct of the canal crossing over the barge on the river at Minden, a milk run that the Brits screwed up by destroying it! The photos show where piers for the aqueduct have been replaced and others have been repaired. And, of course, little "B" Bielefeld.

That's about it for tonight. Best wishes and keep up the good work.

Regards, Bob.

A LETTER FROM RAYMOND E. FORBES

Dear Phil, In your "POOP FROM GROUP" dated 1 March 1994 and column "Bits and Pieces," there is reference to the crash of the 788th "Broad and High" B-24H 42-50439, with the loss of four crew members. No other details cited.

As you know, I was a member of the 492nd Bomb Group (17 missions) and the 467th Bomb Group (18 missions) so I have ambivalent feelings of veteran loyalty to each.

Nevertheless, the "Bits and Pieces" piqued my memory since I flew several (four or five) in "Broad and High" as a crew member (Bombardier Navigator) in D. D. McGowan's crew in late July 1944, while with the 492nd.

According to Allan Blue's history of the 492nd, 42-50439 was a replacement aircraft with that group; flew its first mission on 13 July 1944, and then seven more before being transferred to the 467th, only to be salvaged on 18 August 1944 by the 467th.

Our crew (McGowan) was on rest leave until 13 August 1944 and not aware that "Broad and High" had been crashed or lost until several days later. Since I have an interest in what happened, I would appreciate more information, especially about the crew.

We, our crew, were never really into naming our aircraft, since the one we flew to England, named the "Dreamer," was taken from us. When we joined the 492nd it didn't matter; naming an aircraft almost guaranteed it would soon be gone.

Nevertheless, I remember "Broad and High," not because it was a good airplane, but because it was named by the "Ground Crew Chief." He was from Columbus, Ohio, where the two main streets are Broad and High. Not only descriptive of a B-24, but a tribute to the dedication of the ground personnel which made it flyable. Even when lost.

Most best regards, Raymond E. Forbes.

A LETTER FROM D. D. "STEVE" STEPHENSON

Dear Phil, We hope this finds you and Miss Cille in Good health, but at our age one can never know.

I'm not one to write letters but thought I should reply to Doer Dye's record of missions flown and trip from the U. S. to England. I think Doer was right about the number of missions changing from 25 to 30 then to 35. My crew had already flown 28 missions when the order came out to fly 35. So I was very unhappy to fly 5 more missions and expressed my thoughts about it to no avail.

My crew flying to England consisted of Col. Shower flying the right seat and Maj. Holmes was the Navigator. Maj. Mann (Flight Surgeon) in the place of my Bombardier. Our trip from Kansas to Rackheath started 1 March 44 to 13 March 44. The Colonel was in a hurry to get there, which was expected. Our flying time was 65 hours 50 minutes.

I might mention that on our trip over we flew into a thunderstorm north of the Amazon River which was unbelievable. The rain was so hard we could not see the inboard engines. We were on auto pilot and when we hit the updraft part of the storm the rate of climb was 5-6 hundred feet per minute. Of course the auto pilot tried to hold the same altitude, putting the plane (aircraft) into a slight dive to correct the altitude, and the air speed increased to 175 m.p.h. Something I didn't think the B-24 could do, climb 5-6 hundred feet per minute and increase air speed to 175 m.p.h. This lasted for a very short time.

Doer finished his missions in good time, but we beat his time by a little. We flew our first mission 10 April 44 and finished our 35th mission on 22 July 44, 104 days, averaging 1 mission every three days. We flew 6 missions in April, 10 in May, 11 in June and 8 in July. I flew my last 6 missions on 7-16-44, 7-17-44, 7-18-44, 7-19-44, 7-21-44 and 7-22-44. This may be a record also.

After finishing my missions, the crew, except my Navigator and myself, was sent to the U. S. We stayed with the Group. Not sure what Bob Harris (Navigator) did, but I did odd flying duty, slow timing engines (new), checking flying ability of B-24's after some repairs, and also flying with replacement crews on practice missions pertaining to the type of formation our Group was flying. I was flying right seat on a practice mission when a top turret gun malfunctioned, spraying bullets through the formation. One B-24 was hit and had to ditch in the North Sea. Some of that crew lost their lives. I'm sure others will remember this incident.

Hope to see you in September but not sure because of minor health problems. Sending check to help with postage.

Always, D.D. "Steve" Stephenson.

A LETTER FROM AL WELTERS

Dear Phil, Have been wanting to get a letter out to you or a good time to call, but time always runs out for the details that keep coming up to be taken care of. Wanted to mail you a somewhat of a worthwhile letter but now, unexpected, I find that we are on our way to Seattle. Anyway, the last newsletter was a very good one again as far as I'm concerned. You posted a pretty good ad for our "Memories of the E.T.O." I did not expect a landslide sales, but expected more than the number that has requested the booklet so far. Four members asked for the booklet, one called from Minneapolis and three were by letter. Had a nice talk with the member from Minneapolis, about his 467th service. The other three did not write more than their address. I wonder how many of our members are ground crew people. It seems they don't care about their wartime service and experience. Probably also more of those that are members do have such booklet, but I have not come across any except Tom Steranko who said he has one.

Well, anyway, Phil, run the ad again as I have a good supply of booklets on hand, maybe a few more will order.

Sorry I have to make this such a rushed letter—will enclose a mail and memorial contribution so you won't discharge me from the Unit???

Made an interesting contact with an ex-B-24 pilot who flew 56 missions in the Pacific in the "Jolly Rogers" bomb group, then was assigned to fly in the B-32's. First person I've met that saw service with B-32's.

Our best wishes to Cille too. We hope you both are doing O.K. Stay out of that dry rain—huh??

Take care, Phil. Cheers. Al

A LETTER FROM JOE R. RAMIREZ

Dear Phil, I hope you and your wife are enjoying the best of health. I am starting to come out of my problems. I haven't heard from you outside of the POOP sheet. I've been busy writing letters. Col. Shower comes by often. Holdrege calls me often.

Had a very nice visit with Mr. and Mrs. John Oakley, friends from Rackheath. They were great. They started a visit to U. S. during Memorial and D-Day Ceremonies. First stop was San Francisco, Ca. Visited friends there. Proceeding to Arizona, visiting deserts and Death Valley. Also a stop at Las Vegas, Nevada, finding out pounds don't last very long there. They left for Long Beach, CA. They stayed with Mrs. Dorthey McToxen, formerly from Norwich, England. The next day Disney Land was on the agenda.

On Sunday morning Josie and I picked them up and motored to Coronado, Ca. There we met with George Y. Dong, Assistant Crew Chief to "Witchcraft." Col. John Stevens and his wife also joined us.

After meeting, we shared friendship and war stories.

John Oakley was an eleven-year-old youth, living next to the 467th B.G. Airfield. John spent many a day admiring our Liberators and the Yanks around. One of his favorites was the "Witchcraft."

The war ended. The Yanks came back to the U. S.

The first reunion the 467th held at Rackheath, Mr. Oakley asked if anyone knew the "Witchcraft" Crew Chief. He found out my address and wrote to me. A great pen pal friendship started.

The 467th reunion in June of 1992, I met John and Sheila personally.

They hosted Col. Albert Shower and me; drove us around the old 467th B.G. Airfield and the site where the "Witchcraft" was parked. It's now a sugar beet field that John farms. We had real fish and chips without newspapers at their home.

Back to Coronado. George Dong hosted us to a great buffet lunch at the exclusive El Coronado Hotel. Food was out of this world. A great time was had by all.

Next day they visited Josie and me in Whittier, Ca. Another couple was present. More stories, pictures and videos, followed by a great dinner at the local Sizzler. Next day it was to Knotts Berry Farm.

My wife and I enjoyed their company. Hoping we can meet again.

Regards to you and yours, Joe

A LETTER FROM JOHN AND SHEILA OAKLEY

Dear Phillip, My wife, Sheila, and myself have just returned from a vacation to California, starting up north in San Francisco and travelling down through Yosemite, Death Valley, on to Las Vegas and finally to stay with relatives in Long Beach.

On Sunday, June 12th, came one of the highlights when I visited with my longtime pen friend, Joe Ramirez, who I'm sure you all know as the Crew Chief of "Witchcraft" and whom I previously met at last on his visit back to Rackheath with yourself and other members of the 467th.

Well, Joe and his lovely wife, Josie, picked us up at 7 o'clock on Sunday 12th June, to take us down to Coronado, San Diego, to meet his Assistant Crew Chief, George Dong.

Joe has had major stomach surgery and a knee joint replaced in the last two years, but you will be glad to know he has dispensed with his walking frame and gets about well with a stick. He is his usual jovial and talkative self.

After meeting George, who is remarkably fit and a very quiet and unassuming man, I received a call from Jack Stevens and his wife, Lucile, saying they would like to call and say hello as George had told them we were coming.

I had seen Jack at the dedication of the 467th memorial in 1990, but of course he did not know me so I was delighted to meet him.

George then invited us all to lunch at the very impressive Coronado Hotel, built in 1888, and a superb buffet lunch it was.

Back at George's I was happy to sit and listen to them talking about their days at Rackheath and see George's mementos before travelling back to Long Beach.

On the Tuesday 14th June, I travelled to Whittier to visit Joe in his home and was pleased to see all the pictures, posters, etc. that I have sent him over the years on display. Again we were taken to lunch by him and his wife and little granddaughter who I'm sure keeps him going and has helped in his recovery.

My interest in the 467th goes right back to 1944 when as a boy of 12 we used to go under the fence of what must have been the 791st Squadron near the railway crossing. The two planes I remember best are "Bugs Bunny" and "Wallowing Wilbert." Now I have never spoken to anyone returning over here who either flew or serviced either aircraft. It was of course the mechanics who we usually obtained gum or candy from as flight crews were not there in the daytime if the planes were not on a mission.

Know if there is anyone out there who had anything to do with either plane and might have a photo of them or the nose art. I would very much appreciate a copy and any information on them.

I hope this will have been of some interest to you for possible inclusion in the "POOP" which I receive from you and thank you very much. I also trust your own health problems that incurred on your last visit have much improved.

Our best regards, John and Sheila Oakley

R&R IN THE BIG APPLE

H. Harding Isaacson, 7E 8th Street, Apt. 5C, New York, NY sent information concerning the Soldiers', Sailors' and Airmen's Club at 283 Lexington Avenue, New York, NY 10016—(212) 683-4353. Printed following is the invitation:

"R&R in the Big Apple. Always wanted to visit New York City, but, couldn't afford it? That's not the case if you fit the following criteria:

- Retirees, All (including officers)
- Former Service Personnel, Honorably Discharged

For \$30 a night you get a comfortable spot to sleep in and use of the SS&A's facilities. The Club is located in the historic midtown Murray Hill section of Manhattan. There is controlled access to the building and a helpful staff to point you in the right direction. The building is fully sprinklered and has brand-new fire alarm and communication systems.

A wine and cheese welcome on Friday evenings and a free continental breakfast on Sundays. On Saturdays, GI Liberty Kitchen Canteens of America serves breakfast and lunch. (No charge for active serving enlisted.)

The SS&A has a poolroom, three pianos (all in tune), TV room, library and two large comfortable lounges, all open for guests.

This is a Not-For-Profit organization, licensed under the State of New York, Tax I.D. #13-1628214, supported by private citizens to express their thanks for the job our Servicemen and Servicewomen are doing and have ever done.

Here's your chance to head for the Big Apple to shop, sightsee, play or relax. For reservations, call toll-free, 1-800-678-TGIF. Ask about group and long stay discounts. Your ID Card or proof of honorable service and \$30 is all you need.

Note: Visa and MasterCard accepted."

I serve on the Advisory Board of this Club. If you use the facility, please mention my name. H. Harding Isaacson.

H. Harding Isaacson was an air crewman, Armor Gunner in the 467th, joining the Army Air Corps after finishing high school in Sayville, NY. After discharge in 1945, he returned to Sayville and became Commander of the American Legion Post there. After 5 years in the Air Force Reserve, he retired from it in 1950 when he married Mary Ann Flum, a fashion model.

He joined the New York National Guard and spent a number of years in a regiment of the 11th International Security Battalion. The regiment was known "for its flower shows and art shows rather than military duties" says Isaacson. He found his true calling in the New York Militia's Veteran Artillery Corps, made up of veterans whose ancestors were themselves veterans of the Revolutionary War or the War of 1812, where he was titled Colonel and where he has served over 30 years. Active in several genealogy societies he has spent years tracking his ancestry down, those who served in every American war since the Revolution and roots that stretch from Venetian nobles to New England's first settlers. His service to the Sons of the American Revolution led him to be marshal of its functions for over 20 years and through his chairmanship he met many dignitaries, both domestic and foreign, among them King Peter II of Yugoslavia and others from the Russian Nobility Association, Polish Government in Exile, Ambassadors to the United Nations from several countries.

Since the death of his wife in 1980 and his decreased responsibilities in the Village of Amagansett, NY, the Colonel is traveling now, at least one trip per month, visiting friends in Venezuela, London, Hong Kong, Frankfurt, Mexico and elsewhere.

The Colonel and I have corresponded sporadically in the last 12-13 years. I thought it was time to profile a very interesting American and veteran of our Group.

Phillip G. Day

A LETTER FROM TONY NORTH

Dear Phil, I received the latest "POOP" and your note, both as always greatly appreciated.

I've spent some time recently with a couple of visiting 467th Vets. I met Fred Rentz and his wife at the Memorial Room and had a couple of hours with them before they went out to Rackheath. I would have liked to have had more time with them but they were here just on a day trip from London, but I did have a wonderful day with James Murphy and his wife who drove up from Oxford for a couple of days. That meant we had plenty of time for a good look around Rackheath assisted by Kevin Clarke and also for a couple of hours or so with Tommy Dugar. Tommy doesn't get around much these days and I know he appreciates having visitors. Another 467th friend, Geoffrey Goreham, was with Tommy so you can imagine we had quite a session. Al Shower has also been here, as well as several other vets from Rackheath, and I think they've all been looked after in one way or another. It makes things so much better if we know they're coming.

I am enclosing a couple of dollar bills which have come my way. They will help a little towards "THE POOP" which I enjoy so much.

Keep 'em coming!

Sincere best wishes. Tony

A LETTER FROM H. L. SMITH, CREW 57 CO-PILOT

Re: The Loire River Bridge Mission

Dear Phillip, I recall certain things about the June 11th mission to Blois/St. Denis, France.

There was no damage to the bridge as we approached it from the west. I was watching out the bomb bay, riding backwards in the plane, so the running person I saw was running on a road to the south and to my right. Don't know the altitude but was low. Saw our bombs hit right at the approach end of the bridge and then it was totally obliterated from sight by debris. Do not remember seeing any damage to middle or other end of bridge. What's the big deal about this thing? That had to be the easiest trip of our tour.

Harold L. Smith, Another Professional B-24 Co-pilot 0-687774

(Really no big deal. Just an effort to further explore history of 467th a bit. Editor)

A LETTER FROM EDWARD A. TRIPOLD

Dear Phillip, Greetings and the best to you and yours after fifty years.

Your article in POOP FROM GROUP 467, June 1, 1994, caught my personal attention.

I had twenty-eight missions as Navigator, Nose Gunner, Bombardier with the 467th.

On 24 December 1994, Group mission No. 146 was my eighth mission, marshalling yard at Daun/Gerolstein, we dropped twenty-four 250#G.P. I do not recall the altitude but expect it was a visual drop so we must have descended to a lower than usual altitude. I was not in a lead aircraft for that mission.

Group number 176, 22 February 1945 was my sixteenth mission. We were second squadron lead on Hildesheim marshalling yard, we dropped ten 500# bombs.

We assembled at the usual spot and altitude made land fall then headed south to make a visual run heading north. At the I.P., which was a geographic coordinate, we were hit by the gun battery on a flak train as we turned for the bomb run. I recorded 8500 feet.

Well, Phillip, this is my contribution after fifty years. I look forward to each of your publications.

Thanks for the memory, Edward A. Tripold

INFORMATION REQUESTS

David H. Morton, 1801 Wilkinson Pike, Maryville, TN 37801 is seeking information about his father, Joe H. Morton, deceased, an aircraft mechanic in 790th Bomb Squadron. Joe's Crew Chief was Dewey Dunbar, deceased, and another mechanic he worked with was Don Fogelson, deceased. David wrote that his father serviced the "Wild Irish Rose" aircraft 41-29270 and the "Prowler" aircraft 42-110171. Anyone of you who knew Joe Morton, please write your remembrances to David.

William M. Ryan III, 3031 Oak Trail Road, Chino Hills, CA 91790, is seeking information about his father, William M. Ryan, an air crewman of the Capt. James L. Bowman crew, 492nd BG and probably 788th Bomb Squadron of 467th. Ryan has been given Bowman's current address, also address of Eugene A. Garrett, one of two Garretts on the Group Master Roster, the other, Howard V., shown as deceased. If you knew William M. Ryan, I know his son would appreciate a note from you.

Norman Malayney, 519 Semple Street, Pittsburgh, PA 15213-4315, writes, "I am the unit historian for the 25th Bomb Group that flew the de Havilland Mosquito aircraft from Watton, England during World War Two.

On the night of 3/4 April 1945, an A-26 from the 492nd BG while landing at Rackheath, experienced a nose-gear collapse. As the A-26 skidded down the runway on its nose, an engine caught fire. A large portion of the aircraft was destroyed by fire but all crew members escaped.

Does your unit history provide any additional information about this accident? Is it possible to obtain all information you may have of this event? Do any of your members have photos that may show the remains of this A-26? I will pay for all costs involved in obtaining either copies of these photos or copy negatives of them.

The above information is required for a book I am researching relating to the 492nd BG activities using the A-26, involved with men from the 25th BG during special operations.

Any assistance you may provide with the above request will greatly be appreciated.

Yours very truly, Norman Malayney"

Russell Ives, 38 Millmoor Road, Meltham, Huddersfield HD7 3JY, West Yorkshire, England, writes, "You may have heard of me through the pages of the Happy Warrior magazine. I am an associate member of the 492nd BG(H) and an aviation historian. I have been collating as much material as possible about the 492nd BG(H) Group to put into a book form. I now have a publisher who is very interested in the book going into print. I would be very interested to hear about your service time spent with the 492nd and of the events which took place, the funny and the tragic.

Of course, not everyone wishes to talk of their experiences and I respect your privacy. If you don't wish to talk to me about this subject then just throw this letter away and you will not hear from me again.

I thank you for your time and trouble.

Faithfully yours, Russell Ives."

LATE NEWS FLASH

THE NORWICH DISASTER By David J. Hastings

Monday, August 1, 1994, and we are shaken to hear a news flash on the local radio at 7:20 a.m. that there is a very serious fire in the centre of Norwich and we can already see the huge pall of black smoke hanging over the City. A few minutes later the next news bulletin states that it is the Norwich Central Library which is on fire and we cannot believe what is happening. News now comes thick and fast with reporters broadcasting from the scene. The Norwich Fire Officer states that in seriousness, which they rate from 1 (minor fire) to 10 (Major), this is now rated at 8, and fire engines are being called in from all over the County. 8:00 a.m. and it now appears that the whole building is ablaze and we pray for our memorial. Reports confirm that all the cleaners and staff who were in the building when the fire started have escaped but are badly shocked. At the height of the blaze over 30 fire engines are in attendance with 150 firemen working in terrible conditions.

I checked with Tom Eaton, our Trust Chairman, on the telephone and we agree that we can serve no useful purpose by driving up now to the Memorial, especially as the Police have just announced that they are sealing off that part of the City and the traffic is in chaos. We also agree that we will not telephone the U.S.A. until we have visited the Memorial and found out the full extent of the damage, otherwise this could cause you unnecessary worry. Radio interviews are now almost constant with Hillary Hammond, our Director of the Norfolk Library Service and such a great friend to the Memorial, confirming that this is a very serious fire and a terrible disaster for Norwich and Norfolk.

Mid morning now and I drive up to Norwich to meet with Tom and the Library staff, park my car on the outskirts of the City and walk towards that awful looking plume of thick black smoke and flames. From St. Peter Mancroft Church the view that greeted you was heartbreaking, with crowds of people behind the barriers, many in tears, at the sight of our Central Library and the 2nd Air Division USAAF Memorial covered in smoke and flames, just how could it happen to such a modern building and we begin to fear the worst. The Fire Officers kindly allow me through the barriers and I manage to talk to a Senior Fire Officer who has just left the building who confirms our worst fears that the entire ground floor has already gone, with temperatures inside reaching over 1000 degrees. Hillary Hammond and Colin Sleath, the Principal Librarian, are there with the Library staff, and so is Phyllis DuBois, our Trust Librarian, and Lesley Fleetwood, one of our Library Assistants, and everyone is shocked at what is happening. By lunchtime the fire is almost out and Hillary Hammond goes in while we just wait and pray. When Hillary appears his ashen face tells the tale, and we know the very worst, the unique and beautiful 2nd Air Division USAAF Memorial has been completely destroyed. All of us standing outside the Fire Station quietly shed a tear, how can so many years of hard work, love and devotion have gone, but already there is another feeling of grim determination that WE WILL REBUILD the Memorial. Tom, our Chairman, broadcasts on TV and local Radio and confirms that the work of the Memorial Trust will go on, books will still be bought with the bookplates keeping alive the Memorial in the other Branch and County Libraries until THE NEW MEMORIAL is built.

Tuesday is spent talking to the Trust Library team and helping them to get over this terrible shock and under the leadership of Tom and Hillary we plan our course of action when we can enter the building. I can only say thank goodness we have Hillary Hammond as the Director of Libraries and Colin Sleath as the Principal Librarian, for despite the huge task that they have faced, the Memorial has always remained a high priority. The loss for Norfolk is immense, with the whole of the lending library gone, the priceless Norfolk History studies area, together with the irreplaceable Colman and Rye Collections destroyed in addition to our unique and wonderful 2nd Air Division Memorial Room. Fortunately the Norfolk Records Office which was situated below the library was saved although some documents have been waterlogged, but it does mean that our 2nd Air Division Archives which we placed there two years ago are safe. All the entire stock is now being transported down to Harlow to be "freeze dried" in a special process which will hopefully preserve these unique items.

Wednesday and complete with hard hats, gloves and masks we are now allowed into the building to start searching for what is left and Phyllis and Lesley are so brave when surrounded by this scene of total destruction. Perhaps it is easier for us who lived through the Blitz, for we have known the shock of blackened walls and the stench of burnt fabric and paper, but even so the sight of the Memorial Room stuns us all, it has just vanished. Yet only a few weeks ago we stood there so pleased to see the results of all the hard work on the alterations which had enhanced the room so much, Phyllis, Lesley and Christine loved the new surroundings, and the many visitors and veterans praised the "new look" of the Memorial and we had great plans for 1994 and 1995. We just held hands and quietly wept. Then we climbed up the darkened stack tower to what was left of the Memorial Trust office on the 1st floor. On Phyllis's desk the VDU and word processor was just a mass of melted plastic but amazingly on forcing open a file drawer there was vital correspondence still readable. On the next floor among that charred rubble in our store room we found other items, but sadly on prising open the steel cabinet of the priceless video collection we found that this has almost certainly been lost. The last two days have been spent helping

Phyllis and Lesley salvage as much as we can find and we cannot praise these brave ladies enough. They have been helped by Governors of the Trust and we have all been deeply touched by the regular helpers of the Memorial who have turned up to help. Thank you also for the hundreds of phone calls with offers of help, funds and archives that we have received from all over the United Kingdom and the U.S.A. We have kept in regular contact with the 2nd Air Division Association through Bud Koorndyk, our American Trust Governor, who is the link between the Memorial Trust and the U.S.A. and your support has been tremendous. We have also had a very touching phone call from Lt. General Buck Shuler of the Mighty Eighth Heritage Center in Savannah.

Our first priority is to get a base established near to the Central Library and thanks to the kindness of Paul King, Phyllis DuBois, our Trust Librarian and her team have already moved into their new office in Noverre House, just opposite the library. We have a reception area and office on the first floor and a store room for the salvaged documents on the third floor. By next Tuesday, August 9th, we will have telephone and fax lines installed together with new stationery and will be ready to help and assist the returning veterans as well as start planning for the future. Details of the new address and phone numbers are given below. The Board of Governors of the Memorial Trust will work closely with the Norfolk County Council and as soon as a decision has been made on the building as to whether it will be pulled down or restored, then the long haul and hard work of restoration will begin in liaison with the 2nd Air Division Association.

Once the plans for the new Library are known, the Memorial Trust will then launch an appeal both here in the United Kingdom and in the U.S.A. for donations to the Trust Capital Fund to enable the Memorial to be rebuilt.

with it's future safeguarded in perpetuity. We will also need to appeal for archives, photographs, Group Histories, formation lists, mission records, medals, paintings, oral tapes, video tapes, etc. to replace all that tremendous wealth of history that was lost in the room itself. Full details of this joint appeal will be given to the 2nd Air Division Association as soon as the clear picture has emerged. However, one thing is certain, the Governors of the Memorial Trust will not rest until a new 2nd Air* Division USAAF Memorial has arisen from the ashes of the old.

Finally our thanks to Hillary Hammond, Colin Sleath and all the Library Service staff; to our Chairman, Tom Eaton, for his leadership; to Phyllis DuBois and Lesley Fleetwood for their tireless devotion, hard work and courage (Sadly, Christine Snowden, our other Library Assistant was away having just lost her father-in-law); to the Governors and regular helpers at the Memorial who just came and helped in our time of need; to the Fire and Police Services; to the Norfolk Records Office and to all , everyone both here and in the U.S.A. who telephoned. Already the offers of funds and archives are pouring in and we know that the NEW 2nd AIR DIVISION USAAF MEMORIAL when it is opened will be even better than the first.

David J. Hastings.. Vice Chairman.

NEW TEMPORARY ADDRESS (THROUGH THE KINDNESS OF
PROPERTY PARTNERSHIPS LTD):

The Memorial Trust of the 2nd Division U.S.A.A.F.

Noverre House (First Floor), Theatre Street

Norwich, Norfolk. NR2 1RH.

Telephone: Norwich (01603) 219650

Fax: Norwich (01603) 219876

A new 2nd Air Division U.S.A.A.F. Memorial will arise from the ashes of the old.

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