



# POOP from GROUP 467

VOL. 14 NO. 3

STATION 145

RACKHEATH

APO 558

September 1, 1995

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

IRC Section 501(c) (19)

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### FROM THE PREZ – MEL CULROSS

I have just returned from the 2nd Air Division Convention in Lexington, KY. It was an outstanding convention and those of you who could not attend missed one of the best. One evening the 467th held a group dinner, very informal and enjoyed by all. Our guests joining us were David and Jean Hastings from Norwich, England. Our new 2nd ADA President, Geoff Gregory, presented David Hastings a check from the members of the 467th to the Trust committee for perpetual care of the monument at Rackheath. Col. Al Shower gave a brief message and the Dzenowagis family played a tape of a musical salute to the Americans during WWII from the stage of a theatre in Norwich. I received a letter from the Hastings and would like to pass on to you a segment of it.... "Dear Mel, Now that we are safely home and recovering from the journey can we thank you and the 467th once again for all your great kindness, friendship and hospitality. As always it was great to be with you and to attend the Group dinner, with a chance to talk about what is going on at Rackheath and Salhouse. Perhaps you could pass our sincere thanks on to the Group via the "POOP." Lexington was one of the happiest and most enjoyable conventions we have attended, and after the events of the past year it was a great tonic as a TRUST GOVERNOR to be with 2nd ADA. You have given us renewed determination to rebuild the Memorial as quick as we can. Regards, David."

Soon it will be October 12, the day our 467th convention starts and I hope you have sent your registration form to "Travel Connoisseur," Attn. "Annette," if not, do it **TODAY!** Our coordinator, Jack Stevens, needs this information ASAP. Any questions whatsoever as to the registration form please call "Annette" (800) 348-3087 and she will be happy to help you. Also I hope you will give the post-reunion cruise serious consideration. Our group discount for the Cruise is a "buy" of a lifetime, ask "Annette" and I'm sure you will agree with me. Join me and your comrades on board for all the festivities.

**NOTICE OF ANNUAL MEETING.** The annual meeting of members of the 467th Bomb Group (H) Association, Ltd. will be held Sunday, 15 October 1995, at 2 p.m. at the Kona Kai Plaza Las Glorias, 1551 Shelter Island Drive, San Diego, CA 92106 to:

1. Elect two members as directors to serve for three years. The names of the nominees are Lloyd Davies and Walt Mundy and the floor will be open for additional names.

2. Act upon other business as may properly come before the meeting.

Look for VP Ralph Davis' and Jack Stevens' articles in this issue of "POOP."

See you in San Diego and Bon Voyage.

MEL

### FROM THE YEEP – RALPH DAVIS

#### Presidential Unit Citation

The latest word from Senator Glenn's Office is that the Air Force is still processing the paperwork and estimates it in the not too distant future. I sent a letter to President Clinton hoping that a heads-up would possibly expedite the process, once it hit the White House.

#### VE Day Continues

Since my outline of events in England, I have received Tail Buttons from Mr. Les Willis, the gentleman that drove me to Fakenham Junior School for our talk to the students. He was the one that provided two 458th tail color buttons for two of the students when we had four good drawings and I only had two lapel pins. As for the Task for the teacher to award the two "Tee" shirts to students, she had them write an essay. If you remember my last write-up, I suggested that I would find pen pals for any students that might want one. Mrs. Carol Weight sent me a package containing the two write-ups that earned the "T" shirts plus 65 letters to me thanking me for the time I spent with them and everyone wants a pen pal. One little boy wrote that he was sorry he missed the morning as he was at the hospital as he has been suffering from cancer for the past four years. I have gone to the Air Force Museum and picked up a "T" shirt and a lapel pin for him and will get it in the mail soon along with a pen and a pencil that was given to the others. I will bring the letters to the convention, if anyone is interested. I have contacted several teachers and as soon as school starts, we hope to get each and everyone at least one pen pal.

#### Convention '96 and '97

The site committee has tentatively selected Savannah, GA for the 1996 convention. This coincides with the opening of the Mighty 8th Air Force Heritage Museum. General Shuler assures us that it will be ready in May 1996. Walt Weaver has been acting as coordinator and has a real good program to propose at the next convention. At the same time, Oktoberfest will be going on in Savannah. The Ramada Inn at Pooler, GA (the area where the 8th Air Force Heritage Museum is located) has provided the best cost and offerings. Savannah was selected because of the Museum opening and that the 467th needs to consider where we are going to put our memorabilia. This will give us a chance to look at the area and talk to General Shuler and others as to what, where and how it will be handled.

### Convention '96 and '97 — Continued:

We realize that the northeast has not had a convention for a long period of time and with everyone's concurrence, we would like to consider that area for 1997. I will be appointing the Vice President to head up the site committee and I'd like to have some volunteers from that area to serve on the committee.

### Convention '95

Jack Stevens and Mel Culross have been doing a good job with the Travel Connoisseur Annette and it appears that we should have a real good convention. The attendees are coming in slow, along with those going on the cruise, and I would like to encourage all of you to get your names in and let's make this a good one for the San Diego area. See you at the convention.

Ralph

### BITS AND PIECES BY PHILLIP G. DAY

The best laid plans of mice and men, etc. Ms. Eloise Musgrove and I had a schedule worked out so that POOPFROM GROUP, Vol. 14 No. 2, would be in your hands soon after June 1, 1995. Just as everything was going together, Ms. Musgrove's only, younger, brother became desperately ill. She had to forego the completion of putting POOP in final form to be with her brother and his wife while he was hospitalized, and after he was allowed to go to his home. When she was able to complete POOP, I got it to the printer on a Friday, gave him an urgent get it out. His printing equipment broke down that Friday afternoon and could not be repaired until late Tuesday following. The POOP was late! We are shooting for a late August mailing of POOP 14-3 as I write this in early August. We want you to have a full and final opportunity to attend Convention 95 in San Diego, October 12-16. If you haven't decided yet or made your reservations you are down to the short rows—time is running out. More from Jack Stevens, Coordinator, follows.

Walt Weaver of Savannah, GA has volunteered to coordinate Convention 96 at the Eighth Air Force Historical Museum site in the Fall of 1996 at Savannah. I don't know if this location is in concrete yet. At the Business Meeting of the Association on Sunday, October 15, 1995 at the San Diego, CA Convention we will vote to confirm the action of the Board of Directors in this selection.

A letter from Eleanor Salzarulo-AW to inform us that she had undergone quadruple by-pass surgery and was not going to be in attendance at San Diego; it is too far to travel alone. She lives at 3038 Boxwood Dr., Montgomery, AL 36111. Some one of you in that area offer to escort Eleanor to San Diego; I know she wishes to attend. Also a call from Lloyd Haug who has had an adverse medical report that cancelled his proposed trip to the Scandinavian countries this fall, but he will be at San Diego.

Follow up on the fate of "Witchcraft." John Oakley-AH of Norwich wrote that "Witchcraft" was featured in the British aviation publication, "FlyPast," in the July 95 issue. A Xerox of the article was sent to Joe Ramirez who in turn sent it to me. This write-up has "Witchcraft" departing Rackheath on or about 12 June 1945 and arriving at Bradley Field, CT two days later (that seems an awfully fast time—Ed) piloted by Lt. Fred "Fearless Freddie" Jansen (now deceased). On June 17 she was flown to Ypsilanti, MI, the site of Ford's Willow Run plant. She remained there until September 16 and was then ferried to the Reconstruction Finance Corporation's Altus, OK site. The aircraft record shows her salvaged on October 3, 1945. Thanks John and Joe for this information.

A note from the Memorial Library sending thanks for Louisiana tourist literature I recently sent over. I know Vince LaRussa sent some from Arizona. How about the rest of you? Send to The 2nd Air Division Memorial, Central Lending Library, 71 Ber St., Norwich, Norfolk, NR1 3AD, England. Airmail service is high, about \$6.00 per pound, surface transport is about half that much but takes 30 to 45 days.

Flora and Fauna Update. The two female Purple Martins, without visible assistance from any males, raised two female chicks. Miss Cille and I had to put one of them back up into the Martin box when she fell out or was pushed out by her sister. Without the gathering of many Martins at the box, usually it is quite a show to have a dozen males and females ganged up around the house, fluttering and flying about to show the youngsters how, the young ones without preliminaries flew off on July 3 and did not return to the nest except for flybys. The Hummingbirds, three, returned in mid-July and we have enjoyed their actions at the feeders and flowers. None of the three are recognized from last year, one of them is white throated, one is yellow throated and the third is green

bodied, red breasted, probably a male. They seem to be as aggressive and territorial as last year, fighting all the time over the feeders.

We had little rain in June and had to start watering the garden and flowers on a weekly basis. In July we have had one rain, on the 5th, so we continue to water but now have to include the lawn. We thought we would get some showers out of the depression that crossed in at Galveston, TX but we didn't; Erin didn't bring us any rain either. We continue to have peppers (we thought we had one banana and four green but it turned out to be one black the size of a small orange, one yellow, the banana and two green) a few eggplant, globe and Italian and a very few tomatoes, after a bountiful crop of close to one hundred eighty off of six plants. We will try to nurse these through to fall. We have started planting fall seeds, broccoli, brussel sprouts, bush string beans and bush pinto beans. Still to go in are cabbage, pole string beans and a big spread of mustard greens, a favorite of both of us. All will need much care over the next two months but we look forward to the fruits of our labors. Notice I say we in the above, I am now able to give Miss Cille some bits of help. One other thing, do you notice that Mocking Birds do not sing in August. I didn't until a couple of years ago, now I keep track of their singing and it is true for here at least. We still have them around the house but they quit singing in the last week of July this year. No more pearls of wisdom!

I am not real familiar with the geography of Florida, and the papers and TV news were poor in identity of places hit by Erin except for Pensacola, but we have 123 veterans and associates who live in the state. The zip codes are not much help as far as saying this or that zip code is in the vicinity of Pensacola or to any of the other names mentioned such as Vero Beach. But to any of you who suffered any loss, the Association offers our sympathy.

Since 1977 I have located nine of the ten men who flew regularly with William A. Johnston, Pilot of Crew 99 and 32 (also located was our first Engineer who was grounded prior to our first combat mission). Eluding me still is Hugh F. Hackett, our second Engineer who flew his tour with us. Recently Ed King furnished me with addresses for fifteen Hugh F. or H. F. or H. Hacketts. On or about July 21, I sent out fifteen letters of explanation of who I was and what I was trying to do, enclosing in each letter a self-addressed post card for their reply. To date three have been returned by the USPS as undeliverable, three post cards have been returned with regrets that the returner could not help in finishing the quest. I wait on the other replies.

I leave you with this thought, "The Lord loves a cheerful giver and in a cheerful giver the Lord is well pleased." Give something of yourself to someone else each day.

### 467th REUNION 1995 SAN DIEGO

Right now, it's late August and you're probably thinking our reunion is a long way off; for me, it almost seems it's next week. However, we'll probably all get there about the same time. Mel Culross came down today and checked on what's shaping up and we both think things look pretty good.

We're in what's usually the hottest month of the year and our daily temperature range is from 64 to 80 degrees. And every day the local TV weather persons recite their stock forecast, "We may have late night and early morning low clouds or fog, clearing by mid morning.

Many of you have called Annette at Travel Connoisseur to (painlessly, I hope) arrange for some or all of the following: air travel, hotel reservation, reunion package, rental auto, and post-reunion cruise. And, you've probably used your credit card to pay for the air travel and to guarantee the hotel reservation. But, remember—the job's not complete till the paperwork is done. So, please send your (1) filled-in registration form and (2) your check or money order (made out to Travel Connoisseur and marked "467th Bomb Group") to Annette for your reunion package, and the cruise (if you're going with us on the four-day cruise to Catalina Island and Ensenada). Annette, the hotel, and I REALLY need the information on your filled-in registration form.

O.K. If all that's taken care of, the following will help you in getting to the Kona Kai and for other matters.

### FOR THOSE ARRIVING BY AIR:

There are two passenger terminals at San Diego's Lindbergh Field and traffic is congested. Vehicles may stop to drop off or pick up passengers but are not allowed to park and wait for them.

After you deplane and enter the terminal, phone (twenty cents) the Kona Kai Desk, at 222-1191, for courtesy vehicle transportation. Give your name and the airline you came on (the hotel needs

**467th REUNION 1995 SAN DIEGO—Continued:**

this to know which terminal you're at), and proceed to the baggage retrieval area. After retrieving your baggage, go out to the street side (not to a parking lot). The Kona Kai courtesy vehicle will have a 467th tail insignia showing. There is no charge for the courtesy vehicle but a tip to the driver would be welcomed.

**FOR THOSE ARRIVING BY PRIVATE AUTOMOBILE:**

1. (a) Coming south on I-5: After passing Mission Bay, move to the right and take the Rosecrans St. (Rte 209) off ramp onto Rosecrans Street.

(b) Coming west on I-8: After crossing Rte 163, move to the right and take the Rosecrans St. (Rte 209) off ramp onto Rosecrans Street.

2. Continue south on Rosecrans through ten stop lights—Hancock, Kurtz, Sports Arena, Midway, Evergreen, Chatsworth/Lytton, Dumas, Russell, Lowell/Nimitz, and Hugo/Harbor Drive.

3. At the next stop light (Byron/Shelter Island), turn left onto Shelter Island Drive. Proceed past stores, marine supply shops, and boat yards and bear right onto Shelter Island. The Kona Kai is well marked. There is no charge for parking.

**FOR RETIRED MILITARY:**

The Naval Training Center (NTC) and Marine Corps Recruit Depot (MCRD) are about 3.5 miles north from the Kona Kai; Sub Base San Diego is about 2 miles south; and North Island Naval Air Station is about 8 miles away, past the city and across the San Diego Coronado Bay Bridge. (North Island can be seen, across the harbor entrance channel, from the Kona Kai. NTC has a good commissary; MCRD has an excellent PX; the Sub Base is small. RV facilities are available at Admiral Baker Field (556-5225) and Miramar Naval Air Station (537-1215). NTC has a short-nine gold course (524-4832) while Admiral Baker (556-5520), Miramar Naval Air Station (537-4155), and North Island (545-8032) have full courses.

**AND FOR THE LADIES:**

Fashion Breakfast at Nordstrom (Fashion Valley Shopping Mall), Sunday, 15 October. Please refer to Schedule, page 11, for further information and reservation form.

So, y'all come to Reunion 95—where The Rackheath Aggies will assemble once again. Bring your sunscreen, your shades, and your camera; but don't bring your raincoat because God don't make little green apples and it don't rain in San Diego in October.

Jack Stevens

**REGISTRATIONS—CONVENTION 1995 SAN DIEGO**

The following have registered for the Convention through August 15, 1995. Also shown are Cruise Reservations to date.

<u>Names</u>	<u>Convention</u>	<u>Cruise</u>
Armes, Christine -A	X	
Branton, Jim & Maxine	X	
Brown, Forrest & Pat	X	
Brueggeman, Bruggy & Barbara	X	
Carner, Oliver	X	
Coolidge, Myles	X	
Coolidge, Kevin & Kelli	X	
Colvin, Walt & Phyllis	X	
Culross, Mel	X	X
Davies, Lloyd & Rae	X	
Davis, M. Ralph & Doris	X	
Day, Phillip & Cille	X	X
Dong, George	X	X
Driscoll, Barney & Emme	X	
Dye, Doer & Anna	X	
Dzenowagis, Joe & Helen	X	
Elliott, Ralph & Yvonne	X	
Elsen, Betty	X	
Fox, Joe & Pat	X	
Gair, Jack & Peggy Lou	X	
Giblin, Roger	X	
Giesecke, Ralph & McLean, Judy	X	
Gilbertson, Lloyd & Harriet	X	
Gore, Ed & Betty	X	
Gregory, Jeff & Terry	X	
Hatten, Paul & Evelyn	X	
Hoage, Mark & Shannon (+3-yr old)	X	
Hodge, Joe & Jean	X	
Hogarth, Jim & Barb	X	X
Johnson, Big John & Rita	X	
Johnston, Bozy	X	

<u>Names</u>	<u>Convention</u>	<u>Cruise</u>
Kagy, Norma	X	
Kenagy, Glenn	X	X
King, Ed & Theresa	X	
Kurtz, Larry	X	
LaRussa, Vince & Gloria	X	
McQuellon, Eddie & Eleanor	X	
Munday, Walter & Ruth	X	
Noden, Will & Cecily	X	
Oden, Randy & Karen	X	
Pugh, Puff & Anne	X	
Ramirez, Joe & Josie	X	
Rentz, Fred & Barbara	X	
Rigsbee, Vern & Joan	X	
Rubenstein, Art & Annette	X	X
Samuel, Bob	X	
Schecter, Mort & Marilyn	X	
Schiavo, Lou & Lela	X	
Sheehan, Bob & Rosemary	X	
Shower, Al & Charlotte	X	
Snyder, Bob & Irene	X	
Sprague, Bob	X	
Steranko, Tom	X	
Stevens, Jack & Lucile	X	X
Swearingen, Jackie	X	
Touchette, Al & Gerry	X	X
Tucci, Allan	X	
Turner, Merle & Marjorie	X	
Upp, John & Cathie	X	
Weaver, Walt & Mary	X	X
Wedaa, Hank	X	
Wicks, Art & Jean	X	
Williams, Bill & Betty	X	
Zbikowski, Joe	X	

**GOOD NEWS FROM THE MEMORIAL LIBRARY**

**(From Phyllis DuBois, Trust Librarian)**

This is the news you have been waiting to hear: The 2nd Air Division Memorial Library reopened to the public in the (Temporary) Central Lending Library on Tuesday, 28 February. It was a wonderful event. By 10 a.m. a crowd of dignitaries had assembled, including several Governors of the Memorial Trust. The ribbon across the door was ceremonially cut by four children, and the book-starved public rushed into this bright and spacious building. Approval was unanimous. People welcomed us back with tears in their eyes.

The Memorial Library is now in long-term temporary quarters with the lending part of the Central Library. The site chosen for us is an ex-furniture showroom. During the past few weeks this building has been transformed. New shelving, furniture, carpets, etc. were installed. The building was painted inside and out. Armies of workmen set up new equipment. A production line of library assistants put 70,000 books on the lending shelves. Lesley and I opened the boxes of new Memorial Library books that I had ordered for our area during the past seven months, sorted them out and put them on our new shelves. I had more exercise than I have had in several years.

The old Memorial Library held about 3500 books. We now have about 2000 new books on our shelves. Because most of our books were published in the past few years I have been able to order many of the same titles that we had before the fire. I have added books published since the fire and, as a result of trawling through catalogues of specialist dealers, I have found many 8th Air Force-related books that were not in the original collection. Of course some books are out of print, but, given time and strength I am sure that I can find most of these books again. In another year we will certainly have a good basic collection of 3500 books on America, American culture, and the American presence in East Anglia during World War II. It is clear to me that this will be an even better collection of books than it was before the fire.

In a few weeks we will have a new "shrine" area for the Roll of Honor, flags, maps, tailfins, boxes of Bomb Group information, etc. They will be in a place of beauty, dignity and information before our VE-Day visitors arrive.

We are now fully operational. Especially during this VE-Day year I urge anyone who is coming this way to write or phone us when you start to plan your trip. We can help you. We can send



## **MEMORIAL LIBRARY NEWS—Continued:**

information about Norfolk, train schedules, etc. We can make reservations for you in hotels or in bed and breakfast homes. We can arrange transport out to your base and, of course, we can arrange for a "base contact" to give you a tour of the site. The base contacts are not always sitting next to the phone and they do not always have time to round up the kind of material we have in our files. Helping veterans is part of our job. Let us hear from you.

I lost all of my correspondence in the fire. If you have not heard from me about a donation or anything else please let me know.

I should like to reassure everyone that the one thing we did NOT lose in the fire is the collection of diaries, photos, and other wartime memorabilia that we refer to as our "archive". This collection was stored in the Norfolk Record Office at the time of the fire and it was NOT damaged. We should be glad to accept any "memorabilia" you would like to deposit in our collection. All wartime records will be of interest to future researchers, descendants of 2nd AD men, and the people of East Anglia. Please write to let me know what you would like to send for our archive collection.

If you have books that you would like to donate to the Memorial Library please write to us before you send them. It will be difficult to replace privately printed wartime diaries, POW memoirs, etc. so we would be particularly interested in this kind of material. If you know any second-hand dealers in 8th AF books please let me know.

We had a big collection of travel literature on the 50 states in the Memorial Library. We recently wrote to all the state tourist offices asking for information but we have had a very poor response. We should be glad to have leaflets, brochures, etc. (one copy of each item) about historic or scenic places to visit in your state. Please do not send leaflets about hotels, restaurants, shopping malls. Many local people use our library to plan trips to the USA. They are serious travellers and they want to see the places they read about in our books, such as Civil War battlefields, the Grand Canyon, Mystic Seaport, the Everglades.

I received many cards and letters after the fire and all those messages of encouragement, prayers, etc. certainly did help. It took me a long time to recover from this disaster, but what initially seemed like a librarian's nightmare has now become an opportunity to build a new and wonderful Memorial Library. Not only did we lose all of our books, we also lost the videos, microfilm, general information on the bases, correspondence files, address lists, airfield maps—all the bits and pieces that made this place such a rich resource. Picking up the threads of all of that information has not been easy. I hardly noticed the end of Summer, the Fall, the Winter. Now the daffodils are out—a symbol, perhaps. We have done the job: we really have "risen from the ashes".

Our new address is:  
Memorial Library, Central Lending Library  
71 Ber Street, Norwich NR1 3AD  
Phone 01603-215206. Fax: 01603-215205.

## **LETTER FROM JOE RAMIREZ**

My wife, George Dong and I attended Col. Al Shower's wedding, Saturday, February 25. It was a very nice affair held at the March Air Base Chapel followed by a reception at the Retired Officers' Club Village. George and I were the only yard birds, the rest were top brass. Plenty of Generals. His new bride is a very nice lady. She looks the type to keep him in line.

I am sending you a copy of a letter sent to my local newspaper by John Oakley. I thought it very nice.

I wanted the Queen of England to read his letter and let her know what the folks from Rackheath thought of us Yanks. I received a very nice answer from The Lady in Waiting, must be her private secretary, and now the Queen knows about the 467th B.G.

Have heard from a lot of the fellows all over the states. It keeps me busy writing to them.

Fred Holdrege phones me very often. He is one fine gentleman. So are you.

I've run out of what to say, so I'll say ten-four or over and out. Say hello to your wife Cille. I hope I spelled it right.

Keep healthy and good spirits.

God Bless,

Joe

## **WWII HEROES STILL APPRECIATED**

**BY JOHN OAKLEY-AH**

I have just received a copy of Louise Smith's column, (Nov. 15) featuring my longtime friend, Joe R. Ramirez, whom you may remember was stationed over here in England with the 467th Bomb Group, 2nd Air Division in 1944-45.

Ramirez told about my wife and me coming to California and paying him and some of his colleagues a visit. Although it took us a long time to raise the money, it was something I was determined to do one day and it was an honor for us to be able to do so.

Heroes today are mainly pop stars or movie stars who, as far as I know, have done nothing of note to earn this status. As a kid in the dark days of the 1940s, men like Ramirez were my heroes, and although I am now 62 years of age, they still are. England stood alone then, and the future looked very grim. We lived in a small community of about 300 people, and almost overnight there were 2,000 American servicemen there with about 60 heavy bombers. We had never seen aircraft on the ground or been able to touch them before. The general excitement was like another world to us.

It wasn't until later, as we got older, that we realized the stress and sacrifices these men made to help us.

The eastern side of England was one, big aircraft carrier with an airfield built every five square miles around Norwich. The 2nd Air Division occupied 14 of these bases and lost more than 6,000 men in action. I don't know how many were wounded. More than 3,000 lay in Madingley Cemetery near Cambridge.

Politicians tell us that relations are not as good between our countries as they once were. Try telling that to the people here.

In May, we are welcoming back some of the survivors at another reunion. They make it about every five years and will continue to do so until age beats them. We will always look forward to seeing our Yanks coming home.

Unfortunately, the younger generation knows or cares little about this. History in schools seems to be current affairs around the world. Unless the story is somehow told, it will be forgotten when my generation dies out.

My friend, Joe Ramirez, has never forgotten his plane, "Witchcraft." It flew 130 missions without once turning back for mechanical reasons—a record for the whole 8th Air Force. It was then flown home to Arizona and cut up for scrap. If only someone had looked ahead. It would have been a superb museum exhibit.

I never expected to meet Joe again when I started writing him. But he made it back in 1992 and came to my home. I said then that I would visit him if at all possible.

John and Sheila Oakley, Norwich, Norfolk, England

## **LETTER FROM CAROLYN LEES**

Dear Phillip,

You have been sending me the "POOP" for over a year now—ever since Norma Kagy sent my name in to you (My husband, Eric Lees, was Chuck Kagy's navigator on the "Thunder Mug.").

I was one of five widows at the Minneapolis Convention and had a great time and I am looking forward to being with you all in San Diego in October 1995.

Please put the enclosed check toward mailing expense.

Kindest regards,

Carolyn Lees

## **LETTER FROM LOREN F. KANNENBERG**

Dear Phil,

Last fall you kindly sent me the names and addresses of other former 467th men who lived in Maine because I had asked you for this information. I wanted to write to them. There were seven men on the list you sent and you asked me to let you know what happened.

Well, over the winter I wrote a letter to each telling them who I was and my connection to the 467th and invited each to send me a reply with the thought of starting up continuing correspondence.

Out of the seven, only two replied and then after I had acknowledged these replies and gave more information about myself, I received no further communication from anyone.

So that's what happened and I don't know the different personal reasons that each man had. Thanks again for your part anyway and I send my best regards.

L. T. Kannenberg

(Check enclosed for Poop From Group)

**ROSTER ADDITIONS**

Christine Armes -AH, 89 Spinney Rd. Thorp St. Andrew,  
Norwich NR7 0PH England  
Janice Bates -AF, 9535 W. Huron River Dr., Dexter, MI 48130  
Ruth Becker -AW, 7635 S. Jackson Hwy, Horse Cave, KY 42749  
Kevin Coolidge -AF, 760 Loma Ln., Corona, CA 91719  
Raymond J. Comtois, 951 Woodland Dr. West, Pottstown, PA 19464  
William D. Elkins, 106 Apple Lane, Anna, IL 62906  
R.N. "Neal" Evans -AH, 265 Thunder Lane Thorp St. Andrew,  
Norwich NR7 0HA England  
Robert V. Fisher, 13381 Magnolia Ave., Space 98, Corona, CA 91719  
John F. Goggin, 3983 Sugar Valley Dr., Conyers, GA 30208  
Mark Hoage -AH, 2505 West Foothill #39, San Bernardino, CA 92410  
Alexander Kaiwi, Jr., 13202 Hoover St., Space 18, Westminster, CA 92683  
David Mindham -AH, No. 2 Station Rd. Salhouse,  
Norfolk NR13 6NX England  
Max Sheppard -AF, Box 15, Hartsville, IN 67224  
Marion J. Tyliski, 28295 32nd St., Omaha, NE 68105  
James M. Varkas, 705 Anclothe Dr., Tarpon Springs, FL 34689  
George Welsh -AH, 25817 Bernardo Center Dr., Suite 102, B1-24,  
San Diego, CA 92127  
Gordon Wilds -AH, 9 Leven Close Watford, Herts, WD1 6XF England  
David C. Williams -AF, 2104 North Bridge, Germantown, TN 38138  
Irving D. Zimbler, 80 N. Moore St., New York, NY 10013

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

**LAST POST**

Robert L. Becker Michael T. Sheridan  
Curtis C. Williams III

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

**LOST SOULS**

POOP was returned from the following. Tell us what you know of them Try to locate them if they live in your area.  
Roswell Bosworth -AF, Bristol, RI  
Keith C. Farner, Matabar, FL  
Conrad H. Olson, Yuma, AZ

**CHANGE OF ADDRESSES**

We had a total of eighteen change of addresses of which the Association had to pay for fifteen, or \$7.50. Please, if you change your address, send the Association a post card; it will cost you only \$.20 and I won't have to run to the Post Office to pay for and pick up the change-of-address notices.

**TREASURER'S REPORT**

Operating Fund 05-15-95 to 08-15-95	
Opening Balance 05-15-95	\$ 2,244.08
Income:	
Contributions (31)	819.00
Received from Kevin Clarke	100.00
467th History Reprint	1,000.00
Patch Sales	60.00
E.T.O. Memories	55.00
Interest on Checking Acct. (3 mos.)	22.71
Interest on CD (3 mos.)	116.65
Cash from CD	2,500.00
Sub-total	6,917.44
Disbursements:	
Secretarial POOP 14-2	340.41
Reproduction POOP 14-2	403.03
Folding, Labeling, Stapling	72.50
USPS Domestic Postage (1378 copies)	440.96
USPS Non-Domestic Postage	23.72
USPS Stamps	64.25
USPS Mailing to Library	20.20
Hibernia Checks	12.25
Ralph Elliott--Historical Marker Expense	175.00
Historical Marker Expense Endowment	1,661.10
Convention 1996 Advance	500.00
Sub-total	3,713.42
Closing Balance Operating Fund	3,204.02
Special Funds:	
Albert J. Shower Endowment	796.50
32-day Certificate of Deposit	10,000.00
Sub-Total	10,796.50
TOTAL ALL FUNDS	\$14,000.52

**SPECIAL PROJECTS REPORT**

**CONVENTION 1995:** The Association has advanced \$2,000 to the Convention.

**CONVENTION 1996:** The Association has advanced \$500 to the Convention.

**THE HISTORY OF THE 467TH. THIRD REPRINT:**

500 Copies Ordered	\$11,700.00
Other Press Charges	629.30
Sub-total Cost	12,329.30
Income from Sales to Date	10,500.00
Remaining to Recover	1,829.30

Vince LaRussa has handled the reprinting and sales of each of the reprints by the Association, the first two of which returned considerable profits to the Association. He is certainly owed our thanks for his devotion to these reproductions and sales.

The Association has recovered \$10,500 of the \$12,379.31 invested in the 500 books ordered in the third reprinting. Sale of 47 additional books will bring us to break even or we can wholesale enough copies, 75, to break even. Vince prefers to sell at retail so you who have not purchased a copy of this third edition please do so as soon as possible.

**WINDOW DECALS:** The Association has no investment in this project; it was conceived and is handled by Robert Sheehan. He has turned \$493 to the Association from sales of this item. The Association thanks him for his efforts.

**GROUP/SQUADRON PATCHES:** We invested \$2,250 in 1,000 patches, plus have had \$46.38 of expenses. Sales so far have been \$2,142. Paul Hatten has a sufficient number of patches on hand to recover all costs and show a modest profit for the Association.

1000 Patches Ordered	\$2,250.00
Additional Expenses	46.38
Sub-total Cost	2,296.38
Income from Sales to Date	2,142.00
Remaining to Recover	154.38

Paul V. Hatten saw a need for a coordinator for this project, took the ball and ran with it, and with the sale of just a few more combination of patches, the project will begin sending a bit of profit to the Association.

**GI MEMORIES OF THE E.T.O.:** The Association has no investment in this project. It was conceived and is handled by Allen J. "Wabbit" Welters. He has sent \$130 to the Association from sales of this item. We thank him also for his support of the Association.

**467th CAPS AND WINDBREAKERS:** The Association has no investment in this project. It was conceived and is handled by Lloyd Haug. He has sent \$400 to the Association from sales of these items. Lloyd will want to turn this project to someone else at San Diego; his health will not allow him to continue handling it. Please consider his request and volunteer. Thanks, Lloyd, for handling it to now.

**MAIL-MEMORIAL OPERATING FUND**  
**CONTRIBUTIONS 03-01-95 TO 04-15-95**

Thirty-one contributors for a total of \$819 was received in the 90 reporting days of this report. The amounts ranged from \$5 to \$100, an average of \$26.42 each. I offer the thanks of the Association to each of the contributors and my own personal thanks as well. Please, if you haven't made a contribution in a while, give it serious consideration, the Association needs the support of each of our veterans and associates.

**Contributors to the fund:**

Janice Bates -AF	Stuart B. Seavey
Mildred Cridling -AW	Charles Serwitz
Delwin S. Maas	Herbert A. Simmerly
Warren W. Meyer	Robert P. Spivey
Leonard E. Tomaski	Robert M. Stone
Allen J. Welters (2)	Gordon Wilds -AH
Linton A. Allen	Walter Dana
Marvin R. Davis	William F. Dillon
Lloyd A. Gilbertson	Arthur L. Duhl
Eugene H. Hagen	William F. Eastland
H. Harding Isaacson	Mack H. Harvey
Robert M. Lensmire	Edward W. King
Virgil W. Marcum	Jimmie D. Thomas
James K. Newhouse	John W. Upp
Eleanor Salzarulo -AW	Curtis C. Williams

**POST EXCHANGE**

The 467th Bombardment Group (History) September 1943—June 1945 by Allan Healy, first privately printed in 1947. The third reprint is by the 467th BG (H) Association, Ltd. 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.

### **POST EXCHANGE—Continued:**

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 Bn. 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.

**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.

**467th BG(H) Windbreakers:** \$25 each

**467th BG(H) 2 ADA Caps:** \$7 each

Lloyd Haug had much interest shown by attendees at Convention '94 for windbreakers and caps. They will be ordered in quantities of 25 upon receipt of orders (prepaid) to 467th Bomb Group. The jacket is red, light nylon with elastic cuffs, snap front, with 467th info on back and Liberamus shield on left front. Caps are white front, white mesh, adjustable with 467th BG and 2ADA logo on front. Lloyd also has a few Convention '95 souvenir coffee mugs, off white in color, with B-24 Liberator on one side, and 467th identification. He would like \$7 each for these. Each of the above item's price includes postage and handling. Lloyd will want some one of you to take over this project after Convention 1996. One of you please volunteer.

### **CONVENTIONS, REUNIONS**

**Midwest Region of 2nd Air Division Association:**

The 12th annual reunion of this nine state area will meet September 19–21, 1995 in Springfield, Illinois. Complete details and reservation forms will be mailed upon request to Bill Kirkton, 1 County Rd., Chatham, IL 62629.

### **LETTER FROM R. BARBER, ANGLIA AIR MOVEMENTS LTD.**

We have just built a new workshop and office on a site at Rackheath Industrial Estate, Norwich, Norfolk, England.

The site is on what was during the Second World War an airfield used by the 467th Bombardment Group (H) under the command of Col. Shower.

We have called our building Liberator House in honour of the aircraft and boys that flew them. We are also adjacent to the commemorative plaque and flag poles.

The reason for writing is, would you have in your archives any photographs we could purchase of Rackheath Airfield during the war years showing either the aircraft, Col. Shower, buildings etc., etc.

We would appreciate your earliest reply.

Thanking you in anticipation, for Anglia Air Movements Ltd.,  
R. Barber

We ought to be able to fill the request of Anglia Air Movements from our memorabilia that Jack Stevens has now for the Convention 95. If he is not able to do it before, we'll pick out some during the Convention.

Editor

### **LETTER FROM BILLY R. "BOZY" JOHNSTON**

Dear Phillip,

I'm enclosing copy of article that appeared in Spring 95 issue of **RACKHEATH LIFE** about the control tower. Christine Armes is working with Ivan Palmer in this effort.

Christine grew up on Plumstead Road very near the base, and was a child of six or eight in 1945. I think the guys would like to hear what she has to say.

On this date I have written Col. Shower and enclosed the article on Control Tower. I think we should prevail on him to get an article in "POOP FROM GROUP" and maybe get some interest aroused in helping these people in Rackheath.

I met Ivan Palmer, a very engaging fellow on Monday, May 8th. In fact he was my escort for our group activities, and is also a British Airways Pilot.

His effort toward renovating the Rackheath Control Tower is a project our group association should support—with vigor! I know I would make a sizeable contribution! His letter appeared in the current issue of "Rackheath Life"—Spring edition.

See you in San Diego.

Billy R. "Bozy" Johnston

### **RACKHEATH AIRFIELD CONTROL TOWER** **BY IVAN R. PALMER**

I am sure most of you living in Rackheath know of the historical significance of what was RACKHEATH AIRFIELD. Originally known as Station 145 it was the home of the 467th Heavy Bomb Group who arrived on the 11 March 1944 and flew numerous bombing missions until June 1945 when they returned to the USA.

After the war the airfield was returned as farmland, and the runways, taxiways, and hard standings were dug up. Today, a visible remain of Station 145 is the CONTROL TOWER, the nerve centre of the airfield as it was then. Now situated in the middle of a scrap yard it is looking derelict and ready for demolition, a very sad ending to a building which meant so much then, and now represents a piece of local history, and a piece of American history. It would be a shame, and indeed disrespectful to the memory of those who lost their lives flying from Rackheath, to let this building crumble to the ground. For those aircrews that did not return, the "CLEAR FOR TAKEOFF" signal would have been flashed to them from the control tower, and as they were taking off would probably have waved goodbye to their friends and colleagues congregated around the control tower to wish them well, the last image of Rackheath that they would remember.

I would like those of you who would be interested to join with me to start a support group with the aim of obtaining ownership of the control tower and renovating it. Also, like the control tower at Seething airfield provide a museum in memoriam. This will not be an easy task, but I am sure that there are many people living locally, who still have memories of the airfield, and of the men who flew from Rackheath during the war years. This would be a fitting tribute to those who fought and died. Also to those still living, but so very far away, a reason to make, just one more visit before their "final flight". Please contact me at home on 721209.

Ivan R. Palmer

### **LETTER FROM LLOYD A. GILBERTSON**

I have enjoyed every historical happening recorded about the 467th Bomb Group. I'd like to relate how I first met Col. Shower in 1944. Because of the combat training pressures that were heaped upon the Colonel and his organization he had little time to get to know the enlisted Air Combat Crew members. When our crew arrived at Rackheath from the dismantled 492nd it was business as usual. The names of the officers in charge were posted on the Bulletin Board.

By December 10th our crew had flown 12 missions. We had been scared, shot at, and hit. We didn't like the weather conditions either, especially after training in the "Friendly Skies" in the U.S. Between December 10 to 23 the weather was miserable. Rain, Fog, Wind, Rain, Rain, Rain. It was so bad the ducks on Sir Edward's pond were also grounded. By December 19th the moral was at its bitchiest. We even missed meals to prevent getting soaked going to and from the Mess Hall.

Around that date, and right after lunch an Officer entered our "Hut of Grumbles," and shouted over our voices, "Listen Up—Hey—Listen Up." When silence prevailed he continued, "Tomorrow at Ten Hundred Hours Col. Shower expects your presence on the runway in full dress uniform for a Parade Inspection. BE THERE!!!"

After he left the grumbling really began. How could he command us fighting crewmen to wear our, "On Pass," uniforms to stand at attention on the runway IN THE RAIN? My God we thought our leader had snapped.

About an hour after that chilling announcement our Co-Pilot entered our hut dripping wet and said to us, "I know how you feel and I wanted you to know that Rosie (our Pilot) and I will be there. We'd appreciate your joining us." He smiled, turned and returned into the rain. Shortly after his departure the silence in our hut was broken when someone from the other crew said, "I think he said, BE THERE..."

At 0955 the next day every flight crew member of the 467th was dressed out in first-class uniforms and on the runway. Four straight

#### **GILBERTSON LETTER—Continued:**

lines of fighting crewmen waited in the rain. At exactly 1000 hours a staff car pulled up and an Officer shouted, "TEN HUT." Even at attention my eyes focused on that car. I wanted to get a good look at the person responsible for this exercise. I wasn't alone.

The driver got out of the car and proceeded around to the right rear door, there he opened up a large golf umbrella. When he opened the door out popped Col. Shower protected from the elements. In rigid, erect, movements he walked up and down each row of wet fighting crewmen. His stare projected a particular, "I dare you," message. As he marched by our crew I wanted to say, "We love you,... We love you...," but that stare melted my tongue. I did however, get my first look at the face of our leader.

When he finished his inspection he returned to his car. When he got in I noticed only his feet were wet. As his car pulled away I could feel the vibes of the other crewmen wanting to shout, "We Love You, We Love You,"...You..., and at that moment an Officer bellowed, "At Ease, Return to Quarters."

Drying our uniforms in our hut turned it into a sauna. The silence of the crewmen indicated they had met their leader, and survived.

On December 24th, history has recorded every capable B-24 Bomber on base including, "Pete the Pom," flew to the enemy. At the briefing that morning all faces were smiling...No Parade Inspection Today.

Fifty years later while attending my first Group Convention, I had the opportunity to talk to that rigid, erect parade person who stared so convincingly when we first met. The years had changed him to a willing, joyous, conversationalist. His stare no longer melted my tongue. We talked and joked like two happy crewmen, who because of his demands for Discipline and Organization had survived the BIG ONE!

Lloyd A. Gilbertson

#### **FROM THE AMERICAN AIR MUSEUM IN BRITAIN CAMPAIGN**

**THE PROJECT:** The American Air Museum in Britain, to be built at Duxford Airfield, near Cambridge, is one of the most ambitious museum projects in the United Kingdom at the present time. It will house an outstanding collection of American historic aircraft, and will stand as a memorial and tribute to the thousands of US airmen who served from bases in Britain in World War II. The new Museum will also be a symbol of the special friendship which has bound Britain and the United States in peace and war throughout this century.

**THE SITE:** Duxford, 50 miles north of London, was itself one of the many air bases used by the United States 8th Air Force in World War II. The airfield is now part of the Imperial War Museum, the British National Museum of the history of the twentieth century conflict. It has grown to be one of the leading aviation museums in Europe, attracting nearly half a million visitors each year.

**THE BUILDING:** Internationally renowned architect, Sir Norman Foster, has proposed a dramatic and impressive building which will enhance the importance of the new museum as a memorial and symbol of Anglo-American friendship and to the quality of the collection which the American Air Museum will house.

**THE CAMPAIGN:** The cost of the new Museum will be £10 million, which is being raised from private sources in Britain and the United States. The US Fund-raising Campaign is under the joint Chairmanship of Mr. Charlton Heston and Field Marshal Lord Bramall.

The American Air Museum in Britain Campaign has already received the support of Former Presidents Bush and Reagan, the Prime Minister of Great Britain and many leading public figures and industrialists on both sides of the Atlantic.

The project is under consideration for a large grant (£6.5m) from the new UK National Lottery. The board is confident that these funds will be available and in that event, construction will start in September 1995, with completion in Spring/Summer 1997.

If you feel you would be interested in supporting this cause, or have any questions about the Museum, please call our U.S. Headquarters at 1-800-233-4226 and ask to speak with our Assistant Director, Michele Novack.

Thank you for your time and consideration.

Sincerely,

James E. McInerney, Jr., Major General, USAF (Ret.)

#### **THE LAST FLIGHT OF "RUTH MARIE" AND THE STORY OF THE LT. LACKENS CREW BY ANDY WILKINSON**

During the early hours of 11 July 44, the crews of the 467th were briefed for a deep penetration mission to southern Germany; the target Munich. This was to be a maximum effort mission with the entire 8th Air Force targeting installations in and around the important city of Munich. Among the crews selected for the mission was the Lt. Edwin Lackens crew of the 790th Sq. who were flying their 8th mission as a unit, with Lt. Lackens participating on his 9th combat mission. The crew were assigned an olive-drab B-24H, "Ruth Marie", one of the original ships to arrive at Rackheath with the Group. As briefing continued, crews were reminded Munich was at the outer range of fuel capacity and that fuel consumption must be constantly and carefully computed throughout the entire mission.

The mission had progressed well as the 467th neared the Initial Point for the bomb run. Edwin Lackens takes up the story:

"The enemy flak from the I.P. to the target at Munich was extremely heavy. We did experience some scattered flak damage (holes) to the aircraft surfaces en route from the I.P. to the target but fortunately no crew injuries. Over the target we got a direct flak hit in the No. 3 Engine at the time of "Bombs Away" and had to feather the prop and shut the engine down for good—with this went the hydraulics system for operation of critical parts of flying the aircraft. We had been watching the fuel consumption extremely close from take-off back at Rackheath. On the return trip from Munich to England, due to the loss of the No. 3 engine, we could not stay up with the other B-24 aircraft in the mission train and kept falling back. We were now flying and navigating the return flight by magnetic compass, needle-ball and airspeed. Then, due to the higher power settings of the No. 4 engine to compensate the loss of the No. 3, we also had to feather the No. 4 and we were losing altitude.

By the elapsed time from the target we figured we were over the English Channel although we had a solid cloud undercast and could not see the water. To lighten the weight of the aircraft to save fuel, we threw overboard all the 50 calibre machine-guns, ammunition, flak suits, etc. and anything else with weight that could be loosened from within the aircraft and prepared all crew members to stations for ditching the aircraft into the Channel. By this time we were flying by ourselves with no other aircraft in sight. Also, there were no friendly fighters available for escort at any time. We transmitted the necessary radio messages and the MAYDAY and S.O.S. signals. In descending we found the solid undercast cloud layer to be thin. We came out of the cloud, level at approximately 1500 ft. and, lo and behold, the English shoreline stretched out in front of us.

At the lower altitude it was possible to adjust our power settings and more or less hold out altitude on the No. 1 and No. 2 good engines. We crossed the coast at approximately 1000 ft. altitude with an unknown airfield in sight (later determined to be the Hardwick Air Base). We also took action for emergency landing procedures for gear and flaps which the crew were assigned and trained.

The Hardwick Base was in the process of recovering their own returning combat mission. They quickly cleared the traffic over the field with the receipt of our emergency messages and the shooting of the red emergency flares. We were north of the field and conveniently in line with a direct entrance onto a base-leg to the main runway, but as we made the turn to final approach the No. 1 and No. 2 engines suddenly—and I do mean suddenly—quit due to lack of fuel. They were dry!

Efforts to feather the propellers on these engines were futile—the drag was pulling us in a steady drift to the right as we went down the final approach. Both my Co-pilot and myself as Pilot were spontaneously attempting to hold full left rudder pressed under our left feet to hold the aircraft in line with the direction of the runway as we descended on the final approach. The control tower was on the right side and parallel to the runway, with the observation walkway fully occupied with base personnel watching the return of their base mission. We were drifting to hit the cement construction of the control tower and the personnel on the walkway were evacuating their lofted positions by jumping over the rails to ground level. Just short of the control tower, and it obvious we were going to hit the same, I put the aircraft into a steep and severe aileron left bank, the left wing went crashing into the ground and we cartwheeled past the tower and into a building on the right side of the runway."

### **LAST FLIGHT—Continued:**

"Ruth Marie" was completely destroyed in the crash at Hardwick airfield. There was no fire since there was no fuel remaining but parts were scattered about the crash site. Sadly, two crew members were killed outright, S/Sgt. Arthur D. Price (Engineer) and Sgt. John Mikulin (Gunner).

An eye-witness to the crash was Paul Dillon, an aircraft mechanic who performed other general maintenance for Flying Control. He wrote:

"The day of the crash I was working on top of the Hardwick Air Base tower, tying off radio antenna guy wire on the northeast handrailing. I noticed this B-24 flying east just above the tree-tops (north of the bomb dump of our base). He appeared to be flying slow and in a straight and level flight, as if he were going to land in the open fields north of the air base. When he reached the opening in the tree line (north approach end of our north-south runway) he did an extremely hard right bank and turn for the north end of our north-south runway. It appeared he had slightly overshot the approach end of the runway as he flared out to land, and in attempting to correct for it he began to veer left off the runway over the grass, continuing until he was on a collision course with the control tower.

It appeared that No. 1 and 2 engines were just turning with no power and that No. 3 and 4 engines were pulling the aircraft to the left. Stamped into my memory is the sight of the B-24 heading straight for the control tower with approximately 25 to 35 people inside. From my point of view on the roof it seemed I could look down on the aircraft and see the pilot and co-pilot. Then suddenly the aircraft did a sharp bank and turn as if the aircraft was trying to fly between the tower and the weather station just north of the tower. The left wing struck the ground just off the northeast corner of the tower and the aircraft started a cartwheel action with a 180 degree twist. First the left wing struck the ground, second the nose struck the ground and the number 3 and 4 engines were switching sides; third the fuselage hit the ground and the aft section broke off behind the railing edge of the wings. All this happened within 250 ft. of the east side of the tower. Fourth, the kinetic energy in the aircraft carried the wreckage east approximately another 250 ft., across a static water pool, the trailing edges of the left wing pushing the broken aft fuselage and tail sections into a supply building.

At this point I ran down the stairwell and to the wreckage. I heard the crash crew responding. I looked for a way to get to the crew. There was an opening between the No. 3 engine and front bomb bay. I headed for it and found a crewman thrown from the aircraft and oil from No. 3 engine was dripping on him. I got between his legs and pulled him approximately 100 ft. away from the aircraft. When I turned to see if I could help him, I saw that he was dead. I got sick to my stomach and ran out of adrenaline, so I returned to my duty station. I don't remember what exactly I was doing while all this was happening. I do know that I was on my knees anchoring an antenna guy wire when it started and that both knees were bruised and bleeding and that the knees of my coveralls were torn out."

Another eyewitness was Olga Mora, a company clerk of the 885th Chemical Company Air Operations, a service company attached to the 93rd BG at Hardwick. He wrote:

"Our company HQ was in a building shared with the 2031st Engineering AVN Platoon. The building was about 14 ft. deep and 40 ft. wide, located just off the perimeter track or taxiway. The building was divided by a center partition wall. The 885th was in the right side and the 2031st was in the left half.

On the afternoon of 11th July 44, the Group was returning from a mission and, as usual, I was watching the returning planes from the front door of our office, and our supply sergeant and company first sergeant were in the supply room. As I watched the landings, one of the planes in the landing pattern approaching the main runway was shooting red flares from their very pistol. He was no doubt cleared to land. The plane in question did not land where I expected. I would say he was 25 or 30 ft. high when it appeared he was going to go around as he banked to the left. As he turned he was still very low. As he banked to the left he was approaching the control tower. He was too low to clear the tower. The pilot, no doubt seeing this also, picked up his right wing. He was so low that when his right wing was raised, his left wing tipped the ground and the plane cartwheeled across the field.

At this time I could tell a crash was imminent. I ran back into the building and shouted for the two men to run. The supply sergeant ran out a left door to the right of the building. The 1st Sgt. got under

a table. As the supply sergeant ran past, he shouted for me to follow. I felt as though I wanted to run to the right, but my feet would not carry me. The next thing I knew I was getting off a concrete sidewalk in front of our building from a prone position. It appeared that I had tried to scratch through the concrete as my fingernails were bent back and my fingertips were bleeding. The plane stopped on its belly after nosing into the right half of the building. When I finally realized what had happened, the medics and crash trucks were already there. There was no fire.

Realizing that the good Lord had his hand on my shoulder, I immediately ran to the base chapel and said a few prayers in thanksgiving. On returning to the scene, the crash trucks and ambulances had already left. I did learn that there were no deaths on the ground, however, one man from the 2031st Engineers was hospitalized for a short period of time.

The 885th Chemical Company's function was to maintain the war gas and incendiary bomb dump. We also filled the smoke bombs used by the bombardiers."

For his brave actions of re-entering the building and calling out a warning to those present of the impending crash, Olga Mora was recommended for the Soldiers Medal to the C.O. of the 93rd BG. Unfortunately this was not acted upon!

Edwin Lackens continues: "My body was the last one recovered from the wreckage of the aircraft—wrapped in metal parts of the aircraft with only my flying boots (feet) exposed and the metal parts had to be cut away to free my body still belted in the thick metal coffin-type pilot seat. When I regained consciousness, I was on an operating table in the Base hospital. In one way this was a blessing for had I not been thrown free I believe I would have been killed. My injuries were facial, throat, and body cuts and wounds; fractured skull, concussion of the brain, and both ankles broken. The navigator, Lt. Robert Curran, experienced the least injuries of the crew. All other surviving crew members were severely injured and in time released from duty and returned to the States."

Following a spell at the Hardwick Base Hospital and time in a "Flak Shack" for R & R, Lt. Lackens was back with the 790th at Rackheath and was cleared for combat flying at the close of August 44. Assigned a new crew, Lt. Lackens flew his 10th combat mission on the 5th Sept. to Karlsruhe, just over 7 weeks after the fatal crash at Hardwick. His 35th and final mission was completed on the 2nd Jan. 45 mission to Remagen.

Footnote:

After finishing his combat missions, the C.O. of the 790th, Major Fred Holdrege, requested Lt. Lackens remain with the squadron as an Instructor Pilot and Engineer Test Pilot. These duties kept Lt. Lackens at Rackheath until mid-February before return to the U.S. and reassignment. He remained with the Air Force and spent 6 months in the Pentagon Foreign Liaison Office as the British Desk Officer; 6 months at Wright-Patterson AFB attending the U.S. Air Attache Schools. Overseas assignments were to the Philippines and later as Defense and Air Attache to the Republic of South Africa (1965-68), Edwin Lackens retired from the Air Force with the rank of Colonel.

(My sincere thanks to Col. Edwin Lackens for his help in compiling this article, and to those members of the 93rd BG at Hardwick who responded to my enquiries.)

### **A MEMOIR BY PAUL H. BELZ, SUBMITTED BY ALICE BELZ-AW**

June 14, 1945, my twenty-first birthday, found me sitting on my bunk in Norfolk County, England. I was busily at work packing my duffel bag in preparation for the departure of my squadron for the South Pacific. It wasn't with zeal and anticipation that my friends and I looked forward to leaving the island which had been our home for almost two years. Ever since the unconditional surrender of Germany we had looked forward to leaving England, but when we learned that Asia, and not America, would be our destination upon departing from England, we became more and more attached to our British friends.

July arrived. A series of inspections assured authorities that our bombardment group was in readiness to take its place in the aerial war against Japan. All personnel were restricted to their squadron areas to await the announcement of final shipping orders. No one was happy. Some men grumbled because they couldn't be in Norwich with their wives or girl friends, and others were discontented because they were not allowed to go to the pub in a neighboring village. I just grumbled.



**MEMOIR BY PAUL H. BELZ—Continued:**

It was on the afternoon of July 2 that the tranquility of our squadron area was ended by a loud, "Yippee!". Everyone looked in the direction of the bespectacled clerk who had come running into the area. He was proclaiming that shipping orders for the group had been deleted and that we were to sail—not fly—to the USA. A few optimists gathered around the clerk to see detailed information concerning the latest rumor, but most of us cursed the intruder, decided that he had cracked up, and went on whispering sweet nothing into the ears of the English girls who had gathered around the fence which separated the squadron area from a nobleman's pasture.

Once more our love-making was interrupted—this time as the public address system blared out, "All personnel assemble in front of your orderly rooms immediately for important announcements—that is all." A few men hoped that the announcement would verify the rumor which had created so much excitement, but most of us were certain that the forthcoming announcement would quell the rumor which had spread over the entire base.

The squadron commander smiled as he read from the papers in his hand. Yes, we were to go home. July 5 was set as the date for our departure from England. We were to sail for New York on the "Queen Mary" on the sixth of July.

Minutes were as seconds, days as hours, between the day that we received shipping orders and July 6, when we boarded the "Queen Mary" in Scotland. The "Queen Mary" delivered her cargo of 17,000 men to New York in record time.

As the ship sailed southward parallel with the Jersey coastline, I stared at the railing and tried to remember how unhappy I had been only a few days ago. How different everything was today.

Soon the New York skyline was in view. We sailed on; we passed the Statue of Liberty and Brooklyn Bridge, and finally we stopped to await the tugs which were to tow us to our pier. I can't describe my feeling when I stepped off the gangplank onto US soil. I closed my eyes for a second, and the thoughts of Asia which had such a short time ago been running through my mind made their circuit once again. When I opened my eyes, New York looked even more beautiful. This was truly the happiest day in my life.

**A LETTER TO THE PRESIDENT OF THE UNITED STATES OF AMERICA BY MARVIN RALPH DAVIS**

President William J. Clinton, The White House, Washington, DC 20500.

Dear President Clinton: I had the pleasure of attending the VE Day celebrations in England this year at my World War II area location in Norwich with a group from the Second Air Division, Eighth Air Force. We had a most impressive and well received week which was highlighted by Vice President Gore attending the ceremony at Madingley Cemetery. I did not get the chance to meet him, but he was very gracious and well received.

I wanted to make you aware of a situation that should come to you in the not too distant future. The Air Force, as I was advised by Senator Glenn's Office, is preparing a paper for you to sign that will right a wrong that has existed for over 50 years. The 467th Bombardment Group (Heavy) earned throughout its European combat duty the rightful recognition of the Presidential Unit Citation. The 467th had the best bombing record in the European Theater of Operation (ETO) as well as many other statistics which were prepared by the 96th Combat Wing for submission for the citation; however, due to the end of the war situation, the paperwork somehow was either set aside or misplaced and its status was never known. I obtained the records from Colonel Albert Shower, our Commander, which included a copy of the 96th Combat Wing Vice Commander's letter and ten attached statistics that showed the excellence of the 467th Bomb Group. This paperwork was provided to Senator John Glenn's Office, and to Retired Lt. General E.G. Shuler, Jr. and to Lt. General Stephen D. Croker, present 8th Air Force Commander.

Senator Glenn's office initiated action with the assistance of Lt. General Shuler, and Lt. General Croker, to effect consideration for the award.

These procedures are normally handled by the United States Army, however, the Air Force recognized the merit and believed strongly in this action and is preparing the paperwork for your consideration. Our next Group Association convention will be in San Diego in October 1995 and it would be most gratifying to have

the award presented at that time to our only Group Commander, Colonel Albert J. Shower, USAF Retired. We would truly appreciate one of the principles active in this award to make the presentation. Colonel Shower is the only commander that organized his group stateside, flew over with the group, finished the combat period and came home with his group. My personal recollection of Colonel Shower, when I was flying combat, wasn't very high. He never gave you idle time. If you were not flying combat, then you were flying a practice mission. If the weather was too bad for flying, then you attended ground training of many varieties. He never let you have time to drift out of the combat mode. Once I got home, I realized that I and many others owe our life to this fine gentleman and there is not one within the group that would not go all out for him. Many times, during combat flights, our group was passed up by enemy fighters because we flew such a tight formation and presented a unified threat to their attack. The tight formation was proven by our record setting target strike, the best in the ETO.

I am sure that once you have received the package, Senator Glenn or either one of the two generals would be most happy to provide you any additional comments that may come to your concern. I sincerely appreciate the action taken by Senator Glenn, Lt. General Croker and Lt. General Shuler, Ret. and believe that you and you alone now have the power to right a wrong that has existed for over 50 years.

Sincerely,

Marvin R. Davis, Ph.D., Vice President 467th Bombardment Group (Heavy) Association, Ltd.

**LETTER FROM A TOUCHETTE/TRIP TO RACKHEATH HALL, NORWICH, ENGLAND**

Dear Phillip, I wish that many years ago I had taken the time to express my thoughts and feelings about my three years in England during World War II. Especially about fellow comrades at Rackheath and definitely the fine English friends I made. The sad part is it took 53 years to do it. This has become a vivid realization since going to England this past June 12th. The emotions, thrills, nostalgia, including a few tears took place.

First of all I want to tell you that Phyllis DuBois, her assistants, Lesley Fleetwood and Christine Snowdon, and Geoffrey Goreham, were wonderful to my wife and me. There wasn't enough they could do for us, just wonderful people. Geoffrey took my wife and me on a tour of Rackheath and it was a moving event for both of us. I located the foundation of the fireplace that was in the Officer's Club and one of the bomb shelters that was near the club. I was able to help Geoffrey locate where Col. Shower's quarters were, where my quarters were and where the theatre was. On the Technical Site, with a little bit of luck and memory, I located the building that my office had been in. It is being used for a car body repair shop.

I have started an inquiry into the death of my man, Pvt. Dan Miney. My investigation shows he was the only man of the Second Air Division, on any of the bases who was not a part of a combat crew, to be killed due to enemy action. I would hope that, with approval, a bronze plaque in his memory could be mounted near the door that was my office. It would identify the 1229 QM Company and be dated, April 22, 1944, along with his name, rank and serial number. If approved, I will be glad to do whatever necessary to supply the plaque.

Our visit to the Green Man Pub was emotional to say the least. Do you know if a copy of the painting of "Witchcraft" can be secured? (Vince LaRussa once handled a 5"x7" lithograph of Peter Bond's painting of "Witchcraft" and "Little Pete" over Station 145. Do you still have any of them Vince? Editor)

I had a moving reunion with Mrs. Tyrrell, her granddaughter and her husband. After fifty plus years she, at 91, still remembers bringing tea to the base with the Y.M.C.A. Tea Van. Her son was an R.A.F. pilot during the war.

Christine Snowdon's generosity in driving us to Coldham Hall for a reunion with Harry Last was very thoughtful. Derek James of the Norwich Evening News wants to do a story of Harry and me when I send him pictures that I took of us on our visit. We helped to celebrate his 95th birthday on July 1 while I was there. We covered many happy memories and events, especially what we did on VE night, 1945. If they knew then what I and three others did that VE night at Coldham Hall, we might have had some kind of a notation on our service records; hardly complimentary.

The photos for the News will be sent to Lesley Fleetwood.

### **TOUCHETTE LETTER—Continued:**

Derek James of the News is going to attempt to include in his story a copy of a letter written June 16, 1945 expressing our deepest feelings and thoughts of these folks. I think that what was said then is very applicable now for all the folks we met on our tour of the U.K.; especially Phyllis, Lesley, Christine and Geoffrey.

We want to thank you for helping me to locate Bill McGovern along with other details. I would love to find out if anyone knows of the whereabouts of Capt. Otis L. Garrison who was the base MP officer (1945 address: 851 Lamonte Lane, Houston, TX. Editor). He was one of the Rackheath boys that this letter is about.

Thanks again. I hope to see you soon, maybe in October in San Diego.

Best wishes, Al Touchette, 9385 New Martinsville Avenue, Englewood, Florida 34224.

### **THIS LETTER WAS WRITTEN AT THE TIME OF THE 467TH RETURN TO ZI. IT WAS WRITTEN TO MRS. TYRRELL**

Dear Mother, Bill and Family:

Sometimes it is extremely difficult to write a letter of appreciation; difficult because the English language, or any other language, is a hopelessly inadequate medium of expression when the heart is speaking.

We feel, however that we should make an attempt to reveal our gratitude for the way you people have befriended us, and have allowed us to make your home our home these past sixteen months. No other family in England could have been nicer to the many Americans who were fortunate enough to "discover" Coldham Hall.

Of course we are glad we're going home. But underlying the anticipated pleasure of seeing our families again, there is a poignant feeling of sadness when we think of leaving our adopted folks. Truly, in this case, "to say good-bye is to die a little."

You have all been so fine—you have listened to our complaints and troubles, cheered us when we felt low, shared your beds and boats and rationed food and drink with us, celebrated our promotions with us, heard our tall tales of the states without showing the slightest trace of boredom, and you have suppressed smiles of amusement at our awkward first attempts at "darts." No matter where we go from here, you will always hold a special place in our memories, and we ask only that we may find friends at our next destination who are one-half as kind, generous and sympathetic.

With utmost sincerity we all wish to express our appreciation to the "swell" people we've known at Coldham Hall, and if we—any of us—ever return to England, we'll set the ferry-bell jangling again. Then we'll hoist a pint of bitter or a "quick one" with Bill and Mother and all the others, in memory of the good old days. So, till we meet again, here's "all the best", from the Rackheath boys.

Signed by: Jerome E. Towers, Albert L. Touchette, James J. Gable, William P. McGovern, Robert M. Saunders, Marshall S. Davis, Wayne W. Woodward, Charles R. Boucher, L. F. Kannenberg, Otis L. Garrison, Adam J. Matusa, Ralph E. Adams, James R. Arnold, and three others whose names are not distinguishable.

### **REPORT FROM RACKHEATH BY RALPH ELLIOTT**

Ralph Davis reported in the June PFG on our program in Norwich for the 50th Anniversary celebration of VE DAY. Let me give a closer look at BASE DAY—RACKHEATH.

The Sunday, Norwich parade and memorial service were unforgettable, but for the 32 veterans and their families from the 467th, the highlight of the week may well have been Monday, May 8, the actual VE DAY 50th anniversary. While David Hastings had a major role in setting up the whole 2nd Air Division program, he and Jean, with help from Jeff and Terry Gregory, outdid themselves when it came to the 467th "Day at Rackheath and Salhouse." The day ran well into the evening, but the final stop at our 467th Historical Marker to see the floodlights highlighting the stone and the American and British flags flying above it made a perfect end to a memorable day.

How heartwarming it was to step off the bus at Rackheath Community Center to be met by the local people with sincere friendliness and thanks for our return. Col. Shower and I replied to their welcome remarks with a new understanding of what our presence then and now has meant in their lives. Joe Dzenowagis Jr. was there with his big video camera, with his side-kick Bill Kubota handling the microphones, to record the day's events—as they did

the entire week of the 2ADA visit. We're looking forward to ordering the tapes when they are ready. They should be fantastic, especially with so much footage pertaining to the 467th of which Joe Sr. is a member.

Jeff and I read part of the lesson at the memorial service at Salhouse Church, following which Col. Shower unveiled the marker on the new entrance gates that were provided by Jim Coffey's crew. From there, we went to the 467th Historical Marker at Rackheath for dedication of the new lights by Col. Shower. You will be proud to know that the 467th apparently has the only lighted 8th AF marker in England. We owe our thanks to Robert Lomax and family of Lomax Developers Ltd. for installation of the lighting, and steps are being taken to arrange for the perpetual care of the monument. (The sum of £1000 has been given to David Hastings by the 467th to set up a trust fund when he returns to England after the 2ADA Lexington convention.) We envision three British trustees of the younger generation to administer the fund for us, since they can insure that our marker remains cared for well into the next century. For those who aren't aware, the marker is on ground that has been deeded to the 467th Bomb Group (H) Association. It sits on a corner of the parking area for Lomax Developers, about a half mile from the old control tower. Sadly, the tower is in a dilapidated condition and part of a junk yard. After many years of trying, without success, to buy it for restoration to its original state, there seems to be some movement toward its finally being put on the market. I can't think of a better use for 467th money than input into such a purchase and restoration. The tower is within walking distance from our Historical Marker and what a memorial that too could be.

Lunch at The Green Man Pub found us late in getting off to RAF NEATISHEAD, and we did not have time to get back to Rackheath as planned. However, Phyllis DuBois from the library, and several other friends of the 467th were able to arrange for a return visit later in the week for several of our group. At RAF Neatishead, we were met by the new Station Commander, Group Captain Barry Titchen for a tour of the underground bunker housing the military radar for all of Great Britain. I used the word "new commander" only to point out that within the hour Barry had become one with the 467th in a friendship that now has lasting ties. He, Col. Shower and I collaborated on the golden shovel to plant a special tree in honor of the 467th Bomb Group on the site of the old 467th huts that had been moved there from Rackheath and had served for many years as a mess facility at Neatishead. The ravages of time dictated their removal, except for one that has been saved and is being maintained as part of our history. Barry and his wife Helen shared our table at Salhouse Lodge for dinner that same evening and we were honored to have them as guests at our 467th tables at the final 2ADA banquet at the Norwich Sports Center on Thursday. I think the 467th connection with Neatishead and its personnel is important in that it helps preserve the memory of the 467th and Rackheath in England for coming generations. You can expect a warm welcome if you are able to visit there in the future. Their personnel went out of their way to greet us and to show us the new underground radar facilities as well as the old radar equipment used when we were there in WW II—50 years does make a difference!

The VE NIGHT DINNER at Salhouse Lodge, again arranged by David and Jean, was the perfect ending to a perfect day. Some 85 friends of the 467th joined us for dinner and reminiscing as the stories continued well into the night. Ken Meazy, the leading musician of Anglican Big Band fame and composer of the unique 2nd Air Division Fanfare that was played on Sunday at the Norwich Cathedral service, had volunteered to play for us throughout the dinner. Would you turn down Glen Miller? We were delighted to have Ken as our guest at the final 2ADA banquet, small payment for a grand favor. Ken also acted as our bus escort on our trip to the American Cemetery at Madingley on Wednesday. You have more friends in England than you realize, and they want to greet you and show you around whenever you go over. Your first stop should be the library on Ber Street to see Trust Librarian, Phyllis DuBois, but write ahead so that she can do some advance planning for you.

If I learned anything from our visit to England in May, it is that 50 years have not dimmed the feelings nor severed the bonds that tied us to that little island so long ago. As I walked down the sidewalk on Sunday after leaving the line of march to the Cathedral (just couldn't keep up), I was brought close to tears as people stopped me to shake hands and to thank us for coming to help when they had needed help so badly in those dark days of the 40's. They thanked

**RACKHEATH REPORT BY R. ELLIOTT— Continued:**

us also for our coming back again to share in the celebration of that anniversary. Yvonne was in the crowd watching the parade, and she got the same reception I did. When they found out her husband was in the 2AD group marching past, they began to ask questions; where was I stationed; what was my job? Their thanks was overwhelming. She realized then the strength of the bond between the local people and the men of the Second Air Division. To quote from a British tribute in The 2ND AD DAILY NEWS of Friday, May 12, 1995:

You came as friends

You stayed as friends

You have remained friends

and we will always remember you with pride and affection.

The tribute was genuine; it was a glorious day!

**REPORT ON THE RACKHEATH HISTORICAL MARKER  
AND OUR PROVISIONS FOR ITS MAINTENANCE IN  
FUTURE YEARS BY JEFF GREGORY**

As many of you know, a few years ago one of our good friends in Rackheath, Robert S. Lomax and family, provided us with land to erect a Historical Marker on Rackheath Base. Mr. Lomax has graciously arranged to care for the landscaping around the marker and also pays for our insurance as well.

We had several complaints that our flags, American and British, were not flying (2 flagpoles) on visits to the marker. Always sensitive to complaints, our solution was simple. Fly the flags night and day—24 hours a day. In order to do this, floodlights had to be provided. The least expensive way to do this was to tie into the Lomax Business which is adjacent to the marker itself. This was done and the floodlights were installed. I should mention here that Mr. Lomax paid for the installation of a third light to illuminate the marker itself.

Obviously we couldn't count on others to provide money to maintain the marker indefinitely. Flags need to be replaced, flagpoles need an occasional coat of paint, ropes need replacing once in a while, and electricity costs money.

Therefore, the Association has provided an amount of nearly \$1,700 (£1000), which will provide the corpus of a small trust fund in Britain. The proceeds from this trust fund should provide the funds to take care of all the above items, although it is conceivable a small additional amount might be needed later on.

Phillip Day, Association Treasurer, forwarded a check to me for £1000 to Lexington at the 2nd ADA convention. The check was made out to David Hastings who was in attendance. David has since returned to England. The money has been deposited in the bank and is drawing interest. Vacations have interfered with setting up the trust as of this writing, but I expect this last detail will be accomplished very soon, and just as soon as it is, I will provide the POOP with the pertinent details. We now have the only marker in England (to our knowledge) that is flood-lit at night. You will be proud of it, I know.

As a matter of interest, the Lomax Company is a family-owned business, started by Robert Lomax' grandfather about sixty years ago. The business will continue into the foreseeable future as a family business.

Robert is a good and true friend. The outer office of his business is devoted to books, pictures and memorabilia of the 467th. He has done a lot for us in a short period of time. Why not drop him a line of thanks: Mr. Robert S. Lomax and Family, "Streetwood House", Lower St., Salhouse, Norwich, Norfolk NR13 6RE England.

**THE MIGHTY EIGHTH AIR FORCE HERITAGE CENTER  
NEWS RELEASE, AUGUST 1, 1995**

Savannah, GA—Work crews on June 26, 1995 poured the first concrete section of the foundation slab for the Mighty Eighth Air Force Heritage Museum here.

"This is a very special milestone for everybody interested in the Heritage Museum," said Lt. Gen. E. G. Shuler, Jr., Chairman and Chief Executive Officer of the Museum. "A lot of people have looked forward to this event for a long time."

The steel superstructure of the building will be 270 feet long north to south and 230 feet wide east to west."

Shuler expects to have the outer shell of the museum completed by the end of 1995. Exhibit builders will then move in to do the interior work in time for the Heritage Museum grand opening on May 13-14, 1996.

A work crew began erecting the steel super structure of The Mighty Eighth Air Force Heritage Museum here on August 1, 1995.

"We took another giant step today toward completion of the Museum," said Lt. Gen. E. G. Shuler, Jr., Chairman and Chief Executive Officer of the Heritage Museum.

The crew began by erecting the steel side columns on the northeast corner of the Museum building and continued along the north side. Steel work will continue for the next three to four weeks. During that time support columns will be erected on all sides and in the interior area. Then huge 60-ton cranes will lift the cross beams and set them into place.

"In the next three to four weeks we will see the museum take shape and get a real appreciation of its size," said Shuler.

The Heritage Museum is being built to honor the more than one million men and women who have served in The Mighty Eighth Air Force since it was created in Savannah in January 1942. The 90,000 square foot structure will include an artifacts museum, gift shop, snack bar, library, archives, and meeting facilities. Grand opening of the Museum is scheduled for May 1996.



**467TH CONVENTION 1995**

**Schedule of Events**

The calendar of events has been published three times and will not be repeated. But there is one addition to it.

**AND FOR THE LADIES:**

Fashion Breakfast at Nordstrom, Sunday, 15 October

9:15 a.m., We'll board transportation for the Fashion Valley Shopping Mall.

This morning of fun and fashions will begin in Cafe Nordstrom with a delicious breakfast of the chef's special quiche, fresh danish, seasonal fruit, and hot tea or coffee. During breakfast we'll view the newest colors and silhouettes of the season and special cosmetics and fragrance demonstrations. After breakfast, Nordstrom beauty experts will offer complimentary make-overs and provide tips on the latest makeup application techniques. Finally there will be a drawing for a Nordstrom Merchandise Certificate.

We'll then have time to explore other departments at Nordstrom and some of the other major Fashion Valley department stores, such as Bullock's, Neiman Marcus, Robinsons-May, Saks Fifth Avenue, The Broadway, etc.

2:30 p.m. We'll board transportation for our return to the Kona Kai in time for the symposium on "Aircraft Repair and Maintenance at Rackheath."

Because Nordstrom requires firm advance reservations for this event, ladies wishing to attend must have their reservation and payment, to me by Friday, 29 September. Please fill in the reservation form below and mail it with your check, made out to 467th Bomb Group Reunion, in the amount of \$15 per person, to: Lucile Stevens, Fashion Breakfast Chair, 3526 Larga Circle, San Diego, CA 92110-5336.

Name: \_\_\_\_\_

Tel No. (\_\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

Please reserve \_\_\_\_\_ place(s) for the Nordstrom Fashion Breakfast on Sunday, 15 October.

Enclosed is my advance payment of \$ \_\_\_\_\_ (\$15 per person).

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

CONVENTION 1995 REGISTRATION FORM  
467TH BOMBARDMENT GROUP (HEAVY) ASSOCIATION, LTD.  
Kona Kai Plaza Las Glorias Resort and Marina  
San Diego, CA 92106

From Thursday, 12 October, to Monday, 16 October, 1995

Group President

Mel Culross  
1400 E. Menlo Ave #49  
Hemet, CA 92544  
Tel (909) 766-1266  
Fax (909) 766-1237

Group Coordinator

Jack Stevens  
3526 Larga Circle  
San Diego, CA 92110  
Tel (619) 222-4639  
Fax (619) 222-4639

Services Coordinator

Annette Rubenstein of Travel Connoisseur  
4425 Convoy St., Suite 216  
San Diego, CA 92111  
Tel (800) 348-3087 or (619) 268-4106  
Fax (619) 268-4238

NOTE: For reunion information, including airline reservations, hotel accommodations, car rental (rates, etc) and post-reunion cruise (deck plans, accommodations, services, and prices), please call our Services Coordinator, Annette Rubenstein of Travel Connoisseur, Tel (800) 348-3087 or (619) 268-4106 or Fax (619) 268-4238.

Name (Last) \_\_\_\_\_ (First) \_\_\_\_\_ Badge name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_ Tel (\_\_\_\_) \_\_\_\_\_

Veteran \_\_\_\_\_ or Associate \_\_\_\_\_ member of 467th BG (H) Association? Is this your first 467th reunion? \_\_\_\_\_

Unit assigned to at Rackheath \_\_\_\_\_ Duty \_\_\_\_\_

Accompanied by: (Last) \_\_\_\_\_ (First) \_\_\_\_\_ Badge name \_\_\_\_\_

(Last) \_\_\_\_\_ (First) \_\_\_\_\_ Badge name \_\_\_\_\_

(Last) \_\_\_\_\_ (First) \_\_\_\_\_ Badge name \_\_\_\_\_

**Hotel Accommodations:**

Arrival date \_\_\_\_\_ via Airline & Flt # \_\_\_\_\_ Need transport to hotel? \_\_\_\_ Yes \_\_\_\_ No  
(Check in - 3 PM. Check out - 12 noon. Convention rate extends 7 days before and 7 days after reunion)

Depart Date \_\_\_\_\_ via Airline & Flt # \_\_\_\_\_ Need transport to airport? \_\_\_\_ Yes \_\_\_\_ No

(Rooms have either 1 King or 2 Queen beds) No. of rooms needed with \_\_\_\_\_ 1 King size \_\_\_\_\_ 2 Queen size

Smoking \_\_\_\_\_ No Smoking \_\_\_\_\_

Handicapped: \_\_\_\_\_ Use \_\_\_\_\_ Cane \_\_\_\_\_ Crutches \_\_\_\_\_ Wheelchair

Rental car requested: \_\_\_\_ Yes \_\_\_\_ No. Cruise requested: \_\_\_\_ Yes \_\_\_\_ No

**Food Preference:**

Arrival dinner entree (How many): \_\_\_\_\_ Beef \_\_\_\_\_ Fish \_\_\_\_\_ Chicken

Final banquet entree (How many): \_\_\_\_\_ Beef \_\_\_\_\_ Fish \_\_\_\_\_ Chicken

Airline reservations may be paid for and hotel reservations guaranteed with a credit card.

Sub totals

Hotel (\$82.87 per room) (first night's deposit - includes local 10.5% tax) X number rooms \_\_\_\_\_ \$ \_\_\_\_\_  
(Hotel reservation may be guaranteed by credit card:

Type \_\_\_\_\_, Number \_\_\_\_\_, Expiration Date \_\_\_\_\_)

Reunion package (\$180 per person) X number persons \_\_\_\_\_ \$ \_\_\_\_\_

Cruise (cabin charge \$ \_\_\_\_\_ + \$88.50 tax & port fees per person) X number persons \_\_\_\_\_ \$ \_\_\_\_\_

TOTAL \$ \_\_\_\_\_

Complete and mail this form to Travel Connoisseur, ATTN: Annette, 4425 Convoy Street, Suite 216, San Diego, CA 92111, with a check or money order for payment in full, Payable to Travel Connoisseur.

Please write "467th Bomb Group Reunion" on your check or money order.

FOUR HUNDRED SIXTY-SEVENTH  
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