

# NEWS LETTER

Vol. 12, No. 4

SECOND AIR DIVISION ASSOCIATION

December 1974

## 'CLOBBER' COLLEGE

by William G. Robertie



Unlike its counterparts back in the States 'Clobber' College was not founded along conventional lines. It was never intended to endure and resist the ravages of time, nor was its name included in the carefully pruned list of American Colleges and Universities.

'Clobber' College was unique in three ways. The curriculum did not include courses of study you could carry over into civilian life, it was intended to be short

lived (and was) and its graduates excelled in their chosen profession — without exception.

Instead of cloistered walks and Gothic buildings 'Clobber' College's campus consisted of Nissen-hutted farmlands sprouting crude hangars, revetments, runways, perimeter tracks, P-51 Mustangs and P-47 Thunderbolts. Entrants at 'Clobber' College, the undergraduates, were freshly arrived fighter pilots who had weathered a rigid 'high schooling' in the States.

The College, for all its rustic tranquility, was a vast improvement over what had been done earlier. Previous to its founding all untried pilots arriving in England were shunted to one of two combat replacement centers where they underwent several weeks more training before being assigned to a fighter unit. Here, from the outset, they were expected to duplicate the feats of the veteran pilots. The 'Clobber' College for those who had to travel this route was their first ten missions. If they survived they had a fighting chance to see it through to the end of the war, but all too many did not survive and their loss was a waste. There *had* to be a better way.

With the advent of the 'College' theory such newly arrived pilots were sent directly to an operational group which trained them for battle in the surroundings of a station engaged in sending planes over enemy territory on a daily, and sometimes hourly, basis. All such stations thus became a part of 'Clobber' College. In this setting, new and exciting to the neophytes, an intensive course of ground and flying classes was offered.

Conducting their training in this manner made it possible to include the Eighth's most expert fighter pilots as 'Deans' and 'Faculty' members — young veterans who helped to pioneer the way and who had the eagle and leaf hardware to prove it.

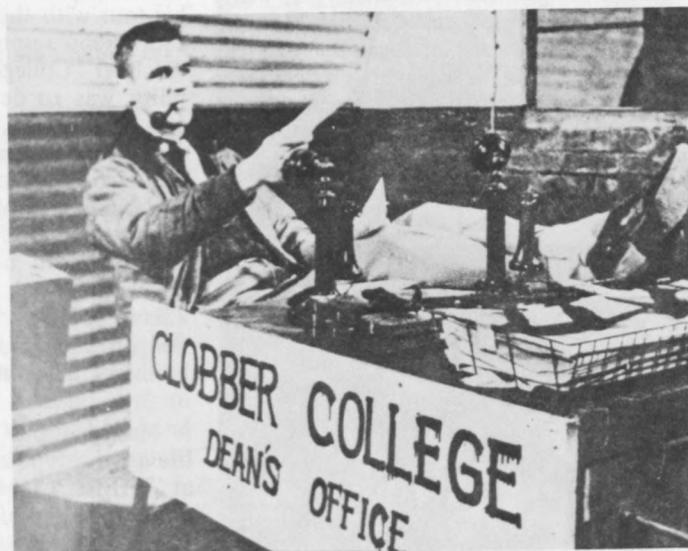
In this atmosphere the new arrival immediately developed a feeling of 'belonging'. He lived and ate with veteran combat pilots, and a mutual feeling of respect developed that was essential to successful combat.

At the officer's club, following a mission, the newcomer felt

that he was one of the group as experienced pilots described their aerial bouts over Berlin, Merseburg or Dresden, and soon the student was asking: "How many planes did WE destroy today?" or "What is OUR group score now?"

The battle tested boys often got quite a kick out of watching the 'Clobber Kids' try to adopt the mannerisms of experienced pilots — walking, talking and wearing their clothes like many of the vets. A "bird dog's" first drink with a veteran at the officer's bar was always an occasion. But, contrary to popular belief, some of those 'bird dogs' could out-do the veterans when it came to 'bending-an-elbow'. Flying wasn't the ONLY thing they learned back in the States!

One by one the 'Dean' and 'Faculty' members took the 'bird dogs' under their wing and showed them how to fly a Mustang. Having been previously trained in P-40s, a forgiving airplane, the youngsters were naturally nervous when they were checked out in P-51s. The 'Dean' usually climbed into the control tower and conducted his course by two way radio which carried a constant stream of chatter from tower to plane and back.



Dean Major Richard A. Peterson checks records of new 'student'. Nothing like being informal!!!

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## Second Air Division Association Eighth Air Force

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The more precise 'hot-stove' sessions were invaluable when it came to picking up life saving tips. One such tip saved a pilot's life. Major Fred W. Glover of the 4th Fighter Group in a flight over Germany heard Capt. John T. Godfrey say that flak had hit his coolant and that he was preparing to bail out.

Glover recalled that someone had once told him that by pumping the primer you could keep the engine cool. He immediately cut in and told Godfrey to try it. Godfrey did and was able to pump his way home.



This situation, student, comes under Graduate studies.

## A SPONTANEOUS GIFT

At the reunion this year we were given excellent television and newspaper coverage by the local media. On the night of our banquet a gentleman walked into the lobby, asked the first person he met if he was a member of the 2nd Air Division Association and handed over a check for \$100.00 for the library fund. With that he turned and left before anybody could thank him.

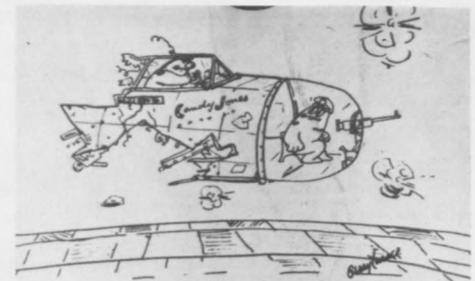
Such generosity cannot go unnoticed and we take this opportunity to thank Yung W. Park, 1730 Jefferson First Union Tower, Charlotte, North Carolina 28282 for his very appreciated gift. It has been given to the Library in his name.

## DUES PAYING

### TIME AGAIN

If our Membership Secretary, pretty Evelyn Cohen, is her usual efficient self you will have received your dues statements by the time you receive this Newsletter. Prompt payment will be greatly appreciated by our Treasurer, Dean Moyer, as this usually takes him 'out of the red' and enables him to pay Association bills. And don't forget a small donation to the library fund if you can afford it. Our \$50,000. fund drive is taking off and you will read more about this in the next issue.

We do have a small problem every year at this time. In order to save on postage — considerable with almost 2000 members — Evelyn sends the dues statement AND your membership card in the same envelope. This has caused many to feel that they have already paid their dues. So to avoid confusion, with you and us, why not send your check as soon as you receive the statement and membership card. It helps, honestly.



"LET'S FORGET ABOUT THAT OAK LEAF CLUSTER, FISHBEIN, AND HEAD BACK FOR THE BASE."

—A/S Gerry Turner

## 'CLOBBER' COLLEGE

(Continued from Page 1)

After the students had developed confidence in their Mustang the 'Dean' promoted a sort of airborne Junior Prom, known to pilots as 'rat racing'! It was a follow-the-leader game conducted directly above the heads of thrilled spectators with the 'Dean' leading his charges over the local terrain in a wild, twisting, diving chase. With this kind of training the novice fighter pilot had a fighting chance when he first went into combat.



'Hot Stove' class in session.

Lt. Col. Donald D. Renwick who did his tour with the 56th Fighter Group was the person responsible for administering 'Clobber' College. His original responsibility was to develop spirit, and to this end he issued his first and most important directive: 'A belligerent spirit and the desire to kill must be imbued in all replacement pilots. Lack of the aggressive spirit and desire to destroy the enemy will result in hesitancy and indecision which are fatal in combat.' This was a kill or be killed war and the sooner the fledglings found this out the better would be their chance of survival.

Many of the WWII pilots owe their life to the type of training they received at THEIR 'Clobber' College. The older pilots bearing such names as Blakeslee, Zemke, Gabreski, Godfrey, Gentile, Schilling, Hofer, Johnson, Mahurin and Meyer wrote the opening chapters. Those who came later wrote the final chapters. It will remain a difficult act to follow in any period of time.

## SCUBA AT SHIPDHAM

by Ian McLachlan

The last place one would expect to find a scuba diver is Shipdham airbase, wartime home of the 44th "Flying Eightballs". After all, the place is land-locked and, although only a few minutes flying time from the coast, scuba divers are not noted for their flying abilities. However, in June this year a rubber and bottle clad figure could be seen preparing to submerge near the old shooting-in butts.

The explanation is quite simple. When the Eighth wound up its activities much of the equipment was surplus so methods of disposal were apparently sought. East Anglia now abounds with legends of buried "treasure" on abandoned bases. As a collector of aeronautical memorabilia I find these tales intriguing if of doubtful validity, but many a sceptic has been proved wrong and it was decided to investigate rumors of material dumped by the 44th in a pond on the base. A fellow enthusiast, Peter Snowling, is also an amateur diver and only too eager to combine his interests so the expedition was planned.

No date was fixed but, on 1st June, we met Bill Robertie at a "Friends of the Eighth" meeting and mentioned our project to him. The only item Bill could recall being thrown into the pool was the Group C.O., Col. Leon Johnson, but Bill was fairly certain that he got out. Apart from the presence of such a distinguished guest the meeting was highlighted by a film taken at Shipdham during its heyday and now in the possession of Roger Freeman, author of, "The Mighty Eighth", who added a live commentary at this screening.

It gave me an uncanny feeling next day to drive round the desolate station that I had seen so alive. We passed the spot where Lt. R. C. Griffith's B-24 slithered to a halt after his beautifully executed one-wheeled crash landing on 18th November, 1943. A lifeless, crumbling tower stared gauntly across the remnants of a weed encrusted runway now doing service as a landing strip for agricultural aircraft. The reverberating roar of Twin Wasps has been replaced by the bee-like buzz of a Lycoming.

Having donned his gear Peter disappeared rapidly into cold, murky depths while his wife, Lindy, and I shivered at the mercy of a blustery wind and attempted to look professional for the benefit of a small gathering of locals whose expressions indicated their doubts of our sanity.

It would be nice to report a great success and the discovery of many Eighth artifacts but the largest item retrieved was a pilot's seat that had been converted for office use. A few other items of no

significance were thrown back: the treasure of trophies eluded us. Better luck next time?

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## FOR THE LADIES

### The Royal Blue And Gold Cookbook



by *The Marchioness of Cambridge*

The Royal Blue and Gold Cookbook is a notable addition to the literature of cooking. It is not just another collection of recipes, but rather a gracious choice of dishes — all of which reflect the taste and traditions of England's worthy heritage.

THE ROYAL BLUE AND GOLD COOKBOOK (144 pages, 16 in color) will be published in August/September by Jupiter Books at \$6.50 (\$11.50 for two copies) — postage paid. Just send a check or international money order made payable to Jupiter Books (London) Ltd to:

JUPITER BOOKS (LONDON) LTD  
167 Hermitage Road  
London N4 1LZ, England

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## LUCKY PENNY —

### A TON OF MANGLED METAL

Remains of a Liberator bomber, blown apart as two of the 1,000 lb. bombs on board exploded when it crashed in 1944, were unearthed by a group of aircraft recovery enthusiasts at the old Metfield airfield.

Although the ton of wreckage which was recovered included a propeller blade, a supercharger and carburetor, the find was, however, generally disappointing to the searchers who had excavated by hand until a mechanical digger was brought into yesterday's operations.

The search was organized principally by Mr. Ian McLachlan, 26, of Lowestoft, who had gleaned from records the fate of the B-24 Liberator No. 42-110169 Lucky Penny when it took off on a bombing mission on June 8, 1944.

The aircraft was from the 853 Squadron of the USAAF 491st Bombardment Group, which had been briefed to bomb targets in support of a newly-won Allied toe-hold on the Continent. On its last take-off Lucky Penny suffered a crucial power failure, veered off course and, as a wing dragged, slewed into the ground. Two of the four 100 lb. bombs exploded, killing all the crew and damaging several B-24s parked nearby.

The remains have been buried ever since about 16 ft. down. But Mr. Terry Godbold, who farms the land, knew of the crash and mentioned it to Mr. Stewart Evans, of Bury St. Edmunds, a leader in the discovery last year of the remains of Joseph Kennedy's crashed aircraft at Blythburgh.

### IDENTIFIED

Discovery, during preliminary searches, of a piece carrying a serial number, identified the aircraft and Mr. McLachlan was able to begin the search through records for details of the crash.

While the remains that he and 12 other Norfolk, Suffolk and Cambridge enthusiasts eventually uncovered were regarded as "mediocre" finds — other parts recovered included a gun turret mounting ring, oxygen cylinders, a tattered piece of parachute and even a safety razor — they will still be examined in detail.



Mr. Ian McLachlan (foreground), leader of the aircraft recovery enthusiasts who have uncovered the remains of a crashed Liberator at Metfield airfield.

## MEETING OF THE "FRIENDS OF THE EIGHTH"

by Charles Gallagher

Our meeting at the Angel Hotel, Bury St. Edmund's on Saturday, 1 June was the story of the Century and a Half when 150 people turned up.

With the President of the 2nd Air Division Association in our midst it was particularly apt that the main subject of the evening should be the B-24 Liberator, and those present were reminded that all reference to 'Consolidated Messes', 'Banana Boats' or 'Flying Box Cars' would be treated with the contempt which they deserved, whilst the product of another plant in Seattle would not brook mentioning.

If ever the Friends of the Eighth had a friend, that friend is Roger A. Freeman. Roger treated us to a most interesting dissertation on the B-24, and backed up his talk with a film shot at Shipdham during WW II, together with a well chosen selection of color slides, many of which had never been seen in public before.

In almost every book about the 8th AAF, reference is made to the vagaries, and unpredictability, of the English weather. One of the least effective, and much cursed, defenses against the penetrating, damp, cold of the British winter was the 'pot-bellied' stove — a most unattractive and malevolent engine which provided the minimum of heat from a variety of fuels, ranging from 100 octane gasoline to sodden tree branches, and which sat brooding in the semi-darkness of most Nissen huts like an evil idol, demanding with voracious appetite, its hourly ration of coal, coke or whatever — official or unofficial. Bought, stolen or acquired by trickery or stealth.

Well, believe it or not, but when Bill Robertie appeared on the rostrum he was confronted by a genuine, dyed-in-the-wool, pot bellied stove, and its very presence on a warm summer evening seemed, in fact, to produce a drop in temperature!!



"The damn thing still doesn't work!!!"

## REUNION 1975 = PROBLEMS

To make a dismal tale as brief and painless as possible our two plane formation to Norwich in 1975 is in deep trouble.

Many who had signed up quite some time ago were forced to cancel out because of economic reasons. This has left us with 106 empty seats to fill on our second plane.

There is an outside chance to fill both planes if those wavering make up their mind in the affirmative and get their deposits of \$125.00 to Evelyn Cohen before January 1st. You might also have a friend or two who would like to go and it looks as if we might be able to accommodate them. Please send all deposits to Evelyn Cohen, 404 Atrium Apts., 2555 Welsh Rd., Philadelphia, Pennsylvania.

If we cannot fill both planes we will attempt to arrange an affinity group charter rate on the regular flight TWA flies to England every day. In short, we will do our best to see to it that all who want to make the trip are accommodated — one way or another. Just remember that we are not magicians and the only way to solve this problem is to come up with another 106 reservations.

During the month of February Evelyn will be away on vacation and unavailable. If you write during this period expect a delay in your answer. Until February 1 and after the 28th Evelyn can be reached at 215-OR3-7699.

Bill gazed at it in wonderment, shaking his head sadly and, for the record, had his picture taken beside this gruesome spectre from the past. We doubt if ever he'll be the same man again!

Steve Gotts then ran a film of B-24J 44-44242 acquired from the Indian Air Force and now owned by "Yesterday's Air Force" of Chino, California. It is presently being overhauled and repainted by a group of dedicated enthusiasts of the East Anglian Aviation Society. When finished she will be resplendent in the markings of the 389th BG and will carry the serial 42-50551 Squadron Code RR, Aircraft letter  $\text{R}$  and the name 'Delectable Doris'.

Time out for talk brought the usual buzz of conversation and exchange of information, and this continued during the re-fueling session at the bar.

*(ed. note: It was a most enjoyable meeting and I was overwhelmed by the enthusiasm and friendliness shown to us by so many friends. If that was a sample of what we can expect this coming May then we are all in for a 'time' we will never forget.)*

### ALLEY-OOP!

In the 467th there was a captain, complete with black mustache, who claimed he was the only man in the ETO who could get his feet up on his desk BEFORE he sat down! Any disclaimers? Any confirmations!!!!

### 453rd AND 458th COMING ALIVE

It has long been our desire that at least one member from each Group take on the task of building the membership of that particular Group. Our growing membership indicates that this is being done and done well — where it is being done!

Two Groups lacking a leader willing to devote the necessary time, and it does indeed take time, are the 453rd and 458th. Two of our Associate members have volunteered (shows you they've got an education coming!) to undertake the task of building the membership in these two Groups. George Reynolds, who has just written a history of the 458th, will handle the membership drive for that Group. Don Olds, whose photos appear in practically every Newsletter, will handle the 453rd.

I urge every member of those two Groups to give George and Don all the help they can. There is no reason why these two Groups can't be fighting for the membership lead. No reason except inertia!

#### WRITE TO

George A. Reynolds  
848 S. 86th St.  
Birmingham, Alabama 35206  
458th

Donald J. Olds  
1403 Highland  
Rolla, Missouri 65401  
453rd

## SAINT ELMO'S FIRE



by  
Earl  
Zimmerman

During the spring of 1944 I was assigned to a 'make-up' crew with Lt. Foley as pilot and transferred to Leuchars, Scotland on TDY.

The American contingent on RAF Station Leuchars was Commanded by Colonel Bernt Balchen, an expert on arctic flying. His crews flew stripped down Liberators into Sweden and over Norway on night missions.

Other nationalities to be seen on base were Canadians, Norwegians, Poles, Dutch and French who flew an assortment of planes from the Fairey Swordfish to C-47s.

Our crew was assigned to the 'Ball Project' and trained for about two weeks in night flying which included many hours of Link Trainer for the pilot. The pilot and radioman were also trained to coordinate GCA type approaches by utilizing the Liaison Transmitter as all messages were sent CW.

The crew consisted of Pilot, Co-pilot, Navigator, Engineer, Radioman and Tail Gunner. All excess equipment, including the oxygen system, was removed to give the plane extra speed. The bomb bays were left intact to carry the huge containers destined for the Underground. The ball turret was removed and replaced with a 'Joe Hole', which was used on occasions to drop mean looking types carrying oversized packs loaded with goodies.

The green light to fly was given by Col. Balchen. Although no orders were received from High Wycombe he took his orders from upstairs. Around supertime he would wander outside the hangar, hands in pockets, stare at the evening sky and announce in his Norwegian accent, 'Ve go tonight boys'.

The planes are made ready, we are briefed, chowed down, wait for darkness and off we go. This trip we carry containers for the Underground and some extra cigarettes and chocolate for the reception committee.

As we cross the coast of Norway at

8000 feet we are picked up by two searchlights. Prior to take-off we are provided with the German Colors of the Day by the Norwegians via clandestine radio. The Very pistol has already been loaded with the Colors of the Day and is fired immediately. The searchlights blink off and we continue on our way.

Our 'flight plan' is to make a 360 at three different locations to confuse the Kraut radar as to the real drop. As we approach the first 360 area we see a very bright flame pass across our nose from right to left. Very disconcerting as no one can figure out what it is. We continue on to our drop zone, see the correct light pattern on the ground, get the correct code and make a successful drop.

Lt. Foley takes the plane out of the valley and heads for the coast and the weather begins to build up as we can see lightning in the distance. Soon after arriving over the North Sea the weather turns very nasty and we try to go over the top, but at 15,000 feet we are still locked in the storm. The old bucket of bolts bounces us around like peas in a pod and groans from every seam. RPM is increased and we begin to let down in hopes of getting under the storm. Visibility is nil and lightning flashes every few seconds now.

As we lost altitude we slowly pick up St. Elmo's Fire. At first it is a very frightening experience, almost as if the ship is on fire. A light blue glow fills the cockpit, forms a halo around the gun barrels and props and runs along the leading edges of the wings. The strange phenomenon seems to mesmerize the crew and we silently absorb the beauty of the blue glow for about ten minutes as it slowly leaves us when we descend toward the North Sea. The altimeter reads 100 feet and still no waves to be seen below. Up we go to 5000 feet and bore right through the storm.

Radio contact is finally established and as we reach the coast of Scotland the storm subsides. Our previous intensive training will now be utilized. Bearings are received from the ground station at Leuchars and a classic landing pattern is accomplished. As we prepare to touch down our landing lights reveal that we have lined up perfectly — on a small village! A few more minutes of 'muddling through' unveils our base and we are home at last.

The next day as the crews are lounging around in the grass in front of the hangar, a white haired Congressional Medal of Honor winner walks past us and searches the sky towards Norway, his homeland. All activity stops as we wait for his decision. A Stand down will mean a charge for the pretty lasses in Dundee. What a way to go! If we hear the words, 'Ve go boys', we wonder if St. Elmo will be out there waiting for us.

## OPERATION HALLEY'S COMET

A COLONEL ISSUED THE FOLLOWING DIRECTIVE TO HIS EXECUTIVE OFFICERS:

"Tomorrow evening at approximately 2000 hours Halley's Comet will be visible in this area, an event which occurs only once every 75 years. Have the men fall out in the battalion area in fatigues, and I will explain this rare phenomenon to them. In case of rain, we will not be able to see anything, so assemble the men in the theater and I will show them films of it."

EXECUTIVE OFFICER TO SQUADRON COMMANDER:

"By order of the Colonel, tomorrow at 2000 hours, Halley's Comet will appear above the battalion area. If it rains, fall the men out in fatigues, then march to the theater where this rare phenomenon will take place, something which occurs only once every 75 years."

SQUADRON COMMANDER TO LIEUTENANT:

"By order of the Colonel in fatigues at 2000 hours tomorrow evening, the phenomenal Halley's Comet will appear in the theater. In case of rain, in the battalion area, the Colonel will give another order, something which occurs once every 75 years."

LIEUTENANT TO SERGEANT:

"Tomorrow at 2000 hours, the Colonel will appear in the theater with Halley's Comet, something which happens every 75 years. If it rains the Colonel will order the Comet into the battalion area."

SERGEANT TO SQUAD:

"When it rains tomorrow at 2000 hours, the phenomenal 75 year old General Halley, accompanied by the Colonel, will drive his Comet through the battalion area theater in fatigues."

(ed. note: As the old saying goes "There is many a slip 'twixt cup and lip!" Our V.P. Col. G. G. Griffin denies everything!)

# Attlebridge Notes

(466th BOMB GROUP)

9

Editor:

Lt. Col. John H. Woolnough

7752 Harbour Blvd.  
Miramar, Fla. 33023



The three photos along the top of this page show the various stages in the life of the control tower at Attlebridge. The photo on the left shows the RAF version (supplied by Russ Clements, Photo NCOIC). The men of the air service section are shown in the center photo along with the tower with the glass penthouse as we remember it (supplied by Tom Stromberg). The picture on the right shows our control tower as it looks today. It serves as the operations control point for Bernard Matthews turkey farm.

## THE ATTLEBRIDGE TOWER

The tower of any air base is usually the center of air operations. This was true in England during the war. The type of construction of most British towers made them more than that. Due to their low profile and relatively easy access, they became the point where everyone congregated to see the action. Commanders, crewmen not flying and groundmen all gathered here in anticipation of the return of a mission. They looked for news of results and strained to be the first to spot our formation. A good view of life in our tower is given by Tom Stromberg. Tom was on duty as a tower operator at Attlebridge from the first USAAF flight until the field was closed at the end of the war.

In response to some of the stories in "Attlebridge Notes", Tom wrote, "It opened a floodgate of memories as viewed from the tower." His story follows:

"The 6 a.m. takeoffs — planes loaded too much — so heavy that the belly scraped the ground and gave off sparks in the predawn darkness. Squeeling brakes — following each other out of the hardstands in proper takeoff order — long single file line on the taxi strips (I think we called it the perimeter).

"Always the tension in the tower. Is the mission on or is it scrubbed? If it wasn't "stood down" the proper flare would be fired from the tower and the caravan man would start giving the green lights to space the aircraft — based on the report of the yellow jeep at the end of the runway. Too many mornings it was so foggy we couldn't see the runway from the tower. Radio silence was always maintained — once in a while someone would push a mike button by mistake.

"One-by-one the B-24's would labor down the runway (usually 27 or 09) for take off.

Lord knows how the pilots got some of them off the ground with the loads they had. After take off we listened for two things — conversation of the mission leader while they were forming, and the usual aborts — bad engine, hydraulic leaks, etc. Drop the bombs in the sea, land with them, or what?

"After the aborts were down, the waiting started. Hour after hour went by very slowly. Pretty soon there was about one hour before the planes would be back. 'Have you heard anything yet?' 'Have you heard?' 'Not yet!' 'Not yet!' Finally, 'Hello Cretie', 'Hello Cretie! This is Able Leader. Do you read me?' We would answer back but usually could not make contact the first time. Finally contact would be established and in they would come. The ambulances, fire trucks, crash crews, Hospital, etc. all on the alert. You could almost tell how bad the mission was by the way the group came over the field — If the 466th was in neat, close formation it was usually O.K. If the boys were low and scattered all over the place it meant trouble. Red flare for injured. Yellow flare for mechanical troubles. Everybody was out of gas and had to land at the same time, on the same runway.

"As the planes came over the field, the count would start. If 40 left and 40 came back there would be a cheering tower. If not, the next order of business was to ascertain who was missing and what happened — and that wasn't pleasant. Everyone eventually got down and the preparation for the next day began. Flight crews going for interrogation and a well deserved rest. Crew chiefs trying to put their aircraft back together, and everyone trying to relax a bit before the next mission."



Tom Stromberg is on the horn here in the control tower. He is clearing an a/c to taxi, or land, or something

We would like to find the Control Tower Log. It was gone before Tom could get it. He said there were some interesting entries, "I made the first one when we took over from the Royal Dutch Airforce." There was an account of the "operations officer" who got drunk after the 200 Mission Party, got some gals with him, and wanted to take off in "Q" Queen (that was the zebra striped formation ship).

Tom tells that, "One day — a rather late afternoon — I got a call from a flight leader. I think it was three B-24's. He stated he had come from North Africa, was short of fuel, and wanted landing instructions. I thought I recognized the voice but couldn't tell from where. After he landed he came up to the tower and introduced himself — Captain James Stewart, the actor. He spent the night on the base and left the next morning."

Tom closed his letter with this note. "Thank you for a pleasant journey into the past — tho I'm not too happy about my tower being the office of a turkey farm."

## ATTLEBRIDGE LAMENT

by Jean F. Pentz

Down along the flightline  
where the "Libs" used to go —  
There's lots of turkey houses,  
row-on-row.

Down along the flightline  
where the turkey gobblers go —  
Once parked the Liberators,  
row on row.

Lined up for the big event  
along the coast of France —  
Filled with bombs and gasoline,  
nothing left to chance.

There was "Parson's Chariot"  
and "Damnifknew" —  
Sitting in the moonlight,  
awaiting the word to go.

There was Four Five Niner  
and other unnamed ones too —  
Parked in this line,  
waiting for their crew.

Where a mighty armada  
left on deadly missions —  
There's naught but turkey gobblers,  
for the "Limey" kitchens.



## BRITONS AND ATTLEBRIDGE

We often get so tied up in telling our story of life at Attlebridge that we forget that we had a little help from our friends – the Englishmen. Funny – the Englishmen so often turned out to be young, attractive women. Here are a few photos that have been sent to me. If you can help in identification of the names, places, and events, I will appreciate it.

**Upper Left:** The gathering on the jeep shows the use of an impromptu viewing stand. I would guess that several of the guys up there wanted to be near the girls more than they wanted to watch the game. Note the bobby socks.

**Center:** A gal in a NAAFE Tea Wagon. Anyone remember the schedule, and/or the location? Many GI's learned to like tea here.

**Lower:** The staff at the Mundesley Hotel – This was the 466th Rest Home beginning 1 Apr 45.

**Upper Right:** This may have been taken at one of the mission parties. Who are they?



## 466th MODEL KIT

What a surprise to hear that a model with 466 markings was available. Bill Deal (Alexander/Moore gunner – 786th and 784th) wrote in May that he found one in a New Jersey hobby shop. On our way to the reunion we found one in a Jacksonville hobby shop, so they must be available everywhere. This kit is a "J" model put out by Model Products Co. of Mt. Clemens, Mich. It includes markings for a 15th Air Force unit and a British version as well as the 8th AF represented by a 784th ship identified with the tail letter "Z".

The amazing thing is the fact that the 784th had a ship with that identification. It was #42-50488 that parked in revetment #55. Because it was a radar ship it belonged to no one crew. It was assigned to the 784th in November of 1944. On the second of January, after a mission to a RR bridge at Remagen, the landing gear collapsed on landing. Though the Normandin crew came through that landing OK, that was the end of 488Z in the 784th. It didn't show up in combat again until the 25th of February when it appeared in the 785th list in revetment #45. It didn't get a crew here either – everyone flew it. The McFadden crew flew it home on paragraph #29 of Ops Order #10.

Why not buy a kit now. When you retire and have the time you can build it. Ha!



488-Z as illustrated on kit box-top. Story above.

## EDITOR'S NOTES

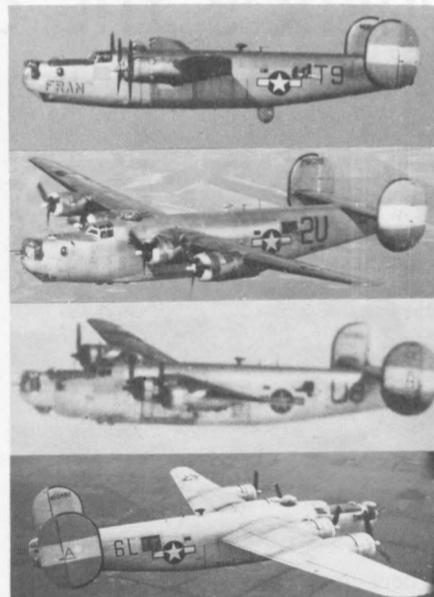
We are still looking for the missing paragraphs of the Operations Home Run order (Ops Order #10, 1 June 1945).

Don't forget to urge your 466 buddies to join the 2AD, so they will get these "Notes".

Other poets should get their 466 poems in fast. With this issue, I am down to one poem.

Thanks to Ted Watson (CP on Waterbury crew) we now have the phonetic calls for the 784th and the 786th. They were "O-OWLISH" AND "A-AGRAM", respectively.

Our "Play Boy" story in the June issue of the "Newsletter" paid off. Someone passed that issue on to the pilot, Franklyn V. Cotner, and now we have him on the roster.



The four aircraft above represent each of the four squadrons of the 466th BG.

The plane in the top position, named "Fran", was a PFF ship from the 784th BS. Note the lowered radar dome. The squadron identification is marked by the red cowl rings, "T9" on the rear fuselage, and the fact that there is no other marking on the tail other than the letter "O". It was #44-59582. The radio callsign was 592-0. It parked in revetment #51, flew its first mission on 28 Jan. and its last on 17 Apr. 45. It was flown home by the Ruhl crew – paragraph 49 of the Home Run orders.

The second plane is from the 785th BS. This is shown by the gold cowl rings, "2U", and the plus sign following the tail letter, "N". This a/c, #42-51099, parked in revetment #44, and was called "Belle." It had a tail letter "G" in early missions. Flew its first mission on 20 May 1944 and the last on 21 Apr 45. The O'Neill crew flew her home on paragraph 5.

The third plane, from the 786th BS, was involved in the 16 Apr. 45 mid-air collision (this one came back). This a/c, #44-10591, with tail letter "B", parked in revetment #4. 5 Sep 44 and 16 Apr 45 were the dates of her first and last missions. The "U8", the dash above the tail letter, and the blue cowl rings identify her as a 786th ship. The Gleason flew her back to the states on Home Run paragraph 60.

The plane at the bottom of the pile is the ship that carried Bill Schaeffer (of the 101st Airborne Div before Attlebridge) for his 50th jump, 6 April 1945, during the 200 mission party "Air Circus" (see Attlebridge Notes #3). It is a/c #44-50490, with tail letter "A". It parked in revetment 19. Its mission history was confined to the dates of 21 Mar thru 25 Apr. 45. The 787th markings include white cowl rings, "6L", and a dash under the tail letter. It was returned to the U.S.A. by the Graef crew as authorized by paragraph 63 of Ops Order #10, dated 1 June 1945.

**Back Issues Available:** We have copies of Attlebridge Notes #2, Oct 71, and the Special Issue, Oct 73. We will send copies to those that write.

# WHERE'S THE OLD OUTFIT NOW?

by Roger A. Freeman



There must be many men who served with Eighth Air Force's B-24 groups who wonder what became of the outfit they served with. Several famous units have been perpetuated in the USAF, although most have suffered a change of title since World War 2.

During the early post-war period the Air Force decided to combine the combat group and squadrons with their allied service units under a single headquarters. This was known as a Wing and took the number of the combat Group, the Group element eventually being dropped. Broadly, it amounted to a change in terminology, the Group being redesignated a Wing. The old Combat Wings were then up-dated as Air Divisions, and the job of the old Air Divisions passed to the Air Forces. This is an over-simplification true, but sadly it appears USAF chose to dilute the proud titles of World War 2 rather than perpetuate them as they stood, retaining the advantage of esprit de corps.

Of the fourteen B-24 combat groups assigned to the 2nd Air Division only one remains active as a heavy bomber organization. This is the 93rd Bomb Wing, direct lineal descendant of the 93rd Bomb Group and unique in that it is the only group/wing in the USAF not to have been stood down since its original activation. Apart from the paper transaction involving the dropping of the term group in 1952, the 93rd has existed as a physical entity since March 1942, so far avoiding the exchange of designations which so delight military numerologists. The 93rd BW was the first B-52 outfit in SAC and has for long been the primary force handling specialized training in Stratofortresses from its base at Castle AFB, Cal.

SAC also has the 44th Strategic Missile Wing with Minuteman missiles in underground silos around Ellsworth AFB, S.D. The 44th SMW is lineal descendant of the 44th BG, and prior to going over to missiles operated B-29s and then B-47s

with SAC. None of the other former 2 AD B-24 groups survive in SAC although for many years missile test squadrons at Vandenburg AFB, Cal. were assigned the designations of squadrons of the 389th and 392nd Bomb Groups. There is also one active flying squadron in SAC that started out with the 448th BG in World War 2. This is the 715th Bomb Squadron which is currently 'alive and kicking' as part of the 509th Bomb Wing at Pease AFB, N.H., and flying the swing-wing FB-111. When the 448th returned to the States in 1945 it was selected for B-29 training and further service in the Pacific. The war ended before training was complete and the following year its 715th Squadron was transferred to the 509th Bomb Group — the outfit that dropped the A-bombs on Japan — and which had hitherto only one flying bomb squadron. The 715th has remained with the 509th through B-50, B-47s and B-58 service, and was resurrected when the 509th was fitted out with FB-111s.

The 445th and 446th Groups were revived in the Air Force Reserve in the late nineteen-forties and for many years their squadrons have operated an air transport mission. Currently the 445th exists as a Military Airlift Wing at Norton AFB, Cal., with an Associate role, its part-time crews flying Lockheed C-141s assigned to a regular USAF unit. A similar mission is carried out by the 446th MAW at McChord AFB, Washington. However, both Wings have long been separated from their original squadrons which still survive under the administration of other headquarters within the AFR. The 445th's 700 Squadron is now the 700th Tactical Airlift Squadron flying C-7s at Dobbins AFB, Ga. The 701st is the 701st Military Airlift Squadron and an Associate unit with C-141s at Charleston AFB, S.C. and the 702nd has the same status at McGuire AFB, N.J. All four of 446th's squadrons are in being, the 704th and 705th as TAS's with C-130s at Ellington AFB, Texas, the 706th TAS with C-130s at New Orleans NAS, La., and the 707th MAS as a C-141 (that's my first f for a f long ftime Bill) C-141 Associate at Charleston.

None of the other 2nd AD groups were resurrected after World War 2 except the 448th which had a token existence in the AFR for a few years. Of the Combat Wings, only the 14th remains in SAC as the 14th Air Division at Beale AFB, Cal.

Fighter groups have fared better and of the five assigned to 2 AD all have had some post-war existence as flying units. The 4th Tactical Fighter Wing is successor to the 4th FG and flies F-4E Phantoms

from Seymour Johnson AFB, N.C. The 355th TFW played an extensive combat role in the Vietnam fracas and is now at Davis-Monthan AFB, Ariz. with A-7Ds. The 56th survives as the 56th Special Operations Wing in Thailand with a counter-insurgency mission. The 479th was another regular USAF tactical wing until quite recently, whereas the 361st was assigned to the Air National Guard after World War 2 and, in keeping with the policy of the force, redesignated with a one hundred range tag as the 127th Fighter Group. It is currently based at Selfridge ANGB, Mich. flying F-100s and F-106s in an air defense mission.

“... AND OVER HERE ...!”



Miss Jean Rennie

There have been many books published since WWII and all, practically without exception, deal with the more unpleasant aspects. Jean Rennie was a young woman during those trying times and she did her bit to make life a little more pleasant for those 'foreigners' who had invaded her beloved England. Namely us!

Now, a few years later and somewhat tardily, Jean has set out to portray this period in its true light. Before you all run for cover let me assure you that the book Jean is writing will be a compliment to both the British and the Americans. We did have our wild, unorthodox if you will, moments, but some wonderful moments were experienced by all of us and it is these Jean has set out to capture.

Jean Rennie is not a novice in the art of diltination. She has already had one book published and it was very well received. Right now she needs help from the English war brides and requests that they contact her with details of their experiences.

Publication date for Jean's book “... AND OVER HERE ...” is drawing awfully close so she will appreciate any English girl who married an American contacting her as soon as possible. Write Jean Rennie, Green Oak, Garvestone, Norwich NOR 29X, Norfolk, England. She will be most appreciative.

**Twenty Seventh Annual Business Meeting**

**Hilton Hotel, Wilmington, N.C.**

**0930, Friday, 27 July 1974**

1. The 27th Annual Meeting was called to order by President Bill Robertie at the Wilmington Hilton Hotel with over 200 members present.
2. Minutes of the last meeting were summarized by Secretary Ray Strong.
3. Treasurer's Report was given by Dean Moyer. Motion to accept made by Aaron Schultz, seconded, and passed.
4. Membership Vice President Evelyn Cohen reported that the dues paying members was now 1,800 and still increasing. This places the Second Air Division Association among the top ten veterans organizations in the country.
5. Tom Eaton, English Member of the Board of Governors, from Norwich, reported on the Library and the extensive use to which books and papers in the American Room and in the 2 AD collection are used. After the American Room was completed in 1963, there was about 15,000 pounds left and this was invested and the income used to purchase books. Income from all sources (the Trust, special gifts, etc.) last year was about \$3,500. An income of about \$5,000 per year is needed which would enable the American Collection to become internationally recognized. Thus, in later years, as special gifts direct to the Library go down, the Library will have to depend more on income from the Trust.  
Books are purchased both for the American Room itself and for the Central Library but all are part of the American Collection. There are now about 4,000 books in the American Collection. Also, materials are collected about the Second Air Division and these are used by many people doing research on aspects of the Second Air Division.
6. Jordan Uttal, American Member of the Board of Governors, commented on the Library as being the thing that gives our organization more purpose and helps to hold it together. Income from the Trust buys fewer books each year because of inflation and increased cost of books. He indicated the need to increase the Capital Fund by \$50,000 by 1980 and reported that the Executive Committee had voted to do this and that our contribution this year of \$1,800 (later increased to \$2,000) would be the first installment toward this goal.
7. Motion was made and seconded to increase annual dues from \$3.00 to \$5.00.
8. A motion was made by Aaron Schultz that all members present be appointed delegates to the Second Air Division Association, a veterans organization, representing the groups and units in which they served. The motion was seconded and passed unanimously.

9. Nominating Committee reported as follows:  
President ..... William L. Brooks  
Vice President ..... Goodman Griffin  
Vice President  
for Membership ..... Evelyn Cohen  
Vice President  
for Newsletter ..... William Robertie  
Treasurer ..... Dean Moyer  
Secretary ..... Ray Strong
10. Motion was made and seconded to award Evelyn Cohen an honorarium of \$200.
11. Ways to increase membership was discussed.
12. Evelyn Cohen reported on the details concerning the trip to Norwich in May of 1975. Two aircraft with 175 each at a cost of \$400 per person,

including all expenses (except the several days after the reunion until the date of the return flight) was approved.

13. Site for the 1976 reunion will be Valley Forge, Pennsylvania, at the Valley Forge Hilton in July.
14. A unanimous vote of thanks given to Aaron Schultz and Bill Robertie for all their work this year.
15. Immediately following this meeting films will be shown on last years reunion in Colorado Springs, the 1963 Library dedication, and several combat films.
16. The meeting was adjourned at 12:15 P.M.

Raymond E. Strong, Secretary

**SECOND AIR DIVISION ASSOCIATION**

July 26, 1974

<b>SAVINGS FUND ACCOUNT:</b>		
Balance as of June 25, 1973		1,162.98
Receipts: Interest		<u>56.23</u>
Receipts and Balance		1,219.21
No Disbursements		
Balance July 26, 1974		1,219.21
<b>MEMORIAL LIBRARY FUND A/C</b>		
Balance June 23, 1973		1,260.00
Receipts to July 24, 1974 - Donations		<u>2,155.00</u>
Receipts and Balance		3,415.00
Disbursements to Library Board		<u>1,293.00</u>
Balance July 24, 1974		2,122.00
<b>GENERAL FUND CHECKING ACCOUNT:</b>		
Balance June 25, 1973		1,550.75
Receipts: Dues	5,294.83	
Log of Liberators	1,424.45	
Mighty Eighth	<u>851.00</u>	2,275.45
Tie Tacs		137.00
Balance-Reunion Col. Springs	<u>233.44</u>	
Total Receipts		<u>7,940.72</u>
Receipts and Balance		9,491.47
Disbursements:		
Filing Fee-State of Ill.	2.00	
Printing Newsletters, Etc.	2,815.33	
Robertie-Postage & Expenses	1,034.00	
Doubleday-Printing Books	2,807.46	
E. Cohen-Membership Chrmn.	815.19	
J. Warth-Prtg & Postg 1975 Reu.	66.61	
R. Strong-Exec. Secy.	<u>50.00</u>	
Total Disbursements		<u>7,590.59</u>
Balance July 24, 1974		<u>1,900.88</u>
Balance of Cash on hand, All Funds, as of July 24, 1974		<u>5,242.09</u>
		Dean E. Moyer, Treasurer, 2AD Association
<b>Colorado Springs Reunion, July 1973</b>		
Receipts:		14,353.00
Disbursements:		
Flying W. Ranch		2,152.50
Of. Mess-AF Base		1,500.00
Antlers Motel		
Mini Reunions	3,634.80	
Cof. & Danish	150.93	
Banquet Sat.	<u>4,186.00</u>	7,971.73
Printing-Hathy & Brooks		137.06
Hospitality Rm.-Booze		186.71
Hosp. Rm. & Eaton's Rm.		457.50
Refund-James Sullivan		56.00
McCormick-Unaccounted		<u>328.58</u>
Total Disbursements		14,119.56
Balance from Col. Springs Reunion		<u>233.44</u>

## BOARD OF GOVERNORS – COMMANDER MARK EDMONSTONE CHEYNE D.S.C., R.N.

Commander Cheyne was born at Budleigh Salterton in Devon, England, in 1917. He is the youngest son of Lt. Col. and Mrs. R. E. Cheyne of the 8th Cavalry Indian Army. His mother was Miss Sybil Dorothy Rider Haggard of Ditchingham House in Norfolk, second daughter of Sir Henry Rider Haggard K.C.B., before she married in 1909.



Commander Mark Edmonstone Cheyne  
D.S.C., R.N.

After the first World War, when Col. Cheyne retired, he moved to Kessingland Grange in Suffolk, and in 1925 the family moved to Three Bells Ditchingham – a house on Sir Rider Haggard's estate – from there Commander Cheyne attended a boys' preparatory school at Taverham Hall in Norfolk – a school at which he is now on the Governing Board. He left

Taverham in 1931 and passed into Cheltenham College where he remained until he took the entrance examination into the Royal Navy in 1935, and after 12 months in the Cadet Training Cruiser – H.M.S. FROBISHER – served his time as a midshipman in H.M.S. BARHAM in the Mediterranean Fleet.

After his Sub-Lieutenants' Courses he was appointed as Sub-Lieutenant of the Gunroom in H.M.S. CORNWALL which was attached to the China Fleet and whilst on that Station war was declared on the 3rd. September 1939.

H.M.S. CORNWALL was employed on trade protection duties in the Indian and South Atlantic oceans until she returned to the United Kingdom for a refit, in 1940.

His next appointment was to the French Destroyer MISTRAL as First Lieutenant; this ship was put into commission under the White Ensign with a mixed British/Free French crew after the fall of France and was employed in convoy escort duties in the North Atlantic until she had to be withdrawn from full active service in the open ocean owing to the state of her engines. The entire crew was then transferred to the Turkish ship SULTANHISAR, which was one of a Flotilla of eight destroyers ordered by the Turkish Navy prior to the war; after war was declared Winston Churchill commandeered six of this Flotilla for Royal Navy use but allowed two of them – the SULTANHISAR and DEMIHISAR to be handed over to the Turks and Lieutenant Cheyne took the former from Greenock, via the Cape of Good Hope – as the Mediterranean was then closed – to Turkey, where the ship was handed over to the Turkish Navy,

whence he proceeded overland to Alexandria where he was appointed as First Lieutenant of H.M.S. KELVIN, remaining in the Eastern Mediterranean until that sea was opened up again after the relief of Malta. During service in this ship he was awarded the Distinguished Service Cross.

He returned to the U.K. in 1944 and after a short spell engaged on officer training, was appointed to H.M.S. KING GEORGE V which worked with the U.S. 5th Fleet in the Pacific until the final assault on Japan.

After the war he remained as an active service officer in the Royal Navy until 1961 when he retired with the rank of Commander, having married in 1947.

He and his wife and four children (2 sons and 2 daughters) then settled at Ditchingham Lodge, another house on his grandfather's estate, which by then he had inherited, and in 1967, on the retirement of the farming tenant, he took over the 300 acre farm himself.

Since retirement from the Royal Navy he has taken an active part in Local Government, serving on the Parish Council and being elected as a local representative on the Rural District Council and the Norfolk County Council, which he joined in 1967, and he now serves as an elected member of the new Norfolk County Council, being an appointed member of the Education Committee, Vice-Chairman of the Leisure Committee and Chairman of the County Library Committee. He also serves on the Land & Estates Committee and the Museums Committee. In addition to the above interests he also runs a small publishing company and is Peoples Churchwarden at St. Mary's Church Ditchingham.

## LETTERS

Dear Bill:

I just received the Second Air Division Association Newsletter for December 1973, and it was like meeting an old friend as I read through the pages. I have heard of this organization for years, but have never been able to quite make connection with it.

I do not know who turned my name in, but it is certainly appreciated and I am most pleased to become reunited with my old Division.

In reading the Newsletter, I see there is a reunion slated for Norwich for 1975, which I certainly will be most interested in. I will contact Joe Warth immediately on this.

Thanks again for reuniting an old bomber pilot from the 491st with his proper group.

Sincerely yours,  
Tom N. Edwards

*(ed. note: We are as happy to have you back in the Div. as you are to have us Tom. Just don't get lost again!)*

Dear Ms. Cohen,

As a former member of the 715th Bomb Squadron of the 448th Bomb Group I believe that makes me eligible to become a member of the SECOND AIR DIVISION ASSN. So inclosed herewith is my check for the required dues and a request for membership in the association.

I never knew this organization existed until I read about it one Sunday morning in the Seattle Times newspaper. I wrote away for the book "Log of the Liberator" and thoroughly enjoyed it. Also received a complimentary copy of the News Letter which I also read. Great! I will be looking for more copies.

Two years ago I was visiting Davis-Monthan AFB in Tucson (where my son, now an Air Force Captain and then a Missile Crew Commander, was stationed) they had a B-24 there at the Main Gate Entrance. It really looked in good shape. A funny coincidence, I also took my B-24 training at that base 30 years earlier. Of course everything was changed. Tucson had grown tremendously and the El Con was gone. Sad.

I hope to hear from you soon.

Best Wishes,  
Tom Symonds  
Major, USAF (Ret.)

Dear Bill:

I had no idea that this organization existed. Thanks to Mr. Earl Zimmerman (389th BG) who placed an article in the AFS Association of the reunion I still wouldn't know. I'm looking forward to being a member.

The Newsletter that you sent to me was just beautiful. I believe I know it from memory.

Sincerely,  
Frank J. Krakowski  
453rd BG

Dear Bill:

I have been informed by the Norfolk Gliding Club at Tibenham (445th) that the old control tower and adjoining buildings are haunted! You better believe it. Four of its members are afraid to enter the buildings even in the daytime! It has been reported that a person in flying gear has been haunting the place. I don't believe in that kind of superstition but apparently there are still many who do.

Sincerely,  
John Archer

*(ed. note: Should you see him John sign him up!)*

# LETTERS

Dear Bill:

Thanks for the info on the Association. I had heard of it but had no details. Your efforts on the Memorial and the reunions are truly great. You will note that I have a dual reason for being interested - I finished my first combat tour in B-24s with the 448th BG and then flew a tour in P-51s with the 361st FG.

Donald L. Farrar

*(ed. note: Welcome aboard Don and you wouldn't, by any chance, be interested in building the membership in the 361st would you? We need help.)*

Dear Bill:

Thanks very much for the plug on my book in the latest News Letter. I'm already getting response from it. I was so sure the cover would not show up in a photo, that I decided on that "sketch," then you come along with the real McCoy. Thanks again!

Certainly looking forward to next year's reunion in Norwich, and keeping my fingers crossed in case something comes up to prevent my going. Very happy to see the News Letter expanding, and honestly, I don't see how the till has anything left at \$3.00 each - most of the other organizations raised dues considerably more, usually 50-100%. So, ours here is very modest indeed.

Again, my gratitude for all you've done for me, and I'll close with best wishes. Hope to hear from you soon.

Sincerely,  
George A. Reynolds

*(ed. note: George recently published a history of the 458th B.G. Buy it, you'll love it.)*

Dear Ms. Cohen:

I'm pleased to submit my membership dues for the coming year. For those members living on Social Security or who just don't have the funds to join, I'm enclosing a "little extra" for them. I agreed with your statement "that we don't want to lose anybody."

I enjoy the newsletter. Hope to see you in Valley Forge in '76.

Sincerely,  
Eugene D. Rosen

*(ed. note: This is a wonderful gesture on your part Eugene and we all thank you.)*

Dear Sir:

Seeing the wreck of "Shack Date" in the Sept. News Letter certainly brought back memories. I was a member of the ground crew of the plane along with N. C. Dowds & Bert Bryant. After the crash of the "Shack Date" we got 010 "Crows Nest" to crew and service. We were proud of our record, even though the plane was severely damaged, it always made it back and landed. Sometimes a little rough.

I am planning to be in Norwich during the reunion. I will be on the continent during this time and am really planning on going over for several days. Sorry I couldn't make the Wilmington reunion but I was in Lebanon at that time.

Does anyone know the whereabouts of my fellow ground crew members, N. C. Dowd & Bert Bryant. I would love to hear from them.

I really enjoy the News Letter and read it from cover to cover.

Very truly yours,  
Robert T. Wilcox  
(786 Sqdn.)

Dear Bill:

I have just recently returned from vacation, and found your letter confirming that my uncle's name has been added to the Book of Remembrances in Norwich. Many thanks for all that you have done toward that end, and all that you did for me concerning the pictures of the 44th, etc.

My mother recently discovered and sent to me, a copy of *The 56th Fighter Group in World War II*. It was published in the late 40's by The Infantry Journal, and although it doesn't claim to be the group's official history, it is quite good. If you would like to see this volume, I'd be happy to send it to you for a while.

Must return to work, but wanted to thank you again for all the time and effort you have expended on these various projects. Thanks!

Sincerely,  
Dick Wiggs

*(ed. note: We would love to see that history of the 56th FG as we need FG material for the Newsletter.)*

Dear Ms. Cohen,

We got the latest newsletter but there were no exact dates for the reunion next year. We will go on our own as we expect to stay there several weeks and we hope to get rooms at the Maidshead Inn where we honeymooned thirty years ago.

We have never been to one of the reunions and are looking forward to this one so much. John is with NASA and we expect to bring something from Kennedy Space Center for the 2nd Div. Library room - there are others here who can join us in the donation if NASA doesn't come across FREE. John is also available and will bring slides etc. for talks on our space program to any groups that would like to have him - civic groups, school classes, etc. Who would be the one to contact there to suggest it? Any ideas? (John is program chief for the Russian-American joint venture scheduled for July 1975 and has been in the same capacity for the Apollo and Skylab programs.)

I think you have all done a great job all these years and only wish we could have participated more. The reunions always come at the wrong time of the year - fiscal year that is. We have renewed so many friendships that I think we could free-load across the country.

Sincerely,  
Mary Leeds

*(ed. note: Contacts have already been made Mary and John will have a busy schedule with his slide program I can promise you. It's great that you can make it this year as there is much interest in England concerning our space program. We are scheduled to take off May 29 for a two week stay.)*

Dear General Bill, Sir

No way am I going to unload my book problems on you! There is no need, either, for you to apologize for Doubledeal's sad, Sad, SAD world of lousy publishing! Make no mistake about it, Bill, I consider your good efforts are 'maximum' all the way, and very much appreciated here, too.

I really didn't grasp before how far out on the commitment limb you had gone, initially, either. If I can't bring Dubble-trubble around to make good through my local bookseller's, then the h-- with it!

Cheers,  
Bob Yelland

*(ed. note: Many thanks Bob for taking the heat off of us on that book deal. From now on just refer to me as 'Yardbird' Robertie! The 'General' tag really doesn't fit. Once a 'con' artist always a 'con' artist!)*

Dear Miss Cohen:

Enclosed please find check for membership dues. I would have joined years ago had I known you existed. I enjoyed the Newsletter immensely. I wonder if you have any back issues?

I have visited the Memorial Room in Norwich many times since the war and enjoy it very much.

I am curious as to how you got my name and also why you didn't notify me sooner.

Cordially,  
James R. Hurts

*(ed. note: As to how we got your name Jim. When we were over there this past May we got a copy of the signatures in the visitors book. Evelyn has been writing to all who signed. We might be slow but we are persistent as hell!)*

Dear Mr. Robertie

Thanks very much for the membership card and for sending the newsletters.

We're getting settled in our new home gradually, but it will be a long job, and a long time before I get all my papers sorted. I notice that you don't have a 489th BG correspondent listed. Could you put me in there, while I try to round up some of my old buddies? I do know where a few of them are, and perhaps through them can discover the whereabouts of more. I have a bunch of photos of our Halesworth outfit - are you in the market for anything like that - plus short news items, etc.?

I'll try like everything to make the spring reunion, and am getting my deposit in just in case I'm able to get away. Right now several job possibilities are in the offing, and until they're resolved - one way or the other, I won't really be sure.

Believe me, I wish I'd found you sooner!

Sincerely,  
Charles H. Freudenthal  
Lt. Col., USAF (Ret.)

*(ed. note: Believe me I wish you had found us sooner. Many thanks for taking over the 489th and I urge all the members from that Group to give you a helping hand. But please, the name is 'Bill'. Keep up the 'Mr.' and I'll get a fat head!!)*

Dear Bill,

Am looking forward to the trip to Norwich with GREAT enthusiasm, needless to say. Got my first payment off in the mail, so hopefully I am off on the first leg of the journey. I can't believe it's real! Now to contact my friends over there to forewarn them, as all will be anxious to know they are again being invaded by me/us.

As always I thoroughly enjoyed the newsletter!! Just keep 'em coming and best of luck goes also to the new president and staff, likewise.

Now to the enclosure. Knowing VERY well the costs of postage, I'd like you all to accept the stamps towards hunting up other prospective members, mailing newsletters, and such as that. I won't accept them back, so please keep and use them as I know how hard it is to make ends meet in any kind of an organization nowadays. Maybe it can help make up for the fees the members cannot afford to pay as noted on page 3 of the current newsletter. Happy licking!

Must scoot. I hope this finds everybody in fine spirits and hard at work on the next newsletter (groan...). No need to reply, am merely rattling on tonight on this machine. "See" y'all!

Sincerely,  
Linda Walter

*(ed. note: I thank you and our treasurer adores you for sending the stamps Linda, and I know your going to have a ball on our trip to Norwich - we all are!!!)*

## MORE REUNION PHOTOS



Your leaders – Pres. Bill Brooks left and Vice Pres. Goodman G. Griffin on the right.



Pete and Mary Henry 44th. This is the way it SHOULD have looked in the last issue.



Candle lighting ceremony. Hathy Veynar reading the campaigns and 'Fritzie' Snyder lighting candles.



Our 'First Family' – Dottie Brooks left and Vickie Brooks right.



Lobby display at Registration desk.



'Tiny' Ed Holgate 446th and Mrs. J. D. Long.

## THE 'LIBERATORS BASKETBALL TEAM'

by Dennis Goodley

A few months ago I wrote to your then President, Bill Robertie, outlining plans for re-naming our team 'The Liberators' in recognition of your forces over here during the war who, indeed, introduced the game to this district. I also expressed the hope that your Association would 'adopt' us and that you would all be pleased to see 'Liberators' once again 'flying' over East Anglia – albeit over a basketball court.

Bill said that we had to be as good in organization and execution as the 2nd Air Division was during the war. Well, we tried and managed to come up with the Trophier-Shield-Norwich League Championship 1973/1974 and the Norfolk K.O. Cup 1973/1974.

We would like to 'take off' as the 'Liberators' as soon as possible and we are fully aware of the responsibility of representing such an honorable Association as your own. We do not wish to let you down and hope to project the correct image both on and off the court. A team which, in fact, you will be proud to be associated with.

We need your help to launch ourselves in our new 'Liberator' uniform. Financial help to start us off is obviously needed, but once underway we would hope to be self sufficient. Financial aid is not everything however. Your moral support and practical advice on coaching, design of a

suitable emblem etc. is most needed. Perhaps one or two flight crews would like their old aircraft nicknames remembered, emblazoned on our track suits, though our 6'5" quarterback might object to sporting 'Saucy Sue' on HIS back!

A thriving basketball team would keep the memory of the 2nd Air Division very much alive in East Anglia and I hope you will be able to help us.

Please forward any donations to Bill Robertie who, I hope, will accept the Presidency of our club. We hope to meet a number of you when you visit Norwich and, 'flying' under your flag by then, hope to arrange an exhibition game at RAF coltishall, after which the 'Pink Panther' invites you to a good old pub crawl through Norwich.

I hope this will be the start of a long and close relationship.

*(ed. note: Being fresh out of a Presidency right now Dennis I accept with honor. Also my first donation is on the way. I DO want to meet 'Pink Panther' Paul Panther as Pub crawling was the only thing I excelled in. He might beat me down the court to a lace basket, but I'll beat him to the bar and tinkling glasses. Incentive is everything!!!!)*



"Big Bad" Bill Worth (Coach) No. 14; Paul Panther ("Pink Panther") No. 15; John "Steeleye" Steele No. 21; Peter "Mono" Munford; Tom Gardner No. 13; Vic Temple No. 7; Trevor Barber (Captain) No. 6; "Precious" Micky Patterson No. 22; Denis Goodley (Team Manager) No. 10; Terry "Spans" Spandler (Ass. Coach) No. 5. Trophier-Shield-Norwich League Champions 1973/74. Cup – Norfolk K.O. Cup 1974 and 1973.



### OFFENSE

No. 21 looks worried. No. 22 tries too late to collect the rebound. No. 13 tries to blow the ball out of his hands.