

# POOP from Group



791st



790th



789th



788th

Newsletter of the 467th Bomb Group Association

February 2022

## Why we Remember



*The 789th Sq. Lt. Earl C. Bonville Crew at Wendover*

*Standing L-R, Lt Earl C. Bonville pilot, Lt Archibald J. Lewis co-pilot, Lt John T. Lynch navigator, Lt A. M. Klopp bombardier, T/Sgt Leo H Goodness engineer*

*Bottom S/Sgt S. G. Rorden asst. engineer, Sgt Ward C. Flanagan gunner, Cpl. Angus A. McKenzie gunner, Cpl. William H. Little tail-gunner, S/Sgt. Carl D. Harmon radio.*

**TRAGICALLY LOST FLYING A TRAINING MISSION** days before the Group departed for overseas movement, we remember them and those lost en-route in a special dedication at Wendover historic airfield during our Reunion in Salt Lake City, September 2022. Scott Patterson, nephew of navigator Lt John Thomas Lynch writes a personal family tribute to his uncle who was aboard that fateful flight from Wendover, 7 February 1944. Page Eleven.

**\*\*\* REVISED Salt Lake City Reunion 2022 DATES \*\*\***  
**Also featuring The BBC Interviews**

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### Honorary Board Chairman (RIP)

Col Albert J. Shower

### Honorary Vice President (RIP)

Jay Shower



The 467th  
Bombardment Group  
The Rackheath Aggies



# President's Message

By Brian Mahoney  
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While we are continually reminded of how long we have been adjusting to the changing pandemic, and putting our 'best laid plans' on hold again, it is important to note things we (collectively—you, me, the 467th BGA, *and the world!*) have accomplished despite, or even because, of COVID.

Delaying our long-awaited next reunion, which we desperately hope will come off in September, in person, has given us valuable time to extend our outreach to other WWII memorial, historical and educational entities, so they too can meaningfully participate in The Wendover Memorial and its dedication ceremony.

If anyone had any doubt that having a 467th memorial to 'our' crews lost in training and in transit to Rackheath (when Peter Horn put it to us as a suggestion, and we wholeheartedly approved in Hartford three years ago), it was rapidly dispelled in the months following our last face-to-face reunion. (How nice it is to have one of those moments when you just *know*, upon hearing something truly new, that it is right and important!) We realized in short order that other B-24 outfits had their 'line-of-duty' non-combat losses, and immediately after that, our research had us confronting the still astounding fact that at least 15,500 gave their all, and have never been specifically and permanently commemorated by *any* organization, *anywhere, ever*.

My own last year has been highlighted by the realization that leaders of The Heritage League, the 8th AF Historical Society, and the 492nd BGA immediately grasped the significance of this breathtaking historical oversight, and asked if there was a way they could help in its remediation. (We have other promising outreaches in progress.) This 'cause' hits a live nerve whenever put before people who already were mindful of the service and sacrifice of our 'citizen soldiers' in daunting numbers. And while 'we' (the present-day 467th BGA) got the ball rolling and have already succeeded in a very ambitious campaign to create, place, and dedicate our over-due memorial, my pride in 'our family' has grown yet again.

This is because all of the Directors understood and fully supported the impulse to let other entities help us in making a suitable ceremony, and choose their own ways to also monumentalize these overlooked heroes. That is, while we decided to retain our control over 'our' memorial, we also agreed to trust the universe by opening 'ownership' of the overdue gesture to others who feel the same. Great good will come of this.



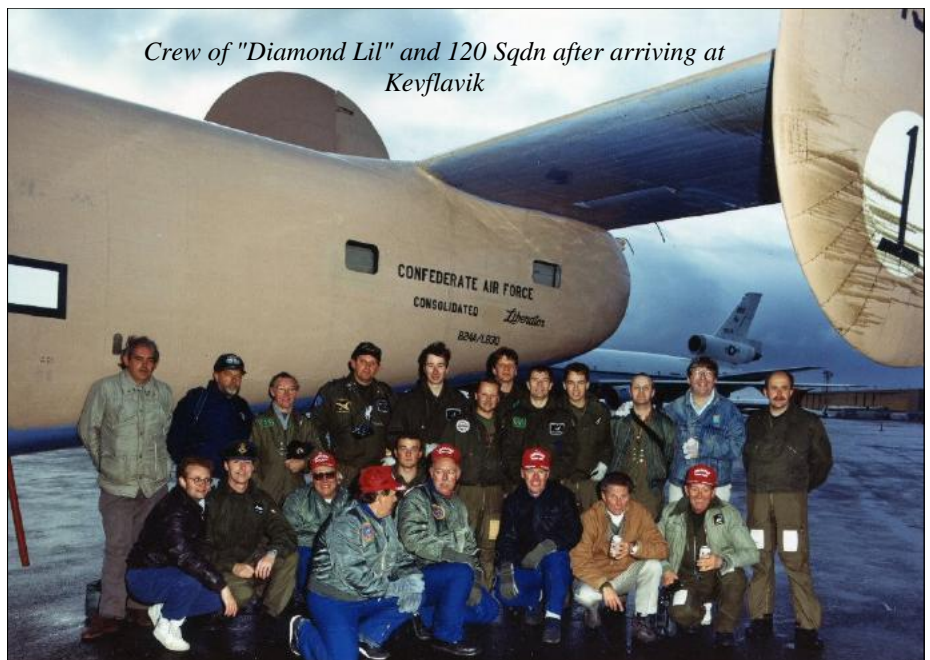
## News From Station 145

*From David Hastings MBE*

### *Looking back, 30th anniversary of the epic flight of "Diamond Lil"*

As we are in the middle of winter I hope you will forgive me if I yarn about something due to happen this year which means a great deal to many people in Rackheath, and that is the Thirtieth Anniversary of that epic flight of the B-24 Liberator "Diamond Lil" across the Atlantic in 1992. This project to celebrate the 50th Anniversary of the arrival of the 2nd Air Division USAAF in East Anglia only came about thanks to the leadership and vision of Tom Eaton the Chairman of the Memorial Trust of the 2nd Air Division USAAF and their Memorial Library. After he told me to "find a B-24 and bring it to Britain" I could not believe my luck as a pilot when the Confederate Air Force (now Commemorative Air Force) asked me to join the crew on this amazing flight and what a great team they were. If you had said in 1942 that I would become a pilot and help to fly a B-24 Liberator across the Atlantic I would have laughed at you.

We left Fort Worth in Texas on June 1st after a very emotional send off by dozens of 2nd Air Division veterans and spent our first night stop at Minneapolis where one of our main sponsors North-West Airlines arranged for my old B-24 wartime pilot Lt Al Dexter to be there to meet us. Next day we had the 9 hour flight to Iqaluit in Frobisher Bay and gained our prized Arctic Circle certificates after having really enjoyed the scenery. Early start the next day on the 10 hour flight to Iceland and the Canadian air traffic controller really brought it home to us when he said goodbye and added "you guys are on your own now". As you know we lost our No.1 engine over Greenland so we limped into Keflavik on three which was quite an experience including a fantastic Arctic sunset. This meant an engine change in Keflavik but the US Navy were superb at this NATO base and thanks to a US General and an RAF Air Marshal we were soon on our way again, escorted across the Atlantic in perfect weather by two Nimrods of 120 Squadron from RAF Kinloss where we landed for fuel and to clear customs. Here we also found out that if our B-24 AM927 had not had the accident on her delivery flight to the RAF, she would have fought with the Squadron. Indeed her sister ship AM929 held the Squadron record for U Boat kills. Then the final 3 hour flight down to Norwich being joined over Lincolnshire by three Jaguars from No.41 Squadron at RAF Coltishall to relive that famous painting "Welcome Home Yank" that the 2nd Air Division veterans had presented to RAF Coltishall many years before. Our arrival at Norwich Airport with over 20,000 people there to greet us was amazing and the words of welcome from Tom Eaton touched us deeply. We stayed with "Diamond Lil" until it was dark as so many people wanted to see her and especially the youngsters who said, "can we please touch a B-24".



Then came the Base Tribute flights when we promised the Veterans that we would overfly the 14 bases, Headquarters at Ketteringham Hall and the Morley Hospital (now Wymondham College) all at low level and as the navigator I just prayed that I would not get lost in my home County. We carried our sponsors and as many youngsters as we could and dozens of Norfolk people asked us to repeat the five flights needed to cover the bases. Despite the huge extra cost in fuel the CAF Crew agreed that it would be done as their tribute to the 2nd Air Division, what a great team they were. One thing that intrigued the American crew was that if we were landing to the west at Norwich Airport on runway 27 I would always extend the downwind leg so we would pass over Salhouse and Rackheath on our final approach.



*Arctic Sunset*



*Arriving Norwich Airport escorted by 41 Sqn Jaguars*

"Diamond Lil" then left on a six week tour of UK airshows before returning to Norwich and a few more local flights before she departed back to the USA. We made a Widescreen film of the flight and it took three showings at the Norwich Sport Village before everyone was satisfied. Larks Press also produced a book covering the event and both of these boosted the Memorial Library funds. Just does not seem possible now that it all happened thirty year ago and I was just so lucky to enjoy flying a B-24 Liberator.

Finally my thoughts will be with

you when you visit Wendover field. On my first long haul flight in the USA from San Francisco to New York with my great friend and B-24 pilot David Patterson he arranged for my first mountain airport landing to be at Wendover so I could link up with the 467th history, and when we stood in the wartime hangars you could almost hear the roar of the B-24s. Stay well and best wishes for 2022 David, Jean and Roger Hastings Base Contacts.



*Passing over Salhouse & Rackheath inbound Norwich Airport*



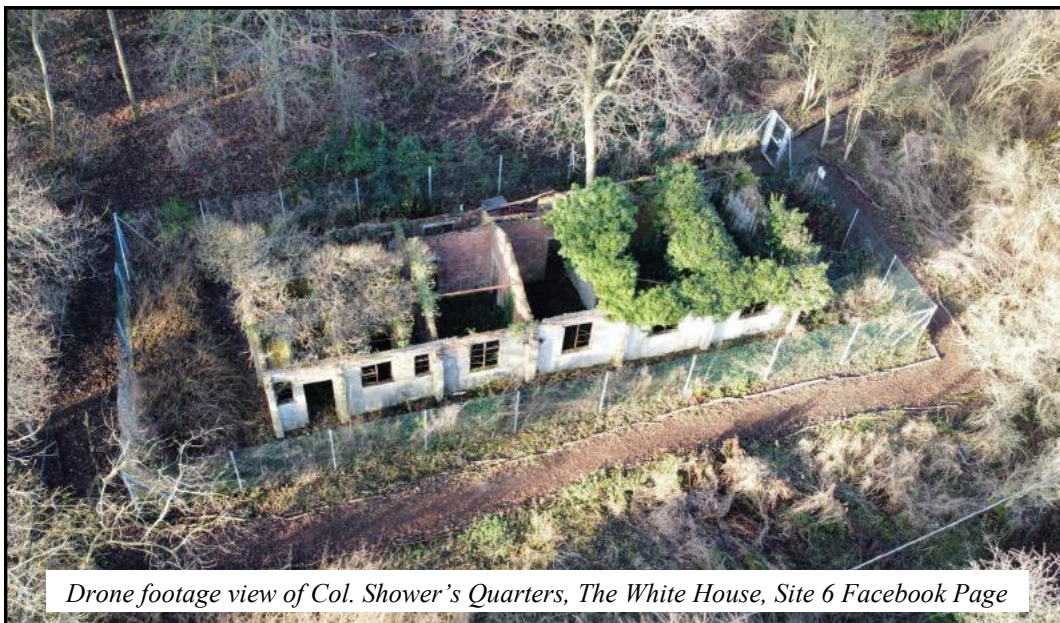
## Notes from the Editor

*Please send news/articles for "POOP"*  
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[andywilkinson467th@btinternet.com](mailto:andywilkinson467th@btinternet.com)

**\*\*REVISED 2022 REUNION DATES\*\*** The current uncertainties with the ongoing COVID -19 situation and the impact this may have on the general attendance for our May Reunion in Salt Lake City, the Board decided the best option was to rearrange dates later this year. Delighted to report our chosen hotel, **The Sheraton, Salt Lake City** will now welcome hosting the 467th BG Association **WEDNESDAY 21 through to SUNDAY 25 SEPTEMBER**. The program and special room-rates outlined in the last POOP (November 2021) remain unchanged with highlights including visit to nearby Hill AFB Museum, our special dedication at Wendover Airfield, free day for further exploring SLC, and our traditional banquet with guest-speaker Sunday evening. The revised September dates has given renewed confidence and encouragement that as many as possible will come along in the spirit of camaraderie and be part of a highly anticipated gathering in just over 6 months. FULL SCHEDULE & REGISTRATION in the June 2022 POOP.

**RACKHEATH PATHFINDERS - Site 6 (467th USAAF):** Is the name of the new Facebook Page reporting on the activity and progress by local volunteers led by project leader **Ivan Barnard**. Readers will be familiar with Ivan's regular contribution to POOP highlighting progress as the "Pathfinders" continue their efforts uncovering and preserving more of the former communal area known as Site#6. The new Page carries comprehensive coverage of the regular Saturday morning activity with quality photos, video, and even YouTube uploads. Their latest tool in documenting the terrific work and progress at Site#6 has been through drone technology producing stunning photographic and video record from the air giving an impressive view to the extent and scale of efforts. Highly recommend readers sign-up to the new Page and keep abreast of all the latest developments and progress happening here.

**ORIGINAL WEBSITE "www.the467tharchive.org":** Set up in the 90s, the long running site has been permanently "retired" following software conflicts preventing further development. The site has been preserved for historical value and continues to function contained within the *official* 467th BG site and can be accessed at [http://www.467bg.com/AW\\_old/index.html](http://www.467bg.com/AW_old/index.html) Thanks to our ever busy **Vice President, Peter Horne**, for arranging to host the "retired" site on the servers supporting the official Association website at [www.467bg.com](http://www.467bg.com)



*Drone footage view of Col. Shower's Quarters, The White House, Site 6 Facebook Page*

*In an exclusive arrangement for readers of the POOP Newsletter and 467th Association members, artist Stephen J. Chard has kindly made available his iconic portrayal “LIBERATION” featuring the 790th Squadron “Miss Fortune” in a high quality giclée art print. Measuring approximately 50cm across and ready for framing the giclée print would make an impressive addition to a study or place of work. AVAILABLE for just £50 (plus shipping) direct from Stephen via email, for all enquiries <[stephenichard@gmail.com](mailto:stephenichard@gmail.com)> An added incentive to order a copy, Stephen has generously offered to donate 20% of all sales of “LIBERATION” to 467th BG Association funds.*



Liberation  
Consolidated B-24H Liberator 4D-52159 "Miss Fortune"  
790th BS / 467th BGGH Ruckhett, England

**TREASURY NOTES:** Our **GENERAL FUND** for basic ancillary expenses stands at **\$2692** and thanks to **Adele Gardner** for her further donation. The **WENDOVER FUNDRAISER PROJECT** has reached our principle target but the Fundraising campaign remains open to provide important display information and support material. Thanks to **Scott Patterson** and **Roby Scott, Treasurer 492nd BG Association** for their recent significant donations to the Wendover Project. The 492nd BG Assoc. are sadly dissolving and allocating remaining funds in memory to those who served.

**EMAIL AND ADDRESS CHANGES:** Remember to report changes to our President, Brian Mahoney, who handles all membership details including notifications of “Folded Wings” and obituaries.

## Folded Wings

**Charles Clark RUSSELL** - Original Pilot 789th Sept 2021

**James J. MURPHY** - Co-pilot 789th/791st Dec 2021

**Alvin Joseph STASNEY** - Asst Squadron Navigator Officer 790th July 2021

*Please send news of “Folded Wings” also Obituaries to 467th BG veterans or prominent Associates  
to - Brian Mahoney [researcher@brianhmahoney.com](mailto:researcher@brianhmahoney.com)*

# ***New Reunion Dates: 21 - 25 Sept*** ***The Sheraton Salt Lake City Hotel***

Dedication of scale B-24 at Wendover Airfield  
 Hill AFB Museum, Free day to explore SLC  
 Downtown Hotel location

Schedule & Registration June POOP



**The Sheraton Salt Lake City Hotel**  
 150 West 500 South, Salt Lake City, Utah 84101

**September 21 - 25**



**\$129 per night + tax (13.82%)**  
**Double or Single rooms.**

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**Room rates are available 3 days pre/post event date. (Subject availability)**

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## ***The BBC Interviews: part one***



*With Col. Albert J. Shower C.O.*

**Back in May 1992 a sizeable group of former 467th veterans and family visited Norwich & their base at Rackheath but spent the start and end of the trip in London. It was here at the Grafton Hotel the BBC sent a journalist who conducted interviews with a number of the Group. DAVID LA RUSSA was among the party and provided both photos and transcripts from the memorable visit.**

**Col. Albert J. Shower, 467th BG Commanding Officer: (AJS)** My name is Albert Shower. I'm currently from California near Los Angeles in the city of Riverside. I was the group Commander. I enjoy coming on these reunions because it gives us a chance to have a nostalgic moment, to go see the graves of the people that we lost and see the people, many of whom I knew during the war, some of whom were youngsters when I came over, tried to get in to see the airplanes, things like that.

**BBC:** What did you think of Britain when you first came over?

**AJS:** Well, when I saw the base at Rackheath I thought "If you have to be in a war this is the place to be" because it was a beautiful place, a beautiful station right at Rackheath park. Sir Edward Stracey had it well tended and as a matter of fact he used to invite some of us over once in a while for a shoot, and we'd laugh, you know. Very formal invitation, and we'd (unintelligible) and we'd line up and the beagles would drive the birds by us and then we'd pick them up and put them in a little wagon and take them in. Generally he would give us, if they were small birds, he would give us one and we'd take them back to the men and share.

**BBC:** So you soon became part of the British way of life?

**AJS:** Yes yes, yeah. We found it very comfortable. It was a pleasure to meet the people here.

**BBC:** What memories do you have of most of your time here?

**AJS:** : Well I imagine the memories I have most are of daily life. I had to be on top of things all the time and didn't get away very often. The city of Norwich is a beautiful city, I was so happy to be here and go around and look at it and hear the stories and so on. I heard a lot about it when I was here, I never had time to go down, you know, but I heard a lot of



stories. As a matter of fact I hear a lot of things that went on back then. Very interesting, which I didn't know at the time. That's why I like coming to these reunions.

On this reunion I have two people who were my deputies and two others who were squadron commanders, and I'm in a small group. I know that they were good people and it's always a pleasure to see them because I love them, but I also meet those whom I didn't have a chance to see, you know, on a daily basis. They were in the crews, the aircraft commanders, the bombardiers and navigators. I knew them because I followed up on their performance, and if they made mistakes I knew them really well. But I didn't get to know a lot of the other people, the people who were maintaining the airplanes, the rest of the people on the crews, and that's why it's a great pleasure for me to come to these reunions. To see them and find out what kind of people we really are. We have a maintenance officer who was a regular demon. He was a banker from Texas and he had an intelligence officer, in charge of intelligence, he was a lawyer from New York and another intelligence officer, he was a stockbroker, and so on. But they were all dedicated people. They knew the job they did.

**BBC:** What was it like coming back?

**AJS:** Well it's a great deal of nostalgia. We go back to the base and of course it's in ruins. Not much left there. But it's always a pleasure to go and visualize the things and the times that we knew there.



*With Col. Allan Herzberg*

**Col. Allen F. Herzberg, Air Executive: (AFH)** I'm Allen Herzberg. I'm originally from Colorado and got appointed to West Point. When I got out of West Point, I went into training command for two and a half years. I was a flight instructor and I went to the 467<sup>th</sup> Bomb Group at Wendover Utah as a deputy to Al Shower. That was on the Wendover flats west of the Great Salt Lake. Not a garden spot in the world. Only thing it was famous for were the great salt beds where they are setting new automobile speed records.

**BBC:** When you came to Britain what did you first think?

**AFH:** I was in an advance party. We came over a month ahead of the crews to the R.A.F. Base at

Horsham St. Faith, pardon me, at Rackheath. It was well along, I suppose I got more acquainted with the clerk of the works than anyone else. Not only on the progress of the building site while it was going on, but, listening to his complaints later on about we were using too much electricity and had to do something with the terminal. Get the stuff to him for the high voltage lights for what they were using for the nissen huts.

On the train up I met a gentleman who lived near the base and he offered me the opportunity to come over and take a hot shower any time I wanted to. I realized later what a great offer that was, furnishing the coal and the heat and the tub all for that. Later on I went to Horsham St. Faith which was a permanent R.A.F. Base so it had all the amenities in the world there. Steam heat and so on, thought I'd died and gone to heaven. I acquired the the 458<sup>th</sup> Bomb Group there and came home with it in June. England looked like a green garden to us and nothing else after the "delights" of Wendover in the wintertime. The way our crews had to work outside in the wintertime on those aircraft was almost too much to ask. It was horrible. Everybody enjoyed England very much, except for the few demands of the war now and then.

**BBC:** What about your social life?

**AFH:** My social life consisted of leaving a wife and two children back home in Colorado, so I just had the usual. Al Shower kept a person so busy. I was his shadow. I followed him around everywhere, so I didn't get much time on my own. He tried to keep me as busy as he kept himself.



### **Charles T. Eppolito, navigator 790th (CTE)**

My name is Charles Eppolito. I'm from Buffalo New York. That's about twenty minutes from Niagara Falls. Most people identify us by our being close to Niagara Falls. I was fortunate to go over with the group, the original group, and stayed there at Rackheath until we closed the base July of '45. I flew thirty-one missions as the lead navigator. My bid to fame was leading the 8<sup>th</sup> Air Force one day in the most famous plane in the 8<sup>th</sup> Air Force, the Witchcraft. After we got out about an hours time the weather was so bad we had to turn back. We accomplished absolutely nothing!

I can recall my first night at Norwich. I went into town, very naive, and I'm standing out there and there's a bomb raid. The planes came over, the ack ack was up in the air, I'm out in the middle of the street watching all this in wonderment and the Warden came over to me and asked, "What the hell are you doing here, get into that bomb shelter you dummy." Of course I did, I didn't know any better.

I was fortunate enough to meet a young lady, and her family welcomed me into their home. She was in the A.T.S., the service part for women. She was stationed in London and we became very close. As a matter of fact yesterday the Evening News in Norwich interviewed us for over an hour because I'm back now after forty-seven years. She's been married and had children and I've been married and widowed. We had a great reunion. I saw her family, what's left of them, and spent three nights with she and her brother and her brothers family.

I have to tell you the town of Norwich welcomed us with open arms. It was very heart warming, very emotional.

**BBC:** Can you think of any music that takes you back to that time?

**CTE:** Absolutely! The Glenn Miller Orchestra was playing at a base near ours and trucks took us over there. It was a tremendous night. I can remember he was playing his theme song "Moonlight Serenade" and that was the night he and the pilot left and they never saw them again. I saw him the last night he was on earth. Glenn Miller. I've never forgotten that. Every time I see the movie it takes me back and I relive that night as though it was the day before.

**Thomas F. Elsen, co-pilot 789th (TFE)** My Name is Tom Elson. I'm form Salamanca New York which is south western New York State. I came over to England as a co-pilot on a B24. The thing that impressed me most was when I arrived at the field as I saw those B24's come over the field in a landing pattern. They'd come in and peel off making a sixty degree turn. In the States this was unheard of in a B24. Thirty-five degrees was the maximum that the company that built the suggested. Colonel Shower, he wanted to keep a tight landing pattern. He didn't want us like anybody else's landing pattern. It was fun. You pulled a few G's when you went in there... (laughs)

**BBC:** What did you think of Britain when you first arrived?

**TFE:** It was great! I felt that the people... I always did admire the people here for their courage, all the things they went through. I've always had a lot of respect for them and they always treat us very well.

**BBC:** Any particular music from that time?

**TFE:** Well, they used to play "My Lili Marlene" a little. I don't know why I think it was a German song actually, but I liked that and I liked "White Cliffs of Dover" and "I'll Walk Alone."

**BBC:** How did you get along with the people?

**TFE:** Very Well. They were very friendly and they were very gracious at all times. They really enjoyed this reunion here. They are really friendly people.

*EDITOR - More interviews conducted with veterans of the 467th during May 1992 will be published in the next POOP (June) issue. Thanks to David La Russa for providing and transcription of all interviews.*

# ***Why We Remember***

## **Lt. John Thomas Lynch**



**A tribute from nephew *C. Scott Patterson* to his uncle tragically among nine crew lost at Wendover days before the Group departed for England. We remember those among the 15,500 young men lost in air-crew training and transition to England whose names are so often overlooked. Although they never faced flak or Messerschmitts, their sacrifice was as real and memorable as those shot down over Germany.**

I grew up in the years following World War II. While the War was over, there was a lingering presence mostly because of those around me who had served. My father was in the Pacific in the Navy, as was his brother. One uncle served in England in a unit supporting P-47s and another, an engineer, had worked for Lockheed on the P-38 project before service in Europe. My father-in-law was a medic in France and Germany. The fathers of my friends in the neighborhood had served and even my best friend's mother as secretary to Admiral Chester Nimitz. I would learn of her service by reading her obituary because the veterans I knew didn't talk about their time in the War. Only my father spoke about B-24 navigator John Lynch. I knew that Jack Lynch, as my dad called him, was my aunt's first husband and that he was killed in a B-24 accident near the base in Wendover, Utah in 1944. Over the years, on rare occasion, my dad would fill in more detail and he would eventually write about the loss of John Thomas Lynch in a brief family history. I could tell that the death of his brother-in-law had weighed on my father for decades. Within a few years, my aunt had remarried a wonderful man, my cousins were born and people had moved on. And then about ten years ago a photo album was discovered. It was my aunt's album of her life before the Wendover accident and answers were coming to questions I had for decades, At the same time, there were just as many new questions, but there was no one alive to provide answers. So my research started in earnest.

I learned that John Thomas Lynch was born in Dunkirk, New York on July 26, 1919 and spent most of his life in Medina in the same state. He went to St. Mary's School there and Medina High School where he was class president in his freshman, junior and senior years and vice-president in his sophomore year. John was quarterback on the varsity football team and a member of numerous academic clubs. He graduated from high school in 1936 and then from the University of Michigan in 1941. When WWII interrupted John Lynch's civilian life, he had completed his first year of law school at the same university.

John enlisted in the Army Air Corps in December of 1942 and he trained in Texas where he received his navigator's wings at the Hondo center in August of 1943. He then went to Boise, Idaho and by the first part of September, John was stationed at the Wendover Field. It must have been around this time that he met my aunt.

On January 24, 1944, John Lynch and my aunt were married in Salt Lake City. From what I can tell, John was granted a leave for a honeymoon and exactly two weeks later, on Monday, February 7, he had rejoined his crew in Wendover. At approximately 10:00am that day, John and eight fellow crew members took off in a B-24H, serial number 43-29396, for formation training. They were airborne for just a few minutes when the plane slammed into a mountainside northeast of the airfield. A short life of so much accomplishment and of such promise was over, as were the lives of fellow crew members.

The parents of 2nd Lt. Lynch had lost one of their two grown children and their younger son, James, would die in 1977 having never married. Today, there does not appear to be any close family members to talk with and who would remember and honor John and his service. It seems as if he is too easily forgotten. He had not completed training and gone overseas into battle. There were no combat missions, no stories of heroism or medals. He was not a part of events that historians usually write about, but his sacrifice was no less important.



A Monday bride is Mrs. John T. Lynch, who, before her marriage was Miss Jean Patterson, daughter of Mr. and Mrs. A. C. Patterson.



Lt John "Jack" T. Lynch at Wendover

Looking for some way to recognize John Lynch, I have reached out to the Medina High School, which has a distinguished alumni program. They liked the historical aspects of his story but it wasn't a good match because John was no longer alive. I then approached the Medina American Legion post and in Utah, the Bureau of Land Management regarding placement of a plaque at the crash site. Nothing came of those efforts, but they are now no longer necessary. Following a fortuitous trip to Wendover this last fall, I learned of the memorial to be placed next year by this organization for the Army Air Corps servicemen lost in training. Now John, the entire crew of 43-29396, and all others lost in training while stationed at Wendover will have the memorial they have long deserved. For me, a personal journey that began when my aunt gave me John Lynch's silver uniform wings is coming to an end. I will always be grateful to all who have made this memorial possible. I know my dad would be very pleased.

*EDITOR - thanks to Scott for providing background and photos for this article. We will be remembering Lt John T. Lynch and all others lost at Wendover in a special dedication during our Reunion on a trip out to Wendover Airfield in September.*

# Obituaries



## Charles Clark RUSSELL, Original Pilot, 789th

Charles Clark (Chuck) Russell, age 100, of Stillwater, Oklahoma passed with love on Monday, September 13, 2021 at Primrose Retirement Community in Stillwater.

Charles was born in Watts, OK on January 10, 1921 on a small farm obtained during the Allotment Act in the early 1900's. He graduated high school in 1938 and with no prospect of college; he began working in the CCC camps.

After the attack on Pearl Harbor, he went to John Brown University where he began pilot training. Flying was a dream he had had from his childhood. He trained as an aviator cadet at four different locations in Texas. He completed advanced flying school on July 29, 1943 and received his silver wings. During WWII, he piloted the

B-24 Liberator bomber and the B-24 Tailwind in missions over Germany and France. In total, he flew thirty-three missions, thirteen to France and twenty to Germany. He was a highly decorated veteran of the U. S. Army Air Force earning the Air Medal with three oak leaf clusters, the Distinguished Flying Cross and the European African-Middle Eastern Theater Medal.

In 1946, Charles enrolled at the Oklahoma State University (OSU) (then Oklahoma A&M College). He was recalled to military duty in 1947 and served during the Korean War flying missions as an airborne forward air controller. By 1948, he was married to Julia Dugan and in 1951 they had a daughter, Carol Sue. In 1956, they returned from Germany with a son, Charles David. He again enrolled at OSU in Stillwater to finish his degree in electrical engineering. He then spent over 20 years in the U. S. Air Force, retiring in 1968. Not one to slow down, he spent two years at Bendix working with the Apollo space program. After that he worked for the Maryland Board of Education for twelve years developing systems for their computers, payroll and accounting.

Charles led a wonderfully full and exciting life. After Julia died, he wed Eleen (Little) Ezell and then Jane Best. He was a caretaker to each of them toward the end of their lives. His interests were many and varied. He loved photography, reading, trying new recipes, barbequing, gardening, playing bridge, writing, drawing, watching baseball, dancing, building porches and shelving, and traveling. He had a knack for telling a story and making a joke. Did we mention his love of buffaloes? His interest must have been inspired by his Native American heritage and being a member of the Cherokee Nation.

Charles loved his family and extended family. He provided joy, laughter and comfort to them. He was a member of American Legion Post 129 and of the First Christian Church in Stillwater, OK.

Charles left a wonderful legacy of service to his country by his participation in the World War II History Project at the Oklahoma State University Library. Charles' story may be viewed by going to

<https://dc.library.okstate.edu/digital/collection/Spot/id/971/rec/1>.

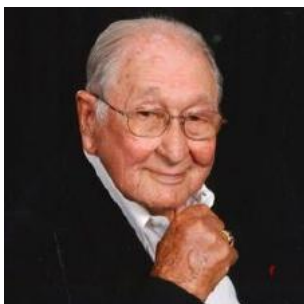


# Obituaries



## **James "Jerry" MURPHY, Co-pilot, 789th/791st**

James "Jerry" Murphy, September 9, 1923 - December 24, 2021 Davis, California - A long and fruitful journey through life ended peacefully for Jerry on Christmas Eve 2021. Born Sept 9, 1923 to Jim and Tessie Murphy in San Jose Ca, the family would eventually move to San Francisco where Jerry along with his three younger sisters would spend most of their youth and early adult years. Born to be an academic and scholar, it was said that Jerry could often be found with a book in his hands. Upon graduation from high school he was able to pursue his love of learning by enrolling for studies at St. Mary's College of California. Unfortunately, war interrupted his plans and like so many others of his generation, he enlisted in the service. Assigned as a B24 co-pilot, he spent the next 2 years with the 467th Bomb Group in Norwich, England as part of the 8th Air Force. Lucky enough to survive the war unscathed, Jerry went on to continue his studies at St. Mary's where he earned his undergraduate degree in 1947. It was during those post-war years that he met and married his cherished wife Kathleen (Woods) with whom he was to spend more than the next 60 years before her passing in 2008. After starting his teaching career at St. Mary's upon graduation, Jerry went on to pursue an advanced degree at Stanford where he taught briefly as well. But, a promising opportunity at Princeton University was to take Jerry and his family across the country where they remained for several years. Not a fan of snow and dearly missing the West Coast and family, Jerry continued in his search for the ideal situation. It came from the University of California Davis. Once more across the country (via station wagon, kids and all), it was to be the last great move for Jerry personally and professionally. As Chair of the Department of Rhetoric until his retirement in the 1990's, Jerry had found his place. He remained active in the academic community as well as socially until his recent passing.



## **Alvin Joseph STASNEY, Asst Squadron Navigator, 790th**

Alvin Joseph Stasney passed away peacefully at his home in Crosby, Texas on July 19, 2021, at the age of 100.

Alvin and his brothers lost their father Joseph when Alvin was just four years old. During that era of the Great Depression, his mother Millie struggled to provide even the most basic necessities for her three sons by taking in laundry and other manual work. She eventually opened and operated Millie's Café in Crosby. In the meantime, Alvin and his brothers largely raised themselves by their own wits and self-reliance, nurtured by the community, hunting & fishing in the woods of the San Jacinto river basin, where Lake Houston and Newport now exist.

When he entered 1st Grade, Alvin spoke no English, only Czech, and wore his very first pair of shoes. Despite these humble beginnings, Alvin received a solid education from Crosby schools.

In 1943, Alvin joined the U.S. Army Air Corps in World War II as navigator of a B-24 in the 392nd Bomber Unit stationed in Wendling, England, later transferred to the 467<sup>th</sup> BG Rackheath. He flew 30 missions over Europe and was awarded the Distinguished Flying Cross.

After the war, Alvin returned to Crosby and ultimately built a dry-cleaning business, purchased a Mobil Oil bulk distributorship that delivered fuel to area farmers and businesses, and built two Mobil Oil retail service stations. He and his brother Odell were active in the growth of Crosby, building homes and developing real estate.

Alvin loved the outdoors, fishing with his brothers and friends in the waters of Trinity Bay, Matagorda Bay, and 3rd and 8th Pass south of the border in Mexico. After settling down and starting a family in his 40's, Alvin's love of the outdoors continued through his gardening and planting of trees and flowers around his home. He also enjoyed long family driving vacations in the 1970's throughout Mexico and the southwestern United States.

Alvin's greatest devotions in life were to his Catholic Faith, his family, the community of Crosby and to our great nation. He was a wonderful husband, father, and grandfather and he was an exceptional example of how a moral, fair, generous and compassionate man should live. He will be deeply missed by all who knew and loved him.

## Rackheath Radar Section

Capt. Gordon F. TUCKER - Radar Officer  
T/Sgt. Ralph E. TREADWAY - Section Chief

RADAR ROOM  
RACKHEATH 4  
NAMES ON BACK



Members of the Radar Section at Rackheath under the command of Capt. Gordon F. Tucker depicted in a photo provided by Jim Galchick whose father, William J. Galchick, is sitting front row, right. On the rear of the photo names of those pictured are handwritten and we have identified the majority assigned to the Section. Those names appearing are:

**Capt. Gordon F. TUCKER, T/Sgt. Mervin E. DAU, S/Sgt. Oswald F. BARTEL, S/Sgt. Alex SCHWINDT, S/Sgt. Jack F. KUTZ, T/Sgt. Ralph E. TREADWAY, S/Sgt. James F. KENNEDY, Sgt. Thomas E. NILAN, Pvt. Leo E. SILVERBERG, Sgt. Edgar FEIBELMAN, Sgt. Ralph J. AQUILINA, Lt. Marshall E. DEUTSCH, S/Sgt. Allyn W. MATZEN, Cpl. Clemense H. ALBRECHT, S/Sgt. Jack E. BECKERICH, S/Sgt. George F. SPAGNA, T/Sgt. Lester GRANT, S/Sgt. Leon J. OLEXIEWICZ, S/Sgt. Hillard H. HIGH, Cpl. James L. DELBERT, Sgt. Henry H. KIPPER, Sgt. William J. GALCHICK.**

# ***RACKHEATH RADAR SECTION***

The Radar Section arrived at Rackheath with nucleus of 16 mechanics and one officer. The mechanics, out of school many months, had been on duty assignments not remotely concerned with radar. Training and refresher instruction were a prerequisite for those men who had received intensive instruction in the theories of radar but with a dearth of practical application. Experienced mechanics assigned to this group from units overseas several years supplied mental food for those men, all willing to learn. Classes and lectures were commonplace in the radar shop; technical orders, notes and circuit diagrams were available at all times; as many men as could be released at any one time were sent to schools for instruction in radar navigational aids. Two Signal Corps mechanics assigned previous to the arrival of the Group to supervise installation of radar shop utilities and power systems, took an active interest in disseminating their knowledge of third and fourth echelon maintenance.

Radar, shrouded with secrecy, required salesmanship; first, to correct erroneous opinions, and secondly, to orient the group in its principles and ever increasing applications. July 44 marked the advent of a long-awaited table of organization; the recognition of the expansion of radar to a field which required specialists in each of various types of equipment; realization that no longer could each mechanic be thoroughly experienced in all types.

In the intervening months, supply shortages were ameliorated; mechanics were gaining invaluable knowledge through experience and service schools, and the types of equipment maintained increased slowly. "Tinfoil specialists" and "Chiefs of the Chaff", the familiar titles applied to the section, rapidly became a legend.

The section now composed of 59 enlisted men and 4 officers, each enlisted man having attended an average of three schools in England, each officer having attended an average of six electronics schools in the army. Maintenance responsibilities increased to include two types of precision-bombing radar, absolute altimeters, navigational aids, radar counter-measures and identification equipments. Problems encountered in maintenance have been overcome by brilliant analysis and experiment. Shop test equipment has been improvised and an interest in improvement and modification is nurtured by the realization of radar's infancy.

The various subsections of radar have undergone an expansion similar to that of the parent organization. In each case growth was rapid due to the eagerness of officers and enlisted men to learn and to put into practice what they had learned.

The first H2X aircraft were dispatched 3<sup>rd</sup> October 44. Through the 4<sup>th</sup> of February 45 the Mickey section, under supervision of Lt. Stanley W. Dilley, dispatched 124 H2X aircraft. Of these 91.94% were suitable for bombing at the target.

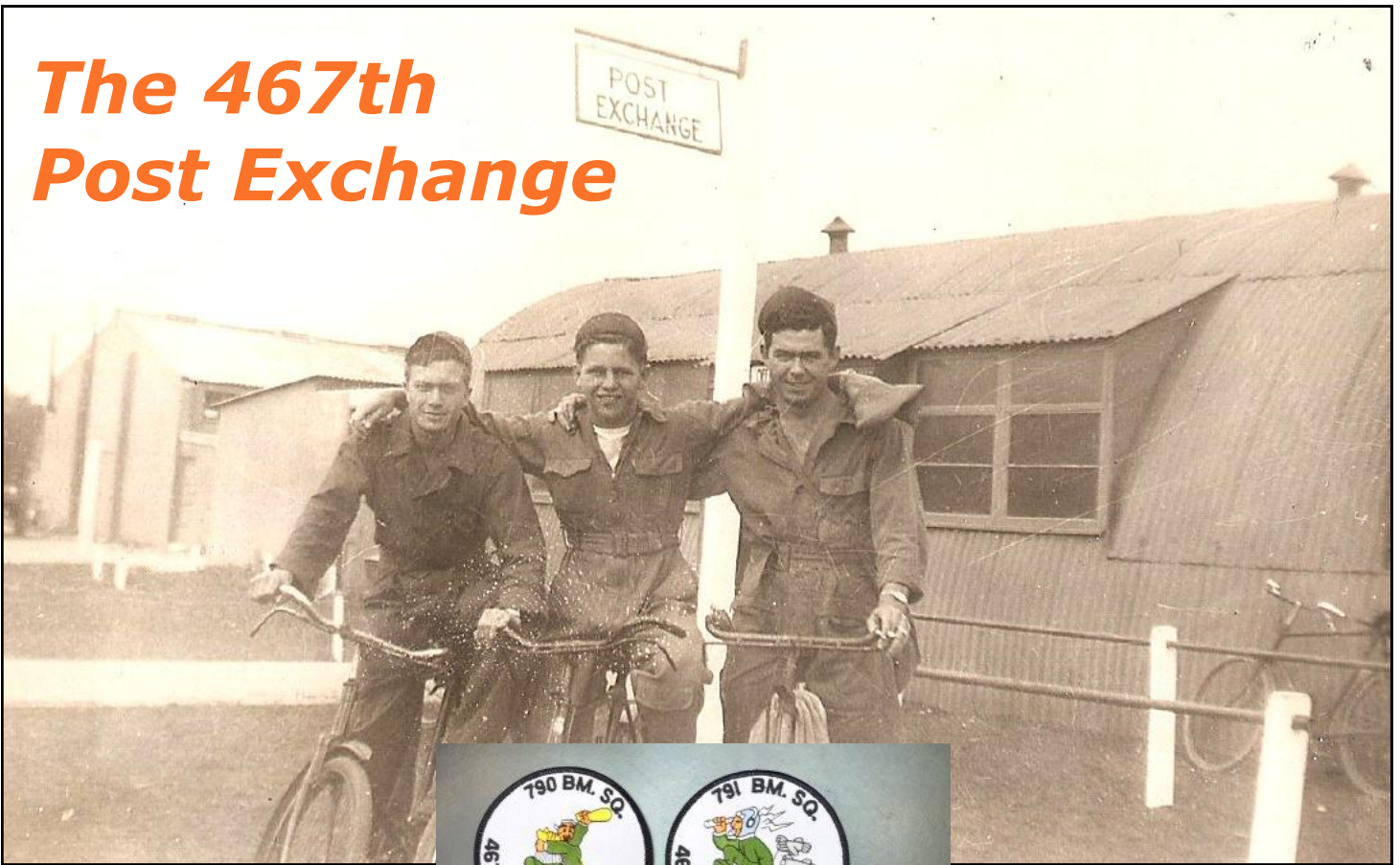
Lt. William B. Cofield, on detached service to the 36<sup>th</sup> Bombardment Squadron since the 23<sup>rd</sup> August 44, has established a school for training of radar counter-measures operators of the Second Air Division. Successful organization and training have resulted in expansion of the school to accommodate operators for the entire Eighth Air Force.

Lt. Marshall E. Deutsch, Radar Counter-measures Officer, served with the Operational Research Section of the Eighth Air Force for three months. During this time he assisted in organizing piecemeal reports of enemy radar activities, trends and effect of counter-measures. These have proved an invaluable aid for planning radar counter-measures tactics. The first carpet-blinker equipped aircraft from the 467<sup>th</sup> were dispatched 23<sup>rd</sup> October 44. The program comprises seven aircraft and 17 operators who have flown an aggregate of 151 carpet-blinker sorties. Two of these operators were killed in action.

Introduction of Gee-H and training of operators and mechanics has provided another method of precision bombing by radar. The Radar Training Department, maintained for 11 months, provided orientation for all crews and trained navigators for Gee navigation. The latest supplement has been the installation of Loran to train navigators for the transition from Gee. Loran, with its added complexities, has the advantage of increased range.



# The 467th Post Exchange



1.



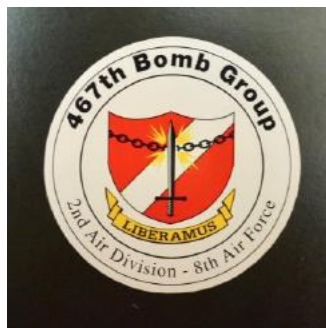
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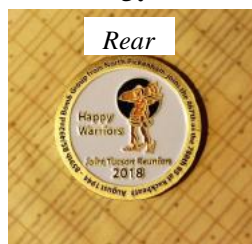


5.



Coin - Front

7.



Rear



6.

# The 467th Post Exchange

## Items Available to Order in support of the 467th BG Association

1. **RED 467th LIBERAMUS INSIGNIA BALL CAP:**  
Universal fit.....\$10.00 ea plus package and mail.
2. **SQUADRON PATCHES FEATURING SQUADRON LOGO, 788th, 789th, 790th, 791st:**  
Embroidered Patches 4" Dia.....\$3.00 ea plus package and mail.
3. **467th LIBERAMUS SHIELD GROUP PATCH:**  
Red Embroidered Patch 3"x3".....\$3.00 ea plus package and mail.
4. **SQUADRON PINS FEATURING SQUADRON LOGO, 788th, 789th, 791st:**  
Pins 1" Dia. (790th Squadron currently unavailable).....\$3.00 ea plus package and mail.
5. **CAR/REFRIDGERATOR MAGNET:**  
467th Shield/2AD/8th Air Force Round. 4" Dia.....\$2.00 ea plus package and mail.
6. **WHITE POLO SHIRT WITH GROUP PATCH:**  
Liberamus 467th BG/2 AD - 8 AF. ONLY avail sizes, XL & XXL.....\$15.00 plus package and mail
7. **CHALLENGE COIN in plastic envelope:**  
467th Liberamus/Happy Warrior Squadron, Tucson 2018 Reunion.....\$15.00 ea plus package and mail.

**ORDERS AND ENQUIRIES TO STEVE WATSON** [fswat49@icloud.com](mailto:fswat49@icloud.com)

Steve will advise shipping costs and availability

**PAYMENT:** Credit card/Paypal [HERE](#): or via check to "The 467th BG Association"  
to TREASURER, Valerie Corvino, 242 Molly Dr., McMurray, PA. 15317

### ALSO AVAILABLE:           The 467th Bombardment Group History by Allan Healy

The 467th BG Association is delighted to offer a softback limited edition of the original 1947 Allan Healy "467th BG History". This fifth and final edition has text reformatting and photographic restoration by Colin LaRussa, also a fully revised and comprehensive Addendum.

**Price \$50 + \$5 shipping** - payment via check or PayPal

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