

POOP from Group



791st



790th



789th



788th

Newsletter of the 467th Bomb Group Association

November 2024

Coming together in Colorado Springs



MOST OF “THE GANG” COMPRISING THE 467TH, 93RD & HERITAGE LEAGUE pictured beneath the spectacular B-24 bronze memorial cast at the United States Air Force Academy, in Colorado Springs during our memorable October Reunion. The combined event packed in a host of varied activities, guest speakers, presentations, and local bus trips. Many highlights particularly the Memorial Dinner, the lighting of candles by group representatives, the missing crew table, culminated in a very moving emotional and shared experience. The optional extra two days exploring the stunning beauty and scenery of Colorado Springs only added to the enjoyment and success of the gathering and we feature many of the magical and best moments throughout this issue.

***** Return to Savannah for our 2025 Reunion *****

A study of the 11 June 1944 Mission to Blois/St. Denis, Page 11

467th BGA Administration**President**

Yvonne Caputo
Pennsburg, PA.
yvonneauthor4@gmail.com

Vice President

J. Peter Horne
Portland, OR.
peter@467bg-research.com

Secretary/Membership Data

Brian Mahoney
823 Whitelock Street,
Baltimore, MD. 21217
researcher@brianhmahoney.com

Treasurer

Keith Hughes
Ormond Beach, FL.
keithalanhughes@icloud.com

Editor

Andy Wilkinson
Briars, Cooks Lane
Axminster, Devon, EX13 5SQ
England
andywilkinson467th@btinternet.com

Directors

Ivan Barnard
Acle, Norfolk, England
Ivanbarnard999@btinternet.com

Tom Johnson
Newark, CA. 94560
tdj1947@comcast.net

Ross Rainwater
Brentwood, TN.
r-rainwater@juno.com

Cindy Stevens
Potomac Falls, VA.
cstevens467bg@gmail.com

Jim Zielinski
Tolono, IL.
coachjz64@outlook.com

www.467bg.com

www.467bg-research.com

Honorary Board Chairman (RIP)

Col Albert J. Shower

Honorary Vice President (RIP)

Jay Shower



The 467th
Bombardment Group
The Rackheath Aggies

Rackheath Pathfinders
Site#6 (467th USAAF)



467bg_assoc



President's Message

By Yvonne Caputo

yvonneauthor4@gmail.com

This year, the 467th joined the 93rd and the Heritage League for a reunion in Colorado Springs. Our arrival at the Air Force Academy allowed us to stand in front of the B-24 model on the Cadet Honor Court. The plaque on the memorial lists the names of those from the 467th who helped fund it. The Pueblo Weisbrod Aircraft Museum displayed the bomber jacket of Bob McEwen, a tail gunner on the Witchcraft. The National WWII Aviation Museum had various planes all restored to be flight-worthy.

As fascinating as all of this was, what caught me was the new relationships we created with those in attendance. Whether I was observing conversations or participating in one, I always had the sense that I was with people who “got it.” The atmosphere was alive with a love and passion for what our parents and grandparents did for us 80 years ago.

On a personal note, I get chills whenever I see something that directly relates to my father. At the Aviation Museum, we were standing in front of a large room filled with machinery that was used to restore the WWII planes. I immediately thought, “I wonder if there is a Cincinnati Press Brake?” Turning to my left, there against the back wall there it was.

In 1942, Dad was repairing the planes that young learning pilots would damage. His job gave him a presidential deferment. He would never have had to go to war.

While Dad was working at a depot in Augusta, Georgia, two of General Hap Arnold's aides came to see him. They told him the general wanted to see him. Dad told me he shook in the back of a jeep on the trip to Macon. The whole way he wondered what in the world he had done to get a summons from the general.

General Arnold asked Dad, “Who told you to order the press brake to be shipped to Augusta?”

Dad responded, “Sir, I knew where one was, I needed it, and I requisitioned it.”

Arnold replied, “Son, that machine was supposed to have been shipped to Macon, and now you are going with it.”

While at Macon, Dad repaired an AT-6. The pilot who was going to take it for a test run came to see Dad. He told Dad to get in. If the plane went down on that flight Dad was going with it. While in the air Dad thought, “I don't want to fix them, I want to fly them.”

Continued next page

That flight was the reason Dad petitioned to be released from his deferment to become a cadet. The Cincinnati Press Brake had started that journey.



Direct Appeal for your Help

To enable our important on-line presence particularly hosting our dynamic web site, ever expanding databases, also domain registration, we require funding to maintain and safeguard our digital footprint for ALL to access.

Maybe you have learned of the history, service record, and so much more of a family member through our [RESEARCH SITE](#). We need to further develop, grow, promote the story and legacy of the 467th for future generations in a crowded digital world.

Make sure our voice is heard and HELP this continue. You can contribute to our efforts through a deeply appreciated DONATION to our Association Paypal/ Cedit-Debit Card account which is tax deductible, [HERE](#). THANK YOU sincerely for supporting our aims and determined endeavors; all donations will be acknowledged personally and in the POOP Newsletter.

Notes from the Editor



Please send news/articles to

Editor - Andy Wilkinson

andywilkinson467th@btinternet.com

ANNUAL MEMBERS BUSINESS MEETING via ZOOM 3 NOV: good to have several new faces joining this year where the meeting was led by President, Yvonne Caputo, and split into a first part conducting our legal and business obligations, followed by an informal series of presentations and discussion. Major items was the Approval of last Annual Members Meeting's Minutes (carried), Treasury Report, update on the 501 c(3), and Appointment of Directors. Two Directors (Andy Wilkinson & Tom Johnson) terms were concluding this year and both put themselves forward to continue to serve on the Board. Both were duly elected to serve further terms. The Board announced **the 2025 Reunion to be held in SAVANNAH, GA. early to mid October** with firm dates to follow in the next POOP Newsletter. It will be a welcome return to the east coast and 16 years since the Group last visited. Further to this last announcement, built on the success and endorsement of the 2023 Reunion, it was unanimously agreed for a **return to NORWICH, England, in September 2026**. Second half of the meeting saw a brief presentation of slides highlighting the October Reunion in Colorado Springs, followed by Ivan Barnard with an update on the "Pathfinders" progress on Site#6 at Rackheath. VP, Peter Horne announced the highly intricate and detailed "Witchcraft" scale-model B-24, over 4 years in the making, was all but complete and ready for transportation to its Wendover home likely next month. A video presentation showing the painstaking construction and huge attention to internal detail will be available beside the display with a dedication ceremony to follow. Cindy Stevens concluded the meeting with ideas for the Association Instagram account which is attracting growing attention also now hosting the Wendover model video.

COLORADO SPRINGS PRESENTATION: we had the pleasure of guests Tom Peterson and Shane Cloward representing the Historic Wendover Airfield with Tom kindly speaking and providing a fascinating "powerpoint" of the numerous restoration projects and unique WWII history. We continue to strengthen our bond with the folk at Wendover especially with the installation of the Witchcraft model in honor of all those killed in training and not previously meaningfully recognized for their sacrifice. Twenty Bomb Groups completed phase training here during the war years including the 467th. Following Tom's well received "talk", Yvonne presented a copy of the Allan Healey 467th History Book on behalf of the Association.

NEW DIRECTOR: joining the Board we welcome, Jim Zielinski. Jim is a gold star nephew who has tirelessly researched the loss of his uncle, T/Sgt. Edward S. Zielinski, one of three aircrew sadly killed when their ship was lost, 11 July 44, returning from a mission to Munich. Great to have Jim aboard bringing his passion and enthusiasm for



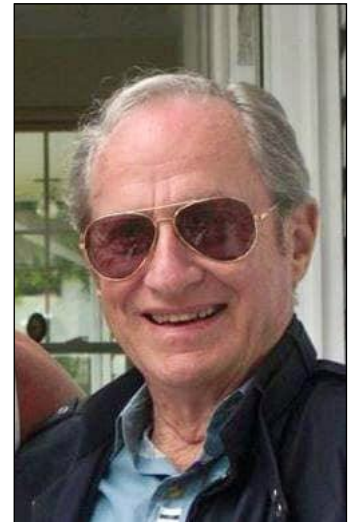
history and tackling projects that can only benefit and strengthen the Association for challenges ahead. Jim kindly participated in the moving candle-lighting ceremony during our Memorial dinner in Colorado Springs as we honored and remembered those who were never to make it home.

100TH BIRTHDAY CONGRATULATIONS TO FRED MESSINA: November 4 marked Fred's 100th, and we remember his service as Engineer aboard B-24s with 25 combat missions flown out of Rackheath. On the 3 November our Director Keith Hughes and Laura drove to Port St. Lucie, FL with a bunch of "goodies" from the Association and arrived to find his daughters decorating the Banquet Room at the community clubhouse in preparation for the lunchtime Celebration. The gifts included many birthday cards, short-snorters (signed



by many at Colorado Springs), Distinguished Flying Cross, and certificate from the 467th to mark the occasion. Post war, Fred and friends bought several aircraft before selling on, eventually owning as many as 10 general aviation planes including Bonanzas, Archers, and Piper Cubs. Fred continued private flying until aged 93 as well as setting up a successful trucking company. Fred has been an avid reader of the Newsletter all these years and we all stand united in saluting Fred's service, long aviation history, and reaching such a landmark age.

(Editor - note of thanks to both Keith & Laura making the trip to Port St. Lucie after themselves recovering from the aftermath of Hurricane Milton preventing their attendance at the Colorado Springs October Reunion.)



EMAIL AND ADDRESS CHANGES: report changes to, Brian Mahoney, who deals with membership details including notifications of "Folded Wings" and obituaries. researcher@brianhmahoney.com

Folded Wings

Mike BAILEY - Renowned Norwich Aviation Artist & Author, September 2024

Mrs Phyllis A.G. SMALES - American Red Cross, Rackheath, August 2023

FOLDED WINGS: sad to report both our recorded “Folded Wings” are British but with strong links to the 467th. **Phyllis Smales** had the distinction of being accepted to work for the American Red Cross at the age of just 15 years old in the kitchens at the Aero Club. She commenced employment in January 1944 as the Rackheath base was still being readied for the arrival of the main body of personnel two months later. In October 44 she moved onto the base into quarters behind the Aero Club after her parents vacated their local farm. Phyllis describes making sandwiches and coffee for the returning combat crews ready for debrief and witnessing most of the significant events happening at Rackheath throughout WWII. She remained on the base until the ARC closed and staff returned home making her one of the longest serving civilians. Possessing a sharp memory she shared her memories in several fascinating letters to the POOP Newsletter in the past, also recording two 45 minute audio interviews that are archived [HERE](#):



Our dear friend **Mike Bailey** of Norwich passed away in September. Mike was a loyal supporter of the Second Air Division he witnessed at first-hand as a young boy, and a regular contributor to the American Library. Mike became a renowned aviation artist specializing in painting B24s in the colors of the many 2nd Air Division Groups, many of you having commissioned Mike for his prized authentic studies. A very humble man who would like nothing more than the opportunity of a chat about B24s in the skies of East Anglia during the war years or the characteristics of a Ford-built against a Douglas Tulsa B24. We were delighted Mike & Maureen were able to join us during our Reunion Banquet at the Maids Head last year and many had the chance to enjoy a chat with him. It was very poignant

a painting of “Witchcraft” by Mike and presented to the Air Force Academy by Col. Shower in 1998 was put on display during our Reunion visit. He will always be warmly remembered by the 467th family and we will miss him greatly.

LT. GEN. E.G. ”BUCK” SHULER Jr: following a stellar Air Force career over 32 years with one of his last posts as Commander of the legendary 8th Air Force, Barksdale AFB, Louisiana, Gen “Buck” Shuler passed away in October this year. After retirement from the Air Force he went on to co-found the Mighty Eighth Air Force Museum at Pooler, near Savannah, GA. Then to serve as the Museum’s first CEO, and continued to hold a permanent seat on the Board as Museum Founder. Those of you with long memories may recall Gen. “Buck” Shuler was the inspirational guest speaker when the 467th held their first Reunion in Savannah to coincide with the opening of the Mighty Eighth Museum back in 1996. The Group established a very good working relationship with the Museum through Gen. Shuler ensuring the B-24 and Second Air Division took their rightful place in the writing of the history of the “Mighty Eighth”. You can read Gen. “Buck” Shuler’s action-packed Air Force biography including 122 combat missions in Vietnam and South East Asia, [HERE](#).

INSTAGRAM: a reminder the 467th BG Association has created an Instagram account to increase our social media presence, allowing greater opportunity to connect in the digital world. It is early days but the account has steadily grown and attracting a regular and loyal number of followers. Administered by Cindy Stevens we recommend you drop by and catch up with the latest happenings at [467bg_assoc](#) (467bg underscore assoc)



Highlights from Colorado Springs

Day One: Registration, Memorabilia & Research Room, Welcome Dinner



Day Two: Day at Air Force Academy, Briarhurst Manor Dinner





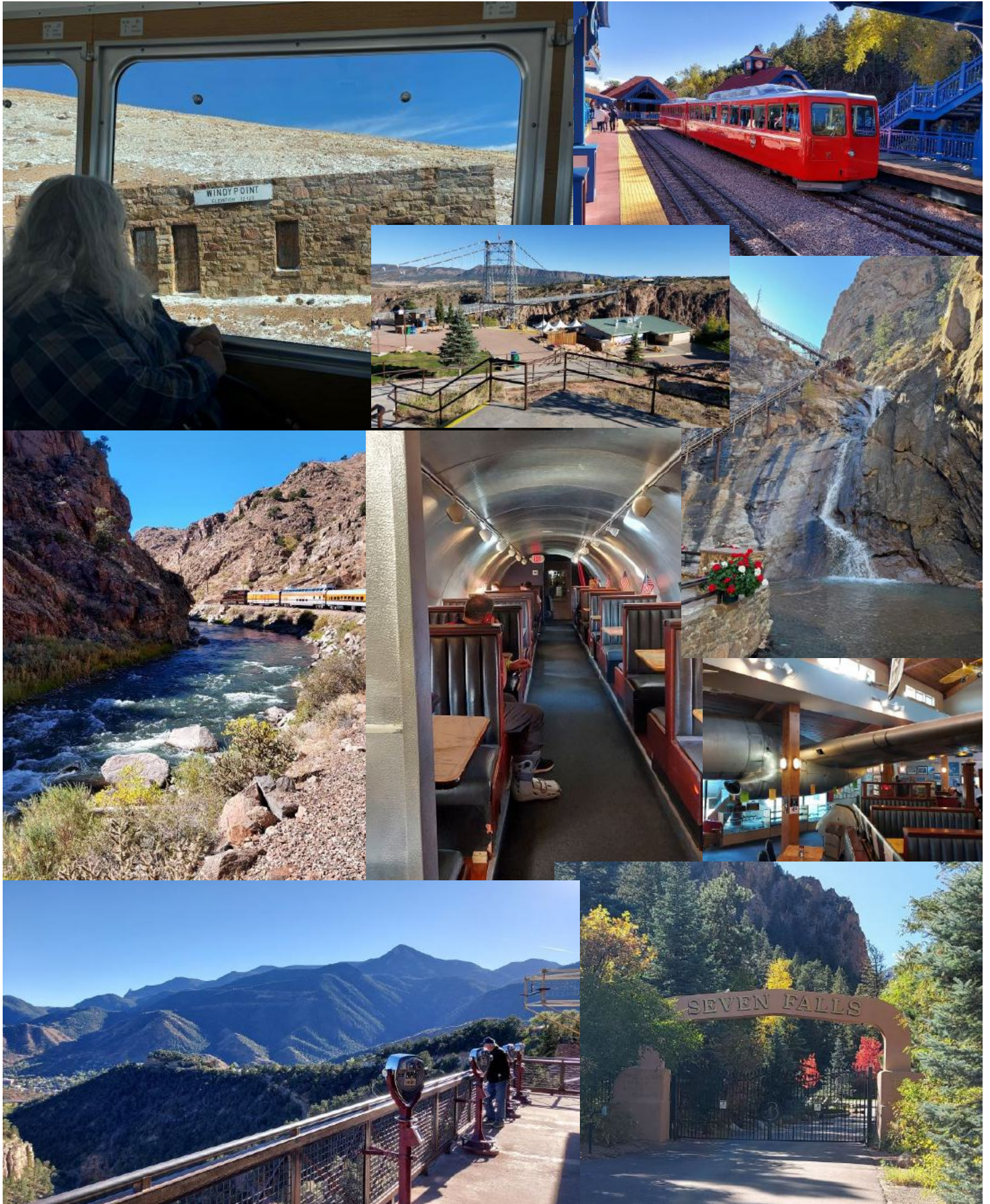
Day Three: Pueblo Weisbrod Air Museum, Presentations, Group Photo, Memorial Dinner



Day Four: Religious Service, National Museum of WWII Aviation, After-Action Discussion



Days Five & Six: Additional days exploring Colorado Springs, Pikes Peak, Seven Falls, Airplane Restaurant, Royal Gorge & Railroad, Cave of the Winds



11 June 44: *The Day the Bridge was bombed*

In the immediate days after the historic D-Day landings on June 6, 1944, the Eighth Air Force including the 467th were tasked to fly a range of tactical missions in support of the invasion to secure the beach-head and provide opportunity to further breakout. On the 11 June 44 the tactical targets identified included a number of airfields and rail targets in the Paris area, Brittany and Loire valley.

A relatively small force comprising the 467th along with the 466th and 458th (96th Combat Wing) and 489th were assigned to make an attack on an important rail bridge spanning the Loire River at Blois/St.Denis located to the north-east of the city. The bridge was constructed back in the 1880s after the railways expanded south from Paris and linked Orleans and Tours, eventually reaching all the way to Bordeaux. It was a local line linking Villefranche and Blois but according to French Resistance Reports, regularly used for German military convoy traffic carrying armoured vehicles.



The Lt. Volk Crew who led the Wing with Col. Shower

The bridge length spanning the Loire was 538 yards, each end having two approach stone viaducts with a tubular steel construction supporting the single rail-track and further supported by eight stone piers, each 84 metres apart across the river. It was unknown if the bridge was defended by either flak-guns or other defensive armaments and presented a risky challenge for attacking aircraft.

The Field Order itself set the stage for a dramatic and unusual mission when it said, "Target will be destroyed". Unlike previous missions for the 467th, there was no minimum altitude established for bombing, and in the

event that an overcast was present, the aircraft were to let down through the clouds and bomb visually in three-ship elements.

This was the 48th combat mission for the Group and first of two missions this day. Just 15 ships were assigned with a lead squadron composing of 9 ships led by Col. Al Shower leading the Group and Wing with the Lt. Douglas Volk Crew, the deputy lead was flown by the Lt Edward Lominack Crew with Capt. Stanley Neitzel. The second squadron of 6 ships was led by Major Fred Holdrege with Lt. Richard Campbell's Crew aboard "Angel", the low left squadron, deputy squadron lead was assigned to the Lt. William Graf Crew flying "Belle of the East".

The 458th provided 12 ships and allocated to fly high right of the lead 467th and forming the "A" Group. The "B" Group was composed of two squadrons of the 466th providing 22 ships. Each of the ships were loaded with three x 2000lb GP bombs.

Briefing for the mission commenced especially early with the intention to reach Blois and return and prepare for a second mission of the day. Emphasis was placed on the need to destroy the bridge at all costs and this could mean the need to descend below any cloud cover and bomb accordingly. Ships began taxiing out at 4am with Col. Shower and the Lt Volk Crew needing to change ships from the assigned "Tenovus" to the spare ship #237. Departure was from Runway 03 at Rackheath with the lead ships airborne at 0416am remaining steady on runway heading as they made their way toward Splasher#5 on the coast near Cromer for assembly with the rest of the Wing. Records show the 489th BG at Halesworth were also assigned the mission to Blois that morning, however local weather around the base prevented their participation leaving the 96th CBW to fly it alone.

The lead ship records commencing circling Splasher#5 on the coast at 0515am and passing through the base of the undercast at 5,500ft where assembly with the 458th and 466th was achieved level

at 9000ft. The small force of 49 ships assembled relatively quickly before taking up the assigned route passing Kings Lynn and taking up a southerly heading where the small force left the English coast at Selsey Bill at an altitude of 10,500ft. More cloud was encountered as ships crossed the English Channel and numerous pilots experienced difficulty maintaining position in the formation. This was mainly evident in the 9 ship lead section.

Approaching the enemy coast east of the invasion beachhead, Col Shower opted to make a change of plan by executing a 360 degree turn in order the ships in his formation were able to relocate position. The 458th in the high right continued on, likewise the 466th squadrons. The turn manoeuvre affectively meant the 467th no longer assumed lead, leaving the lead pilots of the 458th & 466th ahead and proceeding along the assigned route.

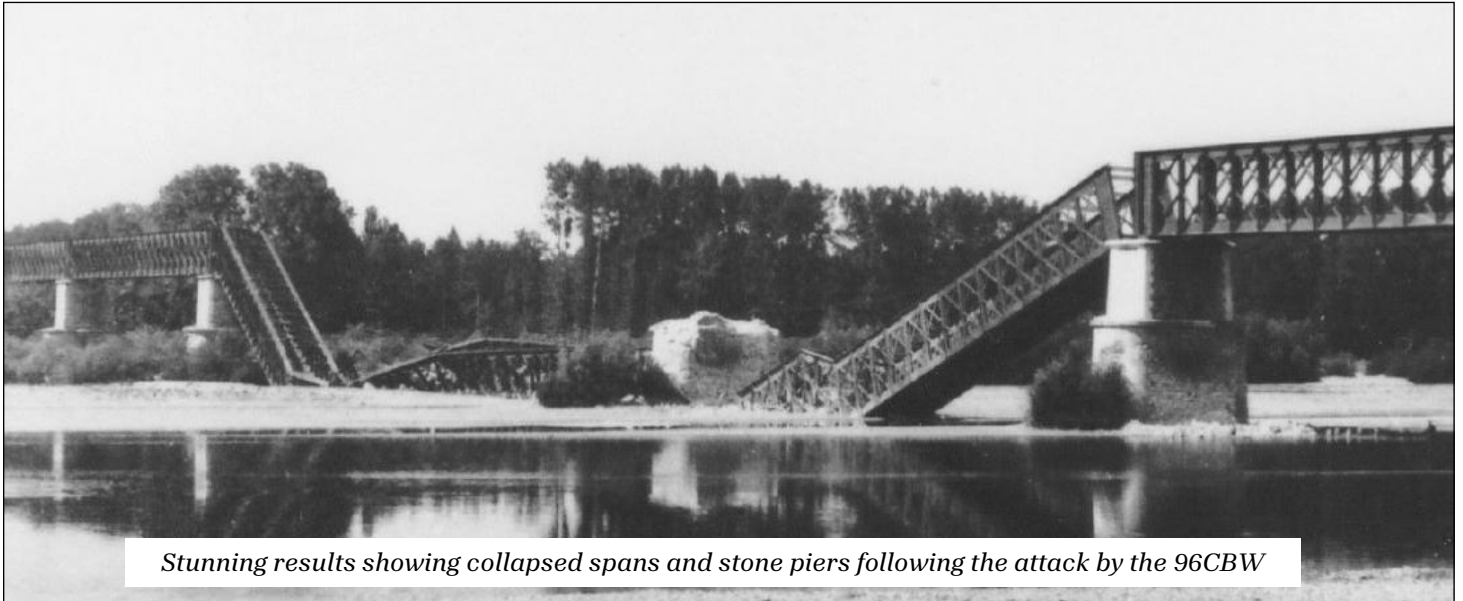
Remembering the briefing to attack the bridge visually, crews had little choice but to descend on instruments until breaking clear of cloud somewhere between the Wing and Group Initial Point and attempt three ship element individual attacks on the bridge.

William "Bill" Tikey lead pilot with the 466th that today was among the first to reach the bridge target and recalls the attack almost 50 years later. ***"I was leading the 96th Bomb Wing with Col. Cisco from Group Headquarters as my co-pilot, in command. We were in the B-24 "Slick Chick" and carried four 2,000lb bombs. The other planes in our Group carried three 2,000lb bombs. We were ordered to bomb in trail in three ship elements (instead of the usual Squadron salvos) to give many more bombardiers a crack at the target. Capt. Harry McGregor (later shot-down and killed) led our Group's second squadron of 12 aircraft. The 458th and 467th Groups were also assigned this target.***

We had to keep going down, down, down, until we were completely clear of the clouds at 5,500ft and made the first three ship element run on the bridge. My dedicated waist gunners, Jovaag and Condon, and tail gunner Massing reported solid hits on the target by our first element and took some good, sharp photographs. Why we encountered no flak is beyond me!"



Lt. Campbell Crew led the 2nd Sq. with Maj. Holdrege



Stunning results showing collapsed spans and stone piers following the attack by the 96CBW

Bill Tikey's navigator, Hank Tevelin, also recalled the mission. ***"I recall the descent through the clouds and trying to determine where we were by dead-reckoning navigation. When we broke out below 6,000 feet, I figured we were still a few miles north of the Initial Point. But, visually, I spotted a road and river crossing that put us a little south of where DR had us. Within five seconds I determined my visual interpretation was correct — and to hell with all the instrument calculations. I immediately gave a corrected easterly direction and we did what we had to do."***

Immediately following the 466th elements came the 458th original high squadron who were recorded "bombs away" at 0806am. They too experienced weather issues and of the original 12 ships only seven achieved reaching and bombing the bridge. However, the lead crew of Lt Joseph McCollough with Capt. Ollum command pilot, with the Group Navigator & Group Bombardier aboard were later recognized for extraordinary achievement in their role of destruction of a difficult and important target. All four officers were awarded the Distinguished Flying Cross.

It was a full 10 minutes after the first "bombs away" when the original lead echelon led by Col. Shower with the Volk Crew commenced the bomb run after the initial delay of the 360 degree turn at the French coast. This gave the impression of two separate attacks as they approached the target from the south on a heading of 340degrees and altitude of 5,700ft. The Lt. "Jack" Thompson Crew aboard "Super Wolf" bombed with the 466th having split up in clouds at French coast and lost the 467th Group. So too the Lt. Elroy Beaney Crew aboard "Tangerine" who reported smoke obscured accurate observations of their efforts. The Lt. Howard Johnson Crew another who bombed minutes earlier with the 466th reported, "losing our own group in fog".

Lt. Keith Newhouse and crew aboard "100% Proof" recalled the mission graphically in a letter to the "POOP Newsletter" in 1994. ***We lowered in wide circles, through innumerable broken cloud layers, expecting Jerry to show some interest, but the fighter bandits never appeared. We broke clear of clouds and saw the bridge at 2,500 feet. I led the first strike, dropping at the end of the bridge where the guard house stood. My co-pilot wanted to see an actual bomb drop, so he had gone back to the bomb bay to watch a German guard hightailing it out of harm's way. Our target was without blemish when our 6,000-pound load hit the end of the bridge and guard house. H. L. (Smitty) Smith, my good***

friend and co-pilot, said all he could see was a dense cloud of dust and debris. Piloting, I felt the lift from the release and almost immediately a rise from the explosion. It was really low-level bombing at 2,5000 feet—the lowest I ever experienced. I understand at the first Ploesti oil refinery some planes released at 500 feet, but that was because of a foul-up with cross patterns and bad timing. (Editor – Interrogation Reports record the Newhouse crew bombing at 0819am and altitude of 5,500ft. They report “Bridge knocked out!”

As I pulled up, circling away from the target area, I witnessed the other two flights both doing a perfect job of hitting the middle and far end of the structure. A Very successful mission!

Most of the participating 467th crews report “direct hits”, some reporting “center of the bridge”. The William Shiner Crew aboard “Wabbit” were one of the few reporting strikes “close to the edge of bridge”. What was not in doubt, the rail bridge had sustained considerable damage by the efforts of the 96th CBW and later analysis of camera strike photos and reconnaissance images would reveal the true extent of the attack that morning.

After bombing, the rally and withdrawal required the 467th lead to a degree of “S- ing” to get the formation in position and a climb to 10,000ft following the same inbound route back. This was a change to the flight plan which indicated a track toward the west and Brest peninsular before crossing the English coast at Portland Bill. The lead navigator report shows leaving the French coast at an altitude of 8,400ft at 0923am before crossing the English coast at Selsey Bill 4,000ft at 0954am and over the field at Rackheath at 1048am.

All personnel on the base awaited impatiently the return of this formation. The crews came back to the briefing building in their trucks and alighted with smiles of satisfaction on their faces. The bombing was excellent. No enemy opposition of any sort had been encountered. The target and objective was considered destroyed.

Strike photos from ships of all three Groups and a later oblique reconnaissance image revealed direct hits have wrecked the 3rd, 4th and 5th steel spans towards the north bank of the river and have largely destroyed two of the supporting stone piers in the river. It was estimated the bridge is now breached for 180 yards of its



Another dramatic image following the attack

length. Very near misses are seen to three other supporting stone piers and one of those on the south bank has been damaged at the southwest side of its base. A large group of bursts blanketed the Southern two thirds of the Northern Approach and the extreme Northern end of the bridge. A riverside road on the south bank of the Loire is partly cut by a crater approximately 70 yards northeast of the bridge.

For this job well done, the 96th Combat Bombardment Wing was cited by the Second Bombardment Division on 14 June 1944 in General Orders Number 96 of that headquarters.

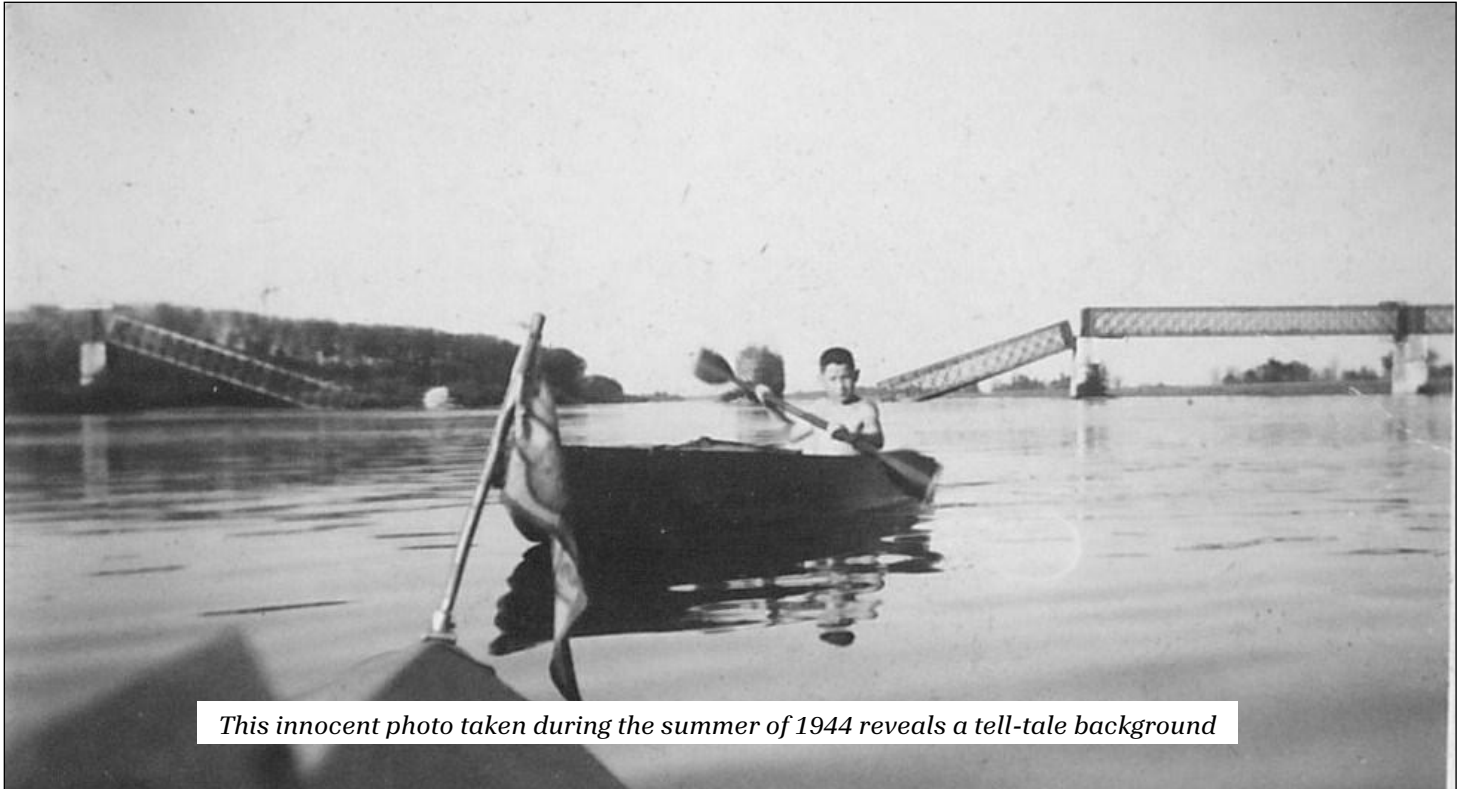
The 96th Combat Bomb Wing (H) is cited for outstanding performance of duty and gallantry in action against the enemy on a mission to enemy-occupied territory 11 June 1944.

On this occasion, the 96th Combat Bomb Wing (H) was ordered to destroy, regardless of cost, a railway bridge which was a vital communications link in enemy counter-invasion operations. The officers and men participating well knew that the importance of this bridge was such that there was every likelihood of encountering large numbers of hostile fighters and intense, accurate, heavy flak in the target area. Nevertheless, every officer and man in this Wing was so imbued with the determination to destroy the target that when clouds were encountered over the target area, the formation descended through the overcast, and proceeded as individuals and small units to bomb the target from the extremely dangerous altitude of 6500 feet. Bombing was accomplished with such conspicuous success that the bridge was destroyed and this key artery of the enemy communications system completely severed.

The courage, audacity, and determination displayed by the officers and men of the 96th Combat Bomb Wing (H) on this occasion and their complete disregard for the hazards of this dangerous undertaking are in the highest traditions of the service, and reflect the greatest credit upon themselves, their organization, and the United States Army Air Forces.

By command of Brigadier General HODGES.

This Wing was also cited on 12 July 1944 in General Orders Number 466 of Headquarters Eighth Air Force.



This innocent photo taken during the summer of 1944 reveals a tell-tale background

Some final observation and additional comments regarding this unusual and highly successful mission. French researcher, Philippe Canonne, who lived in Blois studied this “attack” and other Allied targets in the region revealed the local archives state no French civilians were either killed or injured during the attack, which was testament to the skill and accuracy of the crew bombardiers, and the low altitude. It was also early Sunday morning.

Philippe also stated following the attack the bridge was never rebuilt even post war and the line was largely decommissioned. He did state a French deputy of Blois post war had a family member involved in road transportation and voted against any reconstruction. Philippe was able to provide detailed plans of the bridge via SNCF (French State Railways) Archives.

Breakdown of the recorded statistics from HQ 96 Combat Bombardment Wing reveals the 466th provided 22 ships, 19 of their ships bombed the target. The 458th 12 ships, of which seven reached and bombed the target. The 467th provided 15 ships ALL of which dropped on the target with 45 x 2000lb out of a total of 123 x 2000lb GP unleashed on the target that morning.



The Lt. Keith Newhouse Crew with the ship “100% Proof”

On a light-hearted note, Major Fred E, Holdrege who was command pilot for the second attacking Squadron leading the three-ship element revealed he could not remember a thing about the mission other than sleeping all the way back while occupying the right-hand seat. The only ever time he did this while flying a combat mission.



Remains of the stone piers spanning the Loire River which supported the steel structure bridge and rail-line (pictured in 2016) and never reconstructed after the highly successful attack by the 96 CBW 11 June 1944. (via Philippe Canonne).

The fifteen 467th BG Crews who participated the mission to Blois St. Denis 11 June 1944:

Sqdn.	Crew	B24 Name/Serial
789	Lt. Douglas Volk (with Col. Shower)	Later named "Normandy Queen"
789	Lt. Edward Lominack (with Capt Nietzel)	"Honey Wagon"
789	Lt Charles Russell	"Screwball"
789	Lt. William Shiner	"Wabbit"
789	Lt. Charles Brandon	"Up In Arms"
790	Lt. Richard Campbell (with Maj. Holdrege)	"Angel"
790	Lt. Keith Newhouse	"100% Proof"
790	Lt. Howard Johnson	41-29380
790	Lt. Vincent Siebern	"Baffling Brat"
790	Lt. John Thompson	"Super Wolf"
790	Lt. Elroy Beaney	"Tangerine"
791	Lt. Raymond Keaton	"Jack The Ripper II"
791	Lt. Addison Manning	"Palace Meat Market"
791	Lt. William Graf	"Belle of the East"
791	Lt. Charles McMahon	"Slick Chick"

Editor: numerous resources were accessed bringing this article together including, official 467th BG archives, 96th CBW records, 2nd Bombardment Division records, 2nd Air Division Journals, POOP from Group Newsletters, and email correspondence. Invaluable assistance was provided by Darin Sorza (458bg.com), Philippe Canonne (France) and our own Peter Horne.



Evidence of bomb-damage still seen today on remains of the stone piers at Blois / St. Denis

467th BGA Treasury Report as of November 2, 2024

Prepared for the Association's Annual Meeting

to also run in POOP From Group 467, November 2024 edition, by Treasurer, Keith Hughes

Cash on Hand - Three separately accounted funds in our single
PNC non-profit checking account (no bills outstanding) as below:

1. Reunion Support Fund	\$4,656.85
2. Wendover Memorial Fund <i>total pledges/donations</i>	\$54,386.70
<i>all expenses to date</i>	<u>-50,429.62</u>
<i>campaign cash balance</i>	3,607.08
	\$3,607.08
3. General Fund ("Mail Fund')	
<i>year-to-date contributions and in-kind gifts</i>	\$1,420.00
<i>reunion silent auction</i>	218.00
<i>in-kind reunion reimbursement</i>	179.05
<i>miscellaneous reimbursement</i>	<u>795.00</u>
<i>income subtotal</i>	\$2,612.05
PayPal fee	\$ 39.45
<i>reunion related expenses</i>	244.84
<i>donations (Pueblo Weisbrod Museum)</i>	<u>200.00</u>
<i>expenses subtotal</i>	\$484.29
<i>net year-to-date (\$2,612.05-484.29)</i>	\$2,127.76
<i>carry over from 2023 calendar year</i>	<u>1,018.78</u>
General Fund current running balance	\$3,146.54
	<u>\$ 3,146.54</u>
<i>total cash on hand</i>	\$11,410.47

Remarks:

The accounting practices, breadcrumbs trail, capture of receipts & invoices of Brian Mahoney, my mentor and overseer as Treasurer, is greatly appreciated.

The "Wendover Fund" will be kept open through completion of model, its installation, and all related ceremony.

We are all very excited for the upcoming delivery and installation including The Donor Book listing all the generous benefactors and handsomely crafted dedication plaque.

The 2024 Reunion in Colorado Springs October 17-22 was a success in so many ways, (including financially).

Peter Horne's 467th research & memorial room in the hotel was so inspiring that many patrons advised him he should charge admission!

A fun silent auction collected \$218 for The General Fund and the silent auction will be repeated next year.

Steve Watson reminds me that PX sales have been down this year and are incorporated into the PayPal contributions category.

The 467th wishes to express our sincere gratitude to the following members that have graciously given non-stipulated gifts this year:

MaryBeth Ingram, Martie Fankhauser, Christopher Warner, Robert Gerringer, Ivan Barnard, Lt. Donald J. Hughes, Jim Zielinski, and a very generous anonymous donor!



History of the Heritage League
By Christopher D. Clark, President, Heritage League
Second Air Division, 8th Air Force

At the recent reunion of the Heritage League, the 93rd and 467th Bomb Groups in Colorado Springs, CO. all had a good time not only at the hotel, but at Red Rocks, Severn Falls, the Royal Gorge Suspension Bridge and the train along the Arkansas River. The Cog Train up Pikes Peak was truly breath taking. I learned many things from the 93rd and 467th and I also learned thru some constructive comments about the lack of knowledge of why the veterans of the Second Air Division started the Heritage League. As President, I think it is great that some of the 14 groups in the Second Air Division are still going strong, particularly the 93rd, 392nd, and 467th Bomb Groups, and I cordially invite all to join now by going to www.heritageleague.org whether you're a veteran, family member, friend or supporter. Not all groups are as fortunate as some, and have subsequently dissolved. Both of my uncle's groups have ceased, the 44th and 489th. The Heritage League was founded by the Veteran Airman of the Second Air Division if and when this happens. All are welcome from those groups that are still active, people who do not have a relative are also welcome to join and I encourage that.

The Heritage League is the honored steward of the legacy of the Second Air Division of the US 8th Air Force, earned by the service of nearly 100,000 personnel, 7000 of whom made the ultimate sacrifice during WW II. *The Heritage League's purpose is to perpetuate the memory of the Second Air Division of the 8th Air Force, USAAF, and honor the efforts and sacrifices of its members during World War II in behalf of freedom and peace. Through the work of its members and other entities it supports, the League promotes educational, social, cultural and commemorative activities which compellingly present this rich history to succeeding generations.*



Letter from Rackheath

By Ivan A. Barnard Ivanbarnard999@btinternet.com

It is with great sadness that we learn and I record here, the passing of Mike Bailey. I attended Mike's funeral that took place at the Norwich, Earlham Road Crematorium, Friday 11th October at 12-30pm. Mike was an aviation artist extraordinaire, and there is nobody quite like him. At school his paintings were displayed on the walls, on one occasion the school was told that the work of professional artists could not be displayed within the school. The authorities were informed that they were the work of a pupil. They were amazed and Mike's paintings remained on display.

Mike and his best friend, Reggie, would visit the 458th BG Americans at Horsham St. Faiths during WWII. On returning back one day from such a visit, his friend told him that he had to get home. On returning home, the house that evening received a direct hit from a Luftwaffe attack on the city and Mike's friend was tragically killed. Following the funeral service, we gathered at the Old Rectory Hotel, Crostwick, for afternoon tea. Mike's wife Maureen, told me how very appreciative she was of the cards of condolences from America.

Site#6 News

Those of you who have been following the photographs on the Pathfinders Facebook page will have seen that adjacent to the Officers kitchen, a very interesting underground chamber has been discovered. It would seem that when washing-up was done on that side of the kitchen, water and debris drained into a large under-



Trevor Wicks and the underground chamber

ground chamber split into three sections. The solids dropped to the bottom of the first chamber and the clear water flowed over into the second chamber, with any remaining solids. Clearwater then flowed into the third section and then away to the foul drainage system. Periodically, the metal grating would be lifted and the solids removed.



The Pathfinders tribute on Remembrance Day. Also see [Video](#)

For several months now we have concentrated on the area of the Enlisted men's dining halls. This has proved to be a very interesting and informative exercise, revealing the archaeology of the period in this area both in terms of its construction and how it was used.

The raised platform has for a long time been the centre of attention. One theory is that it was the former Pay-Office . There are steps leading up to the raised platform as the way in and then steps at the other end as the way out, thereby creating a one-way system. Although it doesn't seem the right place for a Pay-Office! No one so far has been able to explain why you would construct a building approximately one metre above ground level with a one-way system through it.

Adjacent to Site 6, a new housing estate is under construction and we have been working with the developers who have constructed and paid for a cycle and pedestrian pathway. That facilitates a separate entrance and exit to the Site 6 and beyond. This prompted the Pathfinders to create a new pedestrian entrance, see the pictures and construction team.



Late July in a totally unexpected surprise visit, Catherine Bradley and her family flew over from Northern Ireland to bring me unique birthday presents. Click this [link](#) to see what happened.

A WWII Heritage Day was held at the American Library, in Norwich, on Saturday 14th September. The Pathfinders were invited to exhibit and display what we are achieving at Site#6. Throughout the day, there was a constant stream of visitors at our stand keen to view the artefacts and enquiring about the history of the 467th BG at Rackheath.



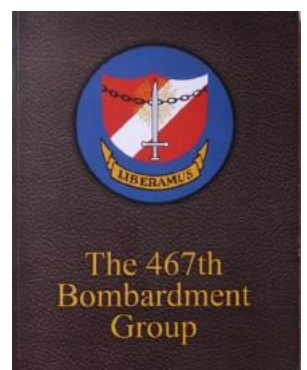
The 467th Bombardment Group History by Allan Healy

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

Available from David LaRussa, 8570 N. Mulberry Dr., TUCSON, AZ 85704

TEL - (520) 322-9827 alarussa7@msn.com



The 467th Post Exchange

*Items Available in
support of the
Assoc.*



RED 467th LIBERAMUS INSIGNIA BALL CAP:

Universal fit.....\$10.00 ea plus package and mail.

SQUADRON PATCHES FEATURING SQUADRON LOGO, 788th, 789th, 790th, 791st:

Embroidered Patches 4" Dia.....\$3.00 ea plus package and mail.

467th LIBERAMUS SHIELD GROUP PATCH:

Red Embroidered Patch 3"x3"\$3.00 ea plus package and mail.

SQUADRON PINS FEATURING SQUADRON LOGO, 788th, 789th, 791st:

Pins 1" Dia. (790th Squadron currently unavailable).....\$3.00 ea plus package and mail.

CAR/REFRIGERATOR MAGNET:

467th Shield/2AD/8th Air Force Round. 4" Dia.....\$2.00 ea plus package and mail.

WHITE POLO SHIRT WITH GROUP PATCH:

Liberamus 467th BG/2 AD - 8 AF. ONLY avail sizes, XL & XXL.....\$15.00 plus package and mail.

CHALLENGE COIN in plastic envelope:

467th Liberamus/Happy Warrior Squadron, Tucson 2018 Reunion.....\$15.00 ea plus mail.

ORDERS AND ENQUIRIES TO STEVE WATSON 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, Brian Mahoney, 223 Whitelock St., Baltimore, MD. 21217**