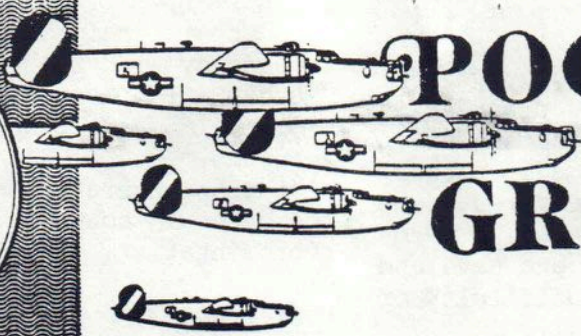


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POOP from GROUP 467

VOL. 8 NO. 1

STATION 145 RACKHEATH APO 558

FEBRUARY 28, 1989

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

President
Jeff Gregory
3110 Sheridan
Garland, TX 75041
Phone: 214-278-8537

Vice-President
John E. "Jack" Stevens
3526 Larga Circle
San Diego, CA 92110
Phone: 619-222-4639

Editor-Publisher
Phillip G. Day
237 Pennsylvania Avenue
Shreveport, LA 71105
Phone: 318-868-6485

FROM THE PREZ

Howdy from Texas. Preparations for the B-24 Bash and 467th Reunion are progressing under the able and reliable direction of Phil Day and Miss Cille. As usual, Tempus Fugit, so I hope all those people in Colorado Springs who greeted the choice of Ft. Worth with great enthusiasm have made their reservations. So far the response has been a little less than expected, but we do expect a last minute rush. So pack your bag and come on down. It should be a memorable occasion, and if, as hoped, the B-24 from Florida flies in, it will be well worth the expense.

Speaking of expense, it is not easy for me to continually bring to your attention our need of funding. I guess it goes with the territory. However, we are faced with important projects requiring certain sums of money; and regrettably, our time-frame of accomplishment is narrowing. Here are a few projects that should result in freeing the moths trapped in your wallets.

1. 2nd ADA Memorial Room Librarian Fund. We must provide a vehicle that reaches out to future generations of Americans, Britons, and Europeans alike, with the message of America. The basic structure is there, but needs the embellishment of American Librarians in the future, who honor our Legacy. Thus, a \$500,000 fund will insure that the message of who and what we are and were, will be told to all who will listen. If you have not as yet given or pledged, won't you please consider doing so now?

2. The Albert J. Shower Room Addition to the Community Center in Rackheath.

This project is currently on the back burner pending further commitment from the villagers. It could open up again at any time.

3. The construction of a memorial marker at our former base at Rackheath.

The land for this marker is being donated to the Group by Roger Hastings. The marker itself is expected to cost about \$1,800. More on this at our meeting in Ft. Worth. Wouldn't it be great if everyone reading this sent two \$1 bills to Phil? We'd have it paid for just that quickly!

4. Construction of a paved pathway from the gates to the Community Center in Rackheath.

Jim Coffey and Crew have taken this on as a project, but it is a stiff order, and they may need help.

5. A reception of some type in 1990 for the villagers of Rackheath and Salhouse.

These people have been so gracious and hospitable to us on our return visits, it's time to give them a treat for a change. More details in Ft. Worth.

6. A new BMW for the Retiring President to be presented at Hilton Head.

(Just wanted to see if you are awake.)

This will give you some idea of the decisions and expenses ahead of us. Many of you are so generous, but some of you need a gentle reminder. Consider yourself reminded.

This Poop will appear before the spring edition of the 2nd ADA Journal. In the Journal, I make a rather long statement in re the importance of, and acquisition by the membership, the Dzenowagis Tapes. I won't repeat the whole thing here, but please keep in mind that we are privileged to have the Dzenowagis family in the 467th. They and their work bring great credit to our Group, and they have operated, and continue to operate, at no expense to us. We can help, however, by ordering 1, 2 or 3 tapes from Joe. Monies derived from the sale of these tapes will be plowed back by them into the program for its continuance and expansion. Please read the Journal for a full description of the available tapes. I consider mine priceless.

Speaking of tapes, Ray Betcher sent me a tape he made at the Air Force Academy presentation of the Witchcraft painting. Many thanks Ray, and I'll be glad to show it in Ft. Worth if you like. Yep! It is short!

I'm told that ex-Prez Dave Swearingen has returned home from the hospital, and has embarked on the road back. With Jackie's help, I know we'll see him again soon. Please drop a line to these nice people and let them know we appreciate all they have done for the 2nd ADA and the 467th.

In March and April I will journey to the 2nd ADA Executive Committee Meeting at Hilton Head, S.C.

If there is any subject you wish me to address, or any gripe or complaint you wish me to discuss for you, please drop me a line and apprise me of same. It will be done!!

See you in Ft. Worth

Jeff

P.S.I. Do you have your reservations made for Hilton Head and Norwich? You may already be late. Hurry!!

P.S.II. The Swearingen's address is 5136 Charlotte Circle, No., Memphis, TN 38117.

RE: DAVID SWEARINGEN

I try to talk to Jackie regularly about Dave. He is making slow but steady progress in physical, speech and vocational therapy on an outpatient basis. Jackie had major surgery recently and is still not fully recovered. She asked me to tell you how much your calls, cards and letters are appreciated by she and Dave and to ask you to understand the difficulty of acknowledging each of them.

I have assured Jackie that your expressions of concern and friendship need not be acknowledged and I ask you to continue corresponding with Dave and Jackie, let's give them all the support that we can toward happier times for both of them.

ROSTER ADDITIONS

Harold Ament	Victorville, CA
William R. Bragg	Shreveport, LA
David A. Baumhauer	Carrol, IA
Benjamin H. Beard	Citrus Heights, CA
Helen Bisbing -A	Lenore, ID
Rollie H. Blanc	Weiser, ID
Paul Bridges	Belton, MO
James F. Brock	Groesbeck, TX
Merle H. Brown	Richardson, TX
Willard N. Brown, Jr.	Bloomfield Hills, MI
Ray Clark	Colfax, WA
Robert H. Crocker	Shallotte, NC
Ken Dagman	Clearwater, FL
Marvin R. Davis	Dayton, OH
Russell A. Ely	Trumbull, CT
Julio Florez	Colonia, NJ
Maxwell Goldberg	Yonkers, NY
John P. Grossi	Lakeland, FL
Charles A. Gupton	Henderson, NV
Eugene H. Hagene *	Florissant, MO
Gertrude R. Hansbury -A	Woodbury, NJ
John J. Harmonowski	Tampa, FL
Roy L. Hays	Fillmore, CA
Lyle V. Henke	Beaver Crossing, NB
Robert L. Held, Jr.	Towson, MD
William K. Hitchcock	Bolder, CO
James Horak	Burlengame, CA
Bernard E. Howard	Whitinsville, MA
E. H. Knochell	Chicago, IL
Joseph Kobel	Chicago, IL
Eugene J. Kuhns	Cleveland, OH
Charles D. Lessly	Oklahoma City, OK
Frank J. McCarthy	Sunnyvale, CA
Edward J. McCrystal	Naples, FL
Edmundt Matczak	Tariffville, CT
Jack Merritt	Oklahoma City, OK
John R. Munger	Oxnard, CA
Ronald Neisse	Battle Lake, MI
Thomas A. Nelson	Hollywood, CA
Joseph Nogan *	Brooklyn, NY
Chester A. Olenik	Utica, NY
Nick Ordahl -A	Mounds View, MN
James F. O'Toole	Santa Rosa, CA
James Perryman	Naples, FL
John G. Phillips	New Orleans, LA
John F. Pollock	Honolulu, HI
Frank P. Prokof	Dearborn, MI
Clarence R. Ranson	Canyon City, CO
Vincent C. Re	Cincinnati, OH
Buele E. Rose	Campbell, OH
Conrad P. Schwab	Tacoma, WA
Joseph Severance, Jr.	Louisville, KY
Henry G. Simon	Castle Shannon, PA
Thomas G. Stolz	St. Louis, MO
Lewis Stubits	Whitehall, PA
Julius N. Summa	Kirkwood, MO
Henry E. Tegtmeyer	Park Forest, IL
James P. Theodore	Bronx, NY
Bernard H. Weltman	Staten Island, NY
Robert W. Wolfe	Sun Valley, OH

*Previously Lost Soul

The principal number of the above were located by Fred Holdrege and are primarily of 790th BS(H). Anyone wanting their address, drop me a card. And please, each of you 467th veterans, send me names of 467th or 2nd Air Division veterans so we can get them on our roster or in contact with their proper Group representative.

LOST SOULS

POOP was returned for the following marked with *. As to the others listed, phone calls were made or double post cards sent to try to locate them. Tell us what you know of them. And thanks to several of you that sent me Joe Nogans' proper address.

Harold Cedergren *	Thousand Oaks, CA
Lewis W. Christie *	San Antonio, TX
William R. Parker *	Richmond, VA
Lee R. Ables	Alhambra, CA
John M. Beseny	Bayonne, NJ
Dewey Dunbar	Bakersfield, CA
Tony M. Edl, Jr.	Youngstown, OH
Donald G. Estes	Pasadena, CA
Richard E. Evans	Cleveland, OH
Robert B. Fitch	Pasadena, CA
Glen G. Gustafsen	San Francisco, CA
Julius A. Haut	Reno, NY
Howard J. Hayes	Los Angeles, CA
Russel U. Hughes	San Diego, CA
John B. Kelly	San Francisco, CA
William J. McCarthy	Bayonne, NJ
Richard B. O'Connell	Minneapolis, MN
James C. Perryman	Tulsa, OK
John A. Quinn	Chappaqua, NY

LAST POST

We have been notified of the deaths of the following comrades of the 467th.

William H. Barber	Robert R. Reno, III
Andrew Csurney	Ben Rosner
Lester O. Graham	Norman Saichek
Thomas J. Hansburg	Carl Schott
William G. McDaniels	Robert Stewart
William R. Novak	Danial A. Stone
Wiley E. Orr	

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

FOUR HUNDRED SIXTY-SEVENTH BOMBARDMENT GROUP (HEAVY) ASSOCIATION, LTD. CONVENTION 1989.

The GROUP'S 1989 Convention will be officially, from Noon, Friday, May 19, 1989 to Noon, Monday, May 22, 1989. These are very important dates, on May 19 Miss Cille and I will have been married 45 years and on May 22 I will be 65 years young. Neither of those are records, of course, but you can say they are damn good averages.

Now, if you want to be a participant in 467th CONVENTION '89 and in Miss Cille's and my anniversaries, you have to do two things:

1. If you want a room at the 467th CONVENTION '89 Headquarters, Ramada Inn-Central, I-30 and 2000 Beach St. (East of downtown), Ft. Worth, Texas, send your request on the GATHERING REUNION REGISTRATION FORM found in POOP FROM GROUP VOL. 7, NO. 3 to:

Bob Vickers
REUNION PROJECT OFFICE
B-24/50th Anniversary
6424 Torreon Drive, N.E.
Albuquerque, NM 87109

The \$65.00 deposit required to hold your room at the 467th CONVENTION '89 Headquarters, Ramada Inn-West, can only be placed through the

REUNION PROJECT OFFICE. The deposit of \$65.00 will be fully applied against your Ramada Inn-Central room charge of \$52.00 per night, tax inclusive. Rooms are being held for the 467th only through March 31, 1989. To reserve a room at Ramada Inn-Central, act now.

2. To participate in, strictly, only, 467th (GROUP) CONVENTION '89 functions, you must send me, Phillip G. Day, the 1989 GROUP PRE-REGISTRATION INFORMATION FORM accompanied by the Pre-Registration Fee of \$25.00 per person that you name on the form. Sending this form to me does not register you for a Convention Headquarters room. You must make 467th Convention '89 room reservations as stated in 1 above.

The \$25 per person requested to be sent in with the GROUP Pre-Registration Information Form is the down-payment toward, strictly, only, GROUP CONVENTION '89 activities. It is expected that the GROUP CONVENTION '89 activities will cost \$100.00 per person attending strictly, only, GROUP CONVENTION '89 activities.

For this 467th CONVENTION '89 fee of \$100.00 per person, you will receive or participate in the following Group only activities.

1. Each participant will receive the 467th CONVENTION '89 light-weight nylon, red, windbreaker with appropriate, multi-colored, Group, Squadron and Ancillary Unit(s) Insignia. These windbreakers are offered in the PX SECTION for \$25.00, \$26.50 and \$27.50 each.

2. Each participant will receive a distinctive 467th CONVENTION '89 Identification Badge, estimated cost \$2 each.

3. Each participant will be providing funds for the purchase of a (one) 4' high by 6' long, double-sided "Marching" GROUP flag and a 4' high by 6' long, single-sided flag suitable for wall display at reunions, banquets, etc. Estimated cost: \$4 per participant.

4. Mail outs, printing, postage, etc. of Convention updates, attendees names and addresses. Estimated cost \$2 per single or couple attending.

5. GROUP FUNCTIONS:

GROUP Bar-B-Q Buffet, Cash Bar
Friday, May 19 \$20.00

GROUP Buffet Breakfast
Saturday, May 20 \$10.00

GROUP Buffet Breakfast
Sunday, May 21 \$10.00

GROUP Buffet Breakfast
Monday, May 22 \$10.00

GROUP Convention Banquet, Cash Bar
Saturday, May 21 \$20.00

If you add the above, it is over \$100, but we will do it for \$100 per person. We will invoice you for the remainder \$75 per person in April, 1989. We will offer, probably, a Buffet Breakfast on Friday, May 19, as an additional \$10 cost item, if we have 50 or more who want it. We could possibly have a Friday evening OMNI Theater offer as an extra cost item. Jeff Gregory and I will be in Ft. Worth in March to work out motel-eating-extra details.

Just please remember that you can come to 467th CONVENTION '89 without participating in the GATHERING OF LIBERATORS B-24/50th Anniversary Celebration. The 467th Convention '89 rooms are reserved by application to the GATHERING OF LIBERATORS REUNION PROJECT OFFICE at the address above shown. The RAMADA INN CENTRAL rooms are being held for the 467th CONVENTION '89 until, and only until, March 31, 1989. After that date there is no guarantee that you can have a room in the 467th CONVENTION '89 headquarters.

MARCH 31, 1989 is the cut-off date for 467th CONVENTION '89 activities Pre-Registration and for guarantee of rooms at the GROUP'S RAMADA INN-CENTRAL Headquarters.

Now, A GATHERING OF LIBERATORS, B-24/50TH Anniversary Celebration, May 17, 1989 through May 21, 1989, Ft. Worth, Texas. The PROJECT OFFICE of this organization will provide a number of services and activities during the above dates. Theirs will not be in conflict with the GROUP activities. To participate in the GATHERING activities and to benefit from the services they will offer you must make application on the REUNION REGISTRATION FORM found in their mail out or as reprinted in POOP, Vol. 7, No. 3. When you receive this POOP FROM GROUP, Vol. 8, No. 1, you will have two options of participation in GATHERING ACTIVITIES.

Option--Plan A--Until March 31, 1989, you can participate in all activities to be provided by the GATHERING for a fee of \$149.00 per person. The activities are outlined on the GATHERING REUNION REGISTRATION FORM.

Option--Plan B--All activities of Plan A except the Sunday Evening Banquet and Show. Not now available by mail, this Plan B will only be offered on site at Ft. Worth.

Sunday Banquet and Show Tickets: other than included in Plan A, will now have to be purchased, if available, at Ft. Worth. "B-24 at WAR" Symposium tickets can be ordered on GATHERING REUNION REGISTRATION FORM or at Ft. Worth at GATHERING credentials desk in GATHERING Convention Center.

If you have any questions or wish additional information, call me, Phillip Day, at (318) 868-6485.

As of this writing, we have 88 veterans and 74 Associates and family members Pre-Registered for 467th Convention '89, a total of 162 of which 149 have registered for GATHERING events. You have until March 31, 1989 to join the above 149. We have a block of 150 rooms at the Ramada Inn-Central, 86 have been reserved. Come and fill up the other 64. Everyone of us who will be there will enjoy being with you and will be disappointed because you are not there.

Send in your room reservations, send in your Group Pre-Registration Information form. Come join us. You will have a hell of a good time.

SECOND AIR DIVISION

The Southwest Area Mini-Reunion of the Second Air Division Association will be Saturday, March 18, 1989, instead of March 25 as previously announced. All of you receiving notices should have been sent postcard announcing the change--Contact Jeff Gregory, masthead address if you can (wish to) attend.

REUNION '89 - Hilton Head, South Carolina November 2-5, 1989. Members of 2ADA, if they wish to attend, should send \$50 per person advance registration fee to Evelyn Cohen, 06-410 Delair Landing Road, Philadelphia, PA 19114. Jeff Gregory writes you may now only be put on the waiting list. Procrastination! Got you again!

REUNION '90 - Norwich, England - July 25-31, 1990. Send Evelyn advance registration fee. And, again, you are probably going to be on the waiting list.

Your contributions/donations to the Perpetual American Librarian Fund are sorely needed. This \$500,000 fund, the interest of it, will provide an American Librarian and qualified Assistant for the Memorial Library

Room at the Norwich Central Library in perpetuity. And it has already been shown by Bertha Chandler, American (Fulbright) Librarian, that the use of, the expansion, the value of this LIVING MEMORIAL to our Honored Comrades who died in the service of our Country in World War II can be, will be, much greater under the guidance of an American Librarian. Send your contributions to Jordan Uttal, 749 Meadow Park Dr., Apt. 101, Dallas, TX 75230 so that at 2ADA Reunion '90 in Norwich he can announce to us and our British friends that the necessary funding is in place, the American Librarian and qualified Assistant are assured.

Join the Second Air Division. Send \$10 to Evelyn Cohen as above. Enjoy the rights and privileges of membership, the Quarterly Journal, opportunities to reunion with wonderful people in great places. Again, I will tell you that in my eleven years of membership, Miss Cille and I have made friends as precious and dear as any of our lifetime.

The monetary costs to join the 2ADA are minuscule. The 467th has over 1000 Group Roster members, I would like to see each of you a member of the 2ADA. Will you join? Just \$10 per year.

POST EXCHANGE

The 467th Bombardment Group, September 1943 - June 1945 by Allen Healy (third printing).

This hardcover book is still available from Vince LaRussa, 97 Grayton Drive, Tonawanda, N.Y., for \$30 per copy. It is probable that this is the last printing of this history and you are urged to order your copy from Vince before the remainder are turned to the book market.

THE WITCH RETURNS

Our English friend, Peter Bond, has given us permission to use his above-titled painting of "Witchcraft" escorted by the P-47 "Little Pete" over the area southwest of Station 145, Rackheath, as a Group fund raiser. Vince LaRussa has offered to ramrod this and orders for the 5" x 7" full color photograph of the painting should be sent to him. This is not your usual antiseptic "side view" painting, but both aircraft, in good color, are shown from rear quarter in right bank, an action view, with excellent ground details of the base, built-up areas, runways, roads, railroads, the Sole and Heel, New Rackheath, Salhouse, etc. I know this will be an exciting addition to your Group memorabilia. Order from Vince LaRussa at above address for \$7.50 each, post paid.

GROUP IDENTIFICATION CAP offered by Lloyd Haug, 3115 Benjamin St., NE, Minneapolis, MN 55418. These are one size fits all, mesh sided, several basic color caps, the front bearing an emblem with Second Air Division lettered over a O.D.B-24 with Group tail markings and further identified as 467th Bomb Group. This cap is the only one now offered with Group Approval. Send \$6 for each you want to Lloyd.

COMMEMORATIVE PLATES - Prepared for the Convention - Shreveport - 1987, two similar plates are available. Nine inches in diameter, printed in twelve colors, the front depicts a B-24 superimposed over Europe. Surrounding, at edge, are 212 gold bombs for our missions, the names of the battles for which the Group received credit or recognition and interior to these names are depicted the insignia and emblems of the squadrons and ancillary units

attached or assigned to the Group while at Rackheath. The back of the plate has a concise history of the Group from constitution to inactivation.

Off Color B-24 Plate \$12.50 each (No profit to Group).

Olive Drab B-24 Plate \$25.00 each.

We have very few of the latter, too many of the former. Order for yourselves, your friends, as many others have done.

467TH BOMB GROUP WINDBREAKERS

The principal favor, remembrance, for each of the attendees at CONVENTION 1989 will be an ultra lightweight nylon windbreaker, red (scarlet by manufacturer), snap front, elasticized sleeve cuffs, drawstring bottom. On the left front will be the 467th Sword and Shield emblem; on the back, centered, Group, Squadron and Ancillary identification and pertinent chronological data, in six basic colors.

These are offered in sizes corresponding to MEN'S SUIT/JACKET SIZES AS FOLLOWS:

S 34-36	XL 46-48
M 38-40	XXL 50-52 \$1.50 Extra
L 42-44	XXXL 54-56 \$2.50 Extra

Miss Cille at 5'-2" will take a small, me - at 6'-0"+ (I've shrunk) 200+ pounds (I've expanded), and size 44 suit or jacket will need an XL.

For non-convention attendees this offer is open until, and only until, March 31, 1989. The price - \$25 each, postpaid (USPS or UPS). Send me, Phillip Day, a postcard or note for your order. I'll bill you when the order is shipped, some time after April 15, 1989.

This will be a one-time print order. When done, there ain't no more. Get your order in now if you want one of these unique jackets.

NOTICE Convention Attendees Please modify, if necessary, your selection of windbreaker size(s) in conformance with the above size corresponding table. Notify me, Phillip Day, of changes, if required.

The profit from the sale of PX items above will go to the Group's mail-memorial fund. Support the Group in this manner.

DZENOWAGIS TAPES

FACES OF THE SECOND AIR DIVISION	\$39.50
EIGHT CANDLES FOR REMEMBRANCE -	
of the Norwich 1987 Reunion	\$49.50
THE 467TH IN REUNION AT SHREVEPORT	\$49.50

They might be ranked good, better, best as above. Order from Joe Dzenowagis, 4397 S. Okemos Road, Okemos, MI 48864. Help the Dzenowagis family continue this unique recording of history, past and present.

EIGHTH AIR FORCE MUSEUM

Convention '87 attendees will recall that the 8th AF Museum was not open (in operation) at that time but that H. B. "Buck" Rigg, Curator, told us in his talk that it had been assigned larger, more convenient, space and would reopen when the assigned space was vacated. This has occurred, although it took nearly nine months to accomplish, and the Eighth Air Force Museum urges your visit.

Located at the North Gate entrance to Barksdale Air Force Base, the Museum is easily accessible from Interstate 20, Exit 22, Airline Drive with well marked route signs to BAFB. No hassle at the gate, just that you are going to the Museum and drive right in to the spacious parking area.

The Museum Grand Opening was February 2, 1989, 58 years after the dedication of Barksdale Field in 1933, and the register shows over 150 visitors in the first ten days. Presently there are three rooms open, 1933-39, World War II period and Post World War II. Additional space will soon be available for further expansion. The museum is to chart the growth of strategic bombing to help present and future visitors better understand our nation's aviation heritage.

On the outside five acres, presently displayed, are a P-51 Mustang, a B-17 four-engine glider, an F-84 and B-47 Stratojet. Moving the B-24 to the area is scheduled for mid-March.

Museum hours are 9:00 a.m. to 4:00 p.m. Wednesday through Friday and 10:00 a.m. to 5:00 p.m. Saturday and Sunday. Admission is free and group tours are available. Buck can be reached at (318) 456-3067 during those hours if special arrangements for other hours are necessary.

Donations to the IRS Approved, Non-Profit, The 8th Air Force Museum Association, Inc. can be made to P. O. Box 10, Barksdale AFB, LA 71110. If you have memorabilia you wish to donate, write H. D. Rigg of it and let him reply before sending it.

The 467th, in September, 1987, donated \$1,000 to this Museum effort. Buck says you will see evidence of this contribution everywhere in the Museum as it was used principally for lumber, paint, wallpaper, etc. Drop in and see what the 467th helped to do.

THE COLLINGS B-24

At the end of January, Nos. 1, 2 and 3 engines are in place, No. 4 is ready to hang. The turbo superchargers have been totally restored and installed on engines. The cockpit canopy has been restored. Hydraulic lines and systems are being restored, all the lines in the leading edge of the wing have been completed. Re-cabling the aircraft is in progress, a "big" project requiring 5,000 feet of cable and 500-plus pulleys. New fuel cells have been installed. The total fuel system was to have been completed in January.

I talked with Bob Collings twice recently. He is still optimistic about a May flight date, in time for Convention '89 in Ft. Worth. Have received notice, however, from 467th folk who are more pessimistic and believe it will be late fall before flight is achieved.

We will discuss support of this restoration at the 467th business meeting in Ft. Worth. Give us your input as to what you think the 467th should do.

In any event, your help is still needed, solicited, and appreciated. The following are items that you can make a direct donation for or just make a non-specific donation:

- Throttle Quadrant/\$200
- Bomb Bay Hydraulics/\$400
- Emergency Gear Retract Winch/\$375
- Brake Drum Assembly/\$350
- Loran/Navcom Equipment
- Ball Turret Hangers/\$300
- Trim Tab/\$120
- Machine Replica Bomb Fuses
- Intercoolers/\$450
- Sight For Top Turret/\$125
- Walk Around Oxygen Bottle/\$50
- Bombardier Panel
- Replica 500# Bomb/\$350
- Pitot Tube/\$50
- Radio Operators Table/\$135
- Nose Turret Glass/\$3000

- Tail Turret Glass/\$3000
- New 56"SC Tires/\$1100
- Complete Overhaul of 1830/\$18,000
- Rear Turret Ammo Chute/\$400
- Their address is:
The Collings Foundation
Box 248
Stow, MA 01775

'LIL' PEACH AND WITCHCRAFT TO FLY AGAIN

Given dry, above 60 degree fahrenheit weather, by the time you read this, two B-52s of the Second Bombardment Wing, Eighth Air Force, will have had painted on them the nose art of the above two 467th Liberators. Initiated in July, 1988, by the Strategic Air Command, the colorful reproductions are a way to "bring back the heritage and pride of these honored aircraft", according to 1/Lt Brad Whitfield, in charge of the project at Barksdale. Each plane's Crew Chief is allowed to select the design for his aircraft from nose artwork originally on B-17s and B-24s that flew with the 8th AF in World War II. I submitted the above two in early December, 1988.

Once the nose art is chosen, Sgt. Andy Anderson goes to work. Looking at a photograph, or in one case a decal no larger than one square inch, Anderson chalks the drawing outline on a 3-foot by 5-foot section of the fuselage below and ahead of the pilot's window. With acrylic lacquer auto paint, Anderson then fills in the outline with appropriate colors, requiring on the average about four hours of steady work. Anderson, who has had no formal art training, says the toughest part of the job is to stay true to the original, even if it means ignoring obvious errors. About the only alteration to any that Anderson has done so far, thirty to date, is to "dress" some of the bare-bosomed Vargas style girls, so as not to offend the women, who are a part of the Air Force on much larger scale today than 45 years ago and to add II following the names.

Also stenciled on the aircraft below the painting will be DEDICATED TO WWII B-24, 467TH BG(H) ACFT 41 29375 for 'Lil' Peach and 42 52534 for Witchcraft.

I also wrote up a single spaced, type-written page of historical facts about each aircraft, when and where acquired, original crew, how and when named, missions flown, honors, disposition at war end (Incidentally, Witchcraft was "pickled" at Ford's Willow Run for a time, one of nearly 2000 aircraft stored there for use by the 8th AF in the Pacific if required). This historical data becomes a part of the B-52s "papers" and will travel with it wherever it might be stationed.

When available, I will publish pictures of the nose art on the B-52s. There will probably be some kind of dedication also and I'll keep you informed of and report of it.

Why 'Lil' Peach you ask. Well, I flew my first mission in her in 791st BS, also another six in her in that squadron and when she was transferred to the 789th, flew further missions in her. She was credited with 65 missions, two aborts and remained with the Group from Wendover until RZI. She was salvaged in England on June 12, 1945.

BITS AND PIECES

In researching the history of WITCHCRAFT and the GROUND CREW that maintained her and the Air Crews that flew her, I talked with Joe Ramirez, Crew Chief of the League of Nations ground crew and Ray Betcher, one of his assistants. Ray was kind enough to send me an

article from (he believes) the Detroit Free Press, dated June 24, 1945, written by Vera Brown. Following is the article:

"WAR weary, scarred and gallant, 400 veterans that helped to clear the sky and flatten the cities of Germany were at Willow Run Saturday, home from the wars. They are part of more than 8500 B-24 Liberators that have lived to fight another day.

Coming back at the rate of 50 a day, there will eventually be 2,000 of the war birds at Henry Ford's huge bomber plant. They are waiting there for deployment, to the far Pacific, or for their honorable discharge.

They compose a part of the gigantic "airplane bank" from which General "Hap" Arnold may draw as he needs for the war against the Japs.

The aircraft and its engines are being "pickled", or protected, against the weather. Each will be "frisked" of its guns, battened down so the field mice won't have a holiday and jacked up so valuable rubber will not deteriorate. It will take a thousand men to do these jobs.

These mighty bombers have come direct from the flak filled skies over France, Germany and Italy, many with gaping holes in their wings or fuselage, mementoes of close brushes with death during the titanic aerial offensive.

They include many famous names. There is "Witchcraft" for instance; she isn't even two years old yet and she has had 130 thrill-filled missions.

Others which were brought to Willow Run by men of the Air Transport Command while their crews were sent home or to hospitals near their homes bear the names: "Home For Christmas," "Delivery Coach," "Flak Happy," "Slick Chick," "Grand Slam," "Ford's Folly" (with 92 missions to its credit), "Trouble Maker," "Paper Doll," "Meat Ball," "Hard Luck," "Pistol Packing Mama" and "We're Safe at Home" bearing the picture of an umpire standing on a cloud making the familiar "safe" signal.

Then there was "Dear Buddy" sitting down there on the line at Willow Run. She has 123 missions to her credit. All over the ship are aluminum patches, some a foot across, each a flak wound outlined in red paint with such names as Hamburg, Cologne, Bremerhaven, Leipsig and Weiner-Neudstad, labeled on them.

Poor "Dear Buddy" -- she'll probably never fight again. But she certainly did the job when the chips were down. (End of Article).

A couple of asides of my knowledge. Civilian crews under contract to ATC flew the majority of B-24s from Bradley Field, CT, where most of the 8th AF B-24s landed on return to the United States, to their storage sites. An acquaintance, five years younger than me, 16 at the time, flew co-pilot on B-24 ferry flights for his father's ATC contract (he flew B-25s, B-26s, A-26s solo).

At Stillwater, Oklahoma Municipal Airport in July 1946, (I was at Oklahoma A&M College at the time) the field was chock-a-block with B-24s, 8th and 15th AF, many from 467th. These had been sold by the Reconstruction Finance Corporation to a firm for salvage. In curiosity, I went out there occasionally and found out the "cost" of the airplanes to the salvage firm was recovered out of the gasoline in the aircrafts' tanks. Everything else salvaged, engines, tires, instruments, radios, electrical gear was profit, the cost of salvage was recovered from the scrap aluminum. After all salvageable equipment had been removed from an

airplane, it was battered flat by a large, cube like, steel weight lifted and dropped on the airplane by a crane. When sufficiently flat, a steel treaded "caterpillar" tractor with front-end loader would walk upon the flattened mass, twisting and grinding it into small enough pieces to be loaded into dump trucks, which hauled the scrap aluminum to rail cars at a nearby siding for shipment to aluminum smelters. It was sad then to see, it is much sadder now to remember.

TREASURER'S REPORT

MAIL - MEMORIAL FUND

Cash on hand November 1, 1988	\$ 1,962.11
Contributions - 55	1,261.50
Plate Orders - 6 @ \$25	150.00
Plate Orders - 24 @ \$12.50	300.00
Interest (from Total Account)	111.42
Sub-total	<u>3,785.03</u>

Expenses:

Postmaster Bulk Mail PFG Vol 7 No 3	175.00
Postmaster - Overseas Mailings	16.72
Secretarial and Roster Maintenance	146.39
Reproduction -PFG Vol 7 No 3	
1200 copies x 8 pages	210.49
Postmaster - Stamps and Plate Mailings	34.20
UPS - Plate Delivery Charges	21.68
Supplier - 24 Plates and Delivery	
Charges	277.00
MACR Microfiche Reproduction	15.50
Sub-total	<u>896.98</u>
Cash on Hand March 1, 1989	<u>\$ 2,888.05</u>

ALBERT JOSEPH SHOWER ENDOWMENT FUND

Cash on Hand November 1, 1988	\$ 5,000.00
Contributions	450.00
Cash on Hand March 1, 1989	<u>\$ 5,450.00</u>

467TH CONVENTION 89

Pre-Registration Deposits	
166 @ \$25	\$ 4,150.00
Prepayment on Windbreakers	179.00
Advance Payment on Convention Costs	400.00
Gathering Payment Received	317.00
	<u>5,046.00</u>

Payments Passed Through to	
Gathering	634.00
Cancellations Reimbursed	225.00
Miscellaneous - Other	20.07
Miscellaneous - Printing,	
Envelopes, Postage	52.91
	<u>931.98</u>

Convention '89 Sub-Total	\$ 4,114.02
TOTAL - CASH ON HAND 03-01-89	<u>\$12,452.07</u>

AIR CREWS OF THE 467TH BOMBARDMENT GROUP (HEAVY) By Phillip G. Day

The 467th Bombardment Group (Heavy) departed the Zone of the Interior for England with 69 assigned Air Crews. Two of these were lost to the Group in accidents that occurred prior to arrival at Station 145, Rackheath, Norfolk, England: Mosser -790/54-KILOD in North Africa on March 17, 1944, in a crash in the Atlas Mountains, and Bragdon -789/? severely wounded in North Africa on March 10, 1944 in a crash on takeoff.

The first crew(s) roster available after arrival of the Group at Station 145 lists 68 crews and has in the 788th - 18 crews; in the 789th - 17 crews which includes Robinson, A.R. not found elsewhere as being an original crew; in the 790th - 16 crews; and in the 791st - 17 crews. This roster is undated but from other information available has to be on or before April 10, 1944.

The 788th Bombardment Squadron (Heavy) (first organization) flew Missions 1 through 25 with the 467th prior to being assigned to the 801st Bombardment Group (Provisional). In that twenty-five mission period - to May 12, 1944, Roden - 788/5 went MIA on April 22, 1944, Mission 10; Moore - 788/11 went MIA on April 29, 1944, Mission 16; and Harrison - 788/18 went MIA on May 8, 1944, Mission 22. Moore's aircraft, flying Deputy Group Lead, also carried 788th Squadron Commander Major Robert L. Salzarulo and Major Salzarulo's Missing in Action status was the principal reason that the 788th Bombardment Squadron (Heavy) was selected for transfer to the 801st BG(P). No replacement crews had been assigned to the 788th prior to its transfer out of the Group but three of its crews had been lost (MIA) in the period. Of the fifteen crews remaining in the Squadron on May 12, 1944, eleven were sent to the 801st, one to the 789th BS, two to the 790th BS and one to the 791st BS. Upon reassignment of the 788th BS(H) to the 467th, actually the 859th BS(H) of the 492nd BG(H), on August 10, 1944, the squadron had 16 air crews assigned to it from the twenty 859th crews arriving. Six additional crews were assigned to the 788th in the month, while two crews were lost from it.

The first Group mission was flown on April 10, 1944 and it flew 10 missions in the month of April with loss of seven crews, from the 788th - 2, from the 789th - 1, from the 790th - 3, and from the 791st - 1.

Replacements began arriving in April. Believed to have been the first replacement to gain mission credit was Robinson - 789/41, who is first noted as Aircraft Commander on April 29, 1944. Fifteen replacement crews flew their first missions in May, seventeen in June and twenty-one in July. By the end of July, the Group had flown 86 missions and original non-lead crews were finishing their tours of thirty missions. Eleven crews had been lost due to combat operations.

Prior to the transfer out of the 788th, included on the eleven mission records in hand, 286 aircraft were sent on combat missions, an average of 26 per mission. After the departure of the 788th, the Group dispatched 251 aircraft in May on 13 missions, an average of 19 aircraft per mission.

The mission average went up to 21 aircraft per mission for the 29 missions flown in June. Here some missions were second missions of the day with as few as 10 or 12 aircraft dispatched. On June 14, 1944, Mission 51, 39 aircraft were dispatched.

For Missions 68 through 86 in July, 487 aircraft were dispatched, an average of 25+ for the month's 19 missions. In the month 38 aircraft were dispatched on Mission 83 on July 24, 1944. On one other mission 37 aircraft were dispatched and on two others 36 aircraft were dispatched on each. Several 10 - 12 plane missions were flown in July also.

In August, Missions 87 through 98, prior to the return of the 788th, the Group flew 12 missions dispatching 295 aircraft, 24+ aircraft per mission. This average rose to 28 for the nine missions flown in the remainder of August with the return of the 788th.

Six missions were flown in September prior to the Group being "stood down" to ferry supplies, principally gasoline, to France. In these six missions 156 aircraft were dispatched, an average of 26 per mission, down by two from the prior period.

Upon resuming combat missions on October 3, 1944, Mission 113 through Mission 118,

October 12, 1944, the Group flew 5 missions, 154 aircraft dispatched, nearly 31 aircraft per mission.

On or about October 13, 1944, a change in Squadron responsibilities occurred. Prior to that date, each Squadron trained and provided its own Lead Crews. From that date forward, Group Lead Crew responsibility was placed with the 791st Bombardment Squadron (Heavy). Many crew assignments changed at this time as Squadron Lead Crews were transferred to the 791st and wing crews of the 791st were transferred to the other three squadrons. On October 14, 1944, when the Group dispatched 35 aircraft on Mission 119, there were 22 crews in the 788th, 22 in the 789th, 23 in the 790th and 23 in the 791st, a total of 90 crews in the Group.

The average number of aircraft dispatched per mission, beginning with Mission 120 through Mission 221 on 25 April, 1945 was 28, of which an average of 5 were Lead Crew. On Mission 146, December 24, 1944, the Group dispatched 62 aircraft, including PETE THE POM INSPECTOR II assembly ship. On this mission the 788th furnished 18 crews, the 789th - 17 crews, the 790th - 17 crews and the 791st - 10 crews. One 790th aircraft returned early. Of the 61 aircraft attacking the targets (Duan, Gerolstein and Ober), each flew an average of 6:15 hours and consumed an average of 1,790 gallons of aircraft gasoline each, a total of 107,270 gallons of gasoline for the mission.

The last four missions of the Group, Nos. 218 through 221, have not been located in the National Archives. As a consequence the crews flying their first combat mission after April 18, 1945 are not known. This is an unfortunate circumstance, but without Statistical Records no other determination could be made.

The least time credit mission record is 3:00 hours per aircraft on Mission 29, May 20, 1944, to Satterast (near Reims) France in which 13 Group aircraft participated. As the enemy was driven from France and the Benelux Countries, mission times increased somewhat in length. Through Missions 42, 43 and 44 on D Day, 6 June 1944, the missions average 5:25 hours. From Mission 45 to Mission 100, the average was slightly greater at 5:41 hours. For Missions 101 through 150, the average flight time was 6:10 hours. From Mission 151 through Mission 217, the average flight time had further increased to an average of nearly 7:30 hours. The longest known mission (hours) was to Rouen, France, on April 14, 1945, Mission 215, 9:05 hours (average) flight time for the 25 aircraft of the mission.

It was the normal practice in the 467th for a crew to fly two combat missions and one practice mission is a four-day time span. The fourth day was, except for Sundays, for ground schools, for Pilots Link Trainers, Celestial Navigation trainers with the Navigator, for Gunners, skeet and/or other gunnery trainers. Some Administrative flights were scheduled on the non-combat flight days, slow time of aircraft engines, pick up of replacement aircraft, etc. Typically, the initial crews assigned the Group flew 30 missions, later this was increased to 35 missions. In fact, there was no maximum number of missions required to be flown, all air crews technically were relieved due to combat fatigue and not number of missions. It was the practice to relieve Pilots, Co-pilots, Navigators, Bombardiers, Radio Operators and Aerial Engineers after the number of missions above. Ball, nose, tail and waist Gunners were generally relieved when

their crew pilot finished his missions, even though they may not have had the number of missions noted above.

No study was undertaken to determine the number of missions flown by the individual Aircraft Commanders, but it was noted in the review that a number of them were relieved for causes not related to mission participation. Replacement Aircraft Commanders for those so relieved were prior crew co-pilots in most instances but a number of Aircraft Commanders are recorded who could not be related to other crews and the assumption has to be made that they were assigned into the Group without crew affiliation. In a few instances, Squadron and Group non-crew pilots served as Aircraft Commanders though generally they are found as Group and Squadron Command Pilots.

After Victory in Europe, there was again a major change in crew-squadron assignments for return of aircraft and selected crews to the United States. Lead crews were transferred from the 791st Bombardment Squadron (Heavy) to the other Group squadrons and wing crews from these were assigned to the 791st. The system of assigning numbers to crews was also changed in that all squadrons had crews numbered 1 through 17 or 19 as required. The number of crews who flew aircraft to the United States were in the 788th - 17, 789th - 19, 790th - 19, and 791st - 17, a total of 72.

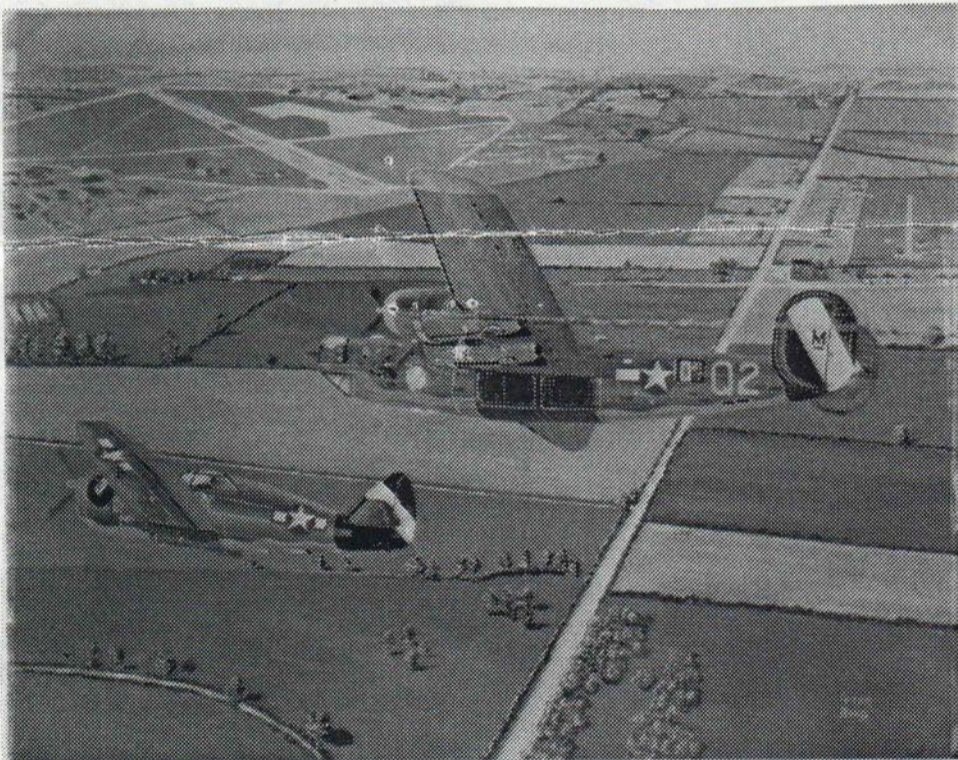
The number of crews assigned to the Group at any one time is extremely hard to determine. Already cited is 69 for movement to Rackheath, 68 at the beginning of combat missions. At departure of the 788th Bombardment Squadron (Heavy) in May, 1944, there were 22 in 789th, 21 in 790th and 16 in the 791st, a total of 59 crews. At the return of the 788th (2nd Organization) on August 10, 1944, there were 20 crews in the 788th, 19 in the 789th, 23 in the 790th, and 24 in the 791st, a total of 86 in the Group.

The days immediately before Christmas Day, 1944, is another positive crew numbers marker. The 788th had 25 crews, the 789th had 24, the 790th had 23 and the 791st had 22, a total of 94 air crews in the Group.

At Victory in Europe, there were 21 crews in the 788th, 21 crews in the 789th, 23 in the 790th and 19 in the 791st, a total of 83.

The highest crew number assigned, one time, was No. 99 to W. A. Johnston on August 10, 1944. There were 92 crews in the Group at that time.

The names of the Aircraft Commanders found, nearly 300, will not be reproduced for this writing but will be included in a later publication. We have not been able to determine the full names of all the Aircraft Commanders. Possibly they are in the National Archives, but have not been selected for reproduction at this writing.



The Witch Returns

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