



POOP from GROUP **467**

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

We should have about one hundred, fifty veterans, for the 467th BG(H) Association Ltd. convention in conjunction with the 2nd Air Division Association reunion in Las Vegas October 3-7. We are disappointed that more did not choose to attend. I am certain those who attend will have a fine time.

Check in on arrival with Bob Sheehan and/or Ralph Elliott in our 467th Hospitality Room so we will know you have arrived, your room number, etc. when others inquire of/for you. The 467th has been invited to the Monday afternoon performance of the stage show at the Sands, you will get your complimentary tickets upon check-in at the Group hospitality room. This room will be open as long and often as practical, some of you can volunteer to man it so it can be.

Our Group Dinner will be Sunday evening October 4. No program is planned other than a few announcements concerning coming days activities. We will just spend the evening getting acquainted or re-acquainted and enjoying.

Our Business Meeting will follow immediately the 2nd ADA Business Meeting on Tuesday morning October 6. The business at hand will include the election of Officers and Directors of our Group Association for the 1992-1993 year. If you have a subject you wish to put on the agenda, please write me of it.

Ralph Elliott will have a couple of articles following concerning the Las Vegas and upcoming May 1993 Group conventions.

We again remind you, join the 2ADA, support the 2nd Air Division Memorial Library Room and the 467th Bombardment Group (Heavy) Association, Ltd. through donations and contributions.

CONVENTION 1992

The 467th Bomb Group will take part in the Second Air Division reunion in Las Vegas October 4-7 at the Riviera Hotel. While there will be no separate convention, the 467th will have a Group dinner on Sunday, October 4, a separate 467th business meeting, and we will have special complimentary tickets to a Monday afternoon show at the Sands courtesy of Leo Feeney and his son. We will have a 467th hospitality room open from Sunday morning on, so bring any memorabilia you have for display. We'll also plan to have a TV and VCR if you have any tapes to show in addition to the ones already on hand. If you want to attend only the Sunday evening 467th banquet, Evelyn Cohen of 2AD advises the cost, per person will be \$37.00 for dinner plus \$5.00 registration fee.

Over 100 467th people have already signed up for Las Vegas, and hotel rooms are running short, so it would pay to give Evelyn Cohen a call at (215) 632-3992 as soon as possible if you find you can go at this late date. For 2ADA membership, send \$15.00, payable to the "2nd Air Division Ass'n", to Evelyn Cohen, 04-610 Delaire Landing, Philadelphia, PA 19114. The Second Air Division Journal, which comes out quarterly, is worth that alone, to say nothing of the extra contacts you will make at 2ADA reunions and mini-reunions. Remember, the 2nd Air Division Association will outlast the individual group associations, and we need a strong 2nd Air Division connection to insure the longevity of the 467th. Why not become a part of it now if you haven't already joined.

CONVENTION 1993

The 1993 467th BOMB GROUP (H) ASSOCIATION Ltd. Convention will be held May 13-17, 1993, at the Hilton Inn Gateway in Kissimmee, Florida.

This is one of the premier tourist destinations in the U.S. and is also

one of the most popular areas of the country for service reunions-which bodes well for our reunion planning. With a large East Coast 467th contingent and 100 plus veterans in Florida, we expect this to be our largest gathering ever, and airline specials make it economical to reach Orlando from anywhere in the country. Don't miss this chance to meet your 467th buddies again and to fill in the missing pieces of the history you began back at Rackheath in 1944-45. Reunion planning is well underway, and reunion reservation and hotel reservation forms as well as program details, car rental info, airline suggestions, etc. will be published in the December POOP FROM GROUP. Meanwhile, circle the dates on your 1993 calendar and plan to be in KISSIMMEE next May. Thomas C. Beeson of Kissimmee has joined Ralph Elliott in managing this convention. Now some of you Floridians in and around Kissimmee should also volunteer to help.

BITS AND PIECES by Phillip G. Day

I progress. Three months into a three to six month recovery, I still have some left leg weakness and left foot flop but I see improvement. Off of Coumadin blood thinner, nearly got an ulcer from it, and on Persantine (dipyridamole), an anti-platelet drug in conjunction with aspirin. Still some stomach distress but not as much as before. Thank you so very much for the many cards and letters of well wishing. Miss Cille and I are so appreciative of your support.

Trying to get back on schedule with POOP so am pointing to September 1 mailing with the following POOP to be December 1, then our convention issue March 1 leading to Convention 93 in May. Send articles, letters, remembrances. I need your input.

Bill McGovern, our Association Secretary, wrote and sent an article from The Journal on the Collings Foundation B-24 and B-17 visit to Milwaukee. I liked that the article said "A B-24 Liberator bomber-one of the planes that flew hundreds of bombing sorties in Europe and the Pacific in the World War II returned to Milwaukee Thursday. It was accompanied by another venerable aircraft of the same era, a B-17 Bomber." Note B-24 was first, was identified as Liberator, B-17 was second and was not identified as "Flying Fortress." Hooray!

Ten of our Group attended the 2ADA Midwest Region Reunion in Oshkosh, WI in May. Sorry there were not more there and that POOP didn't have more publicity about it. Will try to pick up and tell you of these regional meetings on a more timely basis.

Fredrick F. Schnettler, who's inquiry about Sgt. Albert "Red" Covin was published in last POOP, wrote to thank us and especially John J. Karavish and Joe W. Peterson for responding with definitive information concerning Sgt. Covin. He and Sgt. Covin's family now, after 45 years, have a clearer picture of Covin's duties in the 467th and details of his last missions.

Featured in this POOP is the article by David Hastings, Honorary 467th member, concerning the experience of returning with the Confederate Air Force B-24 variant "Diamond Lil" to England for the 50th Anniversary year activities of the 2nd Air Division and Eighth Air Force. Very good reading.

Andrew J. (Andy) Wilkinson-A, of 12 Hughes Road, Hayes, Middlesex, England UB3 3AN is one our very special friends of the 467th. He was at Norwich with us, sponsored by Ed King, and it was a delight to meet and talk with Andy. When I was hospitalized at Horley, Andy called to see about me and came to see Miss Cille and I to offer his on-site support. His efforts now are to help us identify any additional KIA's from the Group. I have furnished him Missing Air Crew Reports that I had (not all that were written however, some were not available) and he is checking and cross-checking our ROLL OF HONOR to help us be certain it true and correct. He is a delightful correspondent and I know would appreciate hearing from any of you who would write to him. Andy works at the Air Traffic Control Center near Heathrow and will show you that facility, as he did some of your recent returnees, if you give him sufficient notice for arrangements.

Vince and Gloria LaRussa are now home - in Tucson, AZ, near their son, David and grandson Colin and their daughter and family. Quite a change for them from Buffalo. Vince's new phone is (602) 742-3603 and address is 8570 N. Mulberry Dr., Tucson, AZ 85704.

A nice letter from Alan Last-A of Norwich enclosing several newspaper articles about returning veterans activities including a nice one concerning Charlie Eppolito re-meeting Mrs. Gwen (Evans) Ottaway of Norwich after 47 years, which included a picture of the two of them at the meeting. Another article was about Paul Ehrlich, pilot of 467th, whose crew bailed out of Bold Venture III, but which aircraft flew alone, from France to Wales before crashing. 'Diamond Lil' was the subject of several of the articles. Looks like Collings Foundation made a mistake in not taking "All American" to England.

MORE ON THE HAMM MISSION, 22 APRIL 1944 by Ken Driscoll

Reference the following:

1. My article about the Hamm Mission in "POOP FROM GROUP" dated March 1, 1992.

2. The three articles written by Allen J. Welters, Albert L. Touchette and Lyle Prichard concerning the Hamm Mission in "POOP FROM GROUP" dated July 1, 1992.

I wrote my article in February 1992, from memory, while I was wintering in Florida. I did not keep a diary or any notes concerning my 35 missions in the 8th Air Force (5 with the 467th Bomb Group and 30 with the 801st Bomb Group).

From memory, I was led to believe that the soldier killed the night of the Hamm raid was visiting the base. I did not know until I read the articles

in "POOP FROM GROUP", dated July 1, 1992 that he was a member of the 1229th Quartermaster Service Company at Rackheath.

I apologize to Capt. Touchette and all of the other members of the 1229th Quartermaster Service Company and to Allan Welters for the error I made regarding PFC Miney's death. The error was unintentional. I just did not know or remember all of the facts 48 years after they happened.

Our squadron, the original 788th was transferred about 3 weeks after the Hamm mission. We went to the 801st Bomb Group (night flying) many miles away at Harrington.

I want to thank Capt. Touchette for correcting the article. The ground units that directly or indirectly supported the flying squadrons at Rackheath played a vital roll in the very highly successful results of the 467th bombing effort.

I can imagine how Capt. Touchette felt the night he as told that one of his men was killed. I can also understand why he was disturbed after reading my article. I too know the feeling of losing men. Two of my crew (S/Sgts. George H. Brannan and Richard C. Creighton) were killed, and my navigator, Harold Pantas, became a POW when they were shot down on 8 May 1944 on the mission to Brunswick, Germany. They were flying that day with the Charles D. Harrison crew that was 3 men short. When the 788th was transferred 3 days later, my crew left Rackheath with 7 men, not the normal 10.

A year and a half ago, I found out about and purchased a copy of Allan Healy's book "The 467th Bombardment Group." When I read Jack Skinner's date of death as April 11, 1944, I crossed out the date and wrote in pencil, April 22. I thought then, as I did when I wrote the article a year later, that Jack's crew was one of the two shot down on the night of 22 April 1944. I thought there was an error in the book.

I was wrong. As pointed out in the Lyle Prichard's letter and the book, Jack's crew was lost a little bit earlier on 11 April 1944.

I hope that this letter clarifies the incorrect statements that I made on my article about the Hamm mission.

"MISSION ACCOMPLISHED"

The Flight of the Liberator 'Diamond Lil' across the Atlantic.

by David Hastings

Since our arrival at Norwich on June 10th I have been asked many times just what was it like to fly in a 51 year old Liberator across the Atlantic and the answers must be interesting, challenging, exciting and with the Confederate Air Force great fun...for with the Confederate Air Force there are two main things that make it enjoyable. Firstly 'Diamond Lil' is well maintained and has thousands of man hours spent on her each year to keep this grand old lady in flying trim and secondly you are flying with a crew of great experience. David Hughes, for example, as Senior Aircraft Commander, is a senior captain with Delta

Airlines. Ray Krottinger, the other Commander, has many years of flying behind him with hundreds of hours on 'Diamond Lil'. Al Stricklin, the third pilot is also well experienced as well as being our Senior navigator. Our three Flight Engineers, Sam Mangrum, Henry Brand and David Kjell, also have many years of experience and indeed David is a senior FAA authorization engineer. Equally the pilots are all qualified engineers and the engineers are qualified pilots, so this British pilot felt very humble in this super crew. We must not forget the Scanners, two Lady Colonels, Kathy Martin and Starr Stone, who are also accomplished aviators.

The journey itself was an unforgettable experience with constant reminders to us all as to why we were undertaking this unique flight, namely to pay tribute in this 50th Anniversary year to not only the 6,400 young men of the 2nd Air Division USAAF who gave their lives for our freedom flying Liberators from the East Anglian bases fifty years ago, but also to those who survived. The Liberator just had to return to Norfolk in this special year.

The departure from Fort Worth in Texas on a foggy and damp morning was the first reminder, with a hundred or so 2nd Air Division veterans there to see us off and the tears in their eyes as we taxied out brought a lump to our throats. Also the presentation of the greeting to the younger generation by the 2nd Air Division Association Heritage League to Norfolk Scouts was a moving occasion. At 1015 Diamond Lil rotated smoothly at 90 mph and in no time at all we were cruising above the clouds at 9,000 ft. with the crew rapidly settling in with everything running smoothly. Exactly on schedule at 1415 hrs. we started our descent into the huge Minneapolis International Airport and the headquarters of one of our main sponsors, Northwest Airlines and what a truly wonderful sponsor they have been. No aircraft is allowed a "fly-by" at this major airport, but as we turned on finals the Tower requested that we do just that, so gear and flaps were rapidly retracted and Diamond Lil proudly swept along the runway and we were amazed to see the hundreds of people waiting on the ground to greet us. On landing we taxied past the airliners to be parked outside the Northwest Headquarters flanked by a Boeing 747 and a DC10. First out of the Liberator is always the Flight Engineer to place the tail support in position and Sam Mangrum, to his amazement, was handed a huge bouquet of flowers, something we will not let him forget. Then the rest of us stepped out into the warm Minnesota sunshine to be met by a barrage of TV cameras and radio reporters as well as a huge crowd. Also waiting was the wartime B-24 pilot Lt. Al Dexter and his wife Pat, who I had first met in 1944 when he was flying with the 389th Bomb Group at Hethel and yet another link was established. A welcome speech was made by the Vice President of Northwest, presents were given to the crew, a huge welcome cake was cut and we met many

2nd Air Division veterans. That evening the Crew were the guests of Northwest Airlines for a dinner at the Hilton Hotel at the airport and over coffee we managed to get Al Dexter to talk about what it was like to fly and fight in a Liberator 50 years ago, which reminded us all yet again why we were making this flight.

Next morning we were up at 0530 and out to the aircraft at 0645 with still hundreds of Northwest employees admiring 'Diamond Lil'. The previous afternoon the Northwest Vice President had enquired as to what we were eating the next day over the arctic. When we showed him he just said "I'll send a truck out to you at 0730 and sure enough it arrived on the dot, packed with huge flasks of coffee and soft drinks and some of the best airline meals you have ever seen, so we fed well that day. At 0800 we taxied out, past the many airliners whose passengers waved and must have thought they were in a 'time warp' as a B-24 went past to line up for our first max weight take-off of the trip as we had a full fuel load of 3000 gallons on board. 'Diamond Lil' and David Hughes made it all look easy and we were soon climbing up to our assigned flight level of 9,000ft on a super morning. By lunchtime we were into the barren part of Northern Canada as we crossed Lake Superior and then skirted along Hudson Bay. Here we met our first piece of bad weather with cloud and some icing but the carburetor heaters performed well and there were no problems. By late afternoon we were out in the sun over some of the most beautiful scenery in the world with the snow covered mountains and ice flows as we entered the Arctic Circle and I weathered my first test of flying this grand old lady, as the Flight Engineers played the trick of walking aft just as I had got the trim settled down! Still she is certainly a great aeroplane to fly, heavy as one would expect with no power assisted controls, only your muscles, but an experience I'll never forget. By 1630hrs we were in the descent to the tiny arctic settlement of Iqaluit in Frobisher Bay, Canada, one of the most barren and lonely airfields in the world and the cold really hit you hard as we stepped out of the aircraft to yet another friendly greeting. We refueled and parked 'Diamond Lil' for the night, and then reported to the tiny and expensive wooden airport hotel with one of the hardest legs behind us. At Iqaluit the temperature drops to minus 15 centigrade so early the next day 'Diamond Lil' had to be towed into the specially heated hangar to be "warmed up" for 2 hours prior to starting.

By 1015 we were ready to go on the next exciting leg of eight and a half hours flying all the way across Greenland to Iceland and again we had a good met forecast followed by another max weight take-off but at those temperatures and a 20 knot wind down the runway 'Diamond Lil' used under half the available runway length and climbed up through broken cloud to 9,000ft. Here the crew settled down to

the now normal routine of flying, navigating, eating, resting and taking photographs and the wild scenery in this part of the world was quite something. 'Diamond Lil' flew smoothly on but the No.1 engine showed slight drop in oil pressure and an increase in cylinder head temperature which initially was thought to be a jammed relief valve in the oil cooler due to the extreme cold. Cowling gills (flaps) were opened but still the engine would not settle and a small amount of oil was noticed being blown out along the rear cowling. Standard procedures were immediately carried out with the engine being shut down and the propeller feathered. The passengers and the media on board were informed and until told, two had not even noticed that No.1 engine had been stopped. A gradual climb was initiated on three engines to 11,000 ft. and the crew discussed the alternatives, either to turn back and fight the headwinds all the way back to Iqaluit where there were virtually no facilities, or to carry on to the NATO base at Kevflavik in Iceland where we would have ample ground support and a choice of several good long runways, as well as the diversion airfields on route. The decision was made to carry on and the grand old lady performed beautifully on three engines despite picking up some rime ice in cloud. We all began to appreciate how the crews felt fifty years ago when they returned "on three" even though we had no enemy flak or fighters. Navigation was by the GPS satellite system and dead reckoning and a Canadian Radar controller summed it up well, when at one point as we left his area he said "you guys are on your own now".

The Arctic icecap was unbelievably beautiful, especially as we crossed the Davis Strait in the sunset, and we were soon talking to the friendly voice of the controller at Kevflavik. At 2145 local time David Hughes made a superb smooth approach and landing on three engines in the rain and we taxied to a huge welcome and the now usual battery of TV cameras. Also there to greet us was the 120 Squadron Nimrod Crew of the Royal Air Force, yet another link with history as 'Diamond Lil' would have served with that Squadron in 1941 but for her landing accident on her delivery flight to the RAF. The US Navy were great hosts and we were soon towed into a warm hangar to start the strip down on No.1 engine, hoping that it would only be a minor problem such as an oil line ruptured, but with no sign of an oil leak, the oil strainer screen was opened and there were the traces of metal which meant we had a major problem. The US Navy engineers quickly analyzed the oil and with the sad news that we had traces of copper and silver in the screen, we all knew that the worst had happened and that a main bearing had gone which meant a complete engine change with our chance of arrival at Norwich on June 6th beginning to fade. The details as to how the replacement engine was flown out is another story, but suffice to say that thanks to

Senior Officers in the Royal Air Force and the United States Air Force it arrived safely.

In Iceland we saw the advantages of having full crew of skilled engineers, for in no time at all the old engine was stripped out and removed and while we waited for the replacement engine to arrive we cleaned 'Diamond Lil' from nose to tail. We cannot praise the US Navy and the NATO base at Kevflavik enough, for they took us to their hearts, housed and fed us with the Orion Squadron looking after us, and some of their young engineers even volunteered to work through the nights with us. By Monday afternoon June 6th the replacement engine arrived and by 0200 on Tuesday it was fitted. By lunchtime that day, the propeller was back on and at 2230 that evening 'Diamond Lil' was towed out of the hangar and we all waited with abated breath for the engine start on the new No.1, after 32 hours of hard work. We never doubted our Flight Engineers and she roared into life at the first attempt and was soon running sweetly to the cheers of the many onlookers including the 120 Squadron Nimrod Crew who had arrived to escort us across the Atlantic. Tests were completed, the aircraft refuelled and by 0200 we were all complete, the hangar cleaned and we all slept well that night. 0800 Hrs. and we were awake to another great US Navy breakfast, out to the aircraft to meet the Nimrod Crew who we just cannot thank enough and then over for a Met briefing as well as filing our flight plan and for the first time during our stay in Iceland the sun began to shine. At 1030 we were airborne on the longest leg over water but with a Nimrod on your starboard wing flown by Wing Commander Mitch Lees, the Officer Commanding 120 Squadron, the entire crew was happy and the new No.1 engine purred along. Joining the crew of 'Diamond Lil' was Flight Lieutenant Steve Rennison of 120 Squadron who has worked so hard on the project, and he soon became the only current pilot in the Royal Air Force to fly a Liberator. Half way across the Atlantic a second Nimrod carrying the international press on board joined us to port, so at last we had a real formation as this famous Liberator approached Scotland and RAF Kinloss, being delivered just 51 years late to the Squadron. At 1430 we touched down at Kinloss to a really warm welcome complete with a Piper and we knew that we were nearly home. We cleared custom and then took-off on the last leg of this 4,000 mile historic journey, flying down the east coast on a perfect evening. As we crossed into Lincolnshire, the final Royal Air Force greeting almost had the Confederate Air Force crew in tears, as our three RAF Coltishall Jaguars from 41 Squadron tucked in tight and even a Tornado joined us briefly near Wainfleet. As we approached Norfolk, the Air traffic cleared the formation down to 1,500ft and we swept over Kings Lynn, much to the delight of the 392nd Bomb Group who were in town, before we headed east over North Pickenham, Watton, Shipdham and Attlebridge with all the crew being

deeply moved to see so many people waving to us. 1930 Hrs. and Norwich Airport was in sight and what a picture it was to see so many people waiting for us, you have no idea how near to tears we all were. One fly-past and then to RAF Coltishall to thank 41 Squadron and the Station for their truly great welcome before we lowered the gear and settled in for our final approach for landing at Norwich.

Over 18 months ago the Memorial Trust of the 2nd Air Division USAAF in Norwich decided that we must get a Liberator back to Norfolk in 1992 and now the dream had come true thanks to the Confederate Air Force, International, National and Local companies, The Royal Air Force, The United States Air Force, The United States Navy, as well as many individuals who have sponsored this unique flight. We thank you all for making history come alive.

A LETTER FROM TOM SWINT

Dear Phil,

Sorry to hear about your misfortune in Blighty. Since we last talked in my living room, I had a hip replacement and chronic clot. I, too, am on Coumadin which actually was perfected by the Wisconsin Rodent Control agency as a rat poison. Grocery stores sell it in those pellets rats eat and then bleed to death inside the walls of your house.

I worked in Group Operations at Rackheath from April, 1944, to February, 1945, at which time I begged Col. Ion Walker, the Ground Exec, to let me go on a shipment of ground personnel to the infantry. (Actually, the theory was good: wounded infantry guys were sent to the Air Force; excess Air Force people were sent to Repple-Depple.)

When I was at Rackheath the base orchestra was headed by a Lt. Rex Floyd of Special Services, I think. Their theme song was "Sophisticated Lady" and they played for EM dances at the Aero Club.

When our class of Air Force goofoffs graduated from six hard weeks of infantry drill at Tidworth Barracks, near Salisbury, I was the-only Tech Sergeant in the gang of misfits. Our captain detailed me to plan a farewell dance before we shipped out to replace infantry casualties.

I called Rex Floyd at Rackheath and he said sure the Airliners would do the gig but he needed Col. Albert J. Shower's OK. I called the Colonel, trembling in my G. I. clodhoppers. He was most gracious. The Rackheath dance orchestra came by train to Tidworth (across the road from Aldershot, the English version of West Point) and gave us a rousing send-off. I still had a hangover 3 days later when I joined Patton's Third Army at Mainz, Germany.

I don't remember any Capt. Lou Rhodes or Jeanne Lacey connected with the Airliners. I left Rackheath in February, 1945. They could have come later. There was a long-legged blonde Red Cross girl, American I believe, who dated Capt. Ted Clymer of Group Ops. Once in awhile she sang at Aero Club dances.

For 40 years I corresponded with the Horning Ferry WAAF I used to date when I was at Rackheath. Her name, believe it or not, was Tommy Atkins, actually Monica Jean Atkins. She married a Cambridge dermatologist and lived up near Manchester. In 1988, my Christmas card was returned, My Fox Island neighbor, an Ex-RAF pilot, suggested I write to English Social Security and see if she still was alive. They had no account in her married name. But they found a similar name. I wrote a letter to her and they forwarded it. No response.

I was 22 in 1944; Tommy was about 27. Any ideas on tracking down an old flame whose husband my not cotton to her writing to old decrepit Yanks: (can one of our English Associates help out Tom on this request)

When I was gainfully employed at the local fishwrapper, one of my printer pals was a former RAF Spitfire pilot. When retired he went back to England to live and visited Tommy and her doctor husband. He reported a happy marriage with five kids. Apparently English doctors do not go to God School and some are mortal men. You and I know, of course, that all American doctors approach the deity on an equal status. Surgeons may be a step higher.

Tell all the ex-throttle jockeys that Lowery "Larry" Spencer who prepared those Pilots Briefing Sheets lives in Vegas, he retired an Air Force major after 20 years. Worked another 20 for Howard Hughes as purchasing agent for the Sands Hotel. Now that the old sheriff is dead, Larry visits his native Texas quite often.

One other thought and I'm gone: I work one day a week as a library volunteer and I came across a novel by John Hershey, former Time-Life correspondent, about the 8th Air Force. His hero is a co-pilot (perish the thought). The plane is the B-17 and the time is 1943, a year before we got there to win their war for them. The Title is "The War Lover" published in 1959 by Alfred Knopf of New York. Hershey is a rather pedestrian writer and his co-pilot is more introspective than our womanizer 2nd officer. The mission detail is authentic. Hershey must have flown a few missions. (This was made into a movie starring Steve McQueen - Ed)

It does establish one truism. Colonel Shower wasn't the only ramrod who preached tight formation flying and practice missions over the Wash and Kings Lynn.

Go take your Coumadin and freeze your appendages off like I do.

Warm regards, Tom

LOOKING FOR HELP

Following is a letter I wrote to Peter Worby, 26 Evergreen Rd. Luton LU2 8BT England. Peter did not note any relationship to Henry J. Worby. If any of you knew T/Sgt Henry J. Worby, drop Peter a line and tell him of your knowledge.

Dear Peter Worby

Jeff Gregory passed on to me your letters of 06-10-92 and 06-12-92 Re: Technical Sergeant Henry J. Worby, ASN 36726002.

T/Sgt Worby was participating in a combat operation as Aerial Engineer on the Charles J. Leyes crew, #59 of the 791st Bombardment Squadron, 467th Bombardment Group (Heavy), Second Bombardment Division, Eighth Air Force on Group Mission 98 to Road Junctions and Ferrys, West of the Seine River, France, August 13, 1944 when B-24H 15 FO, Serial Number 92-52530 named "Bugs Bunny" was lost.

Missing Air Crew Report 7913 shows a ten man crew.

Pilot	1/Lt Charles J. Leyes	Survived
Co-pilot	2/Lt Milan E. Coolidge	survived
Nav	2/Lt Rufas R. Burns	KIA
Bomb	S/Sgt Algy L. Herring	KIA
AE	T/Sgt Henry J. Worby	KIA
RO	Sgt Robert E. Montgomery, Jr.	KIA
B Gunner	Sgt Leo J. Manley	KIA
Gunner	S/Sgt William F. Wilkins	KIA
T Gunner	S/Sgt Albert E. Sakvison	KIA
Gunner	S/Sgt Millard C. Steinbrenner	KIA

The MACR shows the aircraft lost to Enemy Anti-Aircraft (Artillery). It was witnessed to crash by S/Sgt James R. Lovelace who also reported two parachutes observed from the plane (Lovelace is not on current Group Roster nor are Leyes or Coolidge).

Leyes was a replacement crew, that is he did not come with the Group from the United States. He is first shown as Pilot on Group Mission 39, June 2, 1944. (It is likely he flew a prior mission as Co-pilot of/with another, experienced piloted crew.) The mission of August 13, 1944 was the 28th where Leyes was listed as Pilot but in those he had 3 early returns for which, probably, he did not receive mission credit. He had no combat missions between July 13 and July 29 for whatever reason, possibly rest leave, sometime after his 18th or 19th mission.

The crew make up is odd. You would expect that the AE and RO would be of the same rank, usually both were T/Sgt after 5 missions. At that time of Group operations, there were few 10 man non-lead crews and it would seem unlikely that this was a lead crew in that it lists a non-commissioned bombardier. (I submitted Herrings name to Bombardiers, Inc. but they could not substantiate his specialty as Bombardier though there were some Enlisted Bombardiers in the Air Force at that time.) Also by this time, Second Bombardment Division B-24s had

had the Ball Tunnets removed to save weight of tunnet and gunner of approximately 2,000 pounds, allowing load substitution of ordinance or gasoline for longer missions.

I will publish this letter in our next newsletter with the request that anyone who knew T/Sgt Worby correspond with you.

Sincerely, Phillip G. Day

A NOTE FROM KEN DRISCOLL

Dear Phil,

Here is another way to locate the address of a long lost friend if you know the state that he came from when he entered the service.

Write to the Registry of Motor Vehicles of the state, Attn: Driver License Division and ask that you be given the address of all persons in the state with your friends name holding a current drivers license.

With the kind assistance of the New Jersey Registry of Motor Vehicles, I recently located my navigator, Lt. Harold J. Pantis - who lives in Barnsboro, N.J. I lost all contact with him after he was shot down on 8 May 1944 while flying with another crew.

The one page machine listing of persons named Pantis, which they provided, also listed birth dates. This can narrow the search if there is more than one person in the state with the same name holding a current license.

In my case, there was only one Harold J. Pantis living in the state of N.J. with a current license. Since his birth date was Nov. 1921, I felt quite sure when I telephoned him that I had the right person.

Sincerely, Ken Driscoll

FROM THE HOME OF JEAN AND DAVID HASTINGS

Dear Phillip,

I have just received my copy of "Poop from Group" and seen the terrible of news of your illness in England which was the first we had heard here in Salhouse. What a terrible thing to happen and it must have been a traumatic thing for you both. Anyway Jean and I are so pleased to read of your safe return home and that you are progressing slowly back to full health. Our thoughts are prayers are with you dear friend, please take good care of yourself.

Here in the UK the 50th Anniversary year is progressing well and our house has a constant stream of 2nd Air Division visitors which it is truly wonderful, what great friends you all are and it wonderful to have so many who take the time to call. My son Roger and daughter Carol are enjoying meeting them which is a wonderful thing for the future as several 2nd AD members have brought their children over so they have met our family and future pen friends are now established. The other main event for the 2nd Air Division Memorial has been the arrival of the CAF Liberator "Diamond Lil". Her visit has been a huge success, far greater then we ever dreamed it would,

and the sight and sound of a Liberator in the Norfolk skies has unlocked so many memories and a deep feeling for the 2nd Air Division. Thousands of people lined Norwich Airport on our arrival and even more have visited the aircraft. We repeated our "BASE TRIBUTE FLIGHTS" before she left, and as Navigator I managed to get several fly-pasts over Rackheath and Salhouse much to the delight of the village. We also managed to fly several sponsors and local people who have worked hard for the Memorial which was super. We cannot thank the CAF Crew enough for all they did for Norfolk and the Memorial and what a small world, one of the CAF Girl crew members comes from Shreveport. Sadly, 'Diamond Lil' has returned home and we miss the daily sound of the Pratt and Whitneys. I will never forget the privilege of being part of the project team and having the chance to fly a B-24 across the Atlantic and land at Norwich, memories that will last forever and we all gained a little insight as to what it was like for you, especially limping home to Iceland on three, but WITHOUT flak or fighters. My old pal Lt. Al Dexter from Hethel flew the "old lady" and was delighted and it was also great to see Geoff & Terry Gregory plus Jordan Uttal among the many veterans who saw us off at Fort Worth. The Year continues with many events and more 2nd ADA members coming to see us in the Village. Jean and I hope to be in Las Vegas as long as the present UK recession gets no worse. Take care and thoughts are with you.

Yours sincerely, David

LAST POST

Donald P. Cote
Emmett Kinney
Theodore M. Wheeler

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

ROSTER ADDITIONS

James R. Brewton	Magalia, CA
Eldon Culross - A	Lincoln, NE
R. Bartlett Eaton, Jr.*	Peace Dale, RI
Wanda Kinney - A	Des Moines, IA
Mary Ann Logaridis - A	Buffalo, NY
James Matney	Springfield, MO
John Oakley - A	Norwich, England
Harold J. Pantis	Barnsboro, NJ
Helen B. Waylow - A	Lilburn, GA
Harry "Bud" White	Sacramento, CA

* Lost Soul returned to Roster

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

Robert L. Seng Boise, ID
William C. Van Zytveld Ann Arbor, MI

MAIL-MEMORIAL FUND
CONTRIBUTIONS - POST 06-01-92

Linton A. Allen	Allen J. Welters
Merle H. Brown	Roy M. Deltinger
Ken Driscoll	R. Bartlett Eaton
Bill McGovern	Ed and Janet Novak
Leo P. Rodell	Ross Voyles
Owen R. Ball	Charles E. Jackson, Sr.
Tex and Mary Ann Ellison	

A total of \$307 in contributions received. I have not acknowledged the above individually but take this opportunity to thank each of them for their continuing support of the Association. Bob Sheehan sent a check for \$105 from sale of 35 group 2ADA window decals which are still available from him (address on masthead) at \$3 each.

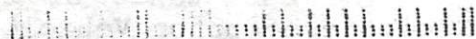
LOST SOULS

POOP was returned from the following. Tell us what you know of him, try to locate him if he lives in your area.

Henry A Brown Springfield, IL

Only one but one too many.

*sorry. I didn't get a
Treasurer's Report done,
will catch up in December
edition*



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