



POOP from GROUP 467

VOL. 13 NO. 2

STATION 145

RACKHEATH

APO 558

JUNE 1, 1994

FOUR HUNDRED SIXTY-SEVENTH BOMBARDMENT GROUP (HEAVY) ASSOCIATION, LTD.
IRC Section 501(c) (19) EIN: 39-1592334

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FROM THE PREZ

The fourth printing of Alan Healy's THE 467TH BOMBARDMENT GROUP is off the press and, because of the new 63-page addendum, is of historical importance to anyone who was connected with the Group or who is interested in 8th Air Force history. Phillip Day, with help from Colonel Shower, Vince LaRussa, Andy Wilkinson in England, and others has done a masterful job of putting the addendum together to include not only in excess of 5200 names of personnel assigned to Rackheath, but many facts of group history that have not been documented before. Colonel Shower has written A DAY AT RACKHEATH that details a "typical combat mission day at Rackheath." In addition to the new roster, with its many name additions, are CASUALTIES ROSTERS listing the KIA/KLOD alphabetically, followed by a chronological listing and, finally, a casualty breakdown by squadron and air crew. This last listing names the crew leader and the casualties by crew position. (P, CP, etc.). This alone is worth the price of the book. No XEROX listing could have done historical justice to the names and the information printed here, as you will see when you get your new copy of the book. They're available from: Vincent LaRussa, 8570 N. Mulberry Drive, Tucson, AZ 85704 for \$40.00. Make your check out to the "467th Bomb Group." Your name will also be put on the list to receive any errata sheets listing names or special information found after publication. Surprisingly, new names keep cropping up as men hear of the 467th Bomb Group (H) Association for the first time.

Col. Shower was in Tucson in February and 12 of us had dinner with him at the Davis-Monthan Officer's Club: Vince and Gloria LaRussa, Dr. Eugene and Pauline Veverka [2nd C.O. of 790th BS(H)], Jim and Mary Wilson, Dave and Dot Mazer, Ray and Opal Betcher, and Ralph and Yvonne Elliott. I asked Gene Veverka if he could remember where he was on April 25, 1945. I think he figured I was a card short of a deck—until I showed him the formation sheet that listed him as Command Pilot with my crew as we led the 467th to Traunstein, Germany that day on the last mission of the war. The picture on page 115 of the 467th History is of the third squadron, led by Charles McCabe's crew (in 156), Robert H. Willis (534) to his left, Hobart Ferree (057) left of Willis, and Robert Meyer's crew (345) in the #2 slot as Deputy Lead.

I mentioned Andy Wilkinson, who works as an air controller near London, as a source of information on the 467th. Andy has made it his mission to help reconstruct the records of the 467th and his help has been invaluable. Andy was in Kissimmee at the

May 467th Convention and has asked for our help in locating a copy of some information he saw there. He says, "In the hospitality room, I came across four sheets of information titled "Sequential Crew Commanders" (pilots). Each sheet represented one of the four squadrons of the Group, and across the top of the page ran the months of the year the Group was present at Rackheath. Corresponding with the months was a list of pilots names, as and when they were assigned to the particular squadron. At the foot of each page were miscellaneous remarks, i.e. dates crew was transferred out of the squadron, those MIA etc. All four sheets were transcribed in pencil." If that rings a bell with you, I'd appreciate your sending Phil or me a copy to pass on to Andy and to add to our own files. Phil said he had not seen the sheets.

Yvonne and I flew to Kansas City on March 4th where I spent the next two days representing the 467th as a voting Vice President on the 2nd Air Division Association Executive Committee. I emphasize the VOTING because, up to this time, only three Group Vice Presidents have been allowed to vote on the ExComm (Executive Committee). The argument against ALL VP's voting was that many were not knowledgeable enough about 2ADA affairs to vote intelligently; an argument with some merit, I won't go into all the arguments for and against, but in the end a compromise was reached and my motion to raise the number to six voting VP's passed by majority vote. It is now up the Group VP's to take an active interest in 2ADA affairs. The 2ADA Nominating Committee selects the voting VP's based on their participation in 2ADA activities—attendance at all of the ExComm meetings, including the mid-term meeting away from the annual convention. Since it is difficult to "get up to speed" in the one year term of the 467th, we may need to rethink our procedures and make the VP job a two or three year term.

Of even more importance to us was the approved action to hold ALL FUTURE 2ADA CONVENTIONS only in May or June, regardless of location. This means that the 467th convention can be held in the fall each year without conflicting with 2ADA, giving us some help with our future planning.

Speaking of 467th conventions, I hope to see a good turnout in Minneapolis for what Lloyd Haug guarantees will be an outstanding party. The 467th was not awarded the Presidential Unit Citation at the end of WW II, not because we didn't earn it, but because the necessary paperwork stopped in no-man's-land on VEDAY. Will that omission be corrected at Minneapolis? I think it may be worth the trip to find out!

One final note on the ExComm meeting. I have long been critical of the Convention Cancellation Refund policy, and several at the meeting agreed with me. The upshot of the discussion was that I was appointed chairman of the committee to revise 2ADA refund policy to make it "member friendly" with the goal of guaranteeing everyone a full refund, regardless of the reason for canceling. I hope to report the changes after the Kansas City Convention.

Many of you have lasting friendships in other groups, and, with a six-month spread between Group and Division conventions, I hope more members can now take in both conventions. We'll have a 467th suite at Kansas City, and plans are to have assigned tables for each group at both the buffet dinner and the final banquet—in addition to the private 467th dinner on Group Day. Reservations are down drastically for KC this year—it might be a good time to attend. I'll look forward to seeing you there.

CONVENTIONS—REUNIONS

467th Bombardment Group (Heavy) Association, Ltd. Convention 1994 will be held in Minneapolis, MN, September 15, 16, 17, 18, 19, 1994. Details and Registration Forms for the Convention and Hotel are contained in this issue of POOP.

Reunion-8th AFHS, October 1994, San Diego, CA. Contact: Edward A. Kreppers, Box 7215, St. Paul, MN 55107, (800) 833-1942.

2ADA Reunion, July 2, 3, 4, 1995, Lexington, Kentucky. Details in Journal and future POOPS.

ROSTER ADDITIONS

Charles S. Adkins, 1569 Salvador Ave, Napa, CA 94558
 Garrett F. Allen, 123 Hawthorne, Neptune City, NJ 07753
 Lawrence R. Beranger, P. O. Box 777, Murrells Inlet, SC 29576
 David M. Bliss, 3065-25 Vista Ray, Oceanside, CA 92507
 Bernard C. Bockes, 2459 Central Ave, Dubuque, IA 52001
 Rodney C. Borgeson, 27033 Havelock Dr, Dearborn Heights, MI 48127
 Vickey Brasier -A, 12916 Burlingame Ave, Oklahoma City, OK 73120
 Terrance P. Brennan, 1677 Allen Ct, St. Paul, MN 55118
 Pete Brier, 839 Broadway Blvd., Steubenville, OH 43952
 Gordon A. Buckmiller, 3742 River Oaks Ct., New Port Richey, FL 34655
 Bob Burch -A, P. O. Box 13632, Los Angeles, CA 90013
 William A. Cassidy, Jr., P. O. Box 341, S. Woodstock, CT 06267
 C. N. (Bud) Chamberlain -2ADA, 769 Via Somonte, Palos Verde Estates, CA 90274
 M. G. Clifton, Mill Creek, OK 74856
 Gerald A. Crabbe, 907 W. Murphy St, Lima, OH 45801
 Wayne H. Deeke, 622 N. Main, Hancock, WI 54943
 Haskell H. Dekle, 211 Woodlawn Dr, Thomasville, GA 31792
 Emmett O. Dendy, 8 Parkwood Circle, Tuscaloosa, AL 35401
 Marshall E. Deutsch, 51 Concord Rd, Sudbury, MA 01776
 John H. Dietzel, 916 N. State St, Brookfield, MO 64628
 Thomas J. Dimpel, Jackson Rd, Milner, GA 30257
 David L. Doult, 703 Blue Horizon, Sierra Vista, AZ 85653
 George E. Elber, 2991 Eastburn Ave, Brommell, PA 19008
 Elizabeth Elsen -A, 515 Center St, Salamanca, NY 14779
 Henry L. Fason, 19 Timberlake Dr, Little Rock, AR 72207
 Manford Funsten, #1 Kittiwake Rd, Orinda, CA 94563
 Mervin L. Guvwitt, 5217 B Lakefront, Delray Beach, FL 33484
 Nickolas Hapsas, P.O. Box 8422, Albuquerque, NM 87198
 James E. Hornsby, 7203 Laguan Ct, Tampa, FL 33634
 Joseph J. Kerchner, 427 Beaver St Box 248, Mars, PA 16046
 Lawrence C. Kessler, 1068 Old Portland Rd, Milltown, KY 42761
 Melvin A. Klotz, 1820 S San Vincent Dr, Green Valley, AZ 85614
 Howard C. Lamb, 634 Indiana Ave, Niles, OH 44446
 Albert E. Liddicoat, 1170 Rio Royal Way, Sacramento, CA 95834
 Cleatis O. Little, 2121 Camargo Rd, Mt. Sterling, KY 40353
 Donald F. Manger, 1921 Carolina, Joplin, MO 64801
 Sherman D. Martin, 6409 Brockbank Dr, Orlando, FL 32809
 Walter S. Mayton, P.O. Box 314, Ehrenberg, AZ 85334
 Clyde O. Mort, 4 Lands End Circle, Hampton, VA 23669
 Harley W. Norvell, RR 6, Mechanicsville, MD 20659
 Albert H. Occhiozzo, 252 Washington Ave, Cederhurst, NY 11516
 R. P. Odem, 1204 Carlisle Ave, Guntersville, AL 35976
 James A. Ogilvie, P. O. Box 53, Ripton, VT 05766

Leon J. Olexiewicz, 338 Mt Tom Rd, Bishop, CA 93514
 Stanley L. Oliak, 2550 15th St 401, Douglas, AZ 85607
 William L. Papp, 95 Pineway, New Providence, NJ 07974
 Joseph A. Pilarski, 9 Glengary Ct, Charleston, SC 29414
 Ray R. Pytel -2ADA, Box 484, Elkhorn, WI 53121
 James E. Rabenold, 405 S. 3rd St, Montezuma, IA 50171
 Isadore Radosevich, 5403 W. Janet Ct, Peoria, IL 61607
 Wesley A. Rawhauser, P. O. Box 32, Anacortes, WA 98221
 Robert Ricketts, P. O. Box 1360, N Eastham, MA 02651
 Richard O. Russell, P. O. Box 1092, Cashiers, NC 28717
 Robert L. Samuel, 804 S Birch St, Sterling, VA 20164
 Robert T. Sander, 153 S Leeds Point Rd, Oceanville, NJ 08231
 Craig Scharrschmidt, W 7640 State Rd, #64, Medford, WI 54451
 Rex M. Sedwick, Rt 2 Box 3250, Front Royal, VA 22630
 Ellis P. Siemsen, 17446 Pine Ave, Fontana, CA 92334
 William V. Snyder, 404 Windsor Rd, Savannah, GA 31419
 George F. Spagna, Jr, 10339 NE Fremont #13, Portland, OR 97220
 Robert P. Spivey, 9742 Sharing Cross Dr, Jacksonville, FL 32257
 Alvin J. Stasney, 20002 FM 2100 Rd, Crosby, TX 77532
 Art V. Stevens, Jr., 2404 S Dye Rd, Flint, MI 48532
 Henry J. Storey, 7642 Pineridge Ln, Fair Oaks, CA 95628
 Van O. Strube, F. O. Box 923, Magalia, CA 95954
 Francis J. Sweeney, P. O. Box 99, Monument Beach, MA 02553
 Ralph E. Treadway, Rt 1, Box 4550, Buchanan Dam, TX 78609
 Frederick J. Trouw, 1101 Ivanhoe Path, Manasquan, NJ 08736
 Michael S. Tucci, 627 S 26th St, Harrisburg, PA 17111
 Edward M. Twogood, 1505 Marie Dr, Missoula, MT 59802
 Raymond E. Tyvand, 832 E. Center St, Dillon, MT 59725
 John E. Vinson, 5331 Heathercrest, Houston, TX 77045
 Earl Wasson -2ADA, 548 Brentwood Dr, Bowling Green, KY 42101
 Travis S. Whitsel, 3717 Telluride Ln, Boulder, CO 80918
 Loren E. Wise, 406 S. Main, Ellingwood, KS 67526
 Millard B. Young, 5101 S Pleasant, Kansas City, MO 64133

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.

LOST SOULS

POOP was returned from the following. Tell us what you know of them, try to locate them if they live in your area.

Lawrence W. Cothran	Dallas, TX
John R. Gibbs	Grosse Isle, MI
Howard E. Haller	Show Low, AZ
Ed Hilla	Sarasota, FL
August M. Lobianko	Las Vegas, NV

LAST POST

Lewis W. Christie	Leo L. Jones
Raymond J. A. Coty	James L. Mangold
Thomas F. Elsen	Walter R. Mitchell
Alfred B. (Brad) Horner	Lindley A. Wing

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

MAIL-MEMORIAL OPERATING FUND CONTRIBUTIONS—03-01-94 to 06-01-94

Raymond D. Beaulieu	John J. Logan
Bob Becker	Edward J. McCormick
Tony Bell	Harold J. Pantis
J. Ray Bickel	Floyd J. "Puff" Pugh
Gordon A. Buchmiller	R. J. "Ron" Rombosky
Ernest G. Boos	Charles Serwitz
Roy Dettinger	Bob Sheehan
R. Bartlett Eaton	Dore D. "Steve" Stephenson
Elizabeth Elsen -A	Robert W. Stone
Max W. Hoffbauer	Gordon F. Tucker

Al Welters

The above contributed \$469 to the Association, and I take this opportunity to thank each of them on your behalf. In addition, Bob Sheehan forwarded \$205 from window decal and clock sales. I passed through to the 2ADA for memorial books \$100 from the Floyd J. Pughs.

We do solicit donations to the Association and if you wish to make one for a specific purpose we will be glad to pass it through for you.

TREASURER'S REPORT

Operating Fund 03-01-93 to 06-01-94	
Opening Balance	\$ 9,060.80
Contributions (20)	469.00
Clock and Decal Sales	205.00
History Book Income	1,000.00
Patch Sales	196.00
Interest Income 3 mo.	29.25
2ADA from Pugh	<u>100.00</u>
Sub-total	11,060.05
Disbursements:	
Secretarial POOP 13-1	201.82
Reproduction POOP 12-4	324.00
Reproduction POOP 13-1	324.00
USPS 1400 stamps	406.00
USPS Foreign Postage	38.07
USPS 100 Stamps	29.00
2nd Air Division Assoc.—Pugh	100.00
Lomax—Marker Update	100.00
Clarke—Memorial Maintenance	100.00
Ralph Elliott—Expenses	35.59
Grover Cleveland Press	<u>5,379.31</u>
Sub-total	7,037.79
Operating Account 06-01-94	\$ 4,022.26
Other Funds:	
Albert J. Shower Endowment	796.50
Rackheath Memorial to Kevin Clarke	<u>-0-</u>
Sub-Total	796.50
TOTAL ALL ACCOUNTS	<u>\$ 4,818.76</u>

SPECIAL PROJECTS REPORT

Convention 1994: The Association has advanced \$3,000 to the Convention so that pre-payments required for goods and services could be made. We will recover this from Convention income.

History of the 467th: The Association ordered 500 books from Grover Cleveland Press, Inc. Our obligation to them and for mailing expenses, handling, etc. totals approximately \$13,500. Vincent LaRussa, who is handling this project, paid \$2,000 in advance from pre-publication sales. The Association paid \$10,379.31 toward publication costs. Vincent has forwarded \$2,500 to the Association from sales and maintains a \$1,000 balance in the book account.

The Association expects to recover its expenditures through the book sales.

Group/Squadron Patches: Our obligation to Orr Products for these patches is \$2,250 of which \$1,125 was advanced by the Association, the remainder of \$1,125 is an account payable. Paul Hatten has forwarded \$744 to the Association and has had

POST EXCHANGE

THE 467TH BOMBARDMENT GROUP (HISTORY) SEPTEMBER 1943—JUNE 1945 by Allan Healy, first privately printed in 1947. The third reprint by the 467th BG (H) Association, Ltd. is off the press. This third reprint contains the total original Healy publication plus includes an alphabetically arranged roster of all known personnel who were assigned or attached to the 467th from March 11, 1944 to July 6, 1945, over 5200 names, and an alphabetical and chronological listing of all known deceased of the Group while assigned to the Second Air (Bombardment) Division. A short history of the 788th Bombardment Squadron (Heavy), information on the lead squadron-wing squadrons of October 44 through May 45 and some other personnel matters are included in the addendum.

For your order of this third reprint with addendum, send \$40 per copy to: Vincent D. LaRussa, 8570 N. Mulberry Drive, Tucson, AZ 85704.

Group/Squadron Patches: Each 4" diameter patch consists of a white background with 1/8" black border. The Group patch is the Sword and Shield with Second Air Division above and 467th Bomb Group (H) below. The black lettering height on this and all patches is 1/2". The squadron patches have XXX Bm. Sq.

above the caricatures and 467th Bomb Group (H) below. The colors used in the caricatures are not as varied as the originals approved but the whole of each does present a pleasing appearance. Recommended is the purchase of all five for a wall mounting at \$15. Individual patches are \$4 each. All are post paid at the quoted prices. Send your orders with check or money order made out to the 467th Bomb Group to: Paul V. Hatten, 2927 W 83805 So West Jordan, UT 84084.

467th BG(H)/2nd Air Division Window Decal:

\$3 each from Bob Sheehan, 1828 E. 27th Street, Tulsa, OK 74114.

467th BG (H) Digital Travel Clocks: Sold out. No more.

G.I. Memoirs Of The E.T.O.: A 5-1/4" x 8" booklet with front cover, a title page and 25 pages of cartoon-like scenes of enlisted personnel activities, on and off base. \$5 per copy to Al Welters, 1418 SE 70th St. E., Inver Grove Heights, MN 55077.

Remember that all profits from the above items purchased from this PX Section is for the Association.

BITS AND PIECES by Phillip G. Day

Two openings on the Board of Directors of the Association will be filled by election at Convention 94 Business Meeting on Saturday, 17 September. If you have a Group veteran you wish to nominate, and his permission to submit his name, send it to Vincent LaRussa, Chairman of the Nominating Committee, **8570 N. Mulberry Drive, Tucson, AZ 85704** as soon as possible.

Several responses to Howard W. "Doer" Dye's finishing 35 missions in 112 days (85 missions were flown in that period). It appears that "realls" were credited to crews from a study of Howard's mission record. A rereading of "A Year At Rackheath" notes "the first crew to complete a tour was Lt. John H. Seward's crew (91 of 791st BS(H)). The pilot finished on 25 June 44, the rest of the crew a few days later." The number of missions flown by Seward was not noted in the write-up, but a Xerox of a picture of Col. Shower congratulating Seward says first in the Group to complete 30 missions. The Group launched 65 missions through 25 June, 76 days of combat operations. Now comes a note from Andy Wilkinson stating the Group records in his possession show Seward finishing on 10 June, 61 days and 47 missions launched.

Edward McCormick, Navigator of Robinson's crew, 41 of 789th, wrote me he had completed 30 missions in 52 days, 12 April 44 through 3 June 44. The Group launched 38 missions during that interval. Ed wrote further that he thought someone else had finished one day earlier.

Delbert Mann wrote that he finished 35 missions as Pilot of Crew 42, 789th BS (H) in 100 days from 29 May through 5 September. The Group launched 72 missions during that period.

Floyd R. "Puff" Pugh, **Professional B-24 Copilot**, flew 6 in April, 10 in May and 14 in June to finish 30 on 28 June 44, 78 days, 66 missions launched. Way to go "Puff", hooray for all copilots.

Bob Burch of P. O. Box 13632, Los Angeles, CA 90013-0632, sent the Association a cover letter and a listing, by American Battle Monuments Commission Cemeteries, of 467th veterans interred in or whose names are noted on Wall of Missing at the cemetery. The information includes name, rank, serial number, unit (squadron and group), State of birth, date of death, location of grave in cemetery and awards to the individual. The information shows:

<u>Cemetery</u>	<u>Number of Burials</u>	<u>Missing</u>
Ardennes American	11	0
Cambridge American	27	37
Epinal American	0	1
Henri-Chapelle American	5	0
Lorraine American	6	0
North African American	4	0
Netherlands American	17	2
Normandy American	3	0

If you wish information of a specific KIA/MIA, drop me an inquiry and I'll get it back to you. Information on how to obtain a photo (free) of a specific grave or how you can donate a floral decoration through FTD (\$100) or ABMC (\$30) on the date you

BITS AND PIECES CONTINUED:

specify, with a photo of the decoration in place can be directed to Bob Burch. He has detailed information, addresses and required forms. Send a self-addressed, stamped envelope with inquiries to Bob.

I have not heard back from Bombardiers Inc. as to status of picking nominations for most famous bomber of WWII. Their CROSSHAIRS newsletter will be published about the same time as this POOP so we may have to wait another quarter to see.

A thank you from G. W. Ford for printing his Search for Bomber-Fighter Pilots in POOP 13-1. He wrote he had not had any responses from the 467th but looked for some if other Group newsletters took up the article as requested in the POOP.

In the Treasurer's Report you will see that monies have been sent to Bob Lomax -A to upgrade the Historical Marker at Rackheath principally to add an information plaque to aid visitors to the Marker to learn where to go to learn more about the 467th. On the plaque will be directions to the Lomax Office exhibit, the how and why of the Memorial Library Rooms in Norwich and the Association's address in USA if they need to write for additional information.

Also, you will see that monies have been sent to Kevin Clarke -A for maintenance of the Memorial Marker, Bench and Gates at All Saints Church, Rackheath. Kevin wrote that the benches needed refinishing/waterproofing, the gates are winter soiled and need painting and the dedication plaque by the Coffey Crew needs to be replaced. Kevin was authorized to proceed with these projects. He intends to do the work of it himself, other English friends will be asked to help.

A STUDY OF THE LOIRE RIVER BRIDGE MISSION, 11 JUNE 1944 by Phillip G. Day

Some of you noted in the 2ADA Journal an article, "Was This As Low As It Got?" by J. Wm. Tikey of 466th BG(H), concerning the mission of 11 June 44 on the Loire River Bridge at Blois, France by the 96th Combat Wing. "A Year at Rackheath" chronicles this Mission #48, 11 June 1944 in this way.

"Target: Railroad bridge at Blois/St. Denis, France. This mission was one of the tactical missions that was flown just after D-Day, and it is unusual because for the first time the aircraft of the Group were to bomb from a relatively low altitude. The Field Order itself set the stage for a dramatic mission when it said "Target will be destroyed." There was no minimum altitude established for the bombing and in the event that an overcast (undercast?) was present, the aircraft were to let down through the clouds and bomb in three ship elements.

Fifteen aircraft took off to form two squadrons (one of nine aircraft, the second of six). Col. Shower led the Group and wing flying with Lt. Douglas B. Volk's Crew (30 of 789th—I cannot determine who flew Group Deputy Lead) and Major Fred Holdrege led the Low Left (Second) Squadron flying with Lt. Richard H. Campbell's crew (53 of 790th)—2/Lt William R. Graf (Crew 92-791st BS flew Deputy Squadron Lead).

This Wing formation was the only formation assigned to this target, and the Wing did not form with the Division. (Note the following language) Before crossing the enemy coast, a 360° turn was made to reassemble part of the flight which had lost formation. Between the Wing and the Group IP's the ships let down through the clouds to an altitude of 6000 feet, thus enabling a visual run at the target.

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 was destroyed.

For this job well done, the 96th Combat Bombardment Wing was cited by the Second Bombardment Division on 14 June 1944 in General Orders 96 of that headquarters. This Wing was also cited on 12 July 1944 in General Orders 466 of Headquarters Eighth Air Force."

No citations were made directly to the 467th for this mission. No Awards or Decorations were given to any of the 467th combat personnel for this mission. Healy in his history writes, "At Blois, which had little flak protection, we were ordered to go as low as

necessary to insure destruction. The Normandy beachhead had to be isolated by the destruction of every bridge on the Seine and Loire Rivers. Between the Wing and Group IP's the 467th let down below the cloud deck and made a visual run in three ship elements. The bombing was excellent, each of three elements concentrating their bursts on the two ends and the center of the bridge. It was a most satisfactory job and earned a citation from the Division."

The 467th also launched Mission No. 49 on 11 June 1944, twenty-one aircraft, twenty effective. This mission was to Beauvis/Nivelliers Air Field. Freeman's "Mighty Eighth War Diary" says 27 aircraft attacked the target dropping 79 tons of bombs. Who were the other seven aircraft? Freeman writes also that 41 aircraft attacked Blois/St. Denis with 123 tons. The 467th furnished fifteen of these, the Tikey article says the 466th "anticipated" formation was twenty-four; did the 458th then only have two aircraft in the Wing effort? Tikey's article says "a huge combination railroad/automotive bridge." Were there two bridge targets, the Tikey combination and the railroad bridge attack by the 467th? Fred Holdrege said he "briefed" the mission as well as flew as Command Pilot and for the only time slept in the right seat on the route back to Rackheath. Col. Shower was not contacted about this Mission. Richard H. "Soupy" Campbell has passed away; Graf is not on our current roster. Keith Newhouse, (Crew 57-790th) was on the mission—remembers the bombing in three ship elements and that there were no planes except the 467th in the area. His co-pilot, Harold "Smitty" Smith, went to the bombay to watch bombs and reported hits on both ends and the middle of the bridge. "Smitty" also believes the altitude was from 2500 to 3000 feet. Keith also wrote "as I listened to some of the other crews at debriefing (in 33 missions) I found it hard to believe I was on the same trip."

Some of the higher officers of the Group received the Croix de Guerres awarded by the French for the Groups' efforts for the June-December 1944 liberation of France. The recipients are not noted in the Awards and Decorations section of "A Year At Rackheath."

What conclusions can we draw from all this? I believe the 467th relinquished Wing Lead to the 466th when the 360° assembly turn was made prior to entering France. There could possibly have been two bridge targets for 96th CW, the map I have available shows a railroad paralleling the Loire River between Tours to Southwest and Orleans to Northwest but not crossings of the Loire. Newhouse believes the bridge was intact when the 467th dropped its ordinance and his copilot reported hits on both ends and middle of bridge and was low enough that Smitty could see a guard running away from the bridge.

The intention of these bombings was not to isolate the invasion beach per se but to force the Germans to use a forty-mile wide gap between Parish and Orleans for movement. Then fighter-bombers could control their movements by day, leaving the Germans with only four hours of night to move with impunity. The operation was very successful, the German Seventh Army so depleting their store of ammunition and fuel that it was forced to quit the town of Carentan and allowing the Omaha and Utah beach forces to link up into a shallow, strong beachhead.

I was not with the Group for the above mission but on 24 December 44, Mission No. 146, I wrote home that we had bombed from 11,000 feet. Is that correct? Then on Group No. 176, 22 February 45, I wrote we bombed from altitude of 8,400 feet, Healy says from 6,500 feet. This was against a marshalling yard at Hildersheim. But on the bomb run, we passed over a four-gun battery on a flak train. Scared the hell out of me. Is this accurate information on this mission?

SEARCHING FOR CREWMEN AND OTHER FRIENDS

Using Phone Disc USA, Residential

Edward W. King has sent me much information and ideas on the subject in the last quarter. The far greater number of Roster Additions were found by Fred Holdrege using Phone Disc and consequently are principally from the 790th BS.

Unfortunately my Caddo Parish Library does not yet have Phone Disc so I cannot comment directly on the ease of use of the method.

SEARCHING FOR CREWMEN CONTINUED:

Ed writes "Phone Disc is a huge two section (East and West USA) list of names, addresses and telephone numbers of most people in the USA, from principally the telephone directory white pages. You will find it in most public libraries and it is free to use! Your searches in it on a name will take only seconds for it is a computerized listing on two CD disc drives hooked to a keyboard with TV screen or monitor. The screen will tell you all you need to know!" (how to use the discs and computer).

Ed wrote a three-page outline of how to successfully use the system. If you wish a copy of his letter, send a SASE to POOP and I will send it to you.

467TH BOMBARDMENT GROUP (HEAVY) ASSOCIATION, LTD.—CONVENTION 1994

September 15, 16, 17, 18, 19, 1994
Marquette Inn Hotel, Minneapolis, Minnesota
Lloyd & Carman Haug, Coordinators

Thur 15 Sep:

Check in begins 3:00 p.m.
Day Room with snacks available to 10:00 p.m.

Fri 16 Sep:

Check in begins 9:00 a.m.
Buffet Breakfast
Free day and evening
Day Room open 9:00 a.m. to 10:00 p.m.

Sat 17 Sep:

Continental Breakfast
Day Room Open 9:00 a.m.
Ladies Luncheon and Accessory Show at Dayton's 1:00 p.m.
Men's Business Meeting and Luncheon / Marquette Inn 1:00 p.m.

Dixie Land River Boat Cruise and Dinner on the Mighty Mississippi in the evening.

Sun 18 Sep:

Buffet Breakfast
Day Room open 9:00 a.m.
Day free
Cash Bar 5:00 p.m./Group Banquet

Mon 19 Sep:

Buffet Breakfast
Day Room open 9:00 a.m.
Check out by 12 Noon

The convention cost is \$170 per attendee. Bring your 467th memorabilia for display in the Day Room. Bring your 467th jacket/windbreaker and camera. The weather should be in upper 70's—low 80's by day but bring something warm as occasionally an early cool snap does occur.

Downtown Minneapolis is connected by the Skyway System, some fifty blocks, weather will be no bother, but it could be cool on the river cruise. Metro buses can take you from the hotel entrance to the Mall of the Americas, the world's largest, 4-1/2 miles of shopping. Dayton's, across the street from hotel, is a twelve-story shopping experience.

Dress is casual for all events save the Sunday Banquet at which the men are asked to wear suit or jacket and the ladies can "show out."

Use the forms printed for Convention and Hotel Reservations. Note that hotel is holding rooms for our use only through reservations received by 15 August 94. Lloyd also requests your reservations to be to him by 15 August.

THE UNHERALDED BLACK B-24 SECRET MISSIONS

During April 1944, I started flying high altitude B-24 day bombing missions, from Rackheath Air Base near Norwich, with the 788th Bomb Squadron, 467th Bomb Group, 2nd Air Division. The missions of the 2nd Air Division were highly publicized in the local newspapers and the military newspaper "Stars and Stripes." The day after a mission there were headlines in the papers such as "1000 Bombers Blast Targets in Germany"; "Berlin Bombed by 8th Air Force"; "Heavy Bombers Strike Again." There were long articles describing targets, damage, losses, etc.

The personnel assigned to Headquarters 2nd Air Division and all of its B-24 bomb groups, did not know the existence of a top secret B-24 group which was located about 100 miles southwest of Norwich, at an air base named Harrington, near the town of Kettering.

When the crews and support personnel of the 2nd Air Division were going to bed at night, prior to an early morning wake-up call for a mission briefing, the crews of the 801st Bomb Group, 8th Air Force, were taking off from Harrington in their black painted B-24's for low level flights to secret drop areas in occupied Europe. A typical flight took off at 10-11 p.m. at night and returned about 4-5 a.m. in the morning.

The mission of the 801st Bomb Group (code name "Carpet-bagger") was to drop spies/saboteurs and military supplies into the occupied countries to assist and develop resistance (underground) forces. These clandestine flights were in support of the American OSS (Office of Strategic Services) which was led by General "Wild Bill" Donovan.

This covert operation worked closely with the British SOE (Special Operations Executive) flying RAF aircraft from their base at Tempsford. The high degree of security was such that only those personnel with a "need to know" were familiar with these operations.

The black B-24's had many modifications to adapt the planes for long night flights over enemy territory. The nose and ball turrets, and the two waist guns were removed, as well as all oxygen equipment. The nose section was enclosed with plexiglass. The pilotage navigator (former bombardier) sat at that location. In addition to doing pilotage navigation, he verbally assisted the pilot in lining up, at low altitude, with the target (drop zone). He also dropped the supply canisters (instead of bombs) and gave the dispatcher in the waist the signal when to drop the agents. This was done through a trap door opening in the waist of the plane where the ball turret formerly had been located.

The navigator had extra classified electronic navigation aids. There were flame dampeners on the exhaust manifolds of the engines. The pilot and copilot had blister windows to enable them to look straight down. The pilot had a special radio altimeter that gave the height above the ground. It had two ranges, 0-400 feet and 0-4000 feet. There were many other changes made to the aircraft to assist the crew in accomplishing its mission undetected.

Each crew made its own flight plan and route to be flown after checking flak maps and receiving a weather briefing. Altitudes to be flown varied from 400 to 7,000 feet. The pilots changed altitudes at their own discretion depending on terrain, visibility, weather conditions etc. Agents were dropped at 600 feet above ground and canisters were dropped at 400 feet. Airspeed was reduced to 130 MPH with half flaps during the approach for a drop.

A target (drop zone) was identified by three small fires in a row and by a prearranged Morse Code letter sent by flashlight from the downwind end of the fires.

During May, 1944, the 788th Squadron from the 467th Bomb Group at Rackheath, Norfolk, and the 850th Squadron from the 490th Bomb Group at Eye, Suffolk were transferred into the 801st Bomb Group (Carpetbagger). This increased the number of night flying B-24 squadrons at Harrington, from two to four, in anticipation of additional requirements prior to and after the invasion at Normandy on 6 June 1944.

I had an excellent eight-man crew. My navigator, Lt. Bob Ricketts and my pilotage navigator (bombardier), Lt. Joe Fox, did superior jobs in getting us to and from our drop zones. We never missed finding any of them; we were successful on 27 of 29 missions. We did not drop our loads on two flights. On the first miss, the ground reception team was not at the drop site (we never were told later why they were not there); on the second unsuccessful drop, the wrong Morse Code letter was transmitted visually to us. We returned to base with a team of four U.S. agents that were to be dropped in south Central France. Their objective was to support the allied invasion forces moving northward from southern France.

The Carpetbaggers had missions to Norway, Denmark, Holland, Belgium, Germany and France. Some crews, dressed in

UNHERALDED B-24 SECRET MISSIONS CONTINUED:

civilian clothing, flew across Norway and landed in neutral Sweden to drop off or pick up VIP's. Major William E. Colby, who in later years became director of our Central Intelligence Agency (CIA), was dropped by a Carpetbagger aircraft in France during August 1944 and dropped again in Norway about March, 1945.

In mid-1944, the Carpetbaggers only flew black B-24 type aircraft. As the months went on, they had a few C-47's that they flew and landed behind enemy lines in France. They also flew some modified A-26 aircraft and British Mosquitos to drop agents deep in Germany including the Berlin area.

Some aircraft losses were caused by German night fighters and small caliber anti-aircraft guns. Some were also lost by mid-air collisions and aircraft hitting hillsides when flying too low. A couple were shot down by allied gunners after the invasion of France, and another was lost over Murmansk, Russia. This aircraft was severely damaged by German anti-aircraft fire over northern Norway. The crew elected to fly on to the "friendly" Russian port of Murmansk. Since the Russians did not have any flight information on the incoming aircraft, they shot it down. One aircraft was shot down at 3:00 o'clock in the morning, by a German night fighter, while on a training mission over England. Due to damaged parachutes on board, the navigator and pilotage navigator bailed out successfully, piggyback style, using only one chute.

I never knew how close my plane came to being detected by enemy night fighters, hit by anti-aircraft fire or hitting the top of a hill (the radio altimeter could indicate the distance directly below an aircraft, but it could not detect a hill in front of the plane). I do know, however, that on a couple of missions, the sudden brilliance of German search lights scanning the sky looking for us got my immediate undivided attention. On two occasions, we got in prop wash from unseen, undetected aircraft in front of us while on the final low altitude approach to drop sites. We finally detected one of them but never saw the second one. This was hard on the nerves, at least on mine.

An incident happened one night at Harrington that I have never forgotten. We had been briefed in the afternoon that our drop site was in Belgium and that we would be dropping two agents. As a general rule, air crews did not mingle with the agents to be dropped. I, as pilot, usually introduced myself to them, time permitting, and asked if they had any questions about the flight or drop.

As I approached the two agents, who were standing near the nose of the aircraft just prior to boarding, I noted that one of them was a lady about 20-25 years old. Just before I got to them, I saw their escort hand them some capsules. These capsules contained poison and were to be swallowed by the agents to kill themselves, if they so desired, if they were captured. If they were captured, they would have been tortured as spies and put to death by the Germans. Seeing this young lady voluntarily embark on such a dangerous mission, knowing the consequences if it failed, has been etched in my memory ever since.

In early August, 1944, the 492nd Bomb Group at North Pickenham, which had been flying high altitude day bombing missions in the 2nd Air Division, was deactivated. Immediately thereafter, the 8th Air Force, for administrative reasons, re-assigned the group number 492, along with its four squadron numbers, to the Carpetbagger operation. The 801st Bomb Group then became the 492nd Bomb Group at Harrington with all four of the old 492nd squadron numbers, 856th, 857th, 858th and 859th.

To differentiate between the two 492nd Bomb Groups (the first, day bombing; the second, night flying Carpetbaggers), the present Carpetbagger Association is known as "The 801st/492nd Bomb Group Association, Carpetbaggers."

An excellent book has been written by Mr. Ben Parnell, entitled, "Carpetbaggers"—America's Secret War in Europe. He wrote this book in memory of a brother who was killed on a Carpetbagger mission.

Major Kenneth L. Driscoll, U. S. Air Force—Retired

UNIT HISTORY 467TH BOMBARDMENT GROUP (HEAVY) CONTINUED

The airfield proper was a Class A-type (Air Ministry Directorate-General of Works), standard for heavy bomber requirements. The main runway, N-S (actually 030° & 210°) was 6,000' in length, the intersecting runways, NE-SW (100° & 280°) and SE-NW (140° & 320°) were 4,800' long. All runways were 150' wide. The taxiway (perimeter track) was 2.7 miles long and 50' wide. Runways and perimeter track were of screeded concrete construction (It was rumored that London rubble was incorporated into the concrete). Fifty loop (spectacle) hard standings were constructed around the perimeter track, some held more than one plane (Concrete also in most cases).

The field had Mark II type lighting with runway lights, not taxiways however. Pole mounted lights a sufficient distance away from the field to provide a proper landing circuit circled the field with other pole mounted lights leading into the runways for either right or left hand landing patterns. An instrument landing system localizer was later installed south of the north landing runway.

Major structures on the field were the two T-2 hangers, 120' wide by 240' long by 39' high, sufficiently wide for the 110' wing spread of the B-24. One was at the technical site, the other on the east of the field. Aviation gasoline was provided from two 100,000 gallon storage facilities, one on the southwest of the field, the other on the east near Salhouse Station.

The Group as sent overseas was not self-sufficient in itself but required the services of the several ancillary organizations already assigned to the base. These were:

The 1229th Quartermaster Company Service Group (AVN) was first on the base on 10 September 1943 with one officer and three enlisted, growing eventually to three officers and forty-seven men. Its duties included all QM clothing and equipment for all enlisted men on the base, all expendable items (stationery, office supplies), all subsistence, all solid fuels, ground petroleum products, laundry and dry cleaning, local purchases, rail movement of personnel and QM salvage operations.

Detachment A 862nd Chemical Co. (AO) arrived on 11 November 1943. Its two officers and 65 EM strength varied little during its service to the Group. They maintained 23,000 sq. ft. of chemical bomb storage for incendiary bombs, colored grenades (pyrotechnics) and sky markers. Half of the detachment worked with the squadron ordnance sections in loading conventional ordnance. Over 1,570 tons of incendiaries were dropped by the Group from the 630 ton stock maintained. It was also responsible for gas attack training and chemical gas use.

The 74th Station Complement Sqd. AVN (RS) arrived next, on 12 November 1943. It operated the base, the telephone exchange, fire department, Post Office, electrical installations and other utilities, utilizing the other ancillary organizations and 467th BG personnel.

Assigned on 15 November 1943 was the 1451st Ordnance Supply and Maintenance Co. (AVN), one officer and 15 EM, growing to four officers and 76 EM. This company maintained over three hundred vehicles from Jeeps to 4,000 gals. fuel trailers, the 2,600-ton bomb dump with bombs for various purposes weighing from 100 pounds to 2000 pounds, it stored and dispensed all ammunition and maintained all aircraft guns, over 650 .5 caliber machine guns, and all ground ordnance. For vehicle maintenance they built their own 35' wide by 96' long Bentley building, nearly 3500 square feet of work area under roof.

The beginning of the 2105th Engineer (AVN) Fire Fighting Platoon was 5 EM from the 74th Station Complement Squadron and 4 RAF personnel on 8 December 1943. Ten EM arrived from the 2031st E. (A) FFP in February 1944 and the 2105th was activated on 10 April 44 with one officer, 16 assigned EM and 6 on special duty from the 74th SCS. Its duties varied from alert and rescue operations during flying periods to maintenance of fire extinguishers to extinguishing over sixty-four on-base fires to training ground personnel in basic fire fighting to practicing in dry runs all manner of fire fighting techniques.

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