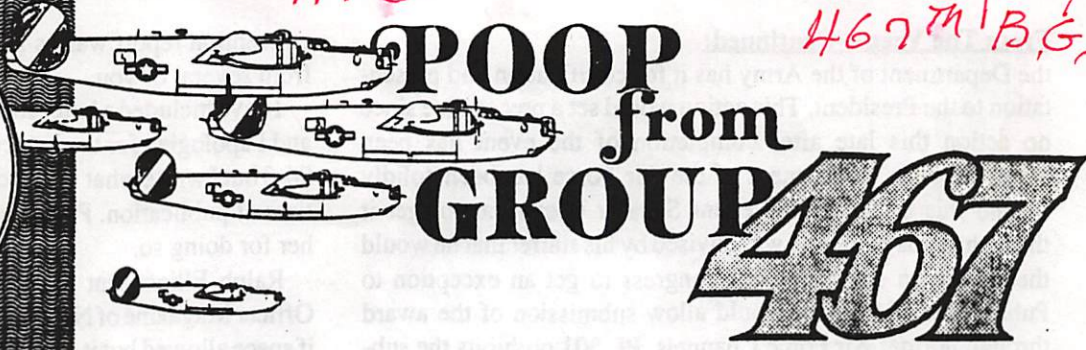


—SAVE—

History of
467th B.G.



VOL. 13 NO. 4

STATION 145 RACKHEATH APO 558

DECEMBER 1, 1994

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

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Phone: 602-883-8088

FROM THE PREZ

I wish to express my thanks and gratitude for you electing me as your President. I welcome the opportunity to serve. I have mighty big shoes to fill following Ralph Elliott and the outstanding job he has done for our Group the past year and a half as our President. I'm not about to let his expertise get away from us so I have appointed Ralph as Group Vice President Representative to the 2nd Air Division Association. I know he will represent our Group to his utmost ability as he is highly respected by the Association. The 467th is also privileged to have one of our own, Geoff Gregory, elected Executive VP of the 2nd AD. Congratulations from all of us to both of you, and speaking for the Group, anytime we may be of service, please call upon us.

For those of you who were unable to attend the 467th Bomb Group convention in Minneapolis, what can I say, except you missed one of the BEST! Coordinator, Lloyd Haug, I say to you "BRAVO." A very relaxing, yet exciting convention. The Hotel rooms, food, and service were first class. The day room was a buzz of laughter and telling AND retelling of war stories. Everyone will long remember the Mississippi River Cruise aboard the "Anson Northrup" and the superb dinner with a full moon. Many found it exciting watching the ship sink and later rise as it passed through the "locks." However, there is next year an opportunity for those who missed all the fun to join the rest of our members, and this includes Associate members, to come to San Diego, California. I have appointed Jack Stevens as my coordinator and Jack, we have our work cut out for us, but know it will be terrific. The convention will be held at the Kona Kai Resort on Shelter Island in San Diego October 12-16. Check out on the 16th. Keep watching "POOP" for more information from Jack Stevens as to the latest on the Convention.

I feel most fortunate as President to have an outstanding Board to help me. The members of the 467th at the business meeting in Minneapolis voted in two new members, Marvin Ralph Davis and Vincent Re. Those still serving on the board are Charles Caldwell, Lloyd Haug, and Jack Stratton. Phillip G. Day will continue to be Treasurer and Editor-Publisher. I am pleased to announce Ralph Davis as our new Vice President. I'm certain he will be a very active VP and you will be hearing from him in "POOP." Welcome aboard Ralph and Vincent. I'll be looking forward to the expertise and advice from our Honorary President, Col. Albert J. Shower. I also welcome input from each and every one of you to keep the 467th the BEST in the 2nd Air Division.

Attention Associate Members!!! You may have missed seeing Phillip Day's article in POOP FROM GROUP dated September 1, 1994—(If your mailing label name is followed by an A, you are carried on the Association Roster as an associate. If you have not corresponded with me so far in calendar 1994 or if I do not receive correspondence from you in the next three months, to December 1, 1994, I will purge you from the Association Roster and will return you to it only upon receipt of a card or letter of your interest. Exceptions to this are those who have attended conventions of the Association with the 2ADA or stand alone 467th, and recognized widows of 467th veterans. But please, I would like to hear from every associate. It is especially important to tell me you are a veteran if you are carried as an associate.)—So Associates, please send in your card to Phillip so you will continue to receive POOP FROM GROUP. Also in the article Phillip reminded all of us we have no dues in the Association and we rely on donations. He broke down the cost as to publishing "POOP" and in a nut shell it comes to \$3.15 per person. We have 1,266 veterans and 148 associates on the roster. Cost to publish five editions June 93-June 94 was \$6,236.49. Contributions for that period were \$3,203. The figures speak for themselves. Poop From Group needs our help. I'll be the first to admit I'm guilty for not having sent in a contribution to the "Mail-Memorial Operating Fund" for quite a few months, and will mail a check to Phillip today while I'm thinking about it. How about the rest of you veterans and associates doing the same as you read this? Send whatever you feel you can afford, but as a suggestion, \$5.00 from all of us would put POOP self-funding through our contributions.

I would like to take this opportunity to wish all of you a Merry Holiday Season and a Healthy, Happy New Year!

FROM THE VEEP

Presidential Unit Citation

At the Minneapolis Convention it was announced that we were making efforts to get the 467th recognized for its effective record during WWII by getting support from Senator John Glenn, OH, to get the Presidential Unit Citation (PUC) for the Group. To date we have had support from Lt. Gen. E. G. Shuler, Jr. Ret. (Former Commander of the 8th AF) and Lt. Gen. Stephen B. Croker (Current Commanding General of the 8th AF). Both have written letters to Senator Glenn, indicating their support of the effort. Senator Glenn is currently trying to get President Clinton to sign the PUC. The present status of the action is that

From The Veep—Continued:

the Department of the Army has it for certification and presentation to the President. This action would set a precedence since no action this late after completion of the event has been approved. The Department of the Air Force has been solidly behind this effort. In the event Senator Glenn cannot get it through in this manner, I was advised by his staffer that he would then make an effort through congress to get an exception to Public Law 501 which would allow submission of the award through normal Air Force Channels. PL 501 prohibits the submission after two years have passed the award period.

After I made the announcement at the convention I was approached and advised in so many words, some would not accept this award if it was signed by President Clinton. Regardless of the man or his politics, he is still the Commander in Chief of our armed forces and it is the position that he holds that must be respected, not necessarily the man. If we can get this award recognized and presented to Colonel Shower for the 467th, I hope that all of you will join me in accepting the award for our Group and its Commander. We all know that we duly deserve it.

The American Air Museum in Britain Campaign

Late last month I heard that the AAM has acquired from the United States Government a donated fuselage section of a B-24 Liberator Bomber. Many have complained that the Museum at Duxford Airfield did not have a B-24. AAM advised that they have been looking to obtain one over a long period, but getting one was difficult. They plan to display the fuselage with authentically dressed figures placed in the different action crew positions. Visitors can view the crew through the nose, the cockpit, waist and tail. In addition, they will have models of a complete B-24 and a B-24 airfield with ground crews and an interactive audio visual display telling the B-24 story as well as interviews with crew members. The AAM will continue the effort to obtain the rest of the aircraft as a continuing on project. They are trying to raise \$100,000.00. If you wish to contribute to this cause send donations to: Maj. Gen. James E. McInerney, Jr., Executive Director, American Air Museum, B-24 Project, 709 Second Street, NE, Washington, DC 20002.

If you wish to contact them direct for any reason, their telephone number is 1-800-233-4226.

Sincerely, Marvin R. Davis

BITS AND PIECES by Phillip G. Day

In POOP 13-3 I made note that I would undergo major abdominal surgery on September 30, 1994. This operation was necessary because my aortic arterial system had increased in diameter to twice normal size and the whole of it was subject to aneurysm. To preclude that, the operation reduced the size of the aorta to normal and reinforced it with a plastic tube placed inside of it. Local vascular surgeons wanted the operation done by more knowledgeable surgeons and arranged for the Chief of Surgery of Baylor Medical University at Methodist Memorial Hospital in Houston, Texas to do the surgery. Dr. Howell exuded confidence about his ability to do the whole of it and Miss Cille and I felt quite confident of the outcome after our first appointment with him. We had a ten day wait however to get me clear of the blood thinner I have to take. The procedure was very lengthy and all that needed to be done could not be done as my heart was not strong enough to continue after about 7-1/2 hours. So some time after mid-February 1995, the decision will be made to continue and finish what needs to be done which is to reduce and reinforce the femoral arteries to the legs. I have regained more strength than I had before the operation and can walk up to a mile in the mornings and afternoons where I was able to do only a struggling block before. I still have a lot of abdominal pain from the incision, a ghastly gash, but that too is becoming less severe and less of a problem. Thank you all for the many cards, letters and calls of prayers and well wishes to Miss Cille and me about this illness. Each of them has helped me to recover as rapidly as I have. Thank you all so very much.

Special thanks to Bob and Rosie Sheehan for driving down from Tulsa to visit with us and to give us a first hand report on the Convention 94. It was very good to see them both and their

convention report was as glowing as those I received by letter from several of you.

I have included a letter from Phyllis DuBois about the Library and I apologize for the inaccuracies of my cover story in POOP 94-3 but I wrote what I had heard and or read of the tragedy to the time of publication. Phyllis sets the records straight and I thank her for doing so.

Ralph Elliott sent an editorial comment from The Retired Officer Magazine of November, 1994 for inclusion in this POOP if space allowed but it appears too lengthy for inclusion. The gist of the editorial is that the National Air and Space Museum continues to stone-wall the efforts of many veteran groups to provide a proper display of the B-29 Enola Gay, that their textual and visual thrust of the display are extraneous to the display's stated purpose, the Enola Gay's mission and the end of war in the Pacific. Solutions are still being sought. Thousands of words have been written about the impropriety of NASM'S continuing insistence on changing the historical facts to something that condemns the truth of the mission and the use of the atom bomb to end the war with Japan. I know you can find articles on this controversy in any good library and you are urged to do so and read for yourselves what NASM is trying to do.

Mel Culross in his "From the Prez" speaks to Associates and reminds them that their names will be purged from the Association Roster if I do not have a response from them that they want to continue as associates. I had intended to do the purge as of December '94 but due to Mel's including the instruction in his letter, I will delay it until March 1, 1995, but I will do it at that time. It doesn't make much sense to spend \$3.50-\$4.00 per year on non-interested associates—so be forewarned, it is going to happen.

Marvin Ralph Davis, newly elected Vice-President of the Association, writes of the effort toward securing a Presidential Unit Citation for the Group and of the effort of the American Air Museum toward obtaining a B-24 fuselage to be on display in the Museum at Duxford Airfield, England. Your attention is directed to these two items.

It has been pretty tough picking out correspondence to include in this POOP, there were so many good ones to choose from and all of so much interest. I really want to continue the "History of the 467th" and still may do so and go to sixteen pages instead of the normal eight. I'll not know just what I will do until Miss Eloise Musgrove who does the final typing and set up of POOP tells me just where we stand as to space requirements. You'll know when you read this.

Visitors continue to visit Norwich and Rackheath. Kevin Clarke-A writes of the visits of Joe and Rose Ann Appleby, Col. Shower, Tony and Mary Smoler. Al and Josephina Muller, Tom and Mary Ann Nelson also visited as did John J. Logan who had his picture in the Eastern Counties newspaper as he visited inside the burned out Memorial Library Room. Andy Wilkinson's letter about the visit he took up there with Jeff Waylor, nephew of George Brannan, KIA on 8 May 1944, is especially interesting and pretty well tells what is still available for seeing at Rackheath.

It is a real pleasure to welcome to the Association Lillian B. Stephens, Widow of Rufas B. Stephens, KIA on May 29, 1944. Lillian saw notice of the Association Convention '94 in a veterans magazine and wrote to Lloyd Haug for further information about the Association. Lloyd wrote her and sent her address on to me. I wrote her, especially about "Lil Peach" of the 791st and 789th Bombardment Squadrons which was named for her by Rufas. I identify with "Lil Peach" as I flew a number of missions in her, the last on the Christmas Eve, 1944 maximum effort of the Group. She has written that Rufas took her out to the flight line just prior to going overseas and she was able to get in the plane and sit in the co-pilot's position while Rufas explained the cockpit to her. You who knew Rufas and Lillian at Wendover, I know she would like to hear from you and she is a good respondent. Her address is in Roster Additions.

Please continue looking through your memorabilia, for orders especially. Make copies of whatever you find, send me one and one to Vince LaRussa and Ralph Elliott or send one to me and I'll

Bits and Pieces—Continued:

get Vince and Ralph a copy. We do this for our 1944-45 Group Roster and to accumulate these records for the Eighth Air Force Heritage Museum and the Memorial Library Room.

CONVENTION COMMENTS AND QUESTIONS:

Special note must be taken of the following ladies, all widows of 467th veterans, who attended the Minneapolis Convention:

Victoria U. Brasier
Dorothy N. Darney
Elizabeth Elsen
Norma N. Kagy
Carolyn Lees
Eleanor E. Salzarulo
Jackie Swearingen

I understand that there were eight widows in attendance. Who was the eighth one? I also understand that all attendees were most pleased to see these ladies again and your efforts to make their attendance comfortable and enjoyable were well received.

Do any of you remember meeting Ann McLaurin? Her name appears on the attendees list as an individual, it is possible she attended with one of our members or associates. There is no McLaurin on our Master Roll but if she is related to a veteran of the Group I would like to know so McLaurin could be added.

Ernest G. and Mary Serrantino are listed as attendees but Lloyd was unable to give me an address. Ernest is on the Master Roster but I would like to add him to the Association Roster. Can you help?

Jim Gummelt—A deserves mention also. He has attended all 467th stand alone Conventions since Shreveport '87 and some, I do not know how many, 2ADA conventions.

I have returned the attendees list to Jack Stevens, annotated for his use in Convention '95. Your response to the above questions will be most appreciated.

MINUTES OF THE MINNEAPOLIS MEETING OF THE 467TH BOMB GROUP (H) ASSOCIATION BOARD OF DIRECTORS, SEPTEMBER 16, 1994

The annual board meeting of the 467th Bomb Group (H) Association was called to order by President Ralph Elliott at 0950 hours on September 16, 1994 at the Marquette Hotel in Minneapolis, Minnesota.

Board members present were President Ralph Elliott, VP Mel Culross, Lloyd Haug, and Charles Caldwell. Not present were Floyd Pugh and Jack Stratton. In the absence of Secretary Bill McGovern, Mel Culross recorded the minutes of the meeting. Also present at the meeting, but not voting, were Honorary President Col. Al Shower, Past Presidents Bob Sheehan, Geoff Gregory and Vince LaRussa.

Items discussed and actions taken were as follows:

1. Discussion of the 1995 reunion was tabled pending a definitive report from Jack Stevens the next day. Jack, who is from San Diego, and Mel Culross from Los Angeles had investigated several hotels in the San Diego area and San Diego was considered the first choice for the 1995 467th convention, with October 12-16 the preferred dates.

2. The Norwich Library fire was discussed, and Jeff Gregory who chairs a 2nd Air Division Committee working on replacement of memorabilia suggested that no memorabilia or personal items should be sent to England at this time since we do not yet know the extent of our loss and rebuilding the library is expected to take up to five years. Elliott agreed but stated that he and LaRussa still offered to receive and store, at any time, any papers or memorabilia that might otherwise be lost as the result of a member's death and subsequent disposal and loss of his collection.

3. The board agreed that pressure should be kept up to force a change to the Smithsonian's plans to display the Enola Gay and the bombing of Hiroshima in an unfavorable light, with the United States being labeled the aggressor and Japan as the victim "just protecting her homeland". (Look for additional comment elsewhere in POOP.)

4. The board directed that incoming president, Mel Culross and past president, Bob Sheehan be signatories on the 467th BG

(H) Assoc. bank account along with Treasurer Phillip Day. It was also suggested that both Culross and Sheehan have copies of blank checks in their possession for emergency use.

5. Lloyd Haug moved that anyone invited to a convention as a guest of the group must have the approval of the board, with the invitation being tendered in writing by the Association President. Second by Mel Culross and unanimously approved by the board.

6. Appointment of a 467th committee to follow up on illnesses and deaths with "get well" and "sympathy" cards was discussed and tabled for further study as to how such duties could be carried out. It was also not known how much of an informal system, if any, now exists.

7. Elliott advised that Ralph Davis would report at the general membership meeting on progress being made in securing the **PRESIDENTIAL UNIT CITATION** for the 467th based on its bombing record in 1944-45.

8. Vincent LaRussa reported that the third reprint of Allan Healy's **HISTORY OF THE 467TH BOMB GROUP** were selling well, with moneys being turned into the 467th treasury in periodic lump sums. Since money received is immediately put into an interest bearing bank account by Vince, there is no need to make small transmissions of funds on a daily basis.

9. Elliott moved that the outstanding balance of \$1,282.99 due on the group and squadron patches being sold by Paul Hatten be paid in full from the treasury. (Sales went well at the convention and the patches have been well received. See info in the POOP for prices and ordering information.)

10. The board agreed that the 467th Association President could designate the 2ADA VP for the group under current 467th By-Laws. (In way of explanation, 2ADA procedures for deciding which six group vice presidents will be selected as VOTING members of the 2ADA Executive Committee are weighted heavily on past involvement in 2ADA affairs. Since incoming 467th president, Mel Culross, had not been active in 2ADA affairs, he did not wish to fill the 2ADA VP position, and it was decided that Elliott would be reappointed to that job for another year.)

11. Candidates to be submitted to fill the two vacancies on the 467th board by the Nomination Committee, headed by Vincent LaRussa, were: Marvin Ralph Davis, Vincent Re, Walter J. Mundy, and Henry W. Wedaa. Pugh and Elliott's terms are now up.

12. The next 467th board meeting is to be held on September 18 following election of the two new board members at the Saturday, annual general meeting. The board will elect the incoming president who will make any committee appointments needed for the coming year and will conduct such new business as may be in order.

Meeting adjourned at 1155 hours September 16, 1994 on motion by Charles Caldwell, second by Lloyd Haug. Minutes submitted by Mel Culross, Acting secretary, and approved by President Ralph Elliott.

BUSINESS MEETING OF THE 467TH BOMBARDMENT GROUP (HEAVY) ASSOCIATION, LTD.

Meeting opened, called to order, at 10:10 on Saturday, 17 September 1994, in the Marquette Hotel, Minneapolis, MN, by President Ralph Elliott.

The president appointed all registered members present to be convention delegates.

The president noted that the following officers and members of the Board of Directors were present:

Ralph Elliott, President and member of Board of Directors
Melvin Culross, Vice President and member of Board of Directors

William McGovern, Secretary
Floyd Pugh, member of Board of Directors
Charles Caldwell, member of Board of Directors
Lloyd Haug, member of Board of Directors

The following officer and member were not present:
Phillip G. Day, Treasurer
Jack Stratton, member of Board of Directors

Business Meeting—Continued:

The minutes of the 1993 business meeting at Kissimmee, Florida, were posted and members invited to submit any additions and/or corrections. None being submitted, Roger Giblin moved that the minutes of the 1993 meeting be accepted as posted. The motion was seconded and passed.

Vincent LaRussa reported on the "History of the 467th Bomb Group" which Allan Healy had privately published in 1947. All copies of the original and two subsequent editions were sold soon after they were published. A third edition, of 500 copies, has recently been published with a 66-page addendum consisting of (a) a brief summary of the 467th's assigned and attached organizations by Group Historian Phillip Day, (b) Col. Shower's description of a typical day at Rackheath, (c) an updated and enlarged alphabetical group roster (approximately double the number of names), (d) an alphabetical and (e) a chronological roster of group casualties, and (f) a squadron-by-squadron roster of aircrew casualties. Approximately 250 copies have already been sold.

Thanks to continuing efforts by Fred Holdredge and others, additional names for the book's group roster are still being received. These names will be made into an Addendum and sent automatically to all third edition holders. Copies of this new edition are available at \$40 per copy from Vincent LaRussa. Other PX items, featuring the 467th, are available from several 467th members and we are all encouraged to purchase such items for our memorabilia collections and/or use; all profits from these sales go to our group treasury.

Special notice was taken of three friends from England attending our convention—Andrew Wilkinson, his wife, and seven-year-old son. Andy is an air controller at Heathrow who developed an interest in our group and its war-time activities. As a result of his research, he has become the authority on 467th people, activities, and accomplishments. We look forward to a continuing association with Andy and his family.

Jeff Gregory reported on the catastrophic fire which destroyed the Norwich Central Library and our 2nd ADA Memorial and Library, which comprised one wing of the Central Library. Salvaged water-soaked items are being taken to facilities at RAF Coltishall and to Scotland to be dried and preserved. Tom Eaton, David Hastings, and other members of the Board of Governors have expressed their shock and dismay at this disaster to an outstanding example of English-American friendship and cooperation. Three committees are at work on plans and preparations for the memorial's restoration.

At some time in the future, we'll receive information on when and how we can contribute funds and memorabilia to restore our 2nd ADA Memorial. We'll want to secure copies of such items as David Hastings' films and tapes, Jim Mahoney's tapes, the Dzenowagis 2nd ADA Video History tapes, and military tapes. In the meantime, Jeff suggested that we make and hold two copies of any printed memorabilia material we have for later donation to the 2nd ADA Memorial in Norwich and the 8th Air Force Museum in Savannah.

Under New Business, Vincent LaRussa reported that renewed efforts to have a Presidential Unit Citation issued for the 467th for its outstanding accomplishments from Rackheath are being pursued by Ralph Davis. Assistance has been received from General Shuler, the former 8th AF Commander and present 8th AF Museum head, and from Senator John Glenn. The prospects appear to be good for favorable action.

The matter of funding for our newsletter, POOP from Group, was raised. In the September issue of POOP, Phillip Day discussed this matter since it appears that many members are unaware that, because we have no dues, all funding for our newsletter and other activities comes from contributions by our members. At a minimum, each member is asked to contribute \$5 each year to approximately cover the printing and mailing costs of POOP for one individual.

Our base chaplain, Chaplain Arthur L. Duhl, has been located living in a retirement home and he is very interested in the 467th

and our activities. His health prevents him from participating in our activities but he would welcome letters from former 467th members concerning Rackheath days and subsequent activities. His address is Room 301, Hickory Creek Nursing Center, The Plains, OH 45780.

Evelyn Cohen is working on the possibility of a 2nd ADA return to England for the 50th anniversary of D-Day next year. Anyone interested should contact Evelyn Cohen at 06-410 Delaire Landing Road, Philadelphia, PA 19114.

The 1995 2nd ADA Convention will be held at Lexington, KY, over the 4th of July. The 1995 467th Convention will be held in San Diego and Jack Stevens will coordinate arrangements. Mel Culross lives near San Diego and, as Group President next year, will oversee convention plans and preparations. Ralph Elliott suggested the possibility of a sea cruise to Baja California from a west coast port after the 1995 convention and will secure information on this matter.

Vince LaRussa, as Chairman of the Nominating & Election Committee, submitted the following names for election of two directors to replace Ralph Elliott and Floyd Pugh, whose terms will end after this convention. The following were nominated and have agreed to serve: Marvin Ralph Davis, Henry Wedaa, Walter J. Mundy, and Vincent Re. Ballots were distributed, collected and tallied. The elected nominees are: Ralph Davis and Vincent Re.

Jeff Gregory has been elected to the position of Vice President of the 2nd ADA and will become president after next year's 2nd ADA convention. Jeff spoke of the poor showing our group made at the 1994 2nd ADA Convention in Kansas City and asked that we participate in 2nd ADA activities in order for our group to be represented and a positive influence in 2nd ADA matters.

Ralph Elliott spoke of recent changes in 2nd ADA operations and procedures that will improve the opportunities for representation by all 2nd ADA groups.

The meeting was adjourned at 11:15 a.m.

John Stevens

ROSTER ADDITIONS

- Anthony P. Barrett, 309 Warren St., Calumet City, IL 60409
Jack M. Bullock, P. O. Box 82, Richburg, NY 14774
M. Philippe Canonne, 2 rue Assolant 41.000 Blois, France
Chaplain Arthur L. Duhl, Hickory Creek Nursing Center,
East 4th St., The Plains, OH 45780
George E. Elber, 148 E. Chestnut Hill Pl., Claremont, CA 91711
Debra Johnson -A, 28 Canterbury Square, Alexandria,
VA 22304
Danial Johnson -A, P. O. Box 50, Lomis, CA 95650
E. "Bill" Nothstein -2ADA, 40 Meadow Dr. Spencerport,
NY 14559
Robert M. Pierce, 214 E. Greenwood Avenue, Crown Point,
IN 45307
James E. Randazzo, 37 East Gate Rd, Massapequa Park,
NY 11762
Paul S. Rothwell, 2132 Elm Hill Pike, Nashville, TN 37210
Robert L. Schy, 1031 Indian Rd, Glenview, IL 60025
Lillian B. Stephens -A, 1406 Woodward Avenue, Dublin,
GA 31021
Raymond A. Swanson, 661 S. Larch Avenue, East Wentchee,
WA 98802
Jim Thomas -2ADA, 103 Jack's Mountain Road, Fairfield,
PA 17320
Mary E. Unthank -A, 6514 Alexis, Bowie, MD 20720

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.

William Gonnello	Kansas City, MO
John E. Kotema	Canton, OH
James A. Roberts	Ft. Lauderdale, FL
Jack M. Roth	Cranbury, NJ

LAST POST

Vance E. Cridling	Michael T. Sheridan
Leon L. Gerbert	Frank B. Summers, Jr.
Fred J. Killmeyer	Travis S. Whitsel
Marvin D. Sacks	

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

TREASURER'S REPORT

Operating Fund 09-01-94 to 12-01-94	
Opening Balance	\$ 5,269.33
Contributions (60)	1,926.50
Patch Sales	554.00
Decal Sales	136.00
Convention '94 Advance	3,000.00
Interest Income (3 mo.)	14.21
Sub-total	<u>10,900.04</u>
Disbursements:	
USPS POOP 94-3	435.00
Secretarial POOP 94-3	350.48
Reproduction/Mailing POOP 94-3	408.54
Sub-total	<u>1,194.02</u>
Operating Account 12-01-94	\$ 9,706.02
Other Funds:	
Albert J. Shower Endowment	796.50
Sub-Total	<u>796.50</u>
TOTAL ALL ACCOUNTS	<u>\$10,502.52</u>

SPECIAL PROJECTS REPORT

CONVENTION 1994: The Association has been repaid the \$3,000 advance made to the Convention. Final accounting of the Convention has not been finished but Lloyd Haug is estimating a profit of approximately \$2,800.

HISTORY OF THE 467TH: The association has recovered \$7,500 of the \$12,329.30 investment in the 500 books ordered in the third reprinting. Sale of 120 additional books will bring us to break even or we can wholesale the remaining copies we have to break even. Vince prefers to sell at retail so you who have not purchased a copy of this third edition please do so as soon as possible.

GROUP/SQUADRON PATCHES: We invested \$2,250 in 1,000 patches plus have had \$46.38 of expenses. Sales so far have been \$1,675. Paul Hatten has a sufficient number of patches on hand to recover all costs and show a modest profit for the Association.

MAIL-MEMORIAL OPERATING FUND CONTRIBUTIONS 09-01-94 TO 12-01-94

It is a pleasure to tell you that sixty individuals (one twice) contributed \$1,926.50 to the Association in the third quarter of 1994. Amounts ranged from \$1 to \$100. There were four at \$100, one at \$75, ten at \$50, the remainder from \$30 down to the \$1 contribution. I take this opportunity on your behalf to thank the fifty-three veterans and seven associates on your behalf.

Would you who have not contributed this year, or in a long time, and or ever, please consider doing so on receipt of this POOP. With over 1400 on the Association Roster, the percentage of contributors is still awfully low. Remember also associates that a purge will take place before the publication of the next POOP in March 1995.

Contributors to the fund were:

Ralph Anderson	James W. Littleford
James R. Anslow	John J. Logan
Owen Ball	James J. Mahoney
E. W. Béaney	Virgil W. Marcum
Ray Beckhold	Lawrence F. McMahon-A
Willard N. Brown	Clarence B. Morris, Jr.
H. G. Buchanan-A	John A. Moulder
William C. Clausen	Walter J. Mundy
John G. Collins	Edward R. Novak
Wayne O. Crossan	John Oakley-A
Melvin Culross	James F. O'Toole
Lloyd A. Davis	Harvey P. Pettit
Howard W. Dye, Jr.	Ronald J. Rambosky
George Y. Dong	John D. Rewey
Kenneth L. Driscoll	A. G. Robertson
William Elkewicz	Warren J. Roseborough
Joseph E. Fox	Joseph Severance, Jr.
L. A. Gilbertson	William L. Sheldrick
Edward F. Gore	Lillian B. Stephens-A
Geoffrey Gregory	Thomas Steranko
M. H. Harvey	John E. "Jack" Stevens
Roy L. Hayes	Carlos Vasquez-A
John W. Hillen, Jr.	Herbert A. Vaughn
Capers Holmes	Charles R. Wagner
James W. Holt	William Van Washburn
Joe Imburgia	Frank S. Watson
George T. Johnson	Allen J. Welters
Glen L. Kenagy	John Wilds -A
Paul F. Lamm	Andrew J. Wilkinson -A
Roger Lester	Chester J. Zaleski

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.

Orders of the third reprint will receive at least one update of roster names and additional materials on the Group's KIAs.

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. 8380 S., West Jordan, UT 89088.

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

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

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.

Post Exchange—Continued:

467th BG(H) Windbreakers: \$25 each

467th BG(H) 2 ADA Caps: \$7 each

Lloyd Haug has much interest shown by attendees at Convention '94 for windbreakers and caps. He will order them in quantities of 25 upon receipt of orders (prepaid) to 467th Bomb Group. The jacket is red, light nylon with elastic cuffs, snap front, with 467th info on back and Libramus shield on left front. Caps are white front, white mesh, adjustable with 467th BG and 2ADA logo on front. Lloyd's address is Lloyd A. Haug, 3115 Benjamin Street, NE, Minneapolis, MN 55418. Lloyd also has a few Convention '95 souvenir coffee mugs, off white in color, with B-24 Liberator on one side, and 467th identification. He would like \$7 each for these. Each of the above item's price includes postage and handling.

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

REUNIONS

467th Bombardment Group (Heavy) Association, Ltd. will hold its 1995 convention in San Diego, CA on October 12-16, 1995. John E. (Jack) Stevens, 3526 Larga Circle, San Diego, CA 92110, will be the coordinator. Activities and forms for reservations and hotel will be in POOP 14-1, March 1, 1995.

You veterans who are members of American Legion, VFW, Retired Officer Assoc., etc., please submit 467th Convention '95 information to their publications. Thank you very much.

48th Annual Reunion of the Second Air Division Assn. will be held in Lexington, Kentucky at the Marriott Griffin Gate Resort, July 3, 4, 5, 1995. Membership in the 2ADA required (\$15 per year). Send to Evelyn Cohen, Apt. 06-410 Delaire Landing Road, Philadelphia, PA 19114. Membership in 2ADA includes subscription to the 2ADA Journal (usually) a 36-page quarterly publication which is well worth the annual dues. All members of the 467th BG(H) Assoc., Ltd. are urged to join the 2ADA.

Florida Regional 2ADA Reunion—Feb. 12, 1995. The third "Florida Reunion of the 2nd A.D." will again be a full one-day reunion in Orlando, at the Clarion Plaza Hotel. The hotel has agreed to offer an attractive room rate for the night of Feb. 12, as well as for the 3 nights preceding and 3 nights after that date. This is to provide those who so desire an opportunity to attend the reunion activities and also leisurely take in the many world-renowned tourist attractions in the Orlando area.

Luther C. Cox, 93rd B.G., chairman of this year's event, hopes that this early alert will encourage many to mark their calendars and plan to be in Florida for the meeting. Florida members will receive full details by mail. Members living outside Florida can receive full details by writing to Luther at 4932 Oakbrooke Pl., Orlando, FL 32812, (407) 277-4271.

The Regional 2ADA 14th Annual 2nd A.D. Reunion—Southern California—will be held at the El Toro Marine Corps Officers Club on Sat., Feb. 25, 1995. If you live in the Southern California area, information will be mailed to you. Outside the area, please call co-chairman Dick Baynes, 466th B.G. (714) 552-3889, or Jay Jeffries, 453rd B.G. (714) 846-1653. They will send the pertinent data to you. Guest speaker is to be Brigadier General Robin Olds, Ret.

Air Force Gunners Assn.—San Antonio, TX—to be held in the spring, 1995. No details at this time. For further membership and reunion information contact Jay B. Ingle, Membership AFGA, 35469 Colossians Way, Shingletown, CA 96088.

Bombardiers, Inc. will hold its 1995 Reunion in Little Rock, AR, May 3-7. Chairman/Coordinator is Hank Wehmer, 4 Oriole Circle, Little Rock, AR 72205, (501) 666-8614.

LETTER FROM HERBERT VAUGHN

Dear Phillip, Just a few dollars to help you with the expense to provide the POOP FROM GROUP which I look forward to all the time. This is all I have to remember the good times in the war, Ref: Jack Stevens Crew. We talk about it all the time by phone. Hope your bride is feeling well.

Herbert Vaughn

LETTER FROM PHYLLIS DU BOIS, TRUST LIBRARIAN

Dear Colonel Shower, Ralph, Phillip, Mel:

I don't know who supplied the information for the front page story on the fire in "POOP" but there are some crucial inaccuracies.

1. Our collection of memorabilia (i.e. the "archive") including all personal items donated to the library was NOT destroyed. All of this material was in the Norfolk Record Office strongroom in the basement and it was NOT damaged. The only "personal items and memorabilia" lost were the items in the exhibition case. The only silver item lost was the silver pheasant in the exhibition case. The Red Cross Registers were NOT destroyed.

2. Our "temporary office space" is not in the Noverre Cinema Assembly Rooms. We are in Noverre House, next to the Theatre Royal on Theatre Street (through the kindness of Paul King, who is a member of the Board of Governors).

3. No pledges have been made to "rebuild the library in its old site as soon as possible." In fact it may well not be rebuilt on the same site and anyway it will not be rebuilt for at least five years.

4. We have inventories of the furnishings of the library room and I also know who gave VCR tapes and cassette. We have several copies of the inventory of the archive so we know who donated memorabilia.

5. I would prefer to receive a letter from anyone wishing to donate books to the Memorial Library. Remember that this is a collection of current books about America and American culture, plus a source of information about the 2nd AD, the 8th AF, and the B-24. We do not want fiction, unless it could be considered "classic" or representative of American culture (Mark Twain, James Thurber, etc.).

6. I doubt that I will have a list of wanted books anytime soon but anything relating to the 8th AF, the 2nd AD or the B-24 would be welcome.

Our function as a visitors center and our ability to get 467th men out to their old base has not been damaged by the fire. Anyone planning to come this way should write to us here in the Memorial Library office before they leave the USA. Before the "Visiting Season" begins next Spring we will be in very nice long-term temporary accommodation with interesting material and even a reasonable collection of books so that we can offer 467th men a "home away from home" just as we did in the old Memorial Library.

Needless to say, the loss of the library has been a devastating blow for me. In fact I unplugged the telephone and "disappeared" into my country cottage for 48 hours after I heard about the fire on the Monday morning. The library staff sent the local police out to see if I was OK. On Wednesday I was finally persuaded to look at the devastation. Horrible. I am still shattered and find it very difficult to get to grips with anything.

Phyllis.

A VISIT TO FORMER A.A.F. STATION 145 BY ANDY WILKINSON

In early November I received a surprise phone call from a young American who was staying in London and on his first visit to England along with his father. Jeff Waylor from Lilburn, near Atlanta, Georgia, revealed his uncle had been with the 467th but was tragically killed in action with 5 other crew members of the Charles Harrison crew (original 788th Sqd.) on the Brunswick mission of 8 May 1944. The penny dropped. His mother, Mrs. Helen Brannan Waylor, had written to me 2 years ago concerning information on the loss of her brother I had sent to Ken Driscoll. Jeff's uncle was George Brannan, a gunner with Ken Driscoll's crew but was flying as a replacement with the Harrison crew due to several of the crew suffering from frostbite on an earlier mission.

Three of Ken Driscoll's crew were flying as replacements with Charles Harrison's crew for this mission. They were navigator Harold Pantis, and gunners George Brannan and Richard Creighton. Elements of the 788th squadron came under concerted attacks from German Me-109s to the east of Paderborn. The Charles Harrison ship sustained fatal damage including injuries to gunners in the tail and waist section. With the

Visit to Former A.A.F. Station—Continued:

interphone out, Harrison gave the order to bail out verbally. Four of the crew bailed out successfully but the remaining six crew members went down with the ship, including the crew commander Charles Harrison. It is not known if those crew in the waist received or even heard the bail-out order until it was too late. Five bodies were recovered from the crashed aircraft by a German salvage crew. Co-pilot Eugene Teague was found close to the crashed plane with his parachute unopened. He evidently bailed out at the last minute and his chute did not have time to open according to a German source. While navigator Harold Pantis was one of those to successfully leave the ship, both of Ken Driscoll's gunners, Brannan and Creighton were killed in the subsequent crash.

Back to the phone call: Jeff Waylor was keen to meet and told me his family had no information on the loss of George Brannan until Ken Driscoll had contacted them many years later. He said he was very keen on WWII history particularly as he had lost a relative and was planning to visit a number of military museums during his stay in London. I called back several days later and put it to Jeff if he was interested in driving the 150 miles to Rackheath to take a look of what remains today. He jumped at the suggestion and we agreed to meet at Heathrow airport early on the 8th of November.

Armed with several 467th Group photo albums, the new reprinted Healy history and camera, we headed for Norwich. We called in on Tony North and the three of us made our first stop at the Green Man Pub, Rackheath, for lunch. Next and most obvious location to head for was the 467th Historical Marker stone, dedicated in 1990 and sited in the Rackheath light industry estate which was formerly the base tech-site. A short walk away and we arrived at the control tower—looking a little worse for wear as years go by, it is probably the most poignant reminder of the past that still remains today. Close to the tower are the buildings that were formerly the crew locker rooms; now used for very different purposes. The largest and most conspicuous of all the former buildings that occupied the tech-site is the main hangar. Jeff was absolutely thrilled to be present and shown the various buildings of Station 145 vintage and was busy pointing his camera in all directions.

We walked back to the 467th BG marker stone and a few more steps into the foyer of the offices of Robert Lomax. A good display of photographs showing the 467th at Rackheath, including a large photo of the famous "Witchcraft" accompanied by the equally renowned ground crew adorned the walls. A fine loose-leaf binder commemorating the Group with a series of strike-photos depicting a wide range of mission targets was also on display.

Tony North suggested we take the road to Salhouse railway station where what little remains of the old main runway can still be found. The road crossed what was once the runway and approximately a 120 yard stretch of runway 21/03 is still there and currently utilized by local farmers to park agricultural machinery. Right next to the former runway was a fenced-off navigations radio landing-aid, used by the local Norwich airport for aircraft approaching what was formerly home of the nearby 458th BG at Horsham St. Faith. The Rackheath runway is as firm as ever and efforts to find a small piece of concrete for Jeff to take home to the U.S. proved difficult. Eventually a crack covered by weeds was located and a small piece of the hallowed runway was prized free. Jeff was elated to retrieve a small remnant of history. Standing on the runway with the control tower clearly visible in the distance was a moving experience for Jeff. He then reminded Tony and myself that it was exactly 50 years and 6 months to the day his late uncle took off from Rackheath on his final flight.

Next stop was New Rackheath with the local Rackheath village sign depicting a B-24 of the Group. Alongside were benches again commemorating the Group and immediately in front of the village sign is the 467th bronze plaque where a wreath is laid on each Remembrance Sunday. Departing Rackheath we made a short stop at the "Golden Gates" entrance to the base and were disappointed to find access to explore this

section of the base was restricted. Nevertheless, Rackheath still holds plenty of reminders of what can still be found 50 years on.

Back into Norwich to drop Tony at his home and a drive in the failing light to London. The journey was made much longer by the interminable traffic delays which are a feature of London life; particularly as we hit the notorious M25 London ring road. Finally home I invited Jeff to view the wonderful Jim Mahoney video depicting scenes at Rackheath and the Pointe de Grave mission, all in glorious colour reproduction. Jeff was stunned to see the same scenes we had visited that same afternoon, caught on film 50 years earlier. One happy American departed with memories of a truly wonderful excursion into the past that finally reconciled one family wartime loss with the remnants of former Station 145, Rackheath.

Andy Wilkinson.

LETTER FROM JOHN WILDS

Dear Mr. Day, Just a short note to hope you are in good health and to say thank you for the POOP FROM GROUP. Please continue to send them. Please find enclosed dollars to assist with postage expenses.

I have also enclosed a couple of recent photos which may stimulate a few Rackheath memories. "The Green Man" on the Norwich Wroxham Road and "The Sole and Heel" on Salhouse Road. Hope they are of interest.

Very best wishes. John Wilds -A

LETTER OF APPRECIATION FROM THE WILKINSONS

Dear Ralph & Yvonne, A note of thanks and our deepest appreciation on behalf of myself, Jacky and young Tom, for your kindness and warm gracious hospitality we experienced during our stay at the 467th Minneapolis convention. We felt extremely privileged to be present and were delighted to join with you and other veterans and their families on such an auspicious occasion. It was Jacky's first visit to the U.S. and we were truly overwhelmed to receive such genuine goodwill and friendship from all the 467th who went out of their way to make us feel welcome and part of the "family." Needless to say, we returned home in high spirits buoyed up with many treasured memories and moments that made Minneapolis a convention to remember.

Despite the tragedy of the Memorial Room fire, all of us in England who are concerned with preserving the memory of the 2nd Air Division are pulling together and hoping and praying for good things in the future. We won't let you down. In the meantime we look forward to the veterans return in "95" for commemoration of V.E. Day. It looks a great programme and you can expect a warm welcome and real treat. We're looking ahead to next October and the prospect of another wonderful 467th reunion in San Diego. Very much hope the family will be able to join with you and the many familiar faces and friends who make the 467th such a special Group.

Our very best wishes to all. Andy, Jacky & Tom.

LETTER FROM J. KEITH NEWHOUSE

Dear M. Canonne: To answer your letter to Robert Salzarulo: His charming widow, Eleanor, passed it on to me. I met her at a 467th Bomb Group reunion in Minneapolis, MN just two weeks ago. Salzarulo was a prisoner of war at the time of this mission you ask about.

Please bear in mind that I'm trying to recall specifics about a mission that took place 50 years ago. Having attained the ripe old age of 77 years, and not enjoying the best of health, I find my memory doesn't always coincide with that of my compatriots.

I was a first pilot in the 467th Bomb Group, 96 Combat Wing, 2nd Air Division, of the 8th Air Force. We were stationed at Rackheath, which is about six miles east of Norwich, about 90 miles northeast of London. The 467th consisted of four squadrons: 788th, 789th, 790th, and 791st, upon arrival in England in March 1944. I first flew with the 791st, but was transferred to the 790th about the time of this mission on June 11, 1944. I believe I represented the 791st on this raid as I led one three-ship

Letter from Keith Newhouse—Continued:

element, and Major Fred Holdrege of the 790th led another. I don't know who was in the third, but think it was made up of three crews from the 789th.

Certain things stand out in my mind with great clarity, but in checking with others who flew the same mission, I've found confusion. Let me explain.

All nine crews were "volunteers" for this endeavor. An order from headquarters was read that directed us to take out this bridge at Blois/St. Denis at all costs. (I had never heard such an order, before or after this incident.) Bombing was to be done on visual sighting of the target, regardless of altitude, to assure the complete destruction of the bridge. At no time in our briefing was there mention of any other bomb groups participating. I mention this because I recently read in the 8th Air Force Journal that the 466th takes credit for doing the job I know we did.

Further briefing was about scattered clouds in the area. There might be some fighter opposition, and possibly flak protecting the target. We were to assemble with the main body of 467th planes, then peel off at a point en route to Beauvais, where the main group was to bomb an airfield held by Germans that same morning.

Remember, the 11th of June was just five days after June 6th, the famous D-Day invasion date. I cannot recall our route crossing the French coast, or how close we were to Blois when we nine (three-ship elements) left the main body, but the altitude was somewhere between 18,000 and 22,000 feet.

We lowered in wide circles, through innumerable broken cloud layers, expecting Jerry to show some interest, but the fighter bandits never appeared. We broke clear of clouds and saw the bridge at 2,500 feet. I led the first strike, dropping at the end of the bridge where the guard house stood.

My co-pilot wanted to see an actual bomb drop, so he had gone back to the bomb bay to watch a German guard hightailing it out of harm's way. Our target was without blemish when our 6,000-pound load hit the end of the bridge and guard house. H. L. (Smitty) Smith, my good friend and co-pilot, said all he could see was a dense cloud of dust and debris. Piloting, I felt the lift from the release and almost immediately a rise from the explosion. It was really low-level bombing at 2,500 feet—the lowest I ever experienced. I understand at the first Ploesti oil refinery some planes released at 500 feet, but that was because of a foul-up with cross patterns and bad timing.

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

We flew back to Rackheath as three independent units of three ships each. During the entire mission we saw no enemy planes, witnessed no flak at the target, and saw no friendlies such as the 466th Bomb Group in the area. Until I read a write-up by someone from the 466th a couple of months ago, I remembered the story just as I've written it.

Then-Major Fred Holdrege (he stayed in the Air Force and became a Colonel) was in the lead plane of the 790th threesome, says he remembers nothing about the strike and slept all the way back to base. With the potentials for a really tough trip, the whole exercise proved to be a "milk run."

Which is the way I looked at it for 50 years, until I read that some other outfit was claiming credit. My big question now is: Was there another bridge across the Loire in that vicinity—two, or three?

Maybe you can help me with that question. I know our target lay as a virgin across the Loire that morning.

I'm going to send copies of this letter to Phillip G. Day, the Editor of "POOP FROM GROUP" (a newsletter for the 467th), and Mr. Vincent D. LaRussa who is publishing a fourth edition of the history of the 467th. Perhaps if it is published some other crews will send in their reminiscences of this puzzling record.

In the original history of the 467th Bomb Group by Allan Healy, on page 59 there is a reference to our run on the bridge over the Loire at Blois. The paragraph ends with the sentence: "It was a most satisfactory job and earned a citation from the

Division." I'll say this—we who did the job never heard a word of congratulations, but such is life during a war.

C'est la guerre? Sincerely yours, Keith Newhouse.

LETTER FROM LLOYD A GILBERTSON

Dear Phil, My wife and I attended our first 467th Convention Meeting this year. My co-pilot, Richard O. Russell (Crew 54, 790th B.S.) and I had not spoken, corresponded or seen each other in 50 years. Our poor wives had to sit and listen a lot while we tried to catch up on history.

Since the day Fred Holdrege contacted me by phone in June, I have been consumed in nostalgia. I hadn't realized I had suppressed so many memories of WWII.

I am enclosing a check to the Mail-Memorial Fund. Please keep me on the POOP mailing list. Your publication is a very creditable expression of the 467th B.G.

I hope at this writing you have fully recovered from your operation. Cheers!!! Aloha. Lloyd A. Gilbertson (Flight Engineer, Crew 54)

LETTER FROM JOHN OAKLEY

I am writing to thank you for printing my letter in the September POOP and to tell you of the response to it.

You may remember I asked for information on "Wallowing Wilbert" and "Bugs Bunny," the planes I remembered visiting as a boy at Rackheath.

Well the same day as receiving the POOP, old friend Tony North rang from Norwich to say he had a photograph of nose art from both planes I could copy so had an evening visiting him.

A few days later I received a package from Larry McMahon from Westford, MA, saying he had been tail gunner in both planes, enclosing pictures of the plane, crew and himself, also copies of a number of press cuttings he had kept describing the raids.

Next a letter and photos from co-pilot Sandy Pederson, Maitland, Florida, telling me they flew lots of planes in the 791st as they were never given their own. "Wallowing Wilbert" was very difficult to fly as it could not be trimmed out so whoever named it gave it a perfectly descriptive name. They finished their 35 missions on August 3, 1944 and "Wilbert" went missing on August 6.

Lastly came a letter from Wayne "Beef" Mountford, Ruskin, Florida, the crew chief, who said he well remembered us kids. I guess we must have been a thorough nuisance to him at the time. He told me "Wilbert" was shot down on her 45th mission with just one survivor P.O.W. from the crew that day. Also pictures of his ground crew and the plane.

So you can see the power of the POOP. It was really great to hear from all these friends after all this time and I would like to thank them publicly (I have of course answered them all) for all the time, trouble and expense they went to, to write to me.

Lastly, I hope you are recovering well from your operation and able to carry on with your great job as editor of the POOP for which I thank you very much. I am enclosing \$5 left over from my visit to help with postage.

My best regards. John Oakley

LETTER FROM JIM HOLT

Phil, Sorry you had to miss the convention in Minneapolis, but was pleased to learn that you were on the road to recovery from your surgery. Too bad that at our age our arteries either decide to blow out or to stop up.

Minneapolis was my first time at a 467th convention. I was assigned to two crews at Rackheath, Bill Mannings and Ed Wild. No one from either of these crews were there, but five members of Frank Watson's crew were there. I flew several missions with them as Mickey operator and they lived in the same hut as I, so they gave me a good 467th welcome and counted me as one of their own.

I am enclosing a check to help defray the expenses of producing and mailing the POOP FROM GROUP.

Jim Holt

A LETTER FROM KEN DRISCOLL

Dear Phil, My wife and I went to the last 467th Convention at Minneapolis in September '94 and a couple of weeks later we went to the 8th AFHS Reunion at San Diego.

I was so impressed with the San Diego area that I feel compelled to encourage all 467th BG Association members to start planning now to attend the next Convention there in October 1995.

Next to Las Vegas (which is in a class of its own) I think that San Diego is the nicest city that I have visited in the United States. The weather is ideal all year round—only about 11 inches of rain a year. October daytime temperatures average about 75°–80°. The downtown area has many tall ultra modern buildings and is very clean. There are miles of bay and ocean viewing. Many tours, including a boat ride in the bay area, are available. One of the best Zoo's in the country is there. Tijuana, Mexico is only 17 miles away and public transportation is available to that city.

I saw the hotel where the Convention will be held. It is presently being renovated inside and out and will look like a brand new hotel after the first of 1995. Its name is Kona Kai Club and is located on the tip of Shelter Island (a peninsula in the Bay). The view from there is spectacular.

If I ever decide to move from my native State of New Hampshire, I would think seriously of moving to San Diego. It impressed me that much.

Ken Driscoll

LETTER FROM PAUL V. HATTEN

Dear Phillip and Cille, First of all Evelyn and I hope you are well on the road to recovery. We know it will be a big chore for both of you, but keep the faith and you will be back to normal soon.

Now that the Minneapolis Convention is history, I think we owe Lloyd and Carmen Haug a vote of thanks for a great week of planning. The boat ride was a lot of fun and good food. The Sunday Banquet with entertainment was one of the best including the more serious portion of the program.

I enjoyed myself especially selling patches and having the opportunity of meeting a lot of our members for the first time. It was enjoyable listening to a lot of stories, some funny and some sad. It is impossible to remember all of them but what a pleasure it was to talk with "Puff" Pugh, Ed Holum, Myles Coolidge, Col. Shower, Ralph and Yvonne Elliott, Bob and Rosemary Sheehan, Vince and Gloria LaRussa, Charles and Marjoria Wagner, James and Dorothy Holt and oh, yes, Andy Kapi, plus many more who purchased patches. I am especially pleased with all of the complements on our patches. Some feel they are the nicest yet, we have done fairly well but I still have quite a few. Anyone who has failed to purchase a set of five for \$15 or individual ones for \$4 each should do so soon. All of the proceeds go to the 467th. Send check or money order made out to the 467th Bomb Group to: Paul V. Hatten, 2927 W. 8380 S., West Jordan, UT 89088.

It was a real pleasure to see Andy Wilkinson again and meet Jacqueline, his lovely wife, and Thomas their 3-year-old son for the first time. Andy continues his great work as a historian for the 467th. We are very fortunate to have someone from so far away showing such an interest in us.

What a surprise it was to see the letter from our Chaplain Arthur Duhl. I hope he enjoys the patches. Those that attended will surely remember Sundays when he would pull up a chair and say, "I didn't prepare a sermon for today but I thought we would just talk." I am quite sure those talks gave a lot of us the courage we needed.

Thanks again to all the 467th members who made our Minneapolis convention a real pleasure (even if I did sell patches during breakfast).

Get well soon.

Sincerely, Paul V. Hatten

UNIT HISTORY 467TH BOMBARDMENT GROUP (HEAVY) BY PHILLIP G. DAY

FOUR HUNDRED SIXTY-SEVENTH BOMBARDMENT GROUP (HEAVY)

Ninety-Sixth Combat Wing

Second Air (Bombardment) Division

Eighth Air Force

Station 145, Rackheath, Norfolk, England

11 March 1944 — 06 July 1945

Colonel Albert J. Shower, USAAF, Commanding

Constituted	29 May 1943
Activated	01 Aug 1943
Preoperational Training	09 Sep 1943 to 20 Jan 1944
Departure Overseas Began	12 Feb 1944
Assigned to Second Air (Bombardment) Division	11 Mar 1944
Arrival Station 145 Rackheath	11 Mar 1944
First Combat Mission	10 Apr 1944
100th Combat Mission	18 Aug 1944
Transporting Supplies and Gasoline	11 Sep 1944 to 02 Oct 1944
200th Combat Mission	22 Mar 1945
212th Last Combat Mission	25 Apr 1945
The War Ends in Europe - VE Day	08 May 1945
Depart Station 145 for United States	12 Jun 1945 to 06 Jul 1945
Redesignated Very Heavy	10 Sep 1945

Battle Participation Credits:

American Theater	07 Dec 1941 to Mar 1946
Air Offensive Europe	04 Jul 1942 to 05 Jun 1944
Normandy	07 Jun 1944 to 25 Jul 1944
Northern France	25 Jul 1944 to 14 Sep 1944
Rhineland	15 Sep 1944 to 21 Mar 1945
Ardennes-Alsace	16 Dec 1944 to 25 Jan 1945
Central Europe	22 Mar 1945 to 11 May 1945

Assigned or attached to the Group were the following Squadrons and Ancillary Units:

788th Bombardment Squadron (Heavy) First Organization	01 Aug 1943 to 10 May 1944
788th Bombardment Squadron (Heavy) Second Organization	12 Aug 1944 to 10 Sep 1945
789th Bombardment Squadron (Heavy)	01 Aug 1943 to 10 Sep 1945
790th Bombardment Squadron (Heavy)	01 Aug 1943 to 10 Sep 1945
791st Bombardment Squadron (Heavy)	01 Aug 1943 to 10 Sep 1945
1229th Quartermaster Company Service Group (AVN)	10 Sep 1943
862nd Chemical Company (AO), Detachment "A"	11 Nov 1943
74th Station Complement Squadron, Aviation (RS)	12 Nov 1943
1451st Ordnance Supply Maintenance Company (AVN)	15 Nov 1943
2105th Engineer (AVN) Fire Fighting Platoon	08 Dec 1943
470th Sub Depot	07 Jan 1944
207th Finance Section	18 Jan 1944
1286th Military Police Company (AVN)	03 Feb 1944
259th Medical Dispensary Aviation (RS)	22 Sep 1944
*375th Air Service Group, Headquarters	15 Apr 1945
*375th Base Service Squadron	15 Apr 1945
*812th Air Engineering Squadron	15 Apr 1945
*636th Air Material Squadron	15 Apr 1945

*All ancillary units except 862nd Chemical Company formed into these four units and remained assigned until redesignation.

UNIT HISTORY

467TH BOMBARDMENT GROUP (HEAVY)

The 467th Bombardment Group (Heavy) with its four squadrons, the 788th, 789th, 790th and 791st Bombardment Squadron(s) (Heavy), were constituted on 29 May 43 by War Department Secret Instructions of 19 May 43 and assigned to the Second Air Force for training. The Group and Squadrons were activated 1 August 43 with station of activation Army Air Base Wendover, Utah to train in Consolidated B-24 Liberator Heavy Bombers.

The cadre of 35 Officers and 155 Enlisted Men from the 470th Bombardment Group (Heavy) at AAB Mountain Home, Idaho assembled at AAB Mountain Home on orders of 9 September 43. On 12 September 43 the Air Echelon of Group and Squadron flying officers, key operational and intelligence personnel proceeded to Army Air Force School of Applied Tactics, Orlando, Florida under command of Captain Garnet B. Palmer, Group Operations Officer. The Ground Echelon remained at AAB Mountain Home with command of Group and Squadrons by 1/Lt James A. Seccaffico, which command was not relinquished until 17 October 44.

The Air Echelon was joined at Orlando on 17 September 43 by Group Commander Colonel Frederic E. Glantzberg (date of order unknown) and Deputy Group Commander Lt. Colonel Albert J. Shower on orders dated 23 August 43. The last two weeks of September were spent in classes conducted by AAFSAT in the latest tactics in the European Theater of Operations. At the end of September, the Group had 59 officers and 178 enlisted men.

In the first ten days of October the Air Echelon was at AAB Pinecastle, Florida, where ten simulated combat missions were briefed, seven of which were launched and five completed; two aborted due to adverse base or target weather conditions. The Air Echelon returned to AAB Salt Lake City, Utah arriving there on 15 October, while the Ground Echelon that had further manned at AAB Mountain Home, arrived at Camp Kearns, Utah on 16 October. Colonel Glantzberg assumed command of the 467th on 17 October 43 and Squadron Commanders vice Seccaffico were executed that day. Glantzberg stayed as Commander only to 24 October 43 when he was relieved and assigned as Group Commander of the 461st BG(H). Lt. Colonel Shower became Group Commander that date and he was the last commander of the Group, relinquishing command on 10 September 45 when the Group was redesignated 467th Bombardment Group (Very Heavy) for transition to and training in B-29 Very Heavy Bombers. Lt. Col. Allen F. Herzberg joined the Group in October as Deputy Commander. On the last day of October 1943 the Group had a total of 69 officers, 995 enlisted men and four training aircraft, B-24D models, and was ordered to AAB Wendover, Utah for phase training.

It took two troop trains to transport the Group from Camp Kearns to AAB Wendover. AAB Wendover was on the Utah-Nevada border and was deficient in most expected amenities; construction on it/of it was not completed. The training aircraft available were old, "war wearies;" maintenance was made extra difficult due to the weather conditions. The Group set to work, however, with dispatch and single purposefulness toward going overseas. Personnel continued to arrive; the rosters were constantly changing. From the top down the right man was being sought for every job. In fact, when the Group went overseas in February 44 only six officers of the Group who went to AAFSAT remained. Transferred to the Group on 3 November were twenty-three crews, consisting of Pilot, Co-pilot, Navigator, Engineer, Radio Operator and one Career Gunner, from the 18th Replacement Wing, and on 6 November twenty ten-men crews from the 470th Bombardment Group (Heavy) with three aircraft. The remainder of November after arrival at AAB Wendover was concerned with continuing organization of the Group and Squadrons and completion of the first, Pilots, phase of training wherein pilots/ co-pilots were certified, crew orientation and training progressed, with the four squadrons flying 262 sorties, 900-plus hours. At the month's end there were 390 officers, 1,660 enlisted men and seventeen aircraft, B-24Ds, in the Group.

In December the second, Bombardiers, phase of training was completed. The squadrons flew 652 sorties (fourteen additional aircraft, B-24Hs, were received in the first week of December), dropped 1,621 practice bombs and made 177 camera attacks. Two aircraft and twenty-five crewmen were lost in a mid-air collision on Christmas Eve day. No count of officers or enlisted men is available at month end, but a note was found stating that twenty-three aircraft, B-24Hs, were assigned to the Group.

Third and last phase, Navigators, was completed through 20 January 44 with 396 sorties flown, 1,125 bombs dropped and 250,000 rounds of ammunition fired. In the phase, three crews and aircraft were lost in crashes in the period.

The Inspection Team to qualify the Group for overseas service arrived 17 January, and the Group flew its Preparation For Overseas Movement Mission (POM) on 18 January which was unacceptable to the inspectors. Additional training was accomplished in the remainder of January toward a second POM inspection. At the end of the month the Group had 69 crews and 59 B-24H aircraft assigned, 29 Group Staff Officers and 67 Squadron Staff Officers.

Further training in February led up to the second POM inspection in early February which, though not entirely satisfactory, nevertheless did not stop the Ground Echelon and 108 aircrew personnel from departing on 12 February 44 in four troop trains to the Port of Embarkation at Camp Shanks, New Jersey while the Air Echelon in 59 aircraft with three crews as passengers flew to AAF Herington, Kansas on 12, 13 and 14 February for further practice missions and a final POM inspection, a 36-plane formation to Kansas City, Missouri. With one major glitch, the POM Inspector's aircraft aborted the mission, the Group passed and on 26/27 February the Air Echelon was en route to Morrison Field, Florida to begin their overseas flights. On arrival at Morrison Field they came under command of the Air Transport Command for direction to their overseas destination via the Southern Ferry Route, Waller Field, Trinidad; Belem, Brazil; Fortaleza and Natal, Brazil; Dakar, Marrakech, Morocco; Prestwick, Scotland; Valley and Mangan, Wales; then to Rackheath. One crew ferrying an ATC B-24 was lost in a takeoff accident at Agadir, Morocco and a crew and Group aircraft were lost in a crash in the Atlas Mountains of North Africa.

Fifty-eight Group aircraft and crews arrived at Rackheath, one as early as 8 March 44, with the preponderance on 11th, 12th and 13th and the final nine on 26 March 44. One aircraft was rendered unfit for further flight after landing downwind on Rackheath on 20 March.

The Ground movement, in the meantime, boarded the "SS Frederick Lykes," a C-3 freighter converted to troop transport, at New York on 28 February 44 and sailed the following day in convoy. Left behind with a broken propeller shaft after one day at sea, upon repair after five hours, the "Lykes" caught up with the convoy and arrived in Glasgow, Scotland on 10 March, where the echelon boarded trains for the overnight trip to Rackheath, where they arrived on 11 March as eleven aircraft of the Group were arriving.

Rackheath, Station 145, was constructed on the estate of Sir Edward Stracy, Bart. It was approximately five miles northeast of Norwich, on the Wroxham Road, in the County of Norfolk. Construction was accomplished by John Laing and Son, Ltd. at a cost of approximately one million pounds (four million plus dollars). Accommodations for 500 officers and 2,400 enlisted men were provided in ten living sites. The living standards were not up to those that had been experienced on domestic bases; there was no sewerage system for instance, ablution buildings in the living areas had running water but "honey-pot" toilets. Bathing was available only in the communal area, generally some distance from the living area.

Sleeping quarters were Nissen Huts, half-barrel corrugated steel shell over concrete floor with wooden ends, two windows and a door each end, the principal entrance with a light screen box-like affair attached. These held 12 to 16 in very crowded conditions. Other housing were prefabricated concrete structures (Seco Huts), generally quarters for the more permanent personnel. The other buildings of the base were also of the

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Nissen or Seco type, large Nissens for the Mess Halls, large Secos for Briefings and Headquarter type functions.

The living and operational sites were scattered to the west of the airfield and were sited to take advantage of the terrain and growth thereon for camouflage purposes. Blast (Bomb) Shelters, open to top, brick-lined, in earth mound, were scattered randomly throughout the living and working areas. A communal site, somewhat centrally located, had Officers and Flight EM messes and bath buildings. Close by was the Red Cross area, PX, gymnasium and Station Theater.

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 went 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 ordinance. 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.

The 470th Sub Depot was activated on 7 January 1944. Five officers and 87 EM, machinists, mechanics, instrument technicians, clerks, etc., were assigned. The Sub Depot built, repaired and supplied the needed parts and equipment necessary to keep the bombers and the men who flew in them in the air. Their machine shop, welding shop, paint shop, instrument shop, propeller shop, supply sections, etc., were the best in the Division.

The 270th Finance Section was activated on 18 January 1944, one officer and 8 enlisted men. They handled all assigned personnel payroll including all base pay information, deductions, allotments, etc.

And finally the 1286th Military Police Co. (AVN) assigned on 3 February 1944. Their responsibility was all Base Security and are remembered at all mission briefings and at the five (authorized) entrances to the base.

The 259th Medical Dispensary Aviation (RS), activated in September 1944 had its beginning with arrival of personnel on the base on 22 October 1943. Station Sick Quarters were ready on 25 December 1943, for use by the Medical Section, which until the Group arrived in March 1944, consisted of one Medical officer and eight EM, plus, later, a second medical officer, a dental officer and a dental technician. With the arrival of the Group in March 1944 the medical section was reorganized along the lines of a Station Hospital, incorporating the Squadron medical personnel into the total medical facility. The 259th eventually had a Surgeon, four medical officers, one dental officer, technicians for pharmacy, laboratory, x-ray, medical and dental, two ambulance drivers and several clerks (no nurses ever assigned).

All of the above auxiliary units on the field were inactivated (except Detachment A 862nd Chemical Co. (AO) on 15 April 1945 and reorganized and activated into the 375th Air Service Group, composed of a Headquarters and Base Service Squadron, the 812th Air Engineering Squadron and the 636th Air Material Squadron.

Mess facilities were manned by personnel from the squadrons on arrival of the Group. These persons were assigned permanently to the facilities and provided generally four meals, breakfast, dinner, supper and late meal for the total organization on the base.

To insure that all was in place for the Group's arrival, Lt. Col. Herzberg and an advance party arrived at Rackheath on 10 February 44. When the Ground Echelon arrived on 11 March, not all was in order but all settled in to utilize and improve the structures and facilities on the station. Upon assignment to the Second Bombardment, later Air, Division on 11 March 44, in conformance with Second Division directives, Lt. Col. Shower was named Station Commanding Officer, Lt. Col. Herzberg became Air Executive Officer with responsibility of Operations and Intelligence, and Lt. Col. Ion S. Walker became Ground Executive Officer with responsibility of Base Maintenance, Personnel and Supply.

The month, 11 March to 9 April, was spent in preparation for the Group's first combat mission. Much had to be done, both physically and logistically, to accommodate the myriad functions required of the Group. There were not enough buildings and rooms and additional ones were built, roads had to be widened, parking places built, much concrete poured. ETO procedures of Wing and Division had to be studied, officers and section chiefs were sent to operating Groups to study their policies and procedures. Practice missions were flown, the geography of England and operational procedures learned. Twenty-nine days after arrival at Rackheath, the Group was sent on its first mission. At that date the Group had 68 crews, and 52 aircraft, five of the Group aircraft having been transferred out immediately on arrival. The first crew(s) roster available after arrival of the Group at Station 145 lists 68 crews and has in the

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788th—18 crews; in the 789th—17 crews, which includes one replacement 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 10 April 1944.

The first mission of the Group was 10 April 1944 against an aircraft assembly plant at an airfield at Bourges, France. Thirty aircraft were dispatched, carrying six 1000-lb. S.A.P (Semi-Armour Piercing) bombs each. All reached the target, but four failed to drop their bombs due to mechanical problems. Lt. Col. Shower led the two squadron Group effort and Maj. Walter R. Smith, Group Operations Officer, the second squadron. Takeoff had begun at 0600; return was in the early afternoon of a beautiful day in England, blue skies, bright sun, and great numbers of personnel gathered around the perimeter track to welcome the crews and aircraft home. The Group flew over the base in perfect formation, thirty dispatched, thirty returned, a feeling of joy, pride, and relief for those who stayed behind. Neither flak nor fighters had been encountered, the crews on the first mission had had a "milk run." The bombing results were judged very good, with only one aircraft's six bombs falling outside the target area.

Fifteen missions were flown in April, one more was recalled. Number 2 on 11 April was the Group's first attack into Germany, with 36 aircraft in three squadrons dispatched and effective. Results were good, moderate flak encountered, enemy fighter seen but did not attack, but one crew was lost in a crash landing in England, resulting in the first seven Killed in Action of the Group.

A late afternoon (1530) takeoff on Mission 10 on 22 April to a marshaling (rail) yard at Hamm, Germany of twenty-eight aircraft, a two squadron effort, resulted in very good results by the Shower led Group. However, return to England was after dark and German aircraft followed the bombers back to England, shooting down two of the Group's aircraft with deaths of fifteen crewmen. A bomb dropped by the intruders on a hardstand near the south end of the field resulted in one ground airman KIA and one Wounded in Action.

Mission 16, the Group's first to Berlin, on 29 April, had a long-lasting effect on the Group. Twenty-eight aircraft were dispatched and twenty-six attacked the general target area through eight to ten tenths clouds. Three aircraft were lost with thirty-one airmen, thirteen Killed in Action, seventeen Prisoners of War and one Evadee. Among the POWs was Major Robert L. Salzarulo, Commanding Officer of the 788th BS (H), and his loss was the principal reason that the 788th was transferred to the 801st Bombardment Group (Provisional) on 10 May 44. The 801st was engaged in support of partisans in France and the Benelux Countries in dropping supplies, later agents, to aid their efforts in opposition to the occupying German forces. The 788th at transfer had fifteen crews of which eleven went to the 801st, one to the 789th BS, two to the 790th BS and one to the 791st BS. The Group was left with 59 crews on 10 May 44.

The first Group mission was flown on 10 April 1944 and it flew 15 credited missions, 431 sorties, 92% effective, 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. The first replacement to gain mission credit is first noted as Aircraft Commander on 29 April 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, on 12 May, eight effective missions were launched, 209 aircraft were sent on combat missions, an average of 26 per mission. After the departure of the 788th, the Group dispatched 300 aircraft in May on 13 missions, an average of 23 aircraft per mission.

The mission average fell to 22 aircraft per mission for the 27 effective missions flown in June. Here some missions were second missions of the day, with as few as 10 or 12 aircraft dispatched. On 14 June 1944, Mission 51, 39 aircraft were dispatched.

For Missions 68 through 86 in July, 500 aircraft were dispatched, an average of 26+ for the month's 19 effective missions. In the month 38 aircraft were dispatched on Mission 83 on 24 July 44. On one other mission 37 aircraft were dispatched and on two others 36 aircraft were dispatched on each. Two 12 plane missions were flown in July also.

In August 44 a realignment of Groups and Squadrons within the Eight Air Force occurred to reduce it to its authorized strength. As a consequence of this, the 492nd BG(H) was withdrawn from combat operations after 7 August to replace, by name, the 801st BG(P). Combat crews, ground personnel requirements and aircraft were realigned in the 492nd until 10 August 44 resulting in 29 crews, five without combat experience, 12 aircraft and ground support personnel being assigned to a squadron which became the 788th BS(H), second organization, assigned to the 467th BG(H) effective 12 August 44. Of the twenty-nine crews, twenty began combat operations with the 788th BS(H) on 14 August 44, the other nine crews were transferred into other squadrons of the Group.

In August, Missions 87 through 98, prior to the return of the 788th, the Group flew 12 missions, dispatching 295 aircraft, 24.5 aircraft per mission. This average rose to 31.5, 253 sorties, for the eight missions flown in the remainder of August with the return of the 788th.

Six missions were flown in September, five effective, prior to the Group being "stood down" to ferry supplies, principally gasoline, to France. In these missions 193 aircraft were dispatched, an average of 32+ per mission, slightly up from the prior period.

Upon resuming combat missions on 3 October 44, Mission 113 through Mission 118, 12 October 44, the Group flew 6 missions, 154 aircraft dispatched, 25.5 aircraft per mission.

On 13 October 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 14 October 44, when the Group dispatched 36 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. In the remainder of October for 8 missions effective, 241 aircraft dispatched, the average was 30 aircraft dispatched per mission.

There were 12 missions, all effective, in November, 337 aircraft dispatched, 97% effective bomber effort.

In December 15 effective missions were flown, 428 aircraft were dispatched, an average of 28.5 per mission. On 11 December the Group dispatched 47 aircraft with 46 effective. On Mission 146, 24 December 44, the Group dispatched 63 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 62 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 111,000 gallons for the mission. On 29 December, Mission 151 was launched in very adverse weather conditions, zero ceiling—zero visibility. Eight aircraft took off and completed the mission, two crashed on takeoff with the loss of 15 KIA and four seriously wounded. Two others were severely damaged on takeoff, one had to be abandoned in flight while the other crashed on landing at another airfield.

In January 45, 12 missions were launched, all effective, with 304 sorties, an average of 25+ per mission. The 17 missions in February, 15 effective, dispatched 531 aircraft, 31+ per mission. The second greatest number of missions, 24 all effective, but the largest number of aircraft dispatched, 709, occurred in March, an average of 29.5 aircraft per mission. In the twenty-five days of combat operations in April, 15 missions were launched, 435 (estimated) sorties, 29 aircraft per mission. (Last four missions records not available, therefore an estimate.) In total, then, the

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Group launched 221 missions, 6,011 (estimated) sorties and is credited with 212⁽¹⁾ missions, 5,538 combat sorties. This number took only 357 days of combat. Its percent of sortie aircraft making effective sorties in the 12 months, April 44 through March 45, was 90.7% compared to that of the 96th Combat Wing at 85.6% and the Second Air Division at 87.0%.

The least time credit mission record is 3:00 hours per aircraft on Mission 29, 20 May 44, to Satterast (near Rheims) 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 44, the missions averaged 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 Pointe de Grave, France on 15 April 1945, Mission 216, 9:05 hours (average) flight time for the 25 aircraft of the mission.

The earlier assigned crews sometimes flew three, four, five missions in a row. Later it was the normal practice in the 467th for a crew to fly two combat missions and one practice mission in a four-day time span. The fourth day was, except for Sunday, 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.

The names of 300 Aircraft Commanders have been found in mission records. 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. Prior to this, crews of the 788th were numbered one to twenty-five, 789th—twenty-six to fifty, 790th—fifty-one to seventy-five, and 791st—seventy-six to one hundred. 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)

Note ⁽¹⁾—The Group is credited with 212 missions. The difference in numbers occurred when mission recalls without penetrating enemy territory were counted in the Group but not in Wing.

on 10 August 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 was No. 99 on 10 August 1944. There were 86 crews in the Group at that time.

The total number of ground personnel assigned to the Group has not been found. Estimated from available records, primarily in orders returning the Group to the Zone of the Interior in June 45 are the following:

Group Headquarters	115	375th Air Service Group	227
788th BS(H)	305	812th Air Engineers	238
789th BS(H)	309	636th Air Material Sqd	130
790th BS(H)	306	862nd Chemical Co.	67
791st BS(H)	295	Total	1992

Transfers in and out of the Group are known to have occurred but such orders have not been available. A major transfer, probably not replaced, were 126 ground echelon transferred in January/February 1945 to infantry training to replace ground force losses in the Battle of Ardennes—Alsace of December 44 and January 45. Enlisted personnel quarters would be another indicator. The maximum number reported as quartered was 2,464. Air Echelon enlisted would have been maximum approximately 560 for 94 aircrews, leaving 1,900 in enlisted ground echelon. Ground echelon units officers numbered 106 in June 45.

There has been made a compilation of the names of all who were assigned or attached to the 467th from overseas movement to return to the United States, in number nearly 5,200. It is believed this listing is possibly 200 to 300 short of completion and probably will never be complete.

The last Table of Organization Roster of Officer Personnel for Group Headquarters Detachment and the four Bombardment Squadrons shows as follows:

	Authorized	Actual	Rated*
Headquarters	32	43	9
788th	107	118	104
789th	114	111	98
790th	113	119	105
791st	113	114	102
Total	481	487	399

*Rated—Pilot, Navigator or Bombardier

This T/O was prior to the reorganization of Squadrons on or about 17 May 45 in preparation for return to the Zone of the Interior and is probably typical for the months October 1944 through April 1945.

In the fifteen months the Group was at Rackheath, principal personnel assignments had very little change. Key positions and assigned officers were:

Group Commander, Col. Albert J. Shower	Aug 43—Aug 45
Air Executive Officer, Lt. Col. Allen F. Herzberg	Oct 43—11 Oct 44 ⁽²⁾
Air Executive Officer, Lt. Col. James J. Mahoney	11 Oct 44—Aug 45
Operations Officer, Lt. Col. Walter R. Smith Jr.	
Ground Executive, Lt. Col. Ion S. Walker	22 Sep 44—Aug 45
Group Bombardier, 1/Lt. John L. Low Jr.	to 29 Apr 44
Group Bombardier, 1/Lt Robert E. Dolan	
Group Bombardier, Capt. William C. Evans	
Group Navigator, Maj. Capers A. Holmes, Jr.	
Intelligence, Maj. Edward M. Ogden	
Adjutant, Maj. George W. Darnell	
Engineering, Maj. Walter R. Giesecke	
470th Sub-Depot, Lt. Col. Frank F. Creager	

NOTE ⁽²⁾: Lt. Col. Herzberg was transferred to the 96th Combat Wing as Operations Officer. On 10 March 45 he became Commanding Officer of the 458th Bombardment Group (Heavy).

Unit History—Continued:

Other Group Headquarters T/O officers were Aerial Gunnery, Aerial Photo, Air Inspector, Air Sea Rescue, Chaplain, Communications, Dental, Enlisted Mess, Legal, Ordinance, Personal Equipment, Officers Mess, Photo, Public Relations, Radar, Special Services, Statistical, Supply, Surgeon, Transportation and Weather.

The Squadron T/Os mirrored that of the Group to an extent but where the Group had 30 T/O positions, the Squadrons had only 13. The Squadrons, like the Group, had little change in key personnel in the preparation for and the overseas period. Key Squadron personnel were:

788th (First Organization)

Maj. Robert L. Salzarulo to 29 Apr 44
Maj. Leonard M. McManus to 10 May 44

788th (Second Organization)

Lt. Col. James J. Mahoney 12 Aug 44 to 11 Oct 44
Maj. John J. Taylor 11 Oct 44 to Aug 45

789th

Maj. Garnet B. Palmer to Mar 45
Maj. Robert S. Sieler Mar 45 to Aug 45

790th

Maj. Fred E. Holdrege to 27 Feb 45
Maj. Eugene W. Veverka 27 Feb 45 to Aug 45

790th

Lt. Col. Albert L. Wallace, Jr. to Aug 45

Aircraft assigned to the Group, not including those temporarily transferred in for the September 44 gasoline trucking operation, are estimated as high as 194, positively identified are 183. As previously stated, the Group was assigned 59 aircraft for overseas deployment, reduced to 57 with one loss en route and a second on landing at Rackheath. Transferred from the Group on arrival were 6 aircraft leaving 51 to begin combat operations. Of these 17 failed to return from combat missions, 10 were salvaged after crashes or accidents in England, 2 were salvaged on 29 May 45 as not suitable to fly back to the Zone of the Interior, 5 survived the missions and were RZL, 4 were earlier declared "war-weary" and returned to the States to be used for training. One became the Group's second assembly ship. No disposition has been found for the remainder 12.

New aircraft began being assigned to the Group soon after its arrival at Station 145 from depots where modifications to ETO standards had been performed and during the course of operations 37 from other Groups including 12 from the 492nd BG(H) with the arrival of the 788th BS(H), second organization, on 10 Aug 44.

One of the first aircraft acquired was a "war-weary" B-24D from the 44 BG(H) to be used as an "assemble on" ship for combat and practice missions. Painted distinctively with large yellow circles surrounded by red borders, the tail white with a large, black, block letter Group identifier P on it and with a large illuminated P on each side of the fuselage, this ship was usually first off on missions to fly to the assembly point and there to fly the race track assembly pattern while the Group assembled on it. It also fired pyrotechnic flares in the Group identification colors while in its role. With the Group assembled the ship would return to base, except in one instance. On 24 December 44, when the Group mounted a maximum effort of 62 aircraft (all that were flyable at that time), "Pete the POM Inspector," the name given the aircraft, with a skeleton crew, armed only with 30 calibre carbines, went with the Group to the target. The first assembly ship was destroyed in a crash on 28 October 44, and was replaced, in color scheme and markings by a Group "war-weary." The Commanding, Air Executive and Operations Officers also, at times, used a Republic P-47 Thunderbolt fighter aircraft to aid the assembly process. The first, "Little Pete" was lost in a training flight assembly accident to be replaced by "Little Pete II." These aircraft also carried Group color identification.

It was probably the intention that each heavy bombardment squadron would have 16 aircraft as the Table of Organization provided for sixteen crew chiefs. The squadrons of the 467th

were each similar in aircraft line maintenance personnel. There was a Group Engineering Officer over the whole aircraft maintenance operation working through Engineering Officers in each squadron. Each squadron, in turn, had a Line Chief who had under him three Flight Chiefs. There were sixteen Crew Chiefs with three or four Aircraft and Engine Mechanics assigned to him, one an Assistant Crew Chief. Specialists in Armament, Inspection, Instruments, Propellers and Sheet Metal, generally two of each and a welder worked at the direction of the Line Chief with the aircraft ground crews as needed. The Squadron Tech Center provided support for Auto Pilot, Bomb Sight and Radio problems. Routinely each aircraft received a preflight and daily inspection by the crew who also performed the 25, 50 and 100 hour inspections. Engine changes at 250 to 300 hours were performed on the hardstand and repairs, except major structural damage which was done at the Sub Depot, were also done on the line. Engine changes and repairs required were done by the crews with help of the specialists as required without regard to hour or hours required, the aircraft were brought back to flying condition as soon as possible in all cases. Because the squadrons had generally more than sixteen aircraft, several crews in each squadron had two aircraft to maintain. The work was hard, the hours long. Only through the dedication of these maintenance crews was the Group able to consistently have the best maintenance record in the Second Air Division and for several periods the best in the whole Eighth Air Force.

After the initial aircraft, all H models, the Group began receiving J models which required the maintenance crews to learn of them and their variations from the H models on the line. Later L and M models were received and following hostilities many aircraft were assigned to the Group, some new, some castoffs from other Groups and each had to be prepared for the flight back to the United States. The aircraft maintenance crews received a deserved honor in that the majority of the passengers on these flights were from their ranks.

The 467th had no one hero but did have a "hero" aircraft and crew that maintained it. "Witchcraft," a B-24H, Serial No. 42-52534 of the 790th BS(H) flew on the first Group mission and on the next to last, a total of 130 missions without once failing to reach its assigned target, the record for 8th Air Force Liberators. Her ground crew consisted of Crew Chief Joe Rameriz, Assistant George Dong, Mechanics Ray Betcher, Walt Elliott and Joe Vetter, a real "League of Nations" representation. Much credit has to be given the crews who flew "Witchcraft" to the record, they never turned back before reaching the target for mechanical or personnel reasons. "Witchcraft" received over 300 flak holes, had thirteen engine changes, had to go to the Sub Depot twice for repairs. But in her remarkable career not a man was injured or killed in her. "Witchcraft" returned to the United States in June 45, one of five original Group aircraft that did so. Following the war, example Allied aircraft were displayed in Paris at the base of the Eiffel Tower. Representing the B-24 was one painted in the 467th and 790th colors carrying on its nose the "Witchcraft" caricature and named "Witchcraft II."

The 467th from constitution was destined to become a B-24 Liberator Heavy Bombardment Group slated for operations in the European or Mediterranean Theater of Operations. The cadre training of the AAFSAT in September/October 43 was oriented toward missions in either of these theaters. Phase training at Wendover AFB was toward high altitude, massed formation missions. In January 44 when Lt. Col. Herzberg was sent with advance party to Station 145 Rackheath, England, at least a select few Group and Squadron command staff would have been told of the Group's ultimate destination. The Ground Echelon sailing from New York could have been going to either theater. The Air Echelon flying from Florida did not know their destination until one hour into the first leg of their flight, to Waller Field, Trinidad.

On arrival at Station 145 Rackheath, the Group became the third group of the 96th Combat Wing, Second Bombardment Division (later Air Division 1 January 45), Eighth Air Force of the United States Strategic Air Forces in Europe (USSTAF).

Unit History— Continued:

Commanding the 8th at that time and to the end of hostilities in Europe was Lt. Gen. James H. Doolittle, commanding USSTAF was Lt. Gen. Carl Spaatz.

The missions of the Eighth as the 467th began its combat tour were in compliance with the POINTBLANK directive of 10 June 43 directing the then Eighth Bomber Command to destroy the German aviation industry and secure air superiority over the Continent. Beginning with Blitz Week, 20 July 43, German aircraft industries, assembly plants, ball bearing works and GAF airfields had been attacked repeatedly, in some missions with very high losses to the Eighth. These POINTBLANK missions resulted in little loss of German aircraft production but GAF reaction to these raids confronting increased Allied escort fighters caused severe losses to the GAF in manpower. In the first four months of 1944 nearly 1700 GAF pilots were lost in combat, losses the GAF were never able to replace. Fighter range to escort the bombers were Spitfires—100 mile radius. P-47 Thunderbolts 250–300 miles, P-38 Lightnings, to be phased out to P-51s, 350–400 miles and the P-51 Mustang to 600 miles, the escorts could go anywhere the bombers went. The 467th was seldom attacked by GAF fighters due to the excellent formation integrity insisted upon by Group and Squadron Commanders, and rehearsed in practice missions that were briefed and flown, observed and critiqued just as the combat missions. German anti-aircraft artillery (AAA) became an increasing menace as the Germans withdrew from occupied areas to their own country, they brought their "flak" (AAA) with them in retreat and the concentrations of guns at various targets were sometimes in the hundreds. Missions against chemical plants did reduce the ammunition available to these guns in the latter days and they became somewhat less of the menace than they had been when the Group began its missions. Radar counter-measures, including fixed and variable frequency pulse generators to counter the GAF gun laying radar and aluminum foil chaff also reduced the "flak" effectiveness, especially when missions were flown over undercast conditions.

So the Group in April participated in the "winding down" of Operation POINTBLANK and the beginning of CROSSBOW, the code name for the effort to eliminate German vengeance weapon (V-1's) sites in France and the Low Countries.

The invasion of France had been postponed from May to June 44 to allow the isolation of the coming invasion sites from rail and road traffic by interdiction (tactical) missions against these transportation targets and against airfields within range of the GAF fighters and bombers of the invasion sites. This effort was at the direction of Supreme Headquarters, Allied Expeditionary Forces (SHAEF) and included 101 rail centers in Northern France and the Low Countries to be hit with 41,000 tons of bombs by the Eighth and RAF. Prior to D-Day, 6 June 44, these rail centers had been subject to 71,000 tons of bombs and not one GAF airfield was operable in Normandy. Twenty-two bridges across the lower Seine River were also priority targets. When weather conditions prevented operations toward the above objectives, the Eighth was released to strategic bombing of industrial targets, oil industries, aircraft and air depot targets in Germany. June's missions were mostly tactical with only six strategic missions in the 29 missions flown by the Group in the month. Only 19 missions were flown in July, of which 11 were strategic types. Of the 20 missions of August, nine were strategic and the major number of those against oil or air related targets. Crossbow missions ended for the Eighth on 31 August, the Group had flown only seven of this type mission to that date.

On 18 August, the Group flew its 100th mission, in just 140 days, a Second Bombardment (Air) Division record. Sorties flown numbered 2,375, bombs delivered, 5,500 tons. Aircraft losses totaled only twenty-seven, the lowest rate of loss in the Eighth Air Force, with forty-six men KIA, forty-five Wounded in Action and one hundred eighty-two Missing in Action.

In September there were only five combat missions, all strategic, into Germany, against transportation and oil industry targets. On 11 September, the Group, and 96th Combat Wing, went off operations to begin ferrying food and medical supplies

to Orleans-Bracy Airfield in France, later to Clastres Airfield in France. From 20 September to 2 October the B-24s were equipped to haul 80 octane gasoline to the rapidly advancing Allied armies in France. In the period the 96th delivered 2.12 million gallons, the 467th 664,000 gallons of that.

Back to combat missions on 3 October, the 14 missions of October, 12 of November and the first 7 of December were each strategic, each into Germany, with 21 against transportation, 4 against airfields, 6 against the oil industry, 1 area bombing at Cologne and 1 mission credit toward Coblenz in which no bombs were dropped.

Tactical, interdiction missions, against transportation centers and airfields, in support of Allied ground forces in the Battle of Ardennes-Alsace (Battle of the Bulge) began 24 December with Eighth AF Mission No. 760, the largest air strike of the war. There were 2034 heavy bombers launched, 1874 effective along with 768 P-51s and 50 P-47s for escort, 780 effective. The 467th launched 63 aircraft, 62 effective except one of those was the group assembly ship which carried no bombs. The Group's targets were three rail junctions. An additional 6 tactical missions were flown in December and the first 7 of January 45 were also tactical.

Beginning 14 January, Group Mission No. 161 through the last mission of the Group, and the Eighth Air Force, on 25 April 45, there were 60 missions launched, 58 effective, all but 4 were strategic. Operation CLARION, a major assault on German canal, rail and road communications began on 22 February 45. The Group after 14 January 45 flew 26 attacks on marshalling (rail) yards and 4 on highway bridges, canals and viaducts. Other missions were to 10 oil targets, 2 U-Boat building yards, 2 armor building facilities including one at Berlin, 8 airfields or air depots including 4 oriented toward jet fighters/interceptors, 2 industrial targets, a mission to Brunswick that was recalled as the Group approached Drummer Lake, GR, and 1 against the German Army Headquarters at Zossen, Germany. Of the 4 tactical missions, 2 were in support of VARSITY, the Allied assault across the Rhine River and were against GAF airfields in Western Germany. The other two were against German pockets of resistance in the Pointe de Grave/Royan, France area that denied the Allies the use of the port facilities at Bordeaux. On 15 April, the Group launched 29 aircraft including four lead ships in a three squadron effort. Effective were 26 aircraft dropping 4 x 2000 pound bombs each, all of which landed within 1000 feet of the MPI (Main Point of Impact), fifty-five percent within 500 feet. This proved to be the best bomb record by any 8th AF group on any mission of the war.

The following day, 25 aircraft undertook the longest mission of the Group, an average 9:05 hours per aircraft, to carry napalm (jellied gasoline) bombs to the same area. Of unknown capacity, these cardboard cylinders had very poor ballistics and the bombing effort, rated fair, was the only use of napalm by 8th AF bombers.

The Group mission 200 came on 22 March 45, and was celebrated with a large "stand-down" party. The day after the 200th mission party, the Group was still celebrating with a big "beer bust" and watching P-47 and P-51 exhibition teams in an air show of stunt flying. A less experienced pilot in a P-51 wandered by and attempted a slow roll at 100 feet, lost control and crashed in the Red Cross Gym area. The party was soon over, no one felt like celebrating further.

What did the Group accomplish in its thirteen months of combat? It flew 212 combat missions in 357 combat days, 5,538 combat sorties, an average of 26 aircraft effective per mission and dropped 13,353 tons of bombs, 2.4 tons per aircraft sortie. Aircraft lost in action numbered only 29, the lowest loss rate of any Group of the Eighth but we suffered 242 Killed In Action or Killed In The Line of Duty. Aircraft losses in accidents numbered 20. Enemy aircraft claims were 6 destroyed, 5 probably destroyed, 2 damaged. The Group set the unsurpassed record for bombing accuracy and had the best overall standing for bombing accuracy in the Eighth. The Group had the highest overall aircraft availability record in the Second Air Division, was always high in effective aircraft launched, had low mechanical

Unit History— Continued:

failures and/or aborted missions. The Motor Pool had an extremely low accident rate, the Photo Section received citations for photos secured, the best kept airplane in the Division was from the 467th, the 789th BS(H) had a record 45 missions, 371 sorties without loss of aircraft or crewmen in the period 21 April to 20 June 44. Decorations and promotions, the Group received its share of the former, probably not enough of the latter.

In summary, as our combat history drew to a close, the Commanding General of the 96th Combat Wing wrote to Col. Shower:

"The records clearly indicate the continuous outstanding performance of the 467th Group in all phases of operation. Most commendable is the absence of any slumps in your bombing records. You have been at or near the top throughout. It is proof

of the initiative, tenacity of purpose, and drive exercised by you and your command."

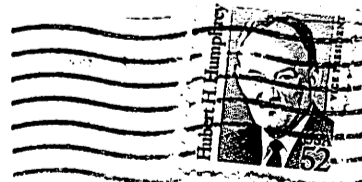
The mission of the 467th was to put bombs on targets. This was done consistently, with exceptional precision. We are very proud of what we did. Many who were with us did not survive. We shall never forget them. And toward this end we have the Four Hundred Sixty-Seventh Bombardment Group (Heavy) Association, Limited which presently has nearly 1,300 veterans of the Group as members. Our efforts in memorials to the Group and to its casualties are in San Diego, at the Air Force Academy, at the Air Force Museum, at the Eighth Air Force Museum, in the Second Air Division Memorial Library Room in Norwich, England, and at the former site of Station 145, Rackheath. We will continue to honor our Group and our casualties in similar efforts to the LAST MAN.

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