



# POOP from GROUP 467

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STATION 145

RACKHEATH

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

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**FROM THE PREZ – MEL CULROSS**

HOME ALIVE IN 45! Remember that saying? You could find it on the day room bulletin board or wherever. Now it's 1995. Fifty years have passed but the 467th Bomb Group lives on. Many of our members will journey to England to attend the 2nd ADA Commemoration of VE Day in May. I regret I will not be able to attend this momentous occasion but our Vice President to 2ADA, Ralph Elliott, and his wife Yvonne, will be there; also our Vice President, Marvin Ralph Davis, and his wife Doris; and twelve other veterans with fifteen family members and friends. Have a Gin and Tonic for me, will you? I will be present for the Southern California Regional 2ADA Reunion at El Toro Marine Corps Base February 25; also the 48th Convention 2ADA in Lexington, Kentucky, July 3-5. You don't want to miss this Convention so now is the time to make your reservations to Evelyn Cohen. I urge all members who do not belong to the 2nd Air Division Association to join now. I'll make it easy for you. Send \$15.00 to Evelyn Cohen, 06-410 Delaire Landing Road, Philadelphia, PA 19114. I assure you it will be the best investment you can make.

I'll make this report short so our Editor, Phillip Day, can make room in this issue of POOP FOR GROUP for a very important update from our Veep as to the Presidential Unit Citation. Also to keep you informed as to the latest from our Coordinator, Jack Stevens, as to our 467th BG Convention on October 12-16, 1995, in San Diego, California.

**FROM THE VEEP – RALPH DAVIS**

**Presidential Unit Citation**—The Army, who is the key service for these awards, decided that they did not want to pass forward our request for the citation. I was advised of this by Senator Glenn's Office, Mike Entinghe, in late January. With the help of Senator Glenn, and the interest in the Air Force as a result of the letters from both Lt. Gen. Croker and Lt. Gen. Shuler, Retired, the Air Force has decided to pick up the challenge and move the effort forward. Mike Entinghe advised that they will be contacting both Generals and myself in the very near future. The target date to forward this to the President is May, 1995. I will keep you posted.

**The B-24 Project of The American Air Museum in Britain**—The following are excerpts from my latest communication from Maj. Gen. James E. McKnerney, Jr., Retired, regarding the project. "Plans for the shipment, restoration and display of the

Liberator's forward fuselage are well under way. More than 2,000 Founding Members have donated to help make sure the B-24 is given the recognition it deserves as one of the most important bombers to grace the skies. I am extremely happy that the Museum will be able to properly honor the most produced bomber of World War II, its pilots and crews, and grateful that Founding Members understand the significant impact the B-24 had on the final outcome of the war." The address to contribute to this event was in my last comments in the POOP.

As an aside, if you have a computer, are you on the internet? I can be reached at "BJMAX@AOL.COM for anyone having it and my FAX number is (513) 426-9955.

All my best, Ralph Davis

**BITS AND PIECES PRELUDE by Phillip G. Day**

I wrote the following BITS AND PIECES in anticipation of closing out this POOP on or about February 24 and make my trip to Houston for the operation scheduled on February 28. Well the best laid plans, etc., came to a screeching halt on February 11 when I misstepped to go up the back steps into my house and fell backward onto the ground, landing on my seat of: upper back and suffering a compression fracture of the 10th vertebra, and it is a suffering. I spent ten days in the hospital and have been at home since wearing a lace-up brace that is uncomfortable, sleeping very poorly, can't lie down, have to sit up or stand up. A one-month X-ray shows healing of the fracture but best guess is another 60 days to complete healing and another 30-60 days until discomfort is gone. This POOP suffers from the fall also; I was not able to do it/for it all I wish. Ms. Eloise Musgrove, who does all the secretarial and desktop publishing for it has done an admirable job on publishing without a whole lot of help on my part and I do thank her so very much for doing so.

A very important addendum to the POOP is the announcement of the marriage of Charlotte V. Halpin and Albert J. Shower, a Nuptial Mass, on Saturday, February twenty-fifth at March Air Force Base Chapel, Riverside, California. A reception was held at the Air Force Village West that afternoon. A planned trip to Hawaii had to be cancelled when Mrs. Shower became ill from a recurring ulcer problem. Colonel and Mrs. Shower, the whole of the 467th Bombardment Group (Heavy) Association, Ltd. offers you our congratulations and sincerest best wishes for a happy life together.

## **BITS AND PIECES by Phillip G. Day**

It hasn't been the best of times this last quarter. Our Christmas/New Year visits by sons and families were limited due to their work requirements and the death of a daughter-in-law's grandfather the day after Christmas. In the first week of January I passed a kidney stone; subsequent follow up showed my left kidney was no longer functioning. "Don't worry about it," say the Doctors—I worry about it. When you read this I will likely have had the second arterial operation for reduction and reinforcement of the femoral arteries to my right and left legs. It is scheduled to be done February 28 at Houston's Methodist Memorial Hospital. Our three sons and families live in the vicinity and can/will be much support for their Mother and me. More of this continuing saga in the next POOP.

Lots of wonderful cards and letters of Holiday Greetings and well wishes and I thank all of you for your thoughtfulness in doing so. Miss Cille and I enjoy so much the correspondence you send. In fact, though, it is a source of argument between us as I don't want to get rid of any of it and have too many files of them. An ultimatum before Christmas to clean up my Association work area had me boxing up a great deal of it so that the room would be more suitable to anticipated family visits. I still have not been able to unbox, go through the material, and make some semblance of files. Will do that while recovering at home after the operation. This operation is also going to be interfering with my vegetable gardening. I have it mentally laid out to do—it is a little ambitious for my limited physical ability. At this time it is too cold to do much in the yard although Miss Cille and I were able to work up two rows along a support fence and plant her flowering sweet peas and sugar snap peas; they are up and doing fairly well.

Had an inquiry from Danial Brooks about the final disposition of "Witchcraft." I can't tell you that, Danial. The last report I have of her, she was in storage at the Ford Willow Run plant airfield in August, 1945, awaiting assignment to the Pacific Theater, which obviously did not occur so I assume she was sent to one of the airfields where surplus aircraft were salvaged and broken up for their scrap aluminum. I was in college at Stillwater, OK in the summer of 1946. The small airfield, Searcy Field, was chock-a-block with B-24 aircraft. I have read that 142 in total eventually were all salvaged out. Engines, instruments, turrets, radio equipment, tires and wheels were pulled out/off the airframes. Then the airframe was pulled out onto a runway where a tall crane dropped a large weight on it repeatedly to mash it as flat as possible. A Caterpillar treaded front-end loader then rolled over the flattened mass until it was torn into pieces/shreds small enough to be loaded into dump trucks which hauled it to a nearby railroad siding to be loaded onto rail cars to be transported to a smelter. In conversations with some of the supervisors I found out that the cost of the aircraft and the salvage cost was recovered from the fuel (gasoline) aboard the aircraft when they arrived at Stillwater. I feel this was true at all of the aircraft salvage operations. It was sad to see, it is sad to remember.

## **ROSTER ADDITIONS**

As I told you I would, I purged many Associates from the Association Mailing Roster and while I was at it I added some additional information to the remainder Associate names. The names are now followed by AW meaning Associate Widow, AF-Associate Family (of Veteran), AH-Associate Historian.

William V. Baxter, 4 Belair Terrace, SW, Aiken, SC 29801

Catherine Fagan-AW, 263 West End Road South, Orange, NJ 07079

\*John E. Kotema, 1651 32nd St. NE, Canton, OH 44714

Glenn M. Livingston, 76 S. Front St., P.O. Box 251, York Haven, PA 17370

Morton N. Rabinowitz, 7904 Regent Circle SW, #4, Huntsville, AL 35802

Edward Sanicki, 3698 South 69th St., Milwaukee, WI 53220

Shirley Swint-AW, P. O. Box 117, Fox Island, WA 98333

\*Returned from Lost Soul

If they live near you, give them a ring, drop by to see them. Don't let anyone 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 him. Try to locate him if he lives in your area.

Delmar D. McGowen Huntington, TN

Only fifteen changes of address in this quarter, the winter movers had done so, the spring movers have not yet begun.

## **LAST POST**

Melvin L. Bland

Henry A. Fagan

Robert F. Hammen

William J. Smith

Thomas Swint

John J. Wukelich, Jr.

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

Of the above, I only knew Tom Swint; visited him and Shirley at their Fox Island, WA home on two occasions. Tom was a newspaperman after his service and wrote a weekly column for the Seattle "Astonisher" until his retirement (He called it the Seattle "Fishwrapper"). I enjoyed my correspondence with Tom; you had the opportunity to read some of it in POOP.

## **TREASURER'S REPORT**

Operating Fund 12-01-94 to 02-01-95

Opening Balance (corrected)	\$ 9,889.50
Contributions (129)	3,437.00
Interest on Operating Acct. 3 mos.	37.88
Interest on CD, 1 mo.	52.05
Convention 94 Surplus	2,985.11
467th History Sales	2,000.00
G.I. Memories Sales	50.00
Patch Sales	226.00
Vance Cridling Memorial	305.00
Sub-total	18,982.54

Disbursements:

USPS Domestic POOP 13-4	728.00
USPS Foreign POOP 13-4	42.78
Secretarial POOP 13-4	376.10
Reproduction/Mailing POOP 13-4	674.00
USPS Domestic	10.40
Pass thru Vance Cridling Mem.	305.00
Estate of Travis White-Conv. 94	170.00
Purchase Certificate of Deposit	12,500.00
Sub-total	14,806.28

Operating Account 02-01-95

\$ 4,176.26

Other Funds:

Albert J. Shower Endowment	796.50
32-day Certificate of Deposit	12,500.00
Sub-Total	13,296.50

**TOTAL ALL ACCOUNTS**

**\$17,472.76**

## **SPECIAL PROJECTS REPORT**

**CONVENTION 1994:** The Association has been repaid the \$3,000 advance made to the Convention. Final accounting of the Convention from Lloyd Haug was \$2,985.11 surplus. From this I paid the Estate of Travis S. White a refund of \$170 due to his death just before the Convention, leaving a net of \$2,815.11 from the Convention.

**HISTORY OF THE 467TH:** The Association has recovered \$9,500 of the \$12,379.31 invested in the 500 books ordered in the third reprinting. Sale of 72 additional books will bring us to break even or we can wholesale enough copies, 115, 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 \$1,965. Paul Hatten has a sufficient number of patches on hand to recover all costs and show a modest profit for the Association. I believe Paul will have some additional expenses against this account.

**ETOMEMORIES:** The Association has no investment in this effort by Al Welters to make some money for the Association, but I wish to report that Al has forwarded \$50 to the Association from the sale of the booklets.

**MAIL-MEMORIAL OPERATING FUND  
CONTRIBUTIONS 12-01-94 TO 03-01-95**

The largest number of contributors, 129, the largest number of contributions, 130, and the largest single amount contribution, \$250, occurred in the past quarter. A total of \$3,437 was contributed and on behalf of the Association, I thank each one of those who made them. The amounts ranged from \$5 up, 31 \$100 ones, nine \$50 ones, many \$25 ones, a \$65, several \$35, and the \$250 one. Again, thanks for each of the contributions and to each of the contributors.

Had a letter, with a donation, that suggested roster purging was not a good idea, that we should have dues instead for everyone. Dues have been suggested before but it would also result in veterans and associates being dropped if they didn't pay. Also, the bookkeeping, notices, etc. would be a burden on your treasurer. We will continue on with all veterans and associate widows remaining on the mailing list—and other associates, to remain on mailing list, will have to make contributions of either time, talent, or monetary giving. So, please, all of you veterans and associates who have never contributed or not in a long time, do so in the near future.

**Contributors to the fund :**

Joe L. Abernathy	Charles W. Hartney
David Alp-AH	Albert Henke
A. G. Anderson	Col. Allen. F. Herzberg
Richard G. Banister	Fred E. Holdrege
Robert A. Barclay	Joseph Huben
Floyd R. Barthel	Col. H. Harding Isaacson
Steve Barilich	Charles E. Jackson, Sr.
Wesley J. Bartelt	Earl S. Jensen
Frank G. Beatty	Debra L. Johnson-AF
Raymond D. Beaulieu	B. L. "Bozy" Johnston
Earl D. Belisle	James B. "Jim" Johnston
Jack E. Berner	Norma Kagy-AW
Archie Boisselle	Loren F. Kannenberg
R. S. Bosworth, Jr.	Andy Kapi, Jr.
Danial T. Brooks	Donald D. Kaynor
Clement W. Brown	Herman F. Keller
Walter T. Bubb	M/Sgt. Floyd Kingsley
Gordon A. Buchmiller	Henry H. Kipper
Oliver O. Carner	Paul J. Kuchinski
George W. Casey	Edmund Lanski
Edgar P. Cason	Alan Last, AH
Charles T. Cates	Walter J. Laughlin
W. R. Chapman	Cleatis O. Little
E. W. "Bill" Clarey	Glenn M. Livingston
Ken Close	David E. Love
Walter C. Colvin	Robert P. Lukeman
George W. Condry	M. L. Malone
Myles E. Coolidge	James A. Martin, Jr.
Dorothy N. Darney-AW	Albert J. Matthes, Jr.
Robert Davidson	Edward J. McCrystal
Marvin R. Davis	Malcolm B. McIntire
H. H. Dekle	Robert McKenzie
Roy M. Dettinger	L. E. McSween
Danial J. Diebel	Frederick W. Miller
John L. Doling	Wayne "Beef" Mountford
Bernard F. Driscoll	John W. Mucklem
B. C. "Blackie" Dunnam	Leon J. Olexiewicz
Robert L. Edwards	Earle C. Page
June R. Ehrlich-AW	G. Bruce Palmer
Elizabeth J. Elsen-AW	Charles E. Patnesky
Carl E. Epting, Jr.	David G. Patterson-2ADA
Catherine F. Fagan-AW	James F. Peters
Roy B. Fly	James Pippenger
Mario A. Fog	A. C. Pittman
Edward E. Frazier	Frederick R. Porter
William J. Galchick	Lynn Rainwater-AF
George D. Gerber	R. J. Rambosky
Edward Guedeker	James E. Randazzo
Jim E. Gummelt-AH	Donald E. Reab

Alford L. Robinson  
Marilyn Rothchild-AW  
Charles C. Russell  
Elbert Sablotny  
John V. Salen  
Robert T. Sander  
W. P. Scharrschmidt  
Louis J. Schiavo  
Willard H. Schultz  
Milan Sefca-AF  
George E. Shenefield  
Max Sheppard-AF  
James L. Sherrard  
Robert L. Snyder  
James Spence  
Ronald D. Spencer

W. R. Stanton  
Steven W. Torgeson-AF  
Paul Torretti  
Albert L. Touchette  
Gordon Tucker  
Helen M. Uebele-AW  
Raymond D. Vogel  
Joseph C. Wailes  
Marshall H. Walker  
Walt Weaver  
Allan J. Welters  
Romeyne M. Werdung  
Emmitte E. White, Jr.  
Arthur A. Wicks  
R. M. Winger

**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.

**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.

## 467TH BOMBARDMENT GROUP (H) ASSOCIATION CONVENTION 1995 *by Jack Stevens Cardin*

The 467th Bomb Group (H) Association will meet in San Diego, CA, from noon, Thursday, 12 October, to noon, Monday, 16 October. Our headquarters will be the Kona Kai Plaza Las Glorias Resort & Marina, overlooking San Diego Bay, on Shelter Island in the deep-water channel to the bay. Our special room rate is \$75 plus 10.5% local tax (\$82.87) per day, good 7 days before and 7 days after the convention.

### Kona Kai Resort Features:

\* 207 luxurious guest rooms with San Diego Bay and Marina views

\* Top of the Mast Restaurant with weekend entertainment.

\* Tennis, health club, basketball court, volleyball, and bicycle

rentals

\* Complimentary airport and Amtrak shuttle

\* Two heated swimming pools and spa

\* Complimentary parking

\* Room service and valet service

\* Cable TV/HBO

\* Handicapped facilities

\* Private beach

\* Fishing pier

### Nearby Places of Interest:

\* Balboa Park

\* San Diego Zoo

\* Cabrillo National Monument

\* Sea World

\* Tijuana

\* Old Town

\* Hotel del Coronado

\* Balboa Park Museums/Aerospace, Auto, Art, Model Trains

\* Wild Animal Park

\* Seaport Village

\* Gaslamp Quarter

\* Mission San Diego

\* Casino Gambling

\* Military Bases

### Day Room Activities:

\* Meet and reminisce with families and friends.

\* Display and view wartime photos and memorabilia.

\* View Joe Dzenowagis' Military Video History videos.

\* Open coffee bar

\* PX items for sale

### Reunion Package:

\* Arrival dinner

\* Visit military base with lunch

\* Tour Cabrillo National Monument

\* Visit San Diego Zoo

\* Attend Symposium on Aircraft Repair and Maintenance at

Rackheath

\* Continental breakfasts each morning

\* Cruise San Diego Bay with lunch

\* Group business meeting

\* Farewell banquet

San Diego is located at the southwest corner of the 48 states and is accessible by air, bus, highway, and rail. For retired military with trailers or RVs, there are camper parks at NAS Miramar and the Naval Station's Admiral Baker Field. Call Navy Lodge Reservation Center, 1-800-628-9466, for information.

As our official travel coordinator, I have selected Travel Connoisseur, a three-office full service agency with extensive experience in all travel matters. Annette, at 1-800-348-3087, can handle all your travel needs and questions.

For our reunion, Annette recommends senior citizen discount books as the best bargain in air travel (a 4-coupon book is \$596.00 and an 8-coupon book is \$1,032.00). Credit cards or checks will be acceptable for payment of all reunion and travel matters.

She also offers a post-reunion 4-night cruise on the Royal Caribbean Cruise Lines "Viking Serenade". The ship leaves Monday, 16 October, at 4:45 p.m. from Los Angeles, visits

Catalina Island and Ensenada, and returns to Los Angeles on Friday, the 20th, at 8:00 a.m. The cruise only tariff will be \$349 to \$399 per person, depending on your choice of accommodations. There will be a complimentary shuttle to Los Angeles and passengers can return home from Los Angeles.

For the best air fares, early reservations are recommended. If fares decrease after you have purchased your tickets, they will be reissued at the lower fare, wherever possible. To make "one-stop shopping" reservations by phone, complete the registration form herein; have your credit card ready; call Annette at Travel Connoisseur, 1-800-348-3087; and furnish your registration form information to arrange for any and/or all of the following:

(a) Travel arrangements

(b) Reunion package

(c) Kona Kai reservations

(d) Rental car reservations

(e) Post-reunion cruise arrangements

Each reunion package and Kona Kai reservation combination made before 15 August will be entered in a drawing for a free post-reunion cruise for 2 people. The drawing will be held at the final banquet. (Note: If fewer than 15 cruise cabins are reserved, no free cruise will be awarded.)

Early reservations will ensure that guest rooms and facilities are held for our use and that you will be entered in the drawing for a free post-reunion cruise.

**Registration Form for the Convention and Hotel, and Tentative Schedule of Events, are on pages 7 and 8 in this issue of POOP.**

## CONVENTIONS, REUNIONS

### Midwest Region of 2nd Air Division Association:

The 12th annual reunion of this nine state area will meet September 19-21, 1995 in Springfield, Illinois. Complete details and reservation forms will be mailed upon request to Bill Kirkton, 1 County Rd., Chatham, IL 62629.

### Second Air Division Association:

The 48th annual convention of the Second Air Division will be July 3-6, 1995, in Lexington, Kentucky. To attend you must be a member or associate of the Second Air Division Association—dues \$15 per year. Contact: Evelyn Cohen, Apt. 06-410 Delaire Landing Road, Philadelphia, PA 19114.

## 'MASSILLON TIGER' PRINT FINDS HOME IN MILITARY MUSEUM (This article was sent to POOP by Ed King)

Massillon, July 21, 1994—James Kennedy recalls that the sight more than 50 years ago took him by surprise.

It was his first day at the Rackheath air base outside Norwich, England. Kennedy was touring the airfield looking at planes and getting his bearings. He turned a corner and in front of him on the nose of a B-24 bomber plane, Obie carried a football next to the words "Massillo Tigers."

Kennedy had grown up in Canton and was a McKinley High School graduate. But it had been more than a year since he had left home to serve in the Army. Obie, the school caricature mascot, and the Massillon Tigers brought back memories. He raced to his barracks for a camera, then back to the plane for a snapshot.

Kennedy now lives in Plain Township, but he still has that photo. His snapshot has helped bring the old bomber back to life.

This past week, the Ohio Military Museum in Massillon received an original print of a painting of the "Massillon Tiger" B-24 Liberator bomber. The print has been added to a display that commemorates the plane, which flew 79 missions over Europe during World War II.

Kennedy officially presented the print to the museum. It was given by Edward King, a lawyer from Ithaca, N. Y.

King's crew flew 11 missions in the Massillon Tiger. It was his crew that ferried the plane back to the United States at the end of WW II.

Kennedy never flew in the bomber. He served in the signal corps of the Second Air Division, Eighth Air Force and assisted the ground crews that serviced the planes between bombing missions.

### 'MASSILLON TIGER' - continued:

But the plane held a special place in Kennedy's memory. After visiting Norwich in 1972, he began wondering what had happened to the Massillon Tiger and contacted the Second Air Division Association, which had been formed by members of his old unit. Through the association, Kennedy came in contact with others who remembered the bomber.

The B-24 got its name from retired Judge Norman Putman, who flew the plane from a factory in the states across the Atlantic to England. Putman was a pilot and had the money, so when he was offered a chance to put some artwork on the plane's nose, he paid someone to paint Obie.

Once the plane was in England, it had to be modified with special radar equipment. A hole was cut near the artwork for a bubble window. The hole cut away the "N" in Massillon, leaving the plane the "Massillo Tigers."

Putman never flew a mission in the plane, although he too tracked it down in Norwich and posed next to it for a photo.

After King returned the plane to the United States, it was flown to a depot in Walnut Ridge, Ark. Most likely, the plane was broken up and smelted down.

The plane held special meaning for those who flew it or worked on it during the war.

Losse Piland, a Texas native who was ground crew chief for the plane, mailed a photo of the B-24 to Mayor S. Robert Weirich, praising its service.

Meanwhile, Dean Johnson, a navigator from California who flew six missions in the plane, talked about it so much, his friends got an idea. They decided to commission artist Al Fernandez of Pacheco, Calif., to paint the plane.

But Fernandez needed something to work with as he painted. After several telephone calls, Johnson's friends connected with King in New York. King contacted Kennedy, who supplied Fernandez with a copy of his photo and an Obie patch.

When King learned of the project, he wanted copies of the painting for members of his crew. That request paved the way for the Ohio Military Museum to receive a print.

Museum officials are excited about the addition, which will enhance a display already made in honor of the plane.

The Ohio Military Museum likely will be the only museum in the country with a print of the Massillon Tiger, Walsh said. Most of the prints went to men who flew the plane or serviced it on the ground.

Donations from members of the 2nd Air Division of the 8th Air Force built a wing on the Norwich, England city's library. That wing serves as a living memorial to the airmen who served with the Second Air Division in World War II, Kennedy said.

### LETTER FROM M. PHILLIPPE CANONNE

Thanks to POOP FROM GROUP. I would like to express all my gratitude, all my acknowledgment for very, very kind persons: Me Eleanor E. Salzarulo, M. Kenneth Driscoll, M. Keith Newhouse, and M. Andy Wilkinson..

I am French, 31 years old, and I teach History and Geography at Issoudun.

My research consists of collecting information about the spectacular destruction of the rail bridge situated at Blois/St. Denis on 11 June 1944 by elements of the Eighth Air Force: 458th, 466th and 467th BG.

Letter after letter, all these persons are kindly helping me to understand the history of this air raid, giving me information, explanations.

I am interviewing French witnesses and I am working with French archives (often very closed). The air raid took place early on Sunday morning and was very fast. No aircraft had been shot down, no civilian victims recorded (this fact is very important for all French). In a few minutes the rail viaduct was demolished, breaking down a very important route for German Army. It was a very successful mission!!

With this bombing, for all, the so hoped for liberation was coming very fast. It was the beginning of the end of 5 years of war. We can see today, in 1995, the remains of this bridge which was never built again on Loire.

To answer the very important and very precious letter from M. Keith Newhouse, veteran of the 467th BG, (December 1, 1944 issue), I will say that there were bridges in the vicinity of the target: 2 little ones (one for the road, one for rail) without any military importance but just in the extension of the target. Two others, very important ones (for road), were situated at 5 km: at Blois and Muids. These bridges were often attacked, not on the 11 June 1944, above all by P. 38 but without results. (I have no information about Fighter Groups participation about these raids).

On 14 June 1944, a viaduct was destroyed at Beaugency (30 km from Blois, by 9 A.F.?) and the Blois road-ridge was bombed.

Perhaps "multiple bridge" mentions the Blois/rail-bridge, which was a very long one (1,4 km). At the extremities of the viaduct there were two approach ramps (building stones, earth).

For the moment, I have not found any attack of another bridge on Loire river on 11 June 1944 (Might Eighth War Diary, Freeman and in French archives), but my search is not complete.

My purpose is to write a study relating this bombing and to set a commemorative marker stone near the remains of the bridge.

If someone has information, please contact POOP FROM GROUP.

I wrote to Me Salzarulo that searching contacts I found friends. Sure of that, I send to all the veterans and associates, and to all their families, my affection. Thank you very much.

A very special thanks to Mr. Phillip G. Day for his work and the possibility he gave me to write in this journal.

Sincerely yours. Phillippe Canonne, 2 Rue Assolant, 41.000 Blois, France.

### THE 789TH SQUADRON RUMOR BY AL WELTERS

Going through my military service records recently, the POWER OF ATTORNEY statement caught my eye—the date it was made out was January 31, 1944, Wendover Field, Utah. The memory video in my mind then kicked in and started back playing from memories of 51 years ago. I remembered the day we were told to pack our gear and get it over to the rail cars for shipment overseas. It turned out Merle Handy took his gear over along with me. It was around 0530, it was dark and cold, with snow on the ground. When we got to the rail cars there were three cars setting at the end of the tracks, nothing else around—buildings, etc. A few men had just tossed their duffel bags into a rail car and left, the duffel bag heap in the car looked like a mess. Then a Major, tall and heavy build, who had driven up, came over and asked if Handy and I would stay and watch the rail cars and the loading. We thought that would be better than waiting around at the Squadron area for the time to come to board the train. We had not had breakfast and the Major said he would have someone bring us something to eat.

The troops kept bringing their gear and we stacked it so it would all go in the cars. The first car was filled; it was around 0900 and no one had brought us anything to eat. We were cold and hungry, and we kept walking around, beating our arms and stomping our feet to stay warm as there was not that much to do to keep us warm. Noon came and the second car was filled and still we had nothing to eat. The afternoon went on the same way. It began getting dark and the third car was nearly full. We were not dressed heavy enough for such cold; we were getting numb and our teeth were chattering and still no food was brought. I had not seen the Major before and never after that. No one was bringing any more gear.

At 2200 hours a switch man walked over when the end of the rail coach train backed in to couple on to the rail cars we loaded. We asked if the troops were going to be loaded, he said they were already on the trail and the train started pulling out. We had to run to catch up to the coach car ahead of the cars we loaded. We grabbed the ladder and pulled ourselves up and started through the coach. Everyone was already in their sleepers and we didn't know what coach our Squadron's men were in. We kept going through the coaches until we recognized somebody in a draped sleeper. Then we looked for an empty sleeper and found an upper empty. We were so cold we could not sleep all night. We had chills and aching bones most of the next day. We were moving

### **789TH SQUADRON RUMOR – continued:**

along eastward and I remember going through Indiana, Ohio, Pennsylvania and the wooded hills of New York. Then the ride from the train by truck (across the George Washington bridge?) on to Camp Shanks, New Jersey.

Time passed slowly at Camp Shanks, we didn't have anything to do but wait for the order to ship overseas. Then the order came that we could go to the "big town" on pass. Merle Handy had a group of three to go on pass with him and they asked me to go along, I had a headache and was in no mood to go on pass. They said, "Come on, we want you to go and see the 'big city' with us; we'll have a good, big dinner." I said, "Well, OK, I'll go along, but after the dinner I'm coming back to camp and you can do whatever you want." We got in our dress uniforms and headed for the "big city". We went into a neat looking area of the city and to a nice looking restaurant. We all sat at one table and ordered big dinners. There was a nice group of waitresses working there and of course G.I.'s couldn't help noticing them. Merle Handy was in his late 30's and pretty well knew how to talk to girls. He said, "Let's try and see if we can get dates with them." So a note was sent back with the waitress and when she returned she brought an answer—it was "yes." So then the notes kept going back and forth to see which waitress with whom and some of us had to order up to three pieces of pie to get all the arrangements made. Handy decided on the older waitress, whose name was Rhoda. They all made their pick and one said, "I want the pretty one with the pink carnation."— whose name was Grace Joanasmeyer. I said, "You go ahead with your choices and dates, I'm going back to camp." The girls said what time they got off work and a certain bar where they would come to.

There was quite a lot of excited talk taking place to make all those arrangements and seated at the table to my left and slightly to the rear were four elderly people. One of the women that was seated where she could observe what was going on was having a great time. So we would not realize that she was watching us, she told the others what she thought our plans were and made it sound for the worse on our part. I cocked my ear her way and was enjoying what she told the others, but I did not look in their direction. She was telling the others about us, using the Polish language. My mother's mother was Polish and when I was young I stayed at her house quite a lot and learned the Polish language. When we got up to leave the restaurant I looked at the woman at the other table and said, "Dubra Nauts Matka (meaning, good night mother, I felt she shouldn't have all that fun and get away with it), and we walked out. I said, "Well, you guys go on, I'm going back to camp now." "Aw come on, don't be that kind of a buddy, you come on along with us."

We headed for the bar where the girls said they would meet us after work, which would be about two hours later. Then the "high ball" drinking started. Handy knew how to take care of drinking, but the drinks got the best of the others and they got into a fight and knocked a tall cigarette machine into a big window and it was broken. I thought, now who is going to pay for that and went over to the manager about it. He said, "That's OK, you don't have to pay for that." I was surprised to hear him say that. He just ushered us to the door. (He probably thought better to leave the G.I.'s break a few windows now than have the Germans bomb New York City later). By that time the girls got there from work and we started on our way to a night club where we were to spend the rest of the evening. The drunken guys were staggering and weaving in all directions. The girls were bewildered and didn't know what to do. Handy had two of the girls at his sides and the other three followed. I felt embarrassed and tried as best I could to keep the guys together but they would wander off or lean against a gas pump and vomit. Finally we got to the night club— one of the guys slumped down in a booth and each of the other two took a corner in the restroom and slumped on the floor.

There we were, Handy and I with four girls. Well I could see Rhoda was going to spend the evening with Handy. Grace gave me a pleasant look that made me think, don't go missing out on something like this. The other two girls saw there was no sense in staying and left. Grace came and snuggled up to me in the

booth. I forgot all about my headache and felt I was on cloud "9" and the rest of the night was a wonderful time that I wished would not end. But it did end, at 0500. We helped the girls to a cab and Grace and I enjoyed the evening so much that I made a date with her for the next evening for a movie. We headed back to camp and got to the orderly room just in time for "roll call." (I prefer not to mention the names of the others that were with Handy and me. I know one is not living and, according to Phil Day's helpful new roster booklet, one of the others is a member and two are in question.)

The next day at camp was a happy one for me thinking about the night before. That evening I went in for my date to the movie with Grace and it was a wonderful time with her. She took me to her home to meet her family, then came the time to say the farewell that we all dislike. Next day we were restricted to the area, no more passes. Handy came over to me and said, "You know it is too boring around here; let's start a rumor. Let's start a rumor that you got married to Grace the second night you were on pass." I said, "OK, I don't care." So Handy got the rumor started that I got married in New York. Then shortly we boarded ship to go overseas. Now and then someone would ask about my getting married in New York and I would agree to what Handy had told them. There were not very many on board ship on the way overseas that felt like talking as most were seasick, as all of you know that were on board the SS Frederick Lykes.

On the first night, after we were left behind from the convoy when the ship's generator went bad, there was talk floating about that we could be sunk by a German submarine and I remember one of the men in the second bunk over from mine began talking wildly and took one of his boots and threw it at the light above in our compartment. He hit it and all was dark and no more was said.

After we were at sea for seven days, I thought I should change to a clean set of fatigues. I only had two and thought that would last for the rest of the time on board ship. Then I went over to visit Bill Keller who was in another hold. I heard that he was not doing very well because of the seasickness. His was in the 5th bunk up and when I got there and asked him how he was doing he put his head over the side rail of his bunk and vomited all over me. So I had to change back to my soiled fatigues. Merle Handy, Richard Smith, Mike Kozak, James Aldret, John Watrous and I would go up on the bow of the ship and watch it ride the waves and did not get seasick on the trip. The first day or two most of the men ate but after that they were getting sick and the dining hall floor got to be like a sickening pig pen. Everything tasted and smelled sickening and stayed with me for some time later.

On one of the more violent days of the ocean, I went up on deck ~~alone, it was a dark chilly day and the ship was being tossed about~~ like I thought it would not right itself again. Once you thought you were in the sky then you were down between two waves with one of them towering above as if it would bury the ship. It was at about 1400 hours when I was up on deck; the ship had ridden down the side of a mountainous wave and was at the base of the wave when two KP's came out with a garbage can to empty over the side. The ship was lying on its port side and then the double chain guard rail went under water; the two KP's let go of the garbage can and scrambled up and grabbed hold of the posts that held up the cabin roof. I was told to go in and the hatches were secured. As fierce as the ocean was made me think that it probably would be better to fall out of a plane without a chute than go through the struggle and torture of being lost at sea in that water. I felt the Air Force was the better service to be in.

Later, when I was flight engineer, on a test flight on which we also did some practice bombing, a cameraman was along to get photos of the hits. When we were nearing the bombing range, he made an urgent sounding call to come to the waist section. I left my chute on the flight deck so I could hurry on back. He was having trouble with getting the hatch open to place the camera rack over it to take the photos. In my struggle to open the stuck hatch door, it opened by surprise and threw me off balance and I was on my way down, right side downward, looking at the earth below and unconsciously my left hand made a wild grab and

**789TH SQUADRON RUMOR - continued:**

latched on to something that stopped my fall. The cameraman was sitting just to my right and saw what happened. He said, "The next time you better wear your chute." I didn't answer because my insides were giving me trouble. Cameraman are you a present member???

TO BE CONTINUED

REGISTRATION FORM — CONVENTION 1995  
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Group Coordinator John E. "Jack" Stevens

Services Coordinator: Travel Connoisseur  
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Telephone No. (\_\_\_\_) \_\_\_\_\_

Veteran \_\_\_\_\_ Associate \_\_\_\_\_ 1st Timer \_\_\_\_\_  
Group Unit Assigned \_\_\_\_\_ Duty \_\_\_\_\_  
Hdqtr., Sqd., etc.

Accompanied by: \_\_\_\_\_  
Last First MI Badge Name  
\_\_\_\_\_  
\_\_\_\_\_

Arrival Date \_\_\_\_\_ From \_\_\_\_\_  
City State  
Departure Date \_\_\_\_\_ To \_\_\_\_\_  
City State

Need transportation arranged: Yes \_\_\_\_\_ No \_\_\_\_\_

Number of rooms: \_\_\_\_\_ Single \_\_\_\_\_ Double \_\_\_\_\_  
Smoking \_\_\_\_\_ Non-Smoking \_\_\_\_\_ Handicapped \_\_\_\_\_  
Use Cane \_\_\_\_\_ Use Crutches \_\_\_\_\_ Use Wheelchair \_\_\_\_\_

Reunion Package \$180 per person. For \_\_\_\_\_ \$ \_\_\_\_\_  
number

Rental Car Information requested: Yes \_\_\_\_\_ No \_\_\_\_\_

Cruise Information requested: Yes: \_\_\_\_\_ No \_\_\_\_\_

Food Preference:

Arrival Dinner Entree (how many):  
\_\_\_\_\_ Beef \_\_\_\_\_ Fish \_\_\_\_\_ Chicken

Final Banquet Entree (how many):  
\_\_\_\_\_ Beef \_\_\_\_\_ Fish \_\_\_\_\_ Chicken

I will pay by: Check or Money Order \_\_\_\_\_ Credit card \_\_\_\_\_  
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FILL IN THE ABOVE FORM. CALL ANNETTE TO MAKE YOUR RESERVATION OR MAIL TO TRAVEL CONNOISSEUR. CUTOFF DATE IS 15 SEPTEMBER 1995. WITH MAIL IN SEND AMOUNT FOR ONE NIGHT'S LODGING AND FOR REUNION PACKAGE COST.

467TH CONVENTION 1995  
Tentative Schedule of Events

- Thursday, 12 October  
1300 - 1700 Check in and Register at Kona Kai.  
1300 - 1500 Board of Directors Meeting.  
1300 - 1730 Day Room open. Coffee and tea available. Arrange and view photos and memorabilia in Day Room, meet other attendees, look over Kona Kai facilities, view Shelter Island and San Diego Bay.  
1800 - Assembly call—no-host bar.  
1900 - 2130 Arrival Dinner.
- Friday, 13 October  
0730 - 0900 Modified Continental Breakfast.  
0930 - Buses load for Marine Corps Recruit Depot and Recruit graduation ceremony and review.  
1130 - Buses load for on-base Lunch.  
1300 - Buses load for Cabrillo National Monument and Old Point Loma Lighthouse.  
1600 - Buses load for Kona Kai. Evening free; see restaurant and entertainment list.  
1630 - 2300 Day Room open.  
1800 - Private vehicles load for Jewish Sabbath (NTC).  
1930 - 2030 PX open.  
2000 - 2200 Video History videos.
- Saturday, 14 October  
0730 - 0900 Modified Continental Breakfast.  
0930 - Buses load for Zoo, Lunch, and Harbor Cruise.  
1600 - Buses load for Kona Kai. Evening free; see restaurant and entertainment list.  
1700 - 2300 Day Room open.  
1700 - Private vehicles load for Catholic religious service (Civilian).  
1930 - 2030 PX open.  
2000 - 2200 Video History videos.
- Sunday, 15 October  
0800 - 0930 Modified Continental Breakfast.  
10:00 - Private vehicles load for Protestant religious service (NTC).  
1000 - 1400 Day Room open. See optional activities schedule.  
1400 - 1500 Group Business Meeting.  
1500 - 1700 Symposium—Aircraft repair and maintenance at Rackheath.  
1800 - Assembly call—no-host bar.  
1900 - 2200 Final Banquet.
- Monday, 16 October  
0800 - 0930 Hail and Farewell Breakfast.  
0830 - 1200 Day Room open to retrieve memorabilia and for good-byes.  
1200 - Check out.

FOUR HUNDRED SIXTY-SEVENTH  
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