

7/17/98 sent in Registration Form for Convention & \$200 deposit



VOL. 17 NO. 2

STATION 145

RACKHEATH

APO 558

August 1, 1998

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

IRC Section 501 (c) (19) EIN: 39-1592334

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**FROM THE PREZ / 2ND ADA GROUP VICE PREZ
BY WALTER J. MUNDY**

This year is a milestone year of activity to preserve the legacy of the Groups of the 2nd Air Division, Eighth Air Force.

We initiated and carried to completion the one sixth scale B-24 model of Witchcraft that now proudly flies over the 2nd Air Division Memorial Wall at the Mighty Eighth Air Force Heritage Museum.

General Buck Shuler and General Lyle were both at the installation and directed the placement of the model. I can say that it can be seen from all over the room and it looks great. I will bring a lot of photos to our convention, in St. Louis, that I took during the installation and after it was up. I have received a letter from General Shuler thanking the 467th for this major exhibit. Both General Shuler and General Lyle were delighted with the quality and faithful reproduction of the "Witchcraft".

I also want to commend Robert Henderson for his fine artistry and dedication to build this model. I know that his bronze B-24 will be impressive when we see it at the Air Force Academy.

We (Kevin Coolidge) completed the Group records and Mission Photographs albums which will be sent to the 2nd Air Division Memorial Library in Norwich. The Mighty Eighth Heritage Museum and a set for our annual Convention.

The bronze B-24 sculpture is to be installed at the Air Force Academy September 25th. The 467th will have eighteen names of members who contributed \$450.00 or more to the bronze directly or via the wood model on the base plaque. Sixty eight members contributed directly to the wood model and the 467th Bomb Group Association donation represented all of the 1135 Association members. So, all members of the 467th are a part of these two important images of the legacy we will leave to our future generations. Those who visit the Memorials will know that we cared about their freedom and that we cared about those who gave their lives. The B-24's were

the steeds that the warriors of the 2nd Air Division rode into battle. They too will long be recognized for their role.

I am sending the Reservation Form for the B-24 Sculpture Dedication at the Air Force Academy at Colorado Springs, CO. I would like to see the 467th leading the attendance. It will be a great dedication and party so plan to be there after our Convention in St. Louis, MO., which is September 17 - 22, 1998.

Don "Red" Reab E-Mailed me and I tried to E-Mail him back but my message comes back as "address unknown". Be sure you get your E-Mail address correct so we can get through. Anyway Don, the answer to your question is: "P.O.M." stands for Performance Operation and Maintenance.

Ralph Davis reminded me of our attrition when he sent me the new roster of Widows and a listing of the Lost Souls (Folded Wings). There are 65 Widows who remain on our membership roles and we had 31 Lost Souls. We had twelve new additions. The days dwindle down to a precious few as the song goes. Let us make the most of each and every day and each opportunity to gather together.

I urge ever one of our 467th Bomb Group Association to join the 2nd ADA NOW, for the time is rapidly approaching when it will not be possible to continue stand alone Conventions.

Bob McEwen has arranged to have Perry Watts painting collection installed in the Air Museum at March Field, Riverside, CA. I understand that they have made a marvelous exhibit one part of which is dedicated to the 467th. Thanks to Perry Watts for his fine collection and to Bob McEwen for the co-ordination.

The following 467th Bomb Group members of the 2nd Air Division attend the 2nd ADA Convention at the Oak Brook Hills Hotel and Resort outside of Chicago:

Anderson, Andy and Mary Jane
Dzenowagis, Joe, Helen, Joe Jr. and Joan

(Continued on page 2)

FROM THE PREZ - CONTINUED:

Elliott, Ralph, Yvonne, Gail and Gary
Felbinger, Norman and Lucy
Gregory, Geoff and Terry
Haug, Carmen and Ray Richter
Mundy, Walter J.
Re, Vincent and Carolyn
Scharrschmidt, Bill, Ursul and Jini Mortensen
Shower, Col. Al and Char
Upp, John and Catherine

I regret that I was only able to attend the Executive Committee May 21, and 22, 1998 and I asked Geoff Gregory to preside at the Group Dinner. I had to come back home to have my pre-operation test and will have surgery now on June 2, 1998 to repair a herniated disc. I have been toughing it out on very painful legs and will be glad when the old back gets fixed.

I have sent a list of Board Resolutions to the Officers and Board of Directors of the 467th that addresses some of the vital topics of the future course of the Association.

1. Should the General Membership including Associate Members (Family, Widows and Friends) be eligible to serve as an Officer or Director?
2. Should the time arrive when no one is willing and/or able to serve as an Officer or Director be the deciding factor to initiate dissolution?
3. Would we initiate a drive among our membership to recruit individuals willing to serve as Officers and/or Directors?
4. Should we extend the time of service for the 2nd ADA Group Vice President until that individual is unwilling or unable to continue?

I plan that these questions and others will be on the agenda for our Convention Business Meeting.

HOWDY FROM TEXAS BY GEOFF GREGORY

Surprise, Surprise, Surprise!!!!

Walt Mundy had a date with the surgeon and asked me to fill in for him with a short article on the 50th anniversary Convention of the 2nd ADA in Oakbrook Hills, Illinois. Its a pleasure to help out. There will be several write-ups of the convention in the 2nd ADA Journal, so I'll make this as short as possible.

The convention was a most pleasant one. Attendance was in the 600 - 700 range. I was particularly impressed by the family atmosphere and it was a pleasure to see so many young people in attendance. Weather was perfect, but a little cool for a Texan. Food was the best I can remember for many years. I will not list those in attendance as I know Walt Mundy will take care of that in his article; however, it was one of the best 467th representation we have had in a long time.

The Dzenowagis family prepared a special tape of the scenes from various past conventions and as usual, they included many "takes" from the 467th.

John Upp and his wife, Catherine, attended their first 2nd ADA convention. John told me that they both were having a great time.

Thanks also to Gail and Gary Elliott for providing the table and room decorations for the Group dinner. They helped to make it a special occasion, which indeed it was.

Next year the 2nd ADA convention will be in Austin, TX. It will be held at the Hyatt Hotel on the banks of the Colorado River, once

again over the Memorial Day Holiday (lower raters). Why not make a vacation out of it? You will be in the center of Texas vacation country. San Antonio, the Hill Country, Gulf Coast swimming and fishing, New Braunfels sausage and beer. And, oh yes, I'll be there, and I'll be looking for you. One more thing, thank you Colonel Shower and Charlotte for your continued support of the 2nd ADA. It is always a highlight to see you both. Your support is important to me personally and to the 2nd ADA. See you next year!

FROM THE VEEP BY VINCENT LARUSSA

Once again for those of you that did not see my comments in the last issue of POOP, I repeat:

Our hotel is situated in a 42 acre entertainment complex filled with charming cafes and unique shops. It is just 10 minutes from the airport with complimentary vans to bring you to the hotel. Our tour this year will be a "Meet Me In St. Louis". Some of what you will see is a Downtown overview, a stop at the Gateway Arch with an optional tram ride, Union Station, lunch and a tour of the New Cathedral which houses the largest collection of mosaics in the world.

This year our Dayroom will include a copy machine for your convenience and a computer to access the Internet. We will also have a VCR and a television for our video viewing. During open Dayroom hours there will be snacks and beverages available. Make your reservations early for transportation, hotel and convention package.

Let's make this a well attended and eventful convention. The Convention is about in the middle of our Country and should be accessible to most from all corners of the States. We need a good business meeting discussion on our convention for 1999 and 2000. We have been discussing going back to England and we need ideas from as many as possible regarding the time to select.

BARSHAM MEMORIAL PROJECT BY ANDY WILKINSON

The events of late evening of 22nd April 44 are engraved on many who were at Rackheath as the Groups B-24's returned in the darkness from the mission to Hamm, Germany. German intruder aircraft had followed the 2nd Air Division formations home and caused havoc and pandemonium as the different Groups entered the various local landing patterns. One German aircraft strafed B-24's moving on the ground, at the same time dropping a bomb over the base. A member of Capt. Al Touchette's 1229th QMC was killed outright by the bomb (Private Daniel Miney), while returning crews still airborne were in complete confusion in the crowded night sky over East Anglia.

Returning from their third mission was the Lt. Stalie Reid crew of the 791st Squadron. They had peeled off from the formation crossing the English coast and were down to a 1000 feet well south of Rackheath over the Waveney Valley in Suffolk. Without Warning, the ship was attacked by one (possibly two) German Me410's. Cannon shells struck the B-24 setting both starboard engines ablaze and causing oxygen bottles in the fuselage to explode. The ship descended into a spin and crashed in a field adjacent to the Old School House at Barsham. With such force did it strike the ground, the tail unit broke off and was flung 150 yards, landing close to a house occupied by an elderly couple. The wreck was

BARSHAM MEMORIAL CONTINUED:

totally destroyed. Before Lt. Reid's aircraft had hit the ground, four gunners did manage to bale out. Sadly Sgt. Hoke became detached from his chute and his body was later found at the village of Ringsfield. The three survivors who had landed by parachute all suffered facial burns and were treated by a local woman before being picked up. Along with pilot Lt. Stalie Reid, five other crew were killed in the ensuing crash that dark evening (Louis Alier, Sylvio Dory, James Ferguson, Walter Kovalenko and Waren Mason).

One witness to the dramatic events of that night was Denis Sporle who lived very near to the Schoolhouse. As a boy of 11, the loud explosion and smoldering wreckage left a lasting impression, it has long been his ambition to see a permanent memorial to the American airmen who subsequently lost their lives in the crash. For years, Denis Sporle has made a personal gesture of remembrance by placing flowers on the roadside verge at the scene of the crash. On Remembrance Sunday, the names of the perished crew were read out at Holy Trinity Church in Barsham along with those from the parish who lost their lives during the two world wars. Denis Sporle is a church warden at Holy Trinity, Barsham.

As the 54th anniversary of the crash approached, Denis had drawn up plans for a suitably inscribed stone monument to be erected in a small garden area adjacent to the Schoolhouse. It is hoped that work on this project can be started as soon as the necessary funds have been obtained. One of the first fund-raising activities was a local aviation exhibition at Barsham village hall (the old Schoolhouse) which featured memorabilia relating to the crash, also a display featuring "bygone Barsham". In the evening were illustrated talks on "local airfields" and "local WWII aircraft crashes". The event was well attended and even the local member of Parliament dropped by to lend his support to the project.

I had the privilege to present Denis Sporle a check on behalf of the 467th BG Association towards this very worthwhile endeavor. There is still some way to go before the work can be started and other fund-raising ventures are planned. The proposed memorial marker will be a brick structure with a patterned-brick platform with a brick back wall in which the marker stone bearing a suitable inscription will be mounted. Anyone wishing to support the project may send donations directly to Mr. Denis Sporle made out to the "Barsham Aviation Memorial Fund":

SEARCH FOR A/C #42-50737 BY**C. P. LARRY KURTZ**

Following is the list of missions flown by A/C 42-50737 (the first 7 missions listed were with the 492nd BG).

<u>Date</u>	<u>Mission #</u>	<u>Target</u>	<u>Pilot</u>
7/24/44	56	St. Lo	Prewitte
7/25/44	57	St. Lo	Bowman
7/29/44	58	Bremen	Schulze
7/31/44	59	Ludwigshafen	Schulze
8/1/44	60	Anizy Le Chateau	Wolf (1)
8/6/44	65	Hamburg	Boswell
8/7/44	66	Ostend	Sims

Following missions flown by 788th BS / 467th BG

8/14/44	99	Dole Evanz Fr.	Prytulak
8/15/44	100	Vechta, Fr	Leister
8/16/44	101	Magdeburg	Hudson
8/18/44	102	Woippy Fr	Wolfe
8/24/44	103	Misburg	Dunnam

<u>Date</u>	<u>Mission #</u>	<u>Target</u>	<u>Pilot</u>
9/1/44	107	Recalled	Hudson
9/8/44	108	Karlsruhe	Wolf
9/9/44	110	Mainz	Haar
9/10/44	111	Ulm	Dunnam
9/11/44	112	Magdeburg	Holter
9/12/44 - 10/3/44		"Gas trucking Missions to France"	
10/5/44	114	Paderborn	Williams
10/6/44	115	Wenzenderf-Strade	Wolf
10/7/44	116	Magdeburg	Williams
10/9/44	117	Coblenz	Pease
10/14/44	119	Cologne	Williams
10/17/44	121	Cologne (2)	Pease
10/22/44	123	Hamm	Ehrlich
10/26/44	125	Minden	Deboise
10/30/44	126	Harburg-Hamberg	Ehrlich
11/2/44	127	"fuel report missing"	
11/4/44	128	Misburg	Ehrlich
11/5/44	129	Karlsruhe	Beatty
11/6/44	130	Minden	Ehrlich
11/16/44	134	Eschweiler (2)	Mugele
12/4/44	140	Bebra	Sefca
12/10/44	142	Bingen	Leister
12/11/44	143	Hanau	White
12/18/44	145	Coblenz (3)	Bullen
12/24/44	146	Duan-Gerostein	Anderson
12/26/44	148	Niederlahn Stein	Holum
12/28/44	150	Neinkirchen	Pease
12/29/44	151	Prum	Holter
1/1/45	154	Guls	Benham
1/29/45	164	Munster	Dombalagian
2/3/45	*166	Magdeburg	Dombalagian
2/6/45	167	Magdeburg	Anderson
2/9/45	169	Magdeburg	Dombalagian

Following Missions flown by the 790th BS / 467th BG

2/14/45	171	Magdeburg	Benham
2/17/45	174*	Meschede	Bowerman
2/19/45	174**	Meschede	McFarland
2/21/45	175	Nurberg	McFarland
2/24/45	178	Bielefield	Johnston
2/26/45	180	Eberswald	Davis
2/27/45	181	Halle	Wilson
2/28/45	182	Bielefield	Davis
3/1/45	183	Ingolstadt	Reid
3/3/45	185	Nienburg	Davis
3/7/45	187	Soest	Davis
3/8/45	188	Dillenburg	Upp
3/9/45	189	Osnabruck	Davis
3/10/45	190	Arnsberg	Davis
3/12/45	192	Swinmunde	Wheelock
3/14/45	193	Giessen	Wheelock
3/15/45	194	Zossen	Wheelock
3/17/45	195	Hanover	Crump
3/19/45	197	Leipheim	Wheelock
3/21/45	199	Hespe	Coffey
3/22/45	200	Kitzinger	Leathers
3/24/45	202	Kirtof	Sullivan
4/5/45	208	Plauen	Wilson

(Continued on page 4)

SEARCH FOR A/C #42-50737 - CONTINUED:

4/9/45	212	Lechfeld	Upp
4/10/45	213	Richlin	Thomas
4/20/45	219	Zwiesel	Jansen
4/25/45	221	Traunstein	Willis

Notes:

1. Plane suffered Category B Damage (Engine & Fuel Leaks)
 2. Early Return to Base
 3. Landed Away
- * Mission Recall
** Mission Renumbered

Acknowledgments:

- * To Allen G. Blue for information from the 492nd BG
- * To Ralph Elliott for information and formation data on #42-50737 from the 790th BS.
- * To Phil Day and Andrew J. Wilkinson who were very helpful in sending me information on the pilots, targets and missions that were flown by 42-50737 in the 788th BS from 8/14/44 - 2/9/45; and also in the 790th BS from 2/14/45 - 4/25/45.
- * To Vince Re for the photograph of the final mission of the 467th BG.

MISCELLANEA BY PHILLIP G. DAY

Since I last wrote, things have continued down hill. Got a late freeze after pears had set, just enough to burn them all and they fell from tree. Finally got garden turned so Miss Cille was able to set out tomato plants, eggplants and peppers the Monday after Good Friday and then plant pole beans, mustard greens, okra, squash and cucumbers in the following week. Got one mess of greens, borers got to (killed) squash and cucumbers, beans and okra beginning to bear, no peppers or eggplant yet and tomatoes are just starting to fruit out, not many so far but coming. I made a mistake! We saw tomatoes planted in bags of potting soil in England at the Chelsea Flower Show just covered with tomatoes. I had Miss Cille plant six that way and she planted two only in garden soil. Hers are the ones bearing, mine in bags are only showing promise. Then the rains stopped, a trace in April (usually our greatest rain month), none in May and only 1" in June. We've been watering a lot and will continue to do so until we get a rain or they impose water rationing, a possibility.

Had four Lumbar Sympathetic Blocks, injections at spinal cord along side of backbone, to help relieve pain in right leg. It worked for a while but relief is gone. Pain Specialist want to try another two, guess I will, what have I got to lose.

Went to Charleston SC and Savannah GA on vacation of ten days and to The Mighty Eighth Air Force Heritage Museum to present an oil painting of "Lil Peach". Didn't see Walter Weaver, he wasn't up to getting out and about, but Mary helped in every way to make our visit there more pleasant, she ought to be on staff. Painting is in a Library Room furnished by and dedicated to the 361st FG, a Mustang outfit that provided escort for the Second Air Division. The artist that painted "Lil Peach" for me put a flight of four P-51's with yellow nose identification in the back ground and the Museum Staff thought the painting would compliment the 361st Library Room.

Beside no rain we have had many upper nineties and a few triple digit temperature days. An excuse not to go out of doors. Should be able to say I've accomplished a whole lot, but other than four historical studies and a number of letters answered mostly did a lot of reading. Do not buy or even read "The Mighty Eighth" by Gerald Astor, a compilation of oral histories, very poorly written, awful

editing, mostly the four engine glider.

Kent D. Miller, 115 East Cornelia, Hicksville, OH 43526 is writing a biography of Charles Lowell Stuckman, KIA, Copilot of the Jack M. Skinner crew of the 790th BS, whose aircraft crashed in England when returning from the Group's second mission on 11 April, 1944. He would appreciate hearing from anyone who knew Stuckman or of the crew.

Roger C. Giblin, 33096 Tradewind Ct., San Juan Capistrano, CA 92675 wants to do audio/visual interviews of non-flying personnel of the Group at the Convention in St. Louis. Write Gibby if you will do so, he wants to save your stories for posterity

Write me or POOP Editor with your stories of Group life. He needs your input. Really needs ground crew input.

THIRTY**MAIL MEMORIAL FUND**

There were only 35 contributors to the fund in the period 01 April 98 through 01 July 98, 28 veterans and 7 associates. The total of contributions was \$1130. I realize the donation period was one month less than normal but still a disappointing amount. POOP from GROUP, Vol. 17 No. 1, cost \$1433.25 to publish and mail. This issue, Vol. 17 No. 2, should cost about the same. Please make a contribution to the fund so that POOP can be self supporting.

The Association needs the support of each of our veteran members and our Associates. The Association is a Veteran Based, Not-For-Profit, Charitable Entity and all donations are Federal Income Tax Deductible.

Send your contributions to:
467th BG (H) Association Ltd.
237 Pennsylvania Avenue
Shreveport, LA 71105-3319

Contributors in the Period were:

Harold E. Albertson	Clarence B. Morris Jr.
Steve F. Barlich	Robert L. McKenzie
Frank G. Beatty	William P. McGovern
Raymond D. Beaulieu	John Oakley-AH
Wayne G. Branscome	Floyd J. Pugh
Willis E. Cobb III-AF	Clement V. Plaskiewicz
Marvin R. Davis	Edgar J. Powell
Bob Davis-AF	Mary E. Reynolds-AF
Howard W. Dye Jr.	Ronald J. Rambosky
Wayne M. Enger	Milam Sefca-AF
Edward D. Halpin	William N. Scott
Charles W. Harter	Kirby C. Stafford Jr.
Mack H. Harvey	John C. Upp
Lowdon B. Heller	Joseph C. Wailes
Capers A. Holmes	Marshall J. Walker-AF
Willis H. Kirkton	Walter W. Weaver
Roger L. Lester	Allen J. Welters
Virgil W. Marcum-AH	

SPECIAL PROJECTS REPORT**THE HISTORY OF THE 467TH, THIRD REPRINT:**

All who ordered the third reprint should have by now recieved the Addendum and Errata booklet to it. If you have not, write to Vincent LaRussa, his address is listed on the Mast Head. There are only 75 copies of the book left to sell, then there will be no more.

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HOTEL REGISTRATION**MAKE ROOM RESERVATIONS DIRECTLY WITH THE SHERATON WEST PORT INN AS SOON AS POSSIBLE.**

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 \$75.00

Confirmation # 133 317
 × 3 = 195

check-in
 Sept 188

State that you are with the 467th BG Convention, September 17-21, 1998. These rates will apply for a couple of days before and after the convention. All guest rooms and public areas are wheelchair accessible. ROOMS MUST BE RESERVED BY AUGUST 20, 1998 to assure the above rates.

How to get there:

Airlines servicing St. Louis; American West, American Airlines, Comair, Continental, Delta, Lone Star, Northwest, Skyway, Southwest, TWA, TW Express, United and US Airways.

For Complimentary transportation to the hotel from the airport from 6:30 AM until 11:00 PM, use the house phone at Exit 6 at the Baggage Claim level. Call the Sheraton West Port Inn.

By car or motor home; The Sheraton West Port Inn can be reached off I-270 at exit 16 (Page Avenue). No hookups for RV's or Motor homes are available. Complimentary parking at the hotel is available.

SCHEDULE OF ACTIVITIES/98 CONVENTION

Thursday, Sept. 17	Early Birds get together in the Day room. Snacks and Beverages.
Friday, Sept. 18	Registration, Dayroom open, snacks and beverages. Wine and cheese reception and dinner in the Ballroom.
Saturday, Sept. 19	Buffet breakfast in the Lodge, Dayroom open, snacks and beverages. Tour "Meet me in St. Louis", lunch included. Host bar, Dinner at Sheraton Plaza Hotel.
Sunday, Sept. 21	Buffet breakfast in the Lodge, Dayroom open, snacks and beverages. This is a day of leisure, see activities sheet in your check-in packet. Executive meeting in the morning, General Business meeting in the afternoon. Host bar and Banquet in the Ballroom.
Monday, Sept. 22	Buffet breakfast in the Lodge, Bon Voyage. See you next year. Check out time is 12:00 noon.

PUBLISHER'S CORNER BY RALPH DAVIS

Reading Walt Mundy's comments made me think of the changes we have had since the first of the year. I published a group roster on 23 Jan. 1998 and since that date we have had 71 changes, 14 additions, 19 lost souls and 16 last post. Several move and forget to let us know and wind up on our lost souls list. We would like to know when you move and if you have a summer and winter address, let us know the times at each address and we'll do our best to keep the POOP coming.

Talking to Walt Mundy and Geoff Gregory with respect to the

2nd ADA Conventions, I can understand their enthusiasm towards the 2nd ADA. It consists of all the groups that we flew combat with, but had little contact overseas. Once home, the 2nd ADA took over the organizing the groups and headquarters into the fine organization that they have now. In early years their conventions enveloped so many people that the individual groups got lost so most stayed to themselves, happy to be with their organization. Today, from Gregory's comments, the 2nd ADA had many young people attending, yet the total was in the 600s. We are still having from 170 to 250 in attendance for our group. We totally enjoy this camaraderie among ourselves in the 467th. On our own we seem to be more at ease and enjoy one another. The big thing is that as long as we can muster up to 100 for the convention, according to our recent review in our Board of Directors, we will continue to have our own conventions. This is great, but we also should be looking to the 2nd ADA as our future source of getting together and start taking a more active part in their conventions. We made the 467th a great group and if we put our minds to it, there is no reason why we cannot influence the 2nd ADA through Walt Mundy by joining, getting together and putting our desires on the table to make the 2nd ADA the type of organization that we can have camaraderie within. The 2nd ADA is making an effort to appease the individual groups by making concessions to set things up for them. I have attended some of the 2nd ADA conventions and found them very pleasant and always of good taste and food. They usually try to hold the convention over a Holiday which gives them a better price at most locations. The next one, as Geoff stated, will be in Austin, TX. over Memorial Day 1999 and it would be great to have a good turnout of 467th people to show our support to Colonel Shower (who seldom misses them) and Walt Mundy. For those of you who have not joined the 2nd ADA, you can do so by contacting Evelyn Cohen; 6410 Delaire Landing Road, Philadelphia, PA. 19114-4157, (215) 632-3992. The dues are \$15 per year and they also have a life membership priced according to your age, up to 80 years, \$120 and over 80 is \$90.

BRONZE AIRCRAFT MODELS

Admiral Donald Engen, Director of the National Air and Space Museum, and Robert Henderson, Warbird Sculptor, recently met to finalize arrangements to install 6 monumental bronze warbird memorials at the museum. It is estimated that the first installations should be by Spring of 1999 with completion by the year 2000. Neither the 467th or the 2ADA will be sponsoring this effort. Anyone wishing to contribute can contact Mr. Robert Henderson Studios at 1-800-305-1738.

OUTSTANDING EVENTS AND OBSERVATIONS DURING MY SERVICE BY B. C. DUNNAM

TAKING A BUDDY HOME:

My having to escort the remains of Fred Donahue, my cadet roommate at Hicks Field, to his folks in Salamanca, NY., was very difficult for me, being only 20 years old at the time. We traveled to Chicago IL., where we were to transfer to another train headed for Salamanca. In Chicago, when I switched trains I was not able to find the casket. I contacted the R.R. travel assist agent and after a frantic search covering several hours Donahue was finally found and placed on board the train to Salamanca.

Salamanca is located in upper NY. State, which at the time was primarily a rail road junction town. Upon our arrival, we were met by his family and friends to which I had to explain details of his accident and provide as much comfort to the family as a 20 year old kid could be expected to do. The most difficult part of the trip came when the director of the funeral home insisted I witness the opening of the casket, which he claimed I must do for legality reasons. The family insisted on a home funeral and the director stated this could not be done without further preparation because of the state of decomposition. Donahue had been found still strapped in the trainer upside-down in Muskeet brush some three hot Texas days after his crash. I stayed a very short while after the casket opening. Upon my return to Hicks Field, I was permitted to accelerate training allowing me to graduate with my class of 43K.

ONE OF OUR TOUGHEST MISSIONS:

One of our most difficult missions occurred on 16 February, 1945, when our target that day was Osnabruck, Germany. We were the group deputy lead that day and a newly assigned Capt. from Patterson Field, Dayton, OH. was flying in the co-pilot seat. Well into Germany our group found itself several miles to the left of the main stream of aircraft of the Eighth AF. Suddenly, directly in front of the lead ship appeared four bursts of anti aircraft (flack). The Germans had our altitude perfectly and I was certain the next found was going to be up someone's tailpipe. The lead ship started a left hand turn about this time which I had to follow reluctantly because this placed us directly in line for the next burst which came close enough to tear out a part of the windshield and most of the instrument panel, while knocking out one of our starboard engines and the oxygen system that supplied all the personnel in the nose section. Gasoline was pouring into the bomb bay, which had been badly damaged, and to top it off a flash fire occurred through the aircraft singeing everyone's eyebrows. The nose gear also for some unknown reason decided to extend itself and lock in the landing position. This left the wheel well door open for more unwanted ventilation. Hydraulic fluid was over every one in the waste area. We could no longer stay with the group and were fighting to keep the remaining starboard engine operating while trying to assess the condition of the crew and moving those without

oxygen to the flight deck.

The engineer was able to eliminate the fuel leakage into the bomb bay area and we were able to stabilize the remaining starboard engine. Upon a thorough check of the crew, no one appeared to be seriously injured. With the windshield partly gone, the flight deck felt like being in the eye of a tornado which made it extremely difficult for the navigator to function as well as myself and the co-pilot. Frost bite was becoming a big worry along with enemy fighters that were out looking for stray bombers. We had to head home while still maintaining altitude the best we could because we were still in enemy territory and worried about more flack.

The aircraft was losing altitude and we would have liked to have jettisoned our bombs over enemy territory, but found out this was not possible due to some damage to the bomb racks caused by the flack. After several difficult hours we managed to bring the Channel in view and accelerated our decent into a relatively warmer environment. When several hundred feet above the Channel I asked the rear gunners, Moran, Winden and our engineer if there was any possibility they could unshackle the 200 pound bombs from the racks and drop them out the bomb bay into the Channel. I don't know how they did it, but without hesitation and with super human effort they managed to get rid of our load to everyone's relief.

Our next little problem arose when the engineer told me we had no braking power. The only thing left was to head towards Cambridge to an emergency base called Woodridge. There the runway was of such length that it was possible to land without brakes, but the question now was "could we make it?" with the little fuel left. I had gained some altitude and every one was set to bail out if necessary. Woodridge came into sight and with a wing and a prayer we landed hoping our tires were OK. We took every bit of runway and when reaching the end we were slow enough that I could do a one-eighty. We counted over 200 holes in that B-24 that day. It headed straight for the scrap heap.

To everyone's surprise, the only one to receive the Purple Heart was the co-pilot Captain on his first mission. He had received a small piece of shrapnel in his right arm.

AN INNOVATIVE CREW:

I always felt that our crew was special and I was extremely lucky to have been able to start out a Casper, WY. with all this talent. They proved their capabilities at Casper where we were one of five crews to receive our own aircraft to fly overseas.

Carl Brasier, my co-pilot, was the old man on the crew, married and all of twenty eight. Carl was an excellent pilot and received his own crew when we became a lead crew on our 12th mission. Lewis Blanich, my navigator, had been Dean of Admissions at Carlton College in Minnesota. he spoke seven different languages, and was exceptional wrestler as well as an intellectual and good buddy. He and Carl worked well with the rest of the crew. I could always depend on them for advice whether I needed it or not. They were great guys, and knew their jobs well. Bill Surface, my engineer, was probably the most conscientious person I have ever known. He knew the B-24 aircraft inside out. It was this quality that finally sent him to the hospital. During our first five missions, we lost at least one engine or had a sick engine on each mission. Hydraulic fluid covered every one in the waste section on most occasions. There was always some type of improvisation that had to be made by Bill so we could get home safely on almost every mission.

OUTSTANDING EVENTS CONTINUED:

He just could not sleep trying to anticipate all that could happen, to the point he had a nervous breakdown. He became one of the finest ground crew maintenance personnel the 467th ever had. We sure hated to see him get grounded.

Gillette and Giugiere were happy-go-lucky guys. They had a good sense of humor, most always in a good mood, and knew their jobs well.

Bob Moran was our problem crew at times. He was a tough kid and being a nationally recognized champion weight lifter in the lightweight class, could be depended upon to create excitement when off base, which was not always good. His strength did come in handy on several tough missions where muscles were really needed.

Our quite dependable guy and I believe the youngest on the crew was Roy Winden. I could always depend on Roy in that tail turret. He saw every thing. I don't know how anyone managed to exist in that turret for so long a time, but I never heard any complaints from Roy. He protected our derrieres.

We had team work and this showed up on a number of missions, one of which was to Karlsruhe, Germany. We had a very long IP that day with intense flack all the way into the target. Upon release of our bombs the ship reeled to the right and there was no longer any sign of rudder control. Several pieces of flack had entered the waste section and one had broken the cable holding up the rudder control cable pulley. Roy and Bob did the best they could to wire up the pulley so I had a measure of control in flying some semblance of formation but landing a B-24 without full control of the rudders was going to be risky business. When we returned to Rackheath we were given the go ahead to come in first. It was a miserable foggy evening and very difficult to see. Our approach leg was very low so the navigator, Lew, could identify the terrain and guide us in for the landing. Meanwhile, Roy Winden and Bob Moran had provided additional physical support to the rudder pulley to allow me almost total control of the rudders and to make a successful landing. We were very happy to feel mother earth again.

THE 467TH 200TH MISSION PARTY:

The first 467th Group mission was on 10 April 1944 to Bourges, France. The 200th mission came on 22 March 1945, to Kitzingen, Germany. After the 200th mission the group was given several days of reprieve from combat duty to celebrate this distinguished occasion. All the base clubs were decorated in style. Plenty of girls were brought in for the occasion and the booze flowed freely.

The party carried on into the next day when an air show performed by a special group of P-51's started their stunts and acrobatics in the afternoon. These guys were professional at their job, traveling all over the ETO with their show to entertain on such occasions as ours. An hour or so into their program, a P-51 evidently flying back from the "Wash" gunnery range spotted the activity at our base and decided to join in the fun. He came buzzing over the field about 100 feet off the ground and started a slow-roll. When on his back the engine conked out and he plowed into the ground close to our barracks and the gym. That abruptly ended the 200th mission party.

Look in the next issue of POOP for more interesting stories from Blackwell "Blackie" Dunnam.

BITS AND PIECES BY BOB DAVIS

It's been a really strange spring here in Dayton, OH., cold and wet (more than usual), and since summer has come along it has gone the complete opposite, hot and dry.

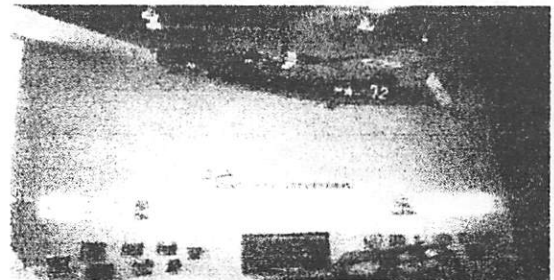
I hope that everyone has made their plans to attend the Convention in St. Louis this fall, I'm looking forward to meeting all of you there, I hope to bring back with me a bunch of information that I can put into the web page. I'm a little behind on entries into the web page at this time, the Club I'm in (Electric Club of Dayton) is preparing for our annual picnic this July, and being the Sec./Treas. it consumes quite a bit of my time, but I'm scanning pictures that have been sent to me so that I can get them back to their owners, and I will enter them at a later date. There is also talk that I will be going to Racine Wisconsin for 4 weeks on a job this July, so I've been trying to prepare every thing around the house for when I go.

I would like to thank Kevin Coolidge for sending me the information on the groups bomb missions. I am putting this information together and I hope to have most of it on the web page before the convention this fall. The way the information is cataloged I am building a page that will use Java and frames in it (something new to learn all the time), so please bear with me if the first pages just don't work quite right, I will get it down in time.

I would also like to say congratulations to Phillip G. Day for having his picture of the "Lil Peach" displayed in the Mighty Eighth Air Force Heritage Museum (pictured below).



Also congratulations to the Group for the exceptional work done in regards to getting the one-sixth scale model of Witchcraft proudly flying above the 2nd Air Division Memorial Wall in the Mighty Eighth Air Force Heritage Museum (pictured below).



That's about all for this addition of POOP. Check out the Group's Web Page at www.siscom.net/~467ththbg, and don't forget to sign the guest book. See you all in St. Louis.

POOP from GROUP
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IN MEMORY BY RALPH DAVIS

During this last period, the Association had LAST POST for twelve members, associates and widow's. Our sympathy goes out to friends and family.

Among this group was a gentleman to whom I had the pleasure of becoming acquainted with during recent conventions and will sincerely miss him. Myles Coolidge was a 467th supporter. At my convention in Savannah, he volunteered support to Doris and I in handling the administrative functions that were left short due to the heart problem of Walter Weaver (Convention Coordinator) had. Myles will be deeply missed by the members of the Association and our deepest sympathy goes out to Kevin and Kellie Coolidge.



Pictured left to right are Jack Stevens, George Dong, Myles Coolidge and Kevin Coolidge (front row).

HIGH FLIGHT

Oh! I have slipped the surly bonds of earth
and danced the skies on laughter-silvered wings;
Sunward I've climbed, and/ joined the tumbling mirth
Of sun-split clouds-and done a hundred things;
You have not dreamed of-wheeled and soared and swung
High in the sunlit silence, Hov'ring there;

I've chased the shouting wind along, and flung
My eager craft through footless halls of air,
Up, up the long delirious, burning blue
I've topped the windswept heights with easy grace;
Where never lark, or even eagle flew
And, while with silent, lifting mind I've trod;
The high untrespassed sanctity of space,
Put out my hand and touched the face of God.
Pilot Officer J. G. Magee, Jr., No. 412 Squadron
Royal Canadian Air Force
KIFA 11 December 1941

MEMORANDUM - DEPT. OF VETERANS AFFAIRS
IMPORTANT ADVISORY

All Veterans Administration Hospitals are NOT linked by computers. Unless you are registered into the St. Louis VA Hospital system. John Cochran or Jefferson Barracks, you may or may not receive medical treatment/care, even though you are entitled and have your VA Medical Identity Card.

It is advisable, in addition to your VA Medical Card, to carry a copy of your DD-214 and/or a copy of your Military Discharge as proof of your entitlement.

Larry Block, DAV Volunteer
John Cochran VA Hospital
St. Louis, MO
314-652-4100