

HERITAGE HERALD

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Periodical of the Heritage League of the Second Air Division
United States Army Air Force (USAAF)

Mark your Calendars
HL Convention 2025
Oct. 2-5, 2025
Dayton, OH

END OF EUROPEAN AIR WAR !



The Heritage League honors the 80th Anniversary of the end of the war in Europe on V-E Day, May 8, 1945, by reprinting articles from the *Journals* of the 2nd Air Division and our June 2020 edition of the *Heritage Herald* to highlight 2nd Air Division contributions to air war's effort. This *Herald* show-



cases personal stories of the air war's final missions, April 25, 1945; and the final combat loss by a 2nd Air Division Bomber, *Black Cat*, four days prior. Also included are two personal stories about celebratory events on V-E day. To cap it off, see the chart depicting the overall mission statistics of each of the 14 bomb groups on page 12.

General Spaatz, Commander U.S. Air Forces in Europe wrote:

Order of the Day Number 3. The war in Europe is over. The combined efforts of our American forces together with our teammates on the ground and on the seas have joined with those of our allies to annihilate a powerful foe. All of you have played a great part in this victory. The courage and determination of our combat crews has been matched by the tireless devotion of ground crews and staffs. To those brave men whose lives have been part of the price we have paid, will go the everlasting gratitude of their fellow countrymen. It is a matter of the deepest pride to me that I have been privileged to serve as your commander—Carl Spaatz.

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Last U.S. Bomber Combat Loss—Black Cat *Edited by Lisa Niehoff*



Surviving members of the 466th Bomb Group petitioned the U.S. Postal Service to release a postage stamp depicting *Black Cat* in flight. The stamp was released in 2005. Credit: Wikipedia/Black Cat (Aircraft).

The *Black Cat* had the dubious distinction of being the last American bomber shot down over Germany in World War II before peace was declared, lending the story its tragic footnote. This last mission could be called an extreme dash of misfortune, a scramble of outrageous setbacks and basically a chance each airman always takes when death, disappointment and failure are constant alternatives and not especially sought after.

The crew was not originally scheduled to fly that day due to bad weather. This should have forced them to cancel before takeoff which added to the disastrous turn of events. It can be cold and extremely claustrophobic in a B-24 scrunched in with your mates without adding the terrors of flak and an enemy out for blood. That scenario weaves together the bonds of friendship among men who have gone through all of this together. This mission was indeed one of the saddest; that, as the war was ending, makes it all the more tragic.

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PRESIDENT'S MESSAGE —Christopher D. Clark (489th Halesworth & 44th Shipdam)



Photo: Wendy Dwyer.

In 2025 the Heritage League will be in our 38th year, 13 years as stand alone after the 2nd Air Division disbanded (or maybe 12B as some of the pilots would call the 13th mission). I am happy to say that we are still going strong. The *Heritage Herald* is the best it has ever been, thanks to editor Doug Dovey, Lisa Niehoff, Dallas King and Tom Chang. They do a fantastic job producing the glue that binds us all together. A standing ovation for Doug and staff.

I would like to ask all readers for your help in two areas:

How does the Heritage League attract not only new members, but also younger members? Any ideas? Contact Vice President for Volunteers Bob Gedid at: <https://heritageleague.org/volunteer/>.

How do we get the younger people to volunteer to be a protege for a Heritage League board position? This way, younger members can learn from more experienced board members.

I really want some of you to step up if you can. For the Heritage League to go forward into the future we need new people and new ideas! Are you that person? This is your chance to be part of something bigger than yourself. I can say that I receive much satisfaction in all that I give to the VETERANS of the Second Air Division and their memory of service and sacrifice in World War II. Please contact our Vice President for Volunteers Bob Gedid to discuss ways that you can help. Thank you.

Quick note regarding our programs with the Library of Congress (LOC). I have received phone calls from Mr. Dwight Powell. As of this writing he and others are still working for the U.S. Government. Mr. Powell will let me know how and where to send our furloughed Bomb Group websites for safe keeping by the LOC. Again, the LOC just wants to have the information that is contained in these websites. The websites will not change or be altered. Questions? Feel free to contact me.

Please remember to renew your Heritage League 2025 membership (renewal form is contained in this *Herald*) and mark your calendars for our October 2-5 convention with the 93rd Bomb Group in Dayton, Ohio, home of the National Museum of the U.S. Air Force.



(continued from page 1)



Some WWII Statistics

The Nazis officially surrendered on May 8, 1945, bringing an end to WWII in Europe. Today we may only remember people celebrating in the streets as the end of the war was announced, but there's a lot more to V-E Day than that. In honor of V-E Day 80 years ago, here are interesting facts you may not have known about the end of WWII.

- 70 million people fought in WWII. The Soviet Union lost 7.5 million soldiers, the most of any country involved in the war. Other major players in the Allied powers saw massive fatalities as well. The U.S. lost 415,000, Great Britain lost 330,000, and China lost 2.2 million. Among the Axis powers, the German army saw 3.5 million fatalities, Italy lost 77,000 and Japan lost 1.2 million.

- As Winston Churchill announced the end of the war in London, crowds filled the streets from Trafalgar Square up to Buckingham Palace. Princess Margaret and her sister Elizabeth, the future Queen Elizabeth II, were among the crowd taking part in the celebrations.
- In the U.S., President Harry Truman was celebrating his birthday on V-E Day. He dedicated the victory to the late President Franklin D. Roosevelt, who died one month before the end of the war. Roosevelt helped create the alliance between Britain, the Soviet Union and the U.S., which made it possible to defeat Nazi Germany.
- V-E Day marked the official end of WWII in Europe, but small pockets of fighting still continued into the next day. German and Soviet forces confronted each other in Silesia on May 9. The Soviets lost 600 more soldiers before the Germans finally laid down their arms.

Courtesy of Vehicles for Veterans.com 

What is the Heritage League?

— Christopher D. Clark, President, Heritage League Second Air Division, 8th Air Force (USAAF)

At last fall's reunion of the Heritage League with the 93rd and 467th Bomb Groups in Colorado Springs, all had a good time. I learned many things from the 93rd and 467th and I also learned through some constructive comments about the shortage of knowledge of why the veterans of the Second Air Division started the Heritage League.

As President, I think it is great that some of the 14 bomb and six fighter groups of the Second Air Division are still active, the 93rd, 392nd, 446th, 466th and 467th Bomb Groups. Not all groups are as fortunate as some and have subsequently disbanded. Both of my uncle's groups have closed, the 44th and 489th and this trend will undoubtedly continue in the future.

The Heritage League was founded by the veteran airmen of the Second Air Division for that reason. All are welcome from those inactive and active groups. Also, those who do not have a relative are also welcome to join and I encourage that. The Heritage League

is the honored steward of the legacy of the Second Air Division of the U.S. 8th Air Force, earned by the service of nearly 100,000 personnel, 7000 of whom made the ultimate sacrifice during WWII.

The Heritage League's purpose is to perpetuate the memory of the Second Air Division of the 8th Air Force, USAAF, and honor the efforts and sacrifices of its members during World War II on behalf of freedom and peace. Through the work of its members and other entities it supports, the League promotes educational, social, cultural and commemorative activities which compellingly present this rich history to succeeding generations.

Whether you're a veteran, family member, friend or supporter, we cordially invite all to join our cause--become a member. Please send in the membership application in this Herald or go to our website at: www.heritageleague.org.

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Last U.S. Bomber Combat Loss

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The *Black Cat* was assigned to the 784th Bomb Squadron, 466th Bomb Group, 2nd Air Division, 8th Air Force based at Attlebridge near Norwich, England. On the morning of April 21, 1945, the *Black Cat*, Liberator serial number 42-95592, carrying a crew of 12, took off on their 23rd mission to Salzburg, Austria. This was supposed to be a milk run but a wrong turn following the bomb run took them over a known flak battery instead of to safety.

Only Bombardier 2.LT Christ D. Manners and Waist Gunner SSGT Albert Seraydar survived; the other ten crewmen did not, according to the Missing Air Crew Report. Statement from bombardier survivor 2.LT Christ D. Manners:



Black Cat with its fierce nose art (cat's tail extended in the attack mode) was a Consolidated B-24J-1-FO model, Ford built at Willow Run, and the last American bomber to be shot down over Germany in World War II. Photo: American Air Museum.

Our plane was hit by flak over Regensburg, Germany. Within 10 seconds the plane was on fire and starting into a spin. The left wing was torn off by the shell. All interphone communications failed and I was unable to determine the disposition of my fellow crew members.

Due to the fact that I was seated on the floor with my legs extended into the nose wheel well, I was able to drag myself out. After escaping from the ship, I dropped several thousand feet in a free fall. I opened my chute at 10,000 feet. I saw the wings and rudders of the ship floating down to earth. I saw the wreckage burning on the ground about 3 miles from my position. I saw one chute besides mine; that was the chute of SSGT Albert Seraydar, my tail gunner. (Seraydar was caught in the spin and remained motionless in the ship. Only when the fuselage broke behind the camera hatch was he able to fall out.) No other chutes were seen. It is my belief that all other crew members were killed in the crash.

SGT. Seraydar and I were taken prisoners immediately after reaching the ground. He told me that he had seen Sergeant Brennen and Sergeant Peterson, the waist gunners, making a futile attempt to reach the rear hatch exit. The command pilot, Captain Wieser was in the co-pilot seat at the time, which in my estimation, made his chances for escape almost impossible. The above statement contains the facts of the incident as I saw and lived them.

After capture, Seraydar, while in the detention area, was stabbed in the back by a Nazi woman with a red-hot poker from a fireplace. Radio Operator TSgt Howard Glenn Goodner, just 21, did jump out of the air craft, albeit, with no parachute and plunged down in a free fall alongside bombs and oxygen tanks, spinning toward the Bavarian village of Scharmassing. He landed in a field outside town, his body striking the earth so hard that it left a crater nearly half foot deep.

Only a few know this story of heartbreak and how it has continued to reverberate in the lives of a few for so long. Their families were informed of their loss on May 8, V-E Day, when the rest of the nation rejoiced.

No U.S. bombers were lost to the enemy in Europe after *Black Cat*.

The *Black Cat* story has never really died, living on in the small shadows of the greatest generation. It was immortalized in 2005 as U.S. postage stamp, that diminutive marker of historical American moments large and small. Part of a series of 10 commemorative aviation stamps, shows the *Black Cat* still intact, still in flight, over the pastoral fields where it would crash. Nothing on the stamp denotes the plane's tragic end, however. Waist gunner SSGT Albert Seraydar, the last living crewman, passed away April 20, 1997 just one day before the 52nd anniversary of the crash.

Editor's note: Tail gunner SSGT Robert E. Peterson was the father of former Heritage League board member and Gold Star son Art Peterson. Radio Operator TSGT Howard Glenn Goodner was the uncle of Prof. Thomas Childers who wrote about the loss in his book *Wings of Morning*.

Credits to: Art Peterson, *Last Crewman of Last Bomber Lost in WWII Dies*, 2ADA Journal, Winter 1997, Vol 36 No 4; Neely Tucker, Washington Post Aug 5, 2005; Jim Lorenz's review of Tom Childers' *Wings of Morning*, *Heritage Herald* #38 Oct. 2006. 

Heritage League 2025 Convention

Dayton, Ohio and the National Museum of U.S. Air Force

With 93rd Bombardment Group Association, October 2-5, 2025.

The Heritage League will again partner with the 93rd Bomb Group Association for our annual meetings. We share the same interest and enthusiasm in preserving the legacy and memory of the people who took part in the bombing campaigns in Africa and Europe. We are looking forward to making new friends and sharing time together in Dayton.

HILTON GARDEN INN DAYTON SOUTH—Austin Landing, 12000 Innovation Drive, Miamisburg, OH 45342.

Nightly rate: \$169, good for 3 days prior/after. Click on this link for the group rate: <https://www.hilton.com/en/attend-my-event/daydsgi-bga-bda6b552-63cd-4e3f-af36-e9edcfe0a39d/>.

Or call the hotel at 1-937-247-5850 and mention "93rd Bomb Group/Heritage League" for the group rate. The deadline for hotel reservations is Thursday, Sept. 11th. Transportation: about 20 minutes from Dayton airport.

Uber or Taxi is the best bet. Some people find Columbus airport to be an alternative which is about 70 miles. More details in next Herald and on our website.

Day 1 – Thursday, October 2, 2025

- 1:00 – 5:00 PM Registration
- 6:00 – 8:30 PM Welcome Dinner, guest speaker, attendee introductions

Day 2 – Friday, October 3, 2025

- 7:30 – 8:45 AM Breakfast – Hotel
- 8:45 – 9:15 AM Travel to National Museum of the United States Air Force Museum
- 9:15 – 11:15 AM Visit/Tour Museum – small groups, 93 BG wreath laying
- 12:00 – 1:00 PM Lunch on your own at museum, or return to hotel for afternoon on own. Later return to museum for dinner
- 2:00 – 4:00 PM Public showing of Return to Hardwick. Q & A Session
- 5:30 – 6:00 PM Dinner reception at NMUSAF – at the B-24 (Strawberry Bitch)
- 6:30 – 8:00 PM Dinner at NMUSAF – at the B-24 (Guest Speaker/entertainment – TBD)

Day 3 – Saturday, October 4, 2025

- 7:30 – 8:45 AM Breakfast – Hotel
- 9:30 – 10:30 AM Travel to Cincinnati for river cruise with lunch
- 4:00 – 5:00 PM **Heritage League Annual Member Meeting**
- 5:30 – 6:30 PM Dinner – Hotel. After, educational Session #1 – 93rd BGA Veteran Stories

Day 4 – Sunday, October 5, 2025 (At hotel all day)

- 7:30 – 9:00 AM Breakfast – hotel followed by Religious Service (non-denominational)
- 10:30 – 11:30 AM Business Meeting Session – 93rd Bomb Group
- 1:30 – 2:30 PM Educational Session #2 – Heritage League
- 5:30 – 6:00 PM Reception, followed by Memorial Dinner – Hotel

Day 5 – Monday, October 6, 2025

- 7:30 – 9:00 AM Breakfast – checkout

My Recollection of V-E DAY 1945

By Patricia Everson (448 BG Museum, Seething)

In May 1945 I was a 10 year old schoolgirl living in Seething close to the Seething Airfield wartime home for the USAAF 448th Bomb Group. My Dad was away in Europe serving with the RAF while I lived with my Mother and younger brother Reggie.

My lasting memory of that time was when the sky seemed to explode with a mass of colour. This came after years of blackout and darkness when the only lights were either searchlights, the flashes from the guns during attacks, or the glow of fires burning in Norwich after a German bombing raid. This fantastic display of brightly coloured flares and rockets made such an impression on us all. The younger children had no memories of ever seeing fireworks before, so it made a huge impact.

When my mother explained that this was because the 448th Bomb Group was celebrating that they were going back to America now the war in Europe was over, I shed tears. I didn't want them to leave even though it meant my Dad would be coming home.

Events Back Then

Just to explain my reaction for those of you not around at that time, I was born July 1934 and the month I started school, aged 5, WWII started. We lived in a new rental house in a rural area. There was no electricity; water from our well supplied 8 houses. Around 400 people lived in the village then, some away serving in the forces. We had blackout, food rationing, gas masks, enemy aircraft, so you can imagine when they started building the

airfield and 3,000 young Americans moved in just down the road in 1943, it made such an impact in our lives.

They took part in concerts in our local chapel and the village school gave parties for local children (and dances for the young ladies, trucks picking them up from villages in the area). They gave out sweets (candies), gum and cartoon pages from American newspapers.

They rode their bikes around looking for the nearest pubs and loved to talk with the children. Many made friends with local families, went to local dances, and our lives changed. The huge B-24 aircraft and other aircraft meant the skies were always busy, while jeeps and trucks were on the roads. Hardly any local people had cars and there was strict



A fantastic display of brightly colored flares and rockets at Seething airfield for V-E day. Many of the local townspeople had never seen fireworks before. Some airmen also added their own ammunition to the event which they were disciplined for the next day. Photo: 448th BG

fuel rationing, so we played games on the roads. We found it all exciting, not really understanding the loss of lives and the real reality of war, 499 men were lost from the 448th alone.

At the base on May 7th, information was received that the following afternoon would yield the official announcement of the conclusion of war. Each unit had meetings which included a period of silent prayer in thanksgiving for victory and in tribute to those who perished while making the victory possible.

A regal display of fireworks at the site of the Control Tower put the climatic touches to the celebrations. The Officers in one living site decided the flares didn't make enough noise so they supplemented them with pistols and carbines! Flight Officer Barilia landed in the hospital with a slug through his hand. This unauthorised use of firearms resulted in all officers getting up the next morning at 0500 hours for a march around the perimeter (around three miles).



A crewman relaxes the next day by reading details about the end of war. Photo: 2ADA Journal.

I now know that the plan was for many of the 448th servicemen to be assigned to the Pacific Theatre of Operations after a 30 day furlough.

At three o'clock all the radios were turned to Churchill's broadcast and in the evening to the King's. In the evening there was an officer's dance already planned with trucks picking up guests from local villages so then they became a spontaneous part of the celebrations.

Pilot Albert Saunder's Recollections

We were scheduled for our 19th mission when the Germans surrendered and the joy and relief we felt would be hard to describe. Maybe the best way is to relate to a conversation I had with someone who should have known better. He asked me if I wasn't sorry not to fly 2 more missions thereby earning my Captaincy and a Distinguished Flying Cross.

It wasn't difficult to say that the chances of being killed on one of those missions far outweighed the questionable value of those two trinkets!

Navigator Joe Nathan Diary Extracts

On May 7th we flew the ground crews on a sightseeing tour of Germany to observe the results of our bombing. We went to Mannheim, Aschaffenburg, Wiesbaden, Binger, Frankfurt, Hanan, Koblenz, Bonn, Cologne, Düsseldorf and back. May 8th, we flew the same route and while flying over Düsseldorf, we heard Churchill proclaim victory and a Scottish bugler play the ceasefire.

We had a victory dance I won't say it was the wildest in the history of the base, but it was certainly anything but tame. I had looked forward to that night for a long time and started out to drink a scotch for each of my 18 missions—needless to say I didn't get far. I was drunk on about eight and met a girl on my ninth so I started to

drink less and dance more—I had a wonderful time—I was drunk—I was happy—I had a girl—the war was over.

Everything was swell until I was kissing Edith goodbye by her bus, then some drunks started singing Auld Lang Syne and other songs and I joined in. As soon as I started to sing I remembered all the guys that weren't there to drink with us that night. I could see them all; and their wives and mother's listening to the news of the end.

I'd always been tough concerning their deaths before, war is tough and some men die, it could be me tomorrow. But then I thought of them with the war over for us for a while, and they seemed really dead for the first time.

The changes on the base after V-E Day were that a food shortage immediately appeared with a 10% cut in rations. The quantity and variety of food was considerably lessened, the reduction seemed greater in view of the fact that more men were eating 'at home' since they were not allowed out on a pass.

Mail censorship ended, this meant for the first time the men could write home at last to tell of the journey over and where they are. For enlisted men they could now seal their envelopes up and letters would remain private.



Winston Churchill announces the end of the war in London. King George VI and Princess Margaret (right) with her sister Elizabeth (future Queen) at left in uniform next to Queen Mother, also took part in the celebrations. Photo: public domain.



But then reveille and retreat formations were installed. Reveille at 0645 with 15 minutes of callisthenics and retreat was at 1700 hours with a 30 minute period of close order drill. The work preparing to leave for home was intensive with aircraft to be modified and repaired. New communications and navigation to be installed plus crews trained for their use. Night flying, navigation flights, ditching and safety lectures, calibration flights, fuel consumption flights and many other duties were accomplished this month. Additionally, there were six weddings to local women by Seething Airmen.

The journey home by air and sea was fast approaching. A vast clean-up of the sites ready to hand back to the RAF, packing up all equipment were just a few of the tasks to move the thousands of men back to the USA. After the long journey home they had the prospects of a furlough back home before preparing for the Pacific Theatre of Operations. Sadly in June, one of the B-24s with 20 crew and passengers crashed on the way back home via Prestwick, only 3 men survived.

TAKE CARE, KEEP SAFE. 

Thanks to Patricia Everson, former curator of the 448th Bomb Group Collection. For more on Station 146 Tower Association, please go to our webpage at <https://www.448bombgroup.co.uk> or email: station146office@gmail.com.

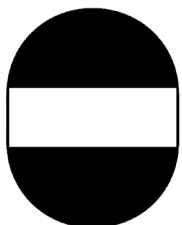
Final Combat Missions of the 2nd Air Division

April 25th—80 Years ago

Compiled by Doug Dovey (44 BG Shipdam, 392 BG Wendling)

Continuing our series on events leading up to V-E Day, the *Heritage Herald* presents three Bomb Group stories representing the final missions of 2nd Air Division flown on the last combat mission day of the war, April 25, 1945. They are: 445 BG, 458 BG and 392 BGs. These stories originally ran in the *2nd Air Division Association Journals* which are all available for viewing at the Heritage League webpage: www.heritageleague.org. They have been edited for clarity and space.

445th Bomb Group, Tibenham. Target Salzburg.



The target was again Salzburg, Austria which the 466 BG hit 4 days prior on 21 April 1945. This was one of the last missions the Eighth Air Force flew in combat.

We who were a few missions short of the required tour of 35 were worried. There were very few targets left to bomb, as our ground troops and the Russians were overrunning the Third Reich at a fast pace. Without a full tour, those of us who wanted to get home to our wives and families were concerned that we would do the rest of our missions in the Pacific.

I, for one, was pleased to be alerted to fly that morning of 25 April 1945. This would be my 34th mission and our group, the 445th at Tibenham, had lost no aircraft in the last ten missions and only three in the last thirty days. The German war machine was nearly totally neutralized. The Luftwaffe was in serious trouble and only the flak guns seemed to be a threat.

Leading the Second Air Division and 8th AF on this mission, Colonel Wm. W. Jones, the 445th Bomb Group commanding officer, was the command pilot flying with our crew. The target was the rail marshalling yards at Salzburg, Austria. We flew B-24J Liberator #207-4.

Our crew had, in addition to its regular members, Major Charles W. Head, the group navigator who rode in the nose gun turret.

The day was clear with unlimited visibility. After forming our group we departed our waypoint, Control Point A, fifteen miles east of Great Yarmouth. We crossed into Belgium near Antwerp and proceeded southeasterly across Germany at 20,000 feet elevation. Sixty nautical miles west of Mainz on the Rhine River we turned 17° left toward a point forty miles south of Nuremberg.

Our lead crew navigator, Harold Coon, gave the pilot all our headings, including that to the IP, initial point of the bombing run, 42 miles north of Salzburg. The Alps were a clear set of ragged ridges with many snowy fields as a backdrop. It was a gorgeous day for sightseeing.

The air was so calm that both heading and altitude were absolutely steady. It was just as I was turning this lead Liberator to the 170° heading given to me by radar operator John T. Pierce, which our bombardier, Fred Bromm manually turned the bomb sight to line up exactly with the target. The heading was so accurate that the turning seemed to Fred to be by bombsight control, even though Fred had not engaged the bombsight clutch.

Under typical bomb run conditions an unengaged bombsight clutch would show up a long way before the target. Since the course hair in the bombsight telescope required no synchronization, this lack in need to make a course correction obscured this oversight. It did not show up until a few seconds before bombs away, too late to make a correction.

It is amazing that the initial bomb run heading as confirmed by Fred Bromm's visual alignment from a long way out resulted in the bomb strike as Fred remembers:

Not that bad. Some bombs hit rolling stock on the left edge of the marshalling yard and others tracked through an area of buildings to the left of the yard. As you probably remember, there was a method of scoring bomb results. My official Air Force flight records and a bomb strike photograph both indicate the scoring as 'very good.'

Although I remember no flak bursts, Fred did see flashes of gunfire through the bombsight telescope and his diary does mention some flak. With bombs away we turned 80° right, then soon right again to the northwest to avoid the flak guns at Innsbruck and Munich, and we descended from 21,000 feet to 20,000 feet for the flight home.

We soon learned that this would be the last combat mission flown by the Eighth Air Force. Within a few days, Germany surrendered unconditionally. We pondered our fate, as we were short the 35 missions for a complete tour. The Pacific Theater seemed an unwelcome possibility.

On this last mission we had flown 1,103 nautical miles in 8 hours, 20 minutes, including the time required to circle while forming the squadron. Thank goodness for the pilot's relief tubes. Because of the length of this flight, we used economy power settings for maximum range. Our group lost no aircraft.

Following V-E Day, we loaded the crew aboard and toured southern England at low level. The very low pass over Buckingham Palace we made was a one-shot event, and it resulted in a strongly worded prohibitive directory from Headquarters to all squadrons.

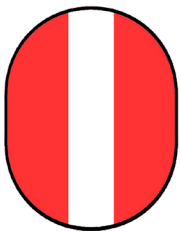
One great reward for all those months of tension, anxiety and anguish came in our orders to fly ourselves home to the States. We were assigned a brand new B-24J, one with only 30 hours on the log. That sure beat the indignity of possible seasickness on a slow trip home by troop transport ship.

Soon after our return to the United States, the B-29 *Enola Gay* blasted Hiroshima, and Emperor Hirohito capitulated unconditionally. WWII had ended.

By John A. Linford (445 BG) with thanks to Charles W. Head and Fred Bromm for their input.

Courtesy of *2nd Air Division Association Journal*, Winter 1994 Vol 33 No 4.

458th Bomb Group, Horsham St Faith. Target: Bad Reichenhall.



The way Max Snyder (458th Bomb Group) of Arlington Heights views the day of Tuesday, it was a day of mammoth proportion, a day of infamy. On Tuesday April 25, 1945, the last World War II bombing mission over Europe was flown, signaling the end of the war in Europe.

We shouldn't be celebrating the end of the war on V-E Day when a bunch of guys signed a piece of paper. Snyder, who was the deputy pilot on the final mission, says, *The war in Europe ended with that mission.*

Snyder recounted his tale in the office of his home dressed in his Air Force lieutenant's uniform and amid such artifacts as the silk escape map of Germany he carried in the pant leg pocket of his flight suit, his pilot's log book, photographs and a diary of all the bombing missions flown over Europe.

Admittedly, he did not realize the significance of his last bombing mission, that it was the last mission flown over Europe. He discovered his role in the war's end in Europe while visiting the Second Air Division Memorial Library in Norwich, England, which was established with funds from Snyder and other members of the Second Air Division of the U.S. Eighth Air Force.

It was Snyder's third trip there but it was the first time the archivist there mentioned the significance of the mission over Bad Reichenhall, Germany. *It bothered me,* Snyder says, *As soon as I got home; I looked up in my pilot's log and discovered I had flown on that mission.*

He immediately wrote to the Department of the Air Force Research Agency at Maxwell Air Force Base in Alabama, for confirmation. He received a copy of the mission, from the flight formation to the written paperwork. *We will always remember our last mission, 25 April 1945, a historic date to be retained in our memories forever*, stated documents Snyder received. *Our formation consisted of three nine-ship squadrons. On our last mission, the bombing results were excellent.*

The mission took out railroad terminals at Bad Reichenhall, where German troops were loading anti-aircraft weaponry on flatbeds. Such weaponry was used to fire at General Patton's tanks, Snyder says. With the railroad out of commission, Patton made his push across the Rhine.

In all, 56 planes flew the mission in a formation that called for Snyder's plane as the deputy lead plane, or at high right. Some twenty planes were damaged during the run from anti-aircraft fire and one airman was wounded.

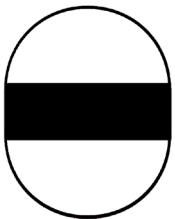
The morning of that mission started like the rest. An enlisted man drove a Jeep to their quarters in the middle of the night and knocked on their door three times. He entered and first woke Snyder, the pilot, telling him of the upcoming mission. Snyder and the rest of his 10-man crew walked to a briefing room where they were fed and briefed on everything from the weather forecast, to the site, to the government code word for the day in case they were captured.

Snyder flew his B-24 bomber on the mission, the same plane he had been assigned to during flight training in Topeka, Kansas, where it had arrived at the base right off the production line, with only five hours of flying time on it.

For Snyder, it wasn't his last mission in that plane. He made one more run, called the Tour of the Ruhr, during which he carried ground personnel from the base, from the airport technicians to the kitchen crew, to see the war zone.

By Eileen O. Daday, *The Daily Herald* (Chicago), April 19, 1995 and courtesy of *2nd Air Division Association Journal*, Fall 2008, Vol 47 No 3, page 22.

392nd Bomb Group, Wendling. Target: Hallein, Austria



On 25 April 1945, the 2nd Air Division flew its last mission. The 392nd flew its 285th and last mission to bomb the railroad marshalling yard at Hallein, Austria, about five miles from Hitler's retreat at Berchtesgaden. Excellent results were achieved, in spite of intense flak. Ten airplanes suffered damage, but only one didn't make it back to Wendling. It made a safe emergency landing on the continent.

All of the Eighth Air Force was stood down from further combat operations. Adolph Hitler killed himself on 30 April 1945 in his deep underground headquarters in Berlin.

By Myron Keilman, 579 Squadron, 392 BG.

Courtesy of *2nd Air Division Journal*, Summer 1995 Vol 34 No 2, page 17.



V-E Day Wedding on a B-24 What Does a Dutch Family Do with a Bent-up B-24 Sitting in Their Yard?

By Jim Lorenz, writing for *466 BGA Attlebridge Tales*

What does a Dutch family do with a bent up B-24 sitting in their yard? I have been in email contact with Phyllis Dubois, one of our earlier 2AD Memorial librarians, and she was very helpful with information on finding clues to lost relatives, friends, etc. Phyllis asked me about a 466th B-24 named *Connie* which crash-landed in Holland in 1945. On checking, I found that the plane was indeed my favorite *Connie*, good old #42-7682, in which I did eight missions, but my ties are stronger than that!

In 1945, we were getting replacement crews with the pilots from the U.S. flying schools—with thousands of hours in a B-24 but as instructors. They knew all the emergency procedures backwards but seldom had time to practice the actual sequences. They would get some flak damage on their first mission, not get the prop feath-



B-24 *Connie* after successful crash-landing, 31 March 1945 near Stevensbeek, Holland by pilot Lt. Bob Dibbell (lower left). Photo: Lt. Dibbell crew.

ered, not call for fighter protection—and we would lose them. I had five missions to go for my 35, and I was asked if I would take these new replacement crews on their first mission as instructor pilot.

My first new crew was Lt. Bob Dibbell's #590; I took them on their first mission—#217, March 30, 1945 to Wilhelmshaven ship yards, and we flew *Connie*. Bob was an exceptional pilot, did everything right, and we had no problems getting back with no injuries.

The next day, mission #218 for the 466th, to Brunswick, Dibbell was again assigned *Connie* and I took U.G. Ruhl's crew #591 on their first mission in another plane. There were fighters and flak; I also brought Ruhl's crew home safely. Dibbell, in our Attlebridge Diaries, tells his story: "...Routine to the IP, after dropping the bombs, we took a hit under us and Number 4 engine was hit, and was feathered OK...Lost all electricals and communications...flew westerly...and soon lost Number 2 engine and could not feather it...brief the crew the option to bail out, but all agreed to stay with me as I tried to crash-land...thought we were over Hanover/ Drummer lake area...fighter base area...jet-tisoned all guns, etc...clouds were below...went over emergency procedures for ditching and crash-landing, as we had no idea where we were...going through 2,000 feet, we saw the ground...and a level greenfield... at 1,000 feet, got the gear down (note—correct procedure!)...saw the field was full of white vertical [stakes] to preclude glider landings...at this point #3 engine

gave up...turned left towards a farm house and put it down...nose wheel broke and loaded up the nose with dirt...stopped in front of the farm House...no injuries to the crew or locals...the family came at us with pitchforks...saw we were Americans...told us we were near Stevensbeek, Holland...dined us with the best they had...and told us the British had pushed through here just the day before!...we went on to Brussels, got a ride to England."

And now—the rest of the story!

What does a Dutch family do with a bent-up B-24 sitting in their yard? Capitalize on their luck, of course! On May 8, 1945, they invited Mr. & Mrs. Van der Hagen, nearby residents, to have their wedding at the B-24! Apparently the bride and groom thought better of climbing onto the wing. The photo of the crash was taken by Lt. Dibbell's crew; the wedding photo by Martin Van Sleuwen, a local Dutch historian who researched this whole event. These were sent to me by Phyllis, with permission to publish, after I professed my love for this B-24.



***Connie's* one last moment of glory—holding the wedding party of Stevensbeek residents on May 8, 1945 for Mr. & Mrs. Van der Hagen (standing in front). Photo: 2ADA Journal, Fall 2000, Vol 37, No. 3.**

Connie brought our crew back safely on eight missions as well as this one with not a scratch on the crew from the crash-landing. Obviously this was her last mission but what a way to end the war! She did 59 missions before getting shot up and scrapped!

Courtesy 2nd Air Division Journal, Fall 2000, Volume 37 No 3, pages 12-15. 

2ND AIR DIVISION BOMB GROUPS RECORDS

The information below was gleaned from Roger Freeman's "Mighty 8th" books, Lloyd's *Liberator Global Bomber*, 8AFMMF: "Project Bits and Pieces" and Air Force's *History of WWII Combat Units*.

Combat Wing Group	2 nd 389 th	2 nd 445 th	2 nd 453 rd	95 th /2 nd 489 th	14 th 44 th	14 th 392 nd	95 th /14 th 491 st
Tail Markings (Late)							

Background Color	BLACK	BLACK	BLACK	GREEN***	WHITE	WHITE	GREEN
Wing Letter (Early Tail)	C	F	J	W	A	D	Z
Airfield	Hethel	Tibenham	Old Buckenham	Halesworth	Shipdam	Wendling	Metfield/ North Pickenham
Arrived in Europe	11 June 43	4 Nov 43	22 Dec 43	1 May 44	11 Sept 42	1 Aug 43	25 Apr 44
First Mission	9 July 43	13 Dec 43	5 Feb 44	30 May 44	7 Nov 42	9 Sept 43	2 June 44
Total Missions	321	282	259	106	343	285	187
Total Group Sorties	7,579	7,145	6,655	2,998	8,009	7,060	5,005
Bomb Tonnage	17,548	16,732	15,804	6,951	18,980	17,452	12,304
Aircraft Combat MIA	116	108	58	29	153	127	47
Other Losses	37	25	25	12	39	57	23
Enemy A/C Claimed	209	89	42	1	330	144	9
Last Mission	25 Apr 45	25 Apr 45	12 Apr 45	10 Nov 44*	25 Apr 45	25 Apr 45	25 Apr 45

Combat Wing Group	14 th 492 nd	20 th 93 rd	20 th 446 th	20 th 448 th	96 th 458 th	96 th 466 th	96 th 467 th
Tail Markings (Late)							

Background Color	WHITE	YELLOW	YELLOW	YELLOW	RED	RED	RED
Wing Letter (Early Tail)	U	B	H	I	K	L	P
Airfield	North Pickenham	Hardwick	Bungay	Seething	Horsham St Faith	Attlebridge	Rackheath
Arrived in Europe	14 Apr 44	6 Sept 42	4 Nov 43	30 Nov 43	29 Jan 44	7 Mar 44	12 Mar 44
First Mission	11 May 44	9 Oct 42	16 Dec 43	22 Dec 43	24 Feb 44	22 Mar 44	10 Apr 44
Total Missions	64	396	273	262	240	232	212
Total Group Sorties	1,513	8,169	7,259	6,774	5,759	5,762	5,538
Bomb Tonnage	3,757	19,004	16,819	15,272	13,204	12,914	13,333
Aircraft Combat MIA	51	100	58	101	47	47	29
Other Losses	6	40	28	34	18	25	19
Enemy A/C Claimed	21	93	34	44	28	29	6
Last Mission	7 Aug 44**	25 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45	25 Apr 45

* 489th BG returned to States for B-29's. ** 492nd BG disbanded. *** All yellow while in 20th Combat Wing.

Ed Note-major 2AD movement order of August 10, 1944, dissolved 96th wing and 492nd BG, and reassigned 489th and 491st BGs.

Welcome Home Honors Program

Heritage League Honors Final Burials of Recently Identified Airmen of the Second Air Division

By John Jurczak (446 BG Bungay)

Since 2024, Heritage League representatives have attended six funerals and provided floral tributes funded by our flower fund.

Second Lieutenant Francis E. Callahan, Arlington National Cemetery, February 24, 2025.



On a crisp clear day with hints of spring in the February air of our nation's capital, family and relatives (niece Kathleen Kaminsky and family as well as daughter-in-law of LT. Callahan's wife and family) attended the ceremony along with four Heritage League board members plus noted guest Enrico Schwartz.

A recognized school athlete, LT. Callahan entered the U.S. Army Air Forces from New York and served with the 732nd Bombardment Squadron, 453rd Bombardment Group. At the age of 22, he was the navigator aboard a B-

24H Liberator, nicknamed *Little Joe*, which took off from RAF Old Buckenham on April 8, 1944, with ten crew members aboard, on a bombing mission against enemy targets at Brunswick, Germany. Before reaching the target area, *Little Joe* was shot down by enemy fighter aircraft and crashed in the vicinity of Salzwedel, Germany.

After the war, Army investigators from the American Graves Registration Command (AGRC) attempted to find the crash site and recover the remains of the ten crew members. However, AGRC personnel were unable to successfully locate the site. In 2015, an independent research group, Missing Allied Air Crew Research Team (MAACRT) spearheaded by Enrico Schwartz, a German citizen, revived the recovery effort and contacted Defense POW/MIA Accounting Agency (DPAA) historians with new information related to a possible crash site near Wistedt, Germany. Interviews with elderly local residents led investigators to a crash site location where they were able to recover various pieces of wreckage, including potential osseous remains. By the end of September 2023, all evidence, including osseous remains and life support equipment, had been recovered and sent to the DPAA laboratory. The laboratory analysis and the totality of the circumstantial evidence available established an association between the remains and 2.LT Callahan along with his crewmates.

He was honored with full military ceremonies at section 68 with the Pentagon military headquarters visible in the background. The U.S. Army band, solo trumpeter, and 21-gun salute filled the silence at the site finalizing the event as LT. Callahan was finally home after 81 years.



Soldiers from 3d U.S. Infantry Regiment (The Old Guard) escort LT. Callahan to Section 68 of Arlington National Cemetery. Photo: John Jurczak.



Final resting. Flower topped casket flanked by the Heritage League's wreath and the Pentagon military headquarter in the background. Photo: J. Jurczak.



The Old Guard prepare the U.S. flag for presentation to LT. Callahan's niece, Kathleen Kaminsky. Photo: DVIDS.

LT. Callahan's name is recorded on the Walls of the Missing at Netherlands American Cemetery, Margraten, among 267 airmen from the Second Air Division and 28 from the 453 BG. A bronze rosette placed next to his name on the wall and the other *Little Joe* crewmates indicating they have been accounted for and are no longer missing.

Also attending were active armed service members, representatives from the DPAA as well as Daughters



Heritage League past president and 2AD Memorial Trust Governor Beverly Baynes Tomb, President Chris Clark and the League's Welcome Home Program manager John Jurczak place flowers in solemn tribute. Photo: Brian Mahoney.

of the American Revolution. Heritage League members attending were President Chris Clark, with former presidents Brian Mahoney and Beverly Baynes Tomb with John Jurczak who administers this program for the League. References: DPAA news release, The War Memorial Association.

MAACRT Assists Recovery Of B-24 Little Joe and Other MIA Sites

By Brian Mahoney (467 BG Rackheath, 489 BG North Pickenham)

The Missing Allied Air Crew Research Team (MAACRT) with its co-founder Mr. Enrico Schwartz helped revive the dormant search for B-24 *Little Joe* and crew as well as others. Enrico and his wife Martina and 14-year-old daughter Cheyenne (Jenny) flew from Germany to Washington to attend the February 24th Arlington National Cemetery burial ceremonies for Second Lieutenant Francis "Buddy" Callahan. Afterwards, the Heritage League presented Enrico with a well deserved certificate of appreciation.

The efforts of MAACRT, finding potential witnesses and following up with 'digs' at the suspected locations have been inspiring. It entailed obtaining the permission of landowners

and local and regional governmental authorities for archaeological exploration, use of heavy equipment and ground-sensing apparatus. Getting the buy-in of farmers was not easy as they take their fields out of production in the growing season for this. Enrico's persuasiveness went much further: *all* machine rentals, *all* the time of *all* the equipment operators, *all* metal detecting and archaeological assistance, every bit of logistical support, *all* hand digging and sifting, *all* historical research, *all* travel to sites, *all* meals, accommodations and fuel—*everything single thing*, for every one of these huge undertakings—was *donated*.

Our first coverage of Enrico Schwartz's astounding research work began 23 years ago, with



Honored, Enrico was first to present his flower to LT. Callahan. Photo: John Jurczak.



LT. Callahan's wedding day photograph presented by the daughter-in-law of the LT's wife to Enrico with wife Martina and age 14 daughter Cheyenne. Photo: Brian Mahoney.

an article in *Heritage Herald* #31. Since then, another six articles have reported on the repatriation of remains of 32 airmen, considered forever MIA (presumed dead) since the end of the war in Europe, but for the tireless efforts MAACRT volunteers and their humble founder.

The powerful closure over two decades, when family members—ranging from a still living 102-year-old mother in a 2004 case, to great-grand nieces and nephews—were able to participate in the dignified 'home-



Heritage League team with Enrico prior to presenting him our certificate of appreciation. Photo: Brian Mahoney.

coming' of their cherished hero who paid the full price for our freedom. This speaks directly to the Heritage League's core mission of honoring and remembering with three more funerals upcoming. It is this closure that has driven Enrico's work and vindicates the thousands of hours of volunteer efforts on four different crashes.

The Defense POW-MIA Accounting Agency (DPAA) is the joint services group charged with finding and identifying our combatants still missing all around the world, 7,000 of whom are in Europe. MAACRT's work has augmented DPAA's modern-era efforts, and



without question delivered 32 resolutions *that would never have happened otherwise*. DPAA picked up the work at each site as soon as human remains or positive personal effects were found and identified. It took the civilian and military professionals at DPAA years to slowly realize that Enrico was not motivated by 'trophy hunting,' and trust and admire his work. Now, entrenched organizational biases raised maddening barriers appear to have slowly diminished.

DPAA displayed its gratitude by providing airfare and accommodation for Enrico and Martina to attend Lieutenant Callahan funeral and speak personally with DPAA administrator. Enrico is sure that he has no more of this work in him. He hated to be called more than co-founder (with his first wife, Svetlana) or 'leader' of MAACRT, but he certainly was the driving force, and it too is finished.

Four Heritage League board members were there to thank him personally for his extraordinary example of 'honoring and remembering.' In addition to a \$500 honorarium, we presented him with a very personalized Certificate of Appreciation.

—excerpt from the Certificate of Appreciation:

For uncounted thousands near recovery sites in Northern Europe, in hometowns all across America, in hero-honoring organizations, and among all who carry on similar efforts around the world, Enrico will forever be an example of selflessness in service, genius in research and analysis, camaraderie in persistence, and humility in success after brilliant success.



Happy Birthday VETS!

The Heritage League is pleased to acknowledge our Veterans' birthdays who have recently, or are about to celebrate their 'special day.'

HELP! We have been able to get photos of some, but not all of our Veterans who served in the 2nd Air Division. We strive to highlight more Veteran birthdays as a regular feature, but we need your help as we do not have photos of all. If you have a fairly recent photo of your Vet, please email it with '2AD VET Birthday' in the subject line to: ddovey@hotmail.com.

Our country is filled with much promise for tomorrow's generation, all because it was shaped by legends like you who risked your lives defending our nation. **HAPPY BIRTHDAY!** We honor you and thank you for our freedoms today.



The most senior of our group of birthday veterans, 93rd Bomb Group pilot Bill Brown marks 105 years this July. He completed 35 combat missions from Hardwick airbase and received the French Legion of Honor. Photo: J. Root, 93 BG.



93rd Bomb Group Hardwick, veteran Harl Burnell Evans reaches the 103 year mark this September. Photo: Mary Evans.



Bombardier Francis Cartier, 453 BG Old Buc airbase, marks 102 years this July. He completed 35 combat missions and received the French Legion of Honor medal in 2021. Photo: Irene Hurner.



Will Noden, lead navigator from 467 BG Rackheath, will mark 101 years this September. Photo: family photo.

*Whatever you
guys are doing
keep it up!*



AAF Photo.



Videos We Like

By Lisa Niehoff

Where Were You on V-E Day?

As the 80th anniversary of V-E Europe Day draws near, Joe Dzenowagis has produced several videos featuring memories of veterans. This video begins with gunsight film of B-24 missions. Then, Second Air Division veteran LT Robert Armbruster (458 BG) is filmed in Norwich, England in May of 1995 for the Division reunion celebrating the 50th anniversary of V-E Day. He was preparing for the parade, a re-creation of the parade that was held for the celebration of V-E Day on May 8, 1945. Mr. Armbruster, standing in front of St. Peter Bancroft Church before heading to the parade marshaling grounds, recalls his last weeks at Horsham St Faith. Of additional note: a huge, can't miss event by the American Library will be its 10-day 80th V-E celebration this September, "Silver Wings," at the Forum in Norwich.

6 Mins/Color/YouTube: <https://www.youtube.com/watch?v=MwW9ZmTIg2Q>.

WWII Assembly Ships of the 8th Air Force

In this issue's 'Nose Art' story, I mentioned a uniquely painted B-24 formation assembly ship named *Minerva*. Well, this video describes the war weary, stripped-down bombers such as *Minerva* that were used to lead and organize formations which returned to base once the attacking bombers were on the way to Germany. This video profiles these formidable planes and answers the questions of the complexities of organizing large formations of aircraft to launch on their mission.

25:50 Mins/Color/B&W/YouTube: <https://youtu.be/obRPF3KJKxU?si=cFoohE-aTFqVjVAM>.

DANGERS of Spatial DISORIENTATION! Explained by Captian Joe

During World War II, spatial disorientation was, and still is, a significant factor in many aircraft accidents, particularly during night flights or in poor weather conditions, where pilots often lose visual references. Learning to deal with it is part of the flight training process. Although this video doesn't highlight any particular examples from WWII, Captain Joe presents excellent practical examples for spatial disorientation showing how easy it is to get disoriented, confused, and perplexed.

15:30 Mins/Color/YouTube: https://youtu.be/Kh-2SSYhhbA?si=kTWbXk1Pn6_CPZY.

Additionally, a more recent example of this condition is John F. Kennedy, Jr.'s tragic flight in July 1999. This is an informative production on how spatial disorientation leads to a catastrophic end. I added this video to highlight the incorrect actions the unexperienced John made that night.

44:05 Mins/Color/YouTube: JFK Jr.'s Final Flight | Mayday Air Disaster: https://youtu.be/6_fjuzWH-h8?si=L3wvWVYeduKbn2iZ.

Could You Survive on British World War II Rations?

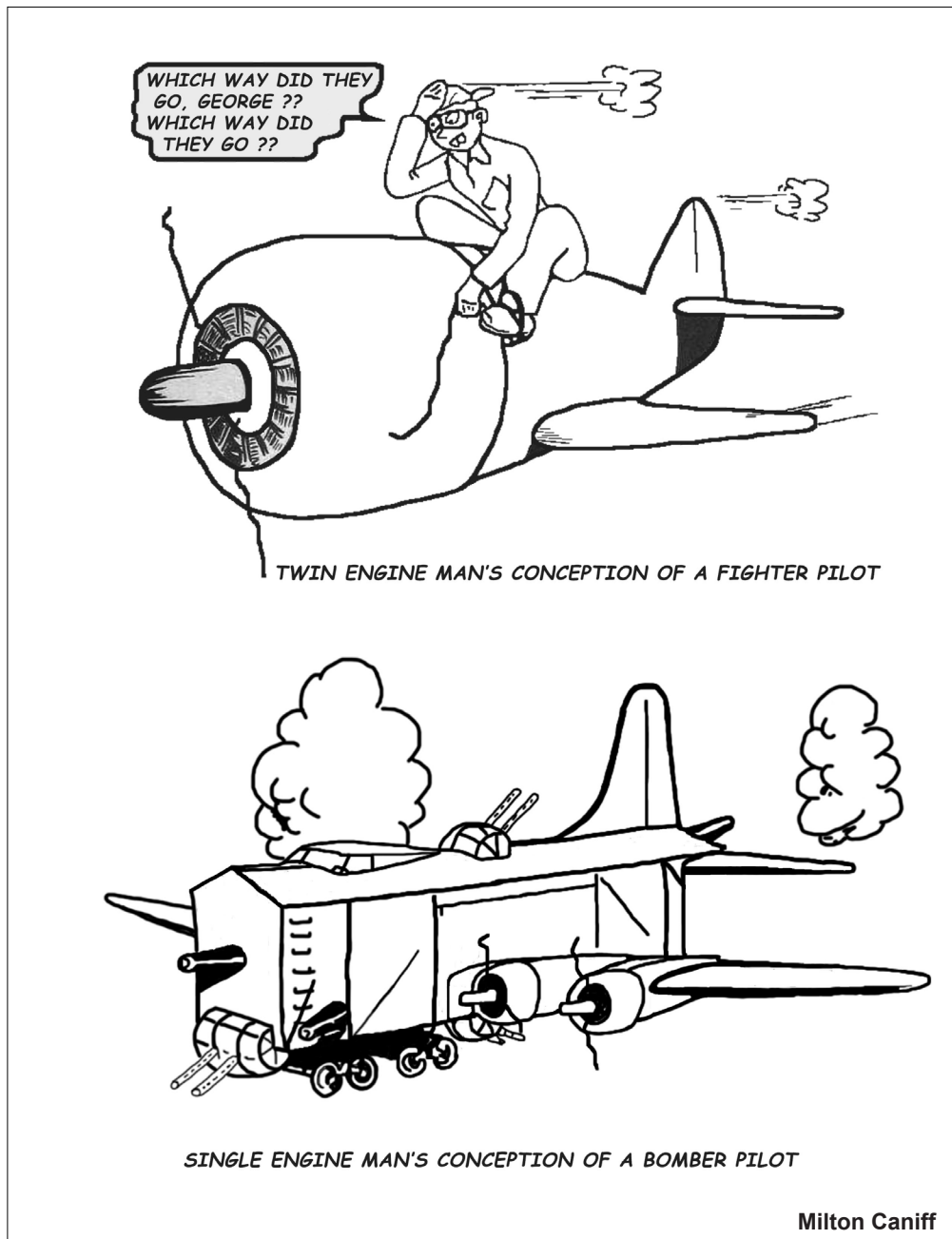
This is an entertaining video narrated by the equally entertaining Dan Snow. However, I feel his comment on Spam is totally wrong. I've eaten this canned meat many times, using different cooking methods; frying and adding it to various imitation roasts and general casseroles. It looked quite painful as I watched Dan eating Spam cold without preparation, and even more when he described it as a very cheap, disgusting sausage. He wouldn't have fared well during the war years rationing. But Spam was not the only food to be tasted by Dan; Pig's Trotters, along with whale meat were other alternative meat choices. Remember, the war time public had no choice and made do with what they received during the rationing program.

8:35 Mins/Color/YouTube: <https://youtu.be/ehM6s9rpZsE?si=nyBhEQX1tcBqWQvs>.

KIDS CORNER–

A Vintage WWII Army Air Force Color-In

Please share your coloring with family and friends. We hope this helps with understanding the history of our ancestor's service with the Second Air Division during WWII. Our Heritage League mission is to educate our next generations about the actions and sacrifices of our veteran ancestors in the Bomber and Fighter Groups of the Second Air Division in England.



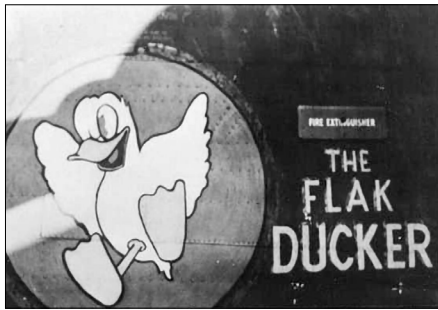
This cartoon drawn by renown WWII cartoonist Milton Caniff displays the humorous different conceptions among the fighter and bomber pilots. The Second Air Division was comprised of five bomber wings with 14 bomber groups. It also contained one fighter wing with five fighter groups. This cartoon was reproduced in "The Echelon," class book of Pilot Class 44G, Perrin Field, Sherman, Texas. Courtesy of Mike Voisin, curator/webmaster of the Army Air Forces Collection.

Nose Art

Edited by Lisa Niehoff

Nose art boosted crew morale, fostering camaraderie and a sense of identity within the unit.

The Flak Ducker



Flak Ducker was a common nose art design which depicted a duck, often with a cheeky expression, symbolizing the crew's intention to "duck" or evade anti-aircraft fire during missions. It was a playful way to express their desire to survive dangerous aerial combat. This was often done with a humorous undertone.

Flak Ducker was part of the 392nd Bomb Group on a mission to Berlin in 1944. The plane's third engine was feathered before the target, and it jet-

tisoned its bombs. *Flak Ducker* was last seen leaving the formation near the German border. The plane attempted a wheels-down landing in a cow pasture at Overberg, Netherlands. Although the plane's nose wheel collapsed, the landing was successful. Her crew was taken prisoner, and the Luftwaffe repaired and flew the plane. Credit: American Air Museum.



Minerva



In the accompanying photo, *Minerva's* nose art depicts a devil riding a falling bomb. The flight crew may have selected the name referring to the Roman goddess of wisdom, strategy, and arts; or perhaps was the name of a relative. The aircraft was later repurposed into a 'formation assembly' aircraft *Judas goats* with its unique paint scheme and used as lead ship to organize combat formations.

Judas Goats



Judas goats was the 392 BG 'Formation Assembly' aircraft named after the animal which would lead others to slaughter. Assembly ships were typically war weary aircraft that were no longer combat worthy but still capable of flight. They were stripped down of armaments and given extra flares and navigational equipment. Well known for their unique and often vividly colored paint schemes, they were de-

signed to be more visible to formation Bombers. These allowed pilots to spot the front of the formation, so they would know where to go to join the formation in their assigned place. Often, they didn't want to use radios, this helped with that, as well as always making the whole procedure faster, and therefore saving time and fuel. Credit: Ecardmodels.com. Credit: First Sergeant Nose Art photo: Wikipedia/Assembly Ship *Dixie Dudrop*.

Dixie Dudrop



This cute dudrop was the only plane of the 703rd Bomb Squadron, 445th Bomb Group, to return to Tibenham. Navigator Horace "Hal" Turrell and his crewmates onboard B-24 *Dixie Dudrop* had the misfortune of being sent to Gotha. Turrell recalled to Hollywood actor Jimmy Stewart, Commander of 703rd Bomb Squadron, how the group's fliers "all had very bad premonitions about this mission." After missing their rendezvous with fighter cover,

the squadron was subjected to a fierce enemy attack that continued through the approach, the bomb run and for another hour and a half after bombs away.

According to Turrell, "the action was fast, furious, and enveloped us in the fog of battle." Turrell recalled that at their interrogation, "Jimmy Stewart listened intently to us. He asked us for details and then tears came to his eyes and he left the room for a little while." Credit: American Air Museum.

Sad Sack



Sad Sack was assigned to the 44 BG/66 BS at Shipdham, UK. The aircraft was dispatched on February 26, 1943, to bomb the docks at Bremen. [See *Herald* # 79, April 2024 for more about Bremen missions] However, cloud cover obscured the target, and the formation diverted to Wilhelmshaven as a target of opportunity. The aircraft was attacked by German fighters just at the Initial Point. Two engines were disabled, and a fire was started in the bomb bay area. The pilot gave the bail out order near Oldenburg, Germany. Three airmen were killed in the fighter attack but seven managed to bail out of the stricken aircraft before it crashed at Eversten, Germany. Was

Sad Sack a favorite pin up to be returned to after the mission? We are unable to know. Perhaps the painted lady ended up jinxing the mission, a sad ending. Photo: American Air Museum. 🛩️

American Library—Announces Special Event



"Silver Wings" The U.S. Army Air Forces in WWII Norfolk

— By Orla Kennelly, Trust Librarian

Silver Wings will uncover, preserve, and tell more incredible stories of the US Army Air Forces stationed in Norfolk from 1942 to 1945. We will also explore the experiences of the British civilians who shared this remarkable chapter of history. The project will feature a free, 10-day exhibition and event series at The Forum from September 12-21, 2025. Inspired by the living memorial of the 2nd Air Division we will honor the 8th Air Force who served here and introduce their story to a new audience. This is the biggest exhibition of its kind in the region for many years and is happening 80 years after the last 2nd Air Division missions of WWII.

We'd like to invite you all to the exhibition opening on the evening of Thursday 11th September. On Saturday 13th there will be a Gala Day with American music, dance, food and 1940's inspired fun for all. The 392nd Bomb Group Association will be joining us for this special day as they commemorate their loved ones who served at Wendling, Norfolk in WWII.

On Thursday September 18th we will welcome the USAAF heritage community to share their collections,

research and stories with the people of Norwich at our USAAF Heritage Day. Throughout the 10 days of Silver Wings, there will be a programme of engaging and innovative lectures and panels in the Forum auditorium. Special exhibition tours will also be available with our community researchers and young curators.

If you have a personal or family memory of WWII in Norfolk and you'd like to share, please get in touch on: americanlibrary@norfolk.gov.uk.

Look out for updates on the American Library website. If you'd like to hear from the American Library regularly then sign up for "Word on the Wing", our newsletter. You can also find out more about American Library events in person, online and hybrid, on Eventbrite.

Commemorating 80 years since the end of World War II, Silver Wings is a new project from the American Library, Memorial to the 2nd Air Division, 8th Air Force, United States Army Air Forces, in partnership with the Forum, made possible by the National Lottery Heritage Fund. 🛩️

We appreciate gifts from members inspired by an individual to whom we are all connected. We wish to thank members who have contributed to the Heritage League

IN MEMORY OF... *Donors*

PFC William Bakes (489th)	James Porter
1.LT Leo Baumann (93rd)	Tim Eisele
1.LT Albert H. Biel (453rd)	Rosemary Lighty
1.LT Albert (453rd) and Claire Biel	Irene Hurner
1.LT Albert (453rd) and Claire Biel	Barbara Mello
CPT Dwight W. Bishop (453rd)	Douglas Bishop
1.LT Frederick Bromm Jr. (445th)	Jacque Bromm
1.LT William L. Brooks (466th)	Kurt and Vicki Warning
2.LT C.N. "Bud" Chamberlain (489th)	Dana Chamberlain
SSGT Maurice Earl Chapman (453rd)	Louanna Burch
1.LT Dario A de Julio (458th)	Diane de Julio
SSGT Jack B. Dyson (445th)	Debbie Duke
2.LT Marion Eugene Gore (445th)	Jerry Gore
SGT George Grabowski (466th)	Steven Dluginski
SSGT (Dr.) Royal D. Grumbach (448th)	Paul Grumbach
1.LT Dean H. Hart (453rd)	Julia Petersen
Paul Harwood (93rd)	Richard Hardwood
2.LT Frank (392nd) and Helen Koza	Susan Scavone
Cathy Lynch, former member (453rd)	Irene Hurner
1.LT Oak Mackey (392nd)	Randall Mackey
SSGT Carl Ernest "Ernie" Marino (445th)	Diane Marino
Stanley L. Marr (93rd)	John Marr
SSGT Sam Mastrogiacono	Joan Mastrogiacono

SGT Milton Nichols (448th)	Susan DeHart
SSGT Milo Noble (466th)	Blythe Schaller
CPT Richard C. O'Brien (458th)	Karen O'Brien
CPT Russell C. Philpott (93rd)	Janet Leavitt
1.LT Arnold A Piskin (458th)	Brenda Piskin
Harry F. Riddle (389th)	Andrea Hillard
LTC J.A. Risley (446th)	Steve Risley
MAJ Kenneth W. Root, Jr (93rd)	Jim Root
SGT Gale M. Rucker (491st)	Stephen Rucker
2.LT Leo W. Ryan (453rd)	Geraldine Suskin
LTC Jack (John) Stevens (467th)	Pam Stevens
SSGT David Eugene Tuckwiller (389th)	Carol Tuckwiller
TSGT Dush Vulelich (453rd)	Daniel Vulelich

—Folded Wings—

<i>Clifford Haak</i>	5/8/18	445 BG
<i>Stanley S. Katz</i>	2/5/24	389 BG
<i>Keith Babcock</i>	1/17/24	446 BG
<i>Clayton Berg</i>	4/11/24	448 BG
<i>Arthur W. Nystrom</i>	11/7/24	445 BG
<i>James R. Hickey</i>	11/23/24	Headquarters
<i>John L. Lee</i>	12/17/24	93 BG
<i>David D. Borland</i>	12/23/24	389 BG

In Remembrance

Fred Squires. Past chairman of 389th Bomb Group Memorial and Museum at Hethel.



We express our sorrowful farewell to another special friend of the Heritage League, Second Air Division and American Library.

Fred's affinity for WW II air-men started with living near the base at Hethel as a ten-year old and it transformed into a 1980's project as he led a restoration effort of the old base chapel. Scores of American vets of the 389 BG as well as other bomb and fighter groups—and their families in four generations—remember their first warm welcome to the lovingly restored chapel, for Remembrance Day ceremonies and other occasions.



Fred welcomes 389th Vet, top turret gunner Allan Hallet to the Hethel museum in 2014. Allan turned 99 years old this April. Photo: Joe Dzenowagis.

The museum there, the volunteer organization, and their wonderful ceremonies continue to honor our vets, but they also are testament to Fred's energetic, lifelong devotion. He was lots of fun, too; always a star at reunions on our side of The Pond, always smiling, and a friend to all. He will be missed and remembered.



Please renew your membership for 2025

Note: We have a student rate

Membership Application/Renewal for Heritage League

Please RENEW ONLINE and pay via PayPal. It is a safe and secure way for you to pay your membership and contributions. LOG ON to

<https://heritageleague.org/membership/> **OR**

Return this page with your check, payable to the Heritage League Membership, 6410 Valley Oak Plaza, Martinez, CA 94553. If you have questions, please email: smbdyer@sbcglobal.net.

VOLUNTEER YOUR TIME AND TALENT. We are very appreciative of the strong financial support you have shown for The League and related entities. Would you also be able to share your time and talent with us? You can fill out a form at: <https://heritageleague.org/volunteer/> that lets our expanded Volunteer Program pair you with work supporting our mission!

NAME _____ SPOUSE _____

ADDRESS _____ TELEPHONE (_____)

CITY, STATE _____ ZIP _____

E-MAIL _____ @ _____

(If you receive the newsletter by email, please make sure you provide your email address)

NAME of related 2nd Air Division Veteran _____ VET Birthday Date: _____

VET's Bomb Group or Unit No. _____ Their relationship to you _____

Dues for students, friends and relatives of 2nd Air Division Veterans (check one):

_____ PDF Newsletter via Email—provide email address above—**\$25** \$ _____

_____ Students (up to age 25), PDF Newsletter via Email only—**\$20** \$ _____

_____ Printed Newsletter sent by US mail—**\$35** \$ _____

2nd Air Division Veterans are eligible to be an Honorary Lifetime Member (check one).

_____ PDF Newsletter, via Email—provide email address above—**\$0 (free)**

_____ Printed Newsletter sent by US mail—**\$30** \$ _____

(If the cost of the printed newsletter causes a hardship, please let us know)

ADDITIONAL CONTRIBUTIONS (We are a tax deductible 501(c)3 organization)

Contribution to the Heritage League operations \$ _____

Contribution to American Library 2nd Air Division (Norwich, UK) \$ _____

Contribution to Flower Fund for Overseas Cemeteries and Welcome Home Tributes \$ _____

If you like, we would be pleased to note your contribution as...

In Memory of (deceased) _____

OR

In Honor of (living person) _____

TOTAL ENCLOSED \$ _____

Spring/Summer 2025 Heritage Calendar

and Historic Events of note

May

1945-German surrender, Victory in Europe Day, V-E Day, May 8, 80th anniversary.

1987-Heritage League is established at 2nd Air Division convention. May.

2nd Air Division Trust Governors mid-year meeting. May 14, 2025, Norwich, England.

Memorial Day Ceremonies at overseas American Battle Monuments Commission Cemeteries. Dates vary from May 24-26. Check their website at: <https://www.abmc.gov/> for latest information. Heritage League will provide wreaths to the 13 overseas cemeteries containing 2nd Air Division airmen.

Flags For the Fallen, Mighty 8th Museum Special Event, 26,000 flags placed to remember fallen 8 AF airmen. Pooler, Georgia. May 24-26. Info at: www.mightyeighth.org.

June

1941-U.S. Army Air Corps becomes the U.S. Army Air Forces, June 20.

1942-General Eisenhower takes command of U.S. forces in Europe, June 25.

1944-D-Day invasion. Normandy. June 6, 81st Anniversary

1948-Berlin airlift begins. June 26 until May 1949.

WWII Weekend and Airshow. Reading, Pennsylvania. Carl A. Spaatz Field, Mid-Atlantic Air Museum and Jimmy Stewart WWII control tower (under construction). June 6-8, 2025. Info at: www.maam.org.

Duxford Summer Airshow. June 21-22, American Air Museum: www.iwm.org.uk/air-shows/events/july-flying-day-one.

July

1943-President Roosevelt announced the end of coffee rationing which limited people to one pound

every five weeks since it began in Nov. 1942. July 28.

Airshow at Old Buckenham (453 BG). July 26-27. Tickets on sale. Contact: www.oldbuckenhamairshow.com or email: airfield@old-buck.com.

August

1943-Operation Tidal Wave, first raid on Ploesti oil refineries is conducted by B-24s. Losses were high, approximately 30%. August 1.

1943-First Missions to Schweinfurt/Regensburg. Heavy losses. August 17.

September

1944-Operation Market Garden begins with Allied airborne forces landing in the Netherlands, September 17.

US Air Force's National Convention-78th birthday. September 20-21, Air Force Association Convention, Gaylord Resort and Convention Center, National Harbor, MD. (Washington, DC.). Info at: www.afa.org.

National Museum of US Air Force. Plane Talks-78th Anniversary of the U.S. Air Force. Sept. 18. Info: www.nationalmuseum.af.mil/Upcoming/Events/.

October

1942-First missions of B-24s as they are part of 100 bombers attack France.

1943-High losses suffered (approximately 29%) from the mission to Schweinfurt, resulted in sharply reduced bomber operations. Known as Black Week.

Heritage League, 93rd Bomb Group Association Joint Convention. Dayton Ohio and National Museum of USAF. Hilton Garden Inn, Cayton South/Austin Landing. October 2-5. www.HeritageLeague.org or [https://www.93bg.com/](http://www.93bg.com/).

392nd & 466th Bomb Group Association Reunions. To be held in conjunction with 8th AF Historical Society reunion in Colorado Springs, October 1-5, 2025.

8th AF Historical Society 51st Annual Reunion and 50th anniversary. Colorado Springs, Colorado. Double Tree Hotel, October 1-5, 2025. Registration deadline is September 1, 2025. Info: www.8thafhs.org/.

Bomb Group Reunions/Conventions

Heritage League, 93rd Bomb Group Association Joint Convention. Dayton Ohio and National Museum of USAF. Hilton Garden Inn, Cayton South/Austin Landing. October 2-5. www.Heritage-League.org or <https://www.93bg.com/>.

8th AF Historical Society Reunion. Oct.. 1-5. Colorado Springs CO, Double Tree by Hilton. Info at: <https://www.8thafhs.org/>.

392 BGMA and 466 BGA will be with 8th Historical Society at Colorado Springs CO, Oct.. 1-5. Double Tree by Hilton. <https://www.8thafhs.org/>.

467 BG Reunion. Oct. 22-25. Savannah, GA and Mighty 8th Museum. Drury Plaza Hotel, Pooler, GA. Info at: www.467bg.com.

Museums and General Activities

American Library. Monthly web coffee. The Norwich U.K. Library hosts a regular web-based activity 'Coffee Afternoon' the second Saturday of every month on Zoom at 11 AM U.S. Eastern time [16:00 British time]. Hosted by library assistants Jane Appleton and Linda Sheppard; it is an opportunity for 2nd Air Division families and friends on both sides of the Atlantic to get together. Email for an invite at: americanlibrary@norfolk.gov.uk. Additional library presentations can be found at: <https://www.americanlibrary.uk/>.

American Library Silver Wings Project: "The U.S. Army Air Forces in WWII Norfolk." In partnership with the Norwich UK Library Forum honoring the influence of the USAAF. The project will draw on the collections of the 2nd Air Division archive and will culminate in a ten-day exhibition and series of talks at the Forum, presented Fri. 12-Sun. 21 September 2025 as part of Norfolk Heritage Open Days. Keep up to date with the project on: www.theforumnorwich.co.uk/festivals-projects/silverwings, to book events go to: American Library/eventbrite. If you have any project questions or queries, or stories you want to share, please email at: americanlibrary@norfolk.gov.uk.

93 BG Hardwick Museum generally opens for the season beginning in May through October on the 3rd Sunday of each month. Info at: www.93rd-bg-museum.org.

446 BG Norfolk and Suffolk Aviation Museum. Featuring artifacts from Bungay Airfield plus a lot more. After February 18, open Wednesdays, Saturdays and Sundays. Info at: <https://www.aviationmuseum.net/>.

448 BG Seething Control Tower Museum. Home of the Seething Airfield Control Tower Museum opens the first Sunday of each month from May to October. Info at: <https://www.448bombgroup.co.uk>.

453rd Bombardment Group Museum & 8th AF Heritage Gallery, Old Buckenham. Open all year Friday, Saturday and Sunday and by request other days. Contact: James Clarey, Museum Curator. Email at: curator@453museum.com. Tel from US: 011 44 1366386119. Info at: www.453museum.com.

Mighty 8th Air Force Museum, Pooler, GA. Closed Mondays except Memorial Day. Weekly webcasts. 'Target for Today' lecture series digging into the history of the Eighth Air Force. It broadcasts each Thursday at noon ET via 'Mighty 8th Video' or 'Mighty 8th Facebook.' More info at: www.mightyeighth.org.

National Museum of U.S. Air Force, Dayton, OH. Museum's 102 Anniversary. Open daily. Plane Talks at museum—78th Anniversary of the Air Force, Sept. 18. Plane Talks programs occur throughout the year in conjunction with significant Air Force or military event. Info at: <https://www.nationalmuseum.af.mil/upcoming/events/>.

Military Aviation Museum, Virginia Beach, VA, USA. Home to one of the world's largest collections of flying vintage military aircraft. Includes over 50 aircraft from World War I and II. The museum is also home to a rebuilt control tower from RAF Goxhill. Open daily. Info at: <https://www.militaryaviationmuseum.org>.

Freedom Museum, Manassas, Virginia. The museum has an exhibit on the WWII air war which contains the recently donated B-24 navigator compass. Open Friday, Saturdays and Sundays and Thursdays from March 15-January 1. Info at: <https://www.freedommuseum.org/>.

Jimmy Stewart Museum. Indiana, Pennsylvania. The movie star and command pilot held many command positions in the 2nd Air Division reaching the rank of Colonel as chief of staff of the 2nd Combat Wing. In later years, he attained the rank of Brigadier General in the Air Force reserve. Jimmy's legacy is alive and well in Indiana and worth a visit to his quaint hometown. More info at: <https://jimmy.org/museum-events/>.

General Carl Spaatz National USAAF Museum, Boyertown Pennsylvania. Fly their B-17 simulator plus visit five other interactive displays of WWII base operations. In January 1944 after command of 15th Air Force in Italy, General Spaatz assumed command the U.S. Strategic Air Forces in Europe, which he headed throughout the pre-invasion period and the ensuing campaign which culminated with the defeat of Germany. He was later named the first Chief of Staff of the new U.S. Air Force in 1947. Museum Hours are Thursday thru Sunday 10 AM to 4 PM. Info at: www.spaatz-museum.org.

2025 notable occasions

83rd anniversary of American forces arrival for European campaign.

78th anniversary of United States Air Force.

28th anniversary of American Air Museum, Duxford UK.

Also, check the following websites for more information:

<https://www.americanlibrary.uk>

<http://www.mightyeighth.org>

<https://www.nationalmuseum.af.mil/Upcoming/Calendar/>

<https://www.8thafhs.org/>

<https://www.abmc.gov/>

<http://aomda.org/en/content/ceremonies>

Folded Wings Report

Please report the death of a member or spouse and provide a copy of the newspaper obituary if possible.

Name of deceased _____ Unit/Sqdn. _____

Address _____ City _____ State/Zip _____

Date of death _____ Survivors _____

Reported by _____

Address _____ City _____ State/Zip _____

Please return to: Marybeth Dyer, 6410 Valley Oak Plaza, Martinez, CA 94553

or Email to: smbdyer@sbcglobal.net.

Second Air Division Bomber/Fighter Units Contact Listings

Here is a list of our 2nd Air Division contacts for those who desire information about the units listed below. You will notice several 'unavailables' as we are still compiling this listing. Many of the units use their website as the contact address. We will print this in the *Herald* from time to time.

2nd Air Division Headquarters	Unavailable
44th Bomb Group	https://44thbombgroup.omeka.net/contact or Email: Maratruslow@gmail.com
93rd Bomb Group	https://www.93bg.com/
389th Bomb Group	https://389thbg.com/connect.html
392nd Bomb Group	Contact Us at the 392nd Bomb Group Memorial Association (b24.net)
445th Bomb Group	Mike Simpson. Email: 445th.bombgroup@gmail.com
446th Bomb Group	Harold Jansen. https://446thbombgroup.com Email: haroldjansen@gmail.com
448th Bomb Group	Via Seething Museum. Email: info@448bombgroup.co.uk
453rd Bomb Group	Jim Clarey (UK). Email: Curator@453museum.com
458th Bomb Group	CONTACT 458th Bombardment Group (H) (458bg.com)
466th Bomb Group	www.466thBGA.com (www.466thbga.com)
467th Bomb Group	467th Bombardment Group - Contributors (467bg.com)
489th Bomb Group	Marjorie Shiers (UK). Email: marjorieshiers@yahoo.co.uk
491st Bomb Group	Ric Parsonson (UK). Email: Researcher.492@gmail.com
492nd Bomb Group	Ric Parsonson (UK). Email: Researcher.492@gmail.com
65th Fighter Wing Headquarters	Unavailable
4th Fighter Group	http://www.4thfightergroupassociation.org/contact-us.html
56th Fighter Group	nigeljulian@hotmail.com (Webmaster) or jgmccamish@darientel.net or 56th Fighter Group in World War II
355th Fighter Group	Email: DavidCrow355thUK@gmail.com
361th Fighter Group	Unavailable
479th Fighter Group	Unavailable

OTHER RESEARCH SOURCES

Heritage League Website for links to Bomb Group Websites and past copies of *Heritage Herald* and 2nd Air Division Association newsletters. [History and Research – Heritage League of the Second Air Division](#)

American Library Norwich U.K., Memorial to 2nd Air Division, 8th Air Force, United States Army Air Forces, WWII. 2nd Air Division Digital Archive. More than 30,000 images of original photographs, letters, memoirs, and others. <https://www.americanlibrary.uk/article/1936/Archive-collections>

Norfolk U.K. Record Office. 2nd Air Division Archive at the Norfolk Record Office. [NRO's catalogue NROCAT](#). They have indexed and digitized online 30,000 2ndAD bomb & fighter group records. The Evelyn Cohen and Jordan Uttal Memorial Catalogue, the published catalogue (main reference MC 371) is available via

<https://americanlibraryuk.wordpress.com/2011/11/18/launch-of-the-2nd-air-division-archive-catalogue/>.

American Air Museum. [Home | American Air Museum](#)

General info on visiting Airbases in UK. Mr. Colin Mann - **Email:** colinjmenn64@gmail.com

Memorial Activities this May...

French Village Remembers Crew of *Star Valley*

Each year since 1945, on V-E Day May 8th, the



The monument is a black granite stele with gilded text in French. The stele has an image of the "Star Valley" B-24 (42-100181) plane on its façade. This memorial commemorates the events of 10 Americans from the 732 Squadron, 453rd Bomb Group, 2nd Bomber Division, of the 8th Air Force. Photo: Rémi Beaujouan via aerosteles.net.

French village of Saint-Léonard-en-Beauce honors their war fatalities including the crew of *Star Valley*. A new black granite monument honoring the *Star Valley*'s crew was unveiled in 2014 in the village's war memorial garden. The unveiling ceremony was sponsored and attended by descendants of the crew.

Star Valley was on its first mission on February 5, 1944, when it was shot down by a fighter while returning

from a mission to bomb an airfield near Tours, France. The inhabitants of the village, who were watching the bombers heading toward the west, noticed one plane (*Star Valley*) reducing speed and subsequently burning. Shortly thereafter, a giant black cloud was visible on the ground followed rapidly by a huge explosion that quickly dissipated over the next-door village of Sigogne. All members of the *Star Valley* crew were killed in action except for the Waist Gunner who was able to parachute out and was captured. Four of the crew are buried at ABMC Cemetery, Normandy, France and are part of the 114 airmen of the 2nd Air Division there.

More on the mission of *Star Valley* will run in the next *Heritage Herald* -Ed

Heritage League Flower Program at ABMC Cemeteries for Memorial Day Ceremonies

The Heritage League Flower Fund provides floral arrangements for placement at 13 overseas American cemeteries each Memorial Day to honor and remember those in the Second Air Division USAAF who lost their lives during WWII. Ceremony dates at individual cemeteries vary from May 23-26. For specific ceremony dates go to the ABMC website at: www.abmc.gov.

The dedicated efforts of former Heritage League president and current 2nd Air Division Memorial Trust



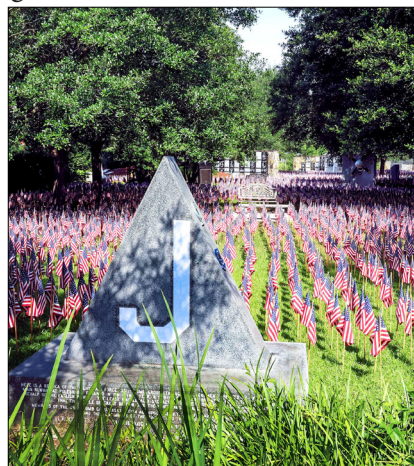
Air Force airman officially presenting The Heritage League wreath at Madingley (Cambridge) ceremony. Behind him, on the Wall of the Missing, 902 names represent the Second Air Division. Another 537 are buried in marked graves. Photo: Colin Mann.

Governor, Beverly Baynes Tomb, administers our program. She has located local friends of the Heritage League to personally place our wreaths at four cemeteries holding the majority of 2AD airmen: Colin Mann (Cambridge), Luc Dewez (Ardennes), and Ari-Jan van Hees (Netherlands), and Florence Italy. At the other nine cemeteries, we ask ABMC staff to send us photos of our flowers.

Many Thanks to our Members who Donate to the Flower Fund.

Flags For The Fallen at National Museum of the Mighty 8th Air Force

The museum places 26,000 flags on their memorial grounds to remember those in the 8th Air Force who lost



Flags placed behind the memorial to 453rd Bomb Group, Old Buckenham last year. The letter "J" was the early mark on the B-24 tail before AAF adopted symbols. Museum photo.

their lives in defense of our nation in the war-torn skies over Europe from 1942-1945. Volunteers place the flags, each with 48 stars because that was the flag they died under during the war. Pooler (Savannah) Georgia, May 23-26. Info at:

www.mightyeighth.org.

Heritage League of
the Second Air Division (USAAF)
Marybeth Dyer (458th BG)
6410 Valley Oak Plaza
Martinez, CA 94553

www.heritageleague.org/

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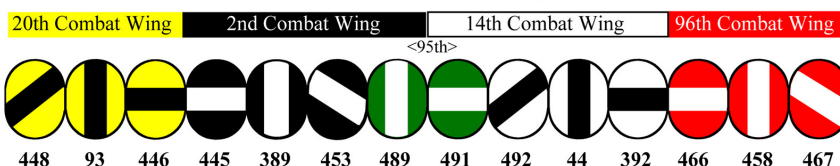
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