



Attlebridge Notes



January - February 2021



2020

ZOOM 466TH BOARD MEETING

**See Inside for MORE!
Mark your calendars for October 27-31
in Savannah for the 8th AFHS Reunion.
Get your vaccine and stay safe!**

*Photo by Steve Jordon, Sept. 2017
Cockpit of B-24 at the National
Museum of WWII in New Orleans*

From Your President, Steve Jordon

It's been a strange year for everyone -- the 466th Bomb Group Association included, thanks to the virus affecting everyone. With the 2020 Reunion postponed, your Board of Directors held its annual meeting via Zoom, an alternative that offered safety but not much in the way of personal interaction, as the Zoom photo below shows. Even so, we conducted the business of your 466th BGA. I received the challenge of following Frank Youngquist as president. He was a steady hand for many years, and I can only hope to follow his example.



With vaccines on the way, we have reason to be optimistic that the 2021 Reunion will, in fact, take place in Savannah, GA, on October 17-21. If it's true that absence makes the heart grow fonder, this year's gathering will have an extra measure of camaraderie and enjoyment. Of course, we will be meeting with fewer World War II veterans. As our Treasurer, Bill Curtis, notes below, the time has come for all the 8th Air Force Historical Society groups to encourage younger members to join and attend.

In my case, I didn't attend a Reunion until after my father, Col. Harold K. "Ken" Jordon, had passed away. It's one of my life's regrets that my brothers and I did not come with him to a Reunion and simply talk more with him about his experiences as a B-24 co-pilot, plus his 32-year career with the Air Force.



If you know of a young person who would like to avoid such regrets, now's the time to ask them to consider joining the 466th BGA. We'd love to have them aboard.

Although we boys heard only a few stories about Attlebridge from my dad, as Air Force "brats" we often lived on air bases and knew what was going on, in the usual kids' way. I remember how busy he was during the Cuban Missile Crisis, for example.

The Air Force recalled Col. Jordon for the Korean War. He served through the Vietnam War and Cold War. He retired in 1975 along with a huge crowd of World War II veterans honored in a ceremony outside the Strategic Air Command headquarters building at Offutt Air Force Base, just south of Omaha. It was a stirring event, with hundreds of years of service on display.

That one, we didn't miss.



By Bill Curtis,

466th BGA Treasurer, and son-in-law of William G. Horney, Jr., a navigator at Attlebridge. Bill created the image to the right, an iteration of Dirty Gertie, Horney's plane.

A THIRD GENERATION

Around 2006 the 8th AF Historical Society began the Next Gen. Appeal to encourage children of 8th AF Veterans to carry on the responsibility of keeping the organization and its mission to preserve and educate new generations about our WW II Veterans. The 466th Bomb Group Association recruited from among the children of our veterans to join and keep the work of the Association going. We are now at a point when we, as children of the vets, are getting older, and we need to encourage a new generation of sons and daughters to join with us. Please consider getting your children and grandchildren on our subscription list for the newsletter. In lieu of dues we do ask for a \$20 annual donation to help cover expenses. Thank you!



From the Editors - What a Year It Has Been!

Inside this issue...

Secretary's Report	4
Si Liberman May 8, 1945	5
From the Archives.	6
Ann Reeve: Uncle John & Auntie Pearl. . .	8
Bill Curtis Art.	9
Across the Pond	10
WWII Trivia	12
466 BG Member buried in Netherlands	13
TAPS	14
Memories Continued.	18
8th AFHS Reunion, etc..	19

Steve and I wish each of you a better 2021. We certainly hope to be able to be out and about a bit more before long. This photo shows who we hung out with through much of the summer and fall. Gen. Regis Urschler (USAF) and his partner, Jo Hedge, moved from Omaha to her daughter's ranch in Oklahoma. One of the first trips we will take AV (after vaccine) is to visit them. We have been able to drive twice to our daughter's place in Madison, WI, with proper pre-testing and careful planning. *Have any news or great ideas to share with us? Please do!* Our info is on the opposite page, and we welcome your input. Deadline for Summer 2021: June 15. We hope to see you in Savannah!



- Helen Jordon, Attlebridge Notes Co-Editor

466th BGA Board, January 2021

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Treasurer's Update

Bill Curtis

1-1-2020 to 12-31-2020

Income

Memorial Gifts	
Ken Jordon	\$200.00
John G. O'Brien	200.00
"Non" Dues (37 donors)	2,428.00
Book Sales (17)	1,099.40
Video Sales	125.00
Total	\$4,052.40

Expenses

Newsletter	\$3,633.73
Flowers (May & Nov.)	103.02
"Arsenal" book storage (+21)	831.60
Book Postage	298.78
Postage	3.23
Office	73.40
Attlebridge Visitors' Centre	936.14
Website (2 years)	149.30
Total	\$6,029.20

Bank balance

Jan. 1, 2020	\$8,266.11
Jan. 1, 2021	\$6,337.92

(Note:
Some bank
transactions
pending.)



Get "Attlebridge Notes" by e-mail!

To ALL Members of the 466th Bomb
Group Association:

The biggest expense of the 466th BGA

is the printing and mailing of our bi-annual newsletter,
"Attlebridge Notes."

Many organizations are moving from
printed mailings to delivery by e-mail.

If you would like to help pare down our costs or would
not mind having less paper come into your home,
please let us know and send us your e-mail address so
that we can be sure that you receive the digital file.

Contact secretary Beverly Tomb:

Secretary466thBGA@gmail.com

Secretary's Report, 466th Bomb Group Association 2020 Board Meeting

Location: via Zoom due to Covid-19 pandemic
Date: Wednesday, December 16, 2020
Time: 8:00pm – 9:15pm EST

Board Member Attendees (of 10):

Steve Jordon, vice president	Beverly Baynes Tomb, Secretary
Bill Curtis, Treasurer	Martha Curtis, Taps editor
Helen Jordon, newsletter editor	Tom Maiden, Marcia Melnyk, Board Members

Board members absent: Chris Brassfield, Earl Wassom, David Smith

Guest attendees: Bob and Nancy Maiden Shattuck, Jim Melnyk, Rebecca Maiden

Vice President Steve Jordon called the meeting to order at 8:00 pm EST.

Minutes of the 2019 meeting were approved by the board.

Officer reports

- Vice President Steve Jordon
- Secretary Beverly Baynes Tomb: 500 members as of June 2020 incl 12 overseas
- Treasurer Bill Curtis: \$6550 bank balance incl \$3900 from donations + 18 books sold
- Newsletter Helen Jordon: winter issue input date extended to January 15, 2021
- Taps Editor Martha Curtis: continuing to research member list for Taps

Old Business:

1 - Attlebridge Notes Newsletter: Continue quality production for veterans' use. Content deadlines: 1/15/21; 6/15/21

2 - Reprinted Attlebridge Arsenal Book

- Reprinted Attlebridge Arsenal books have been moved to smaller, less expensive climate-controlled location. Eighteen books sold. Continue to promote book sales

3 - Annual Donations

Approved donation of \$500 to the 466th BG Visitors' Centre project at Attlebridge and \$0 to 466th Memorabilia Display at Old Buckenham.

4 - Plans for 2021 Reunion

8th Air Force Historical Society reunion planned October 27-31 at Savannah Riverfront Marriott Hotel. 466th BGA intends to join it.

5 - Election of Officers:

- Frank Youngquist has retired from the Board. Steve Jordon is willing to serve as President, and was nominated by Beverly Tomb. Tom Maiden was nominated as Vice President by Marcia Melnyk. Nancy Maiden Shattuck was nominated and agreed to serve on the board with a focus on education. Other current officers agreed to continue serving. The slate was elected by acclamation.

New Business

- Fundraising discussions - "Trading Cards" of 466th BG B-24 planes and patches for the 466th BG.

Meeting adjourned at 8:25 pm EST

Submitted by Beverly Baynes Tomb,
Secretary, 466th Bomb Group Association on January 15, 2021



MAY 8, 1945: WHEN THE LIGHTS WENT ON AGAIN

By Si Liberman

The explosion of joy had not yet erupted. But there, in the heart of London, darkness was strangely absent on one city street. A stream of light illuminated almost an entire city block.

Some happy soul had raised a blackout shade. And for the first time in nearly six years, it was done without fear of inviting an air raid warden's citation or German bombs.

That marvelous lighted scene, foretelling the end of Europe's deadliest period, has stayed with me all these years. The date was May 7, 1945.

I was 20 then and a B-24 bomber radio gunner on a three-day pass from my air base outside of Norwich, a five-hour train ride away. On an underground train en route to Piccadilly Circus, I kind of got the picture after spotting a newspaper headline. "Unconditional Surrender Imminent" it screamed in thick black letters.

The lighted street seemed to confirm the headline.

By 3 p.m. the next day, it was official.

Standing on the War Ministry balcony above Whitehall at that hour, a beaming Winston Churchill flashed his usual "V" sign. This time, though, his "V" for victory was no symbolic promise.

The hostilities with Nazi Germany were over.

"This is your victory," he told a huge crowd that had gathered.

Cheers grew into one helluva party. People poured into the streets, shouting, dancing, embracing. They mounted double-decker buses and utility poles, waved flags, started bonfires and danced the hokey pokey around a statue of Queen Victoria. Sirens blared, car horns honked and church bells pealed.

In four neat one-syllable words, a newspaper headline expressed the mood of the country: "Our Day of Days."

I found myself drawn to Buckingham Palace. A roar from the crowd and wild applause greeted the appearance of persons on the balcony.

From where I stood among a mass of humanity, King George VI and Queen Elizabeth, their princess daughters, Elizabeth and Margaret, and Prime Minister Churchill were a distant blur. The next day newspaper pictures showed them responding to the crowd's adulation with smiles and waves.

That night, floodlights illuminated Buckingham Palace and the Houses of Parliament for the first time since the Battle of Britain began in 1939. Big Ben's toll, signaling the official end of the war in Europe, was greeted by exploding fireworks and screaming sirens.

The celebration went on for two days. Bus and train service in and out of London was halted, and thousands who had flocked to the city to witness and participate in these historic moments jammed hotels and parks.

U.S. military personnel passes were extended for two

Si Liberman, a B-24 bomber radio gunner during World War II, is a retired editor of the Asbury Park (N.J.) Sunday Press.

This story ran in May in the London Telegraph and London Daily Mirror with photos of my crew (I'm the smiling guy wearing a leather jacket in the center of the first row) and a recent headshot of me. Here's a copy of the May 8, 1945, front page of The Stars and Stripes.



days because of a mass transit breakdown.

Great, except for the fact that the Red Cross servicemen's hotel and other hotels had no vacancies, and my money had run out. I wasn't alone and joined hundreds of others, spending a damp, chilly night trying to keep warm by sleeping near a bonfire in St. James's Park.

A thin, dark-haired girl I met also was left out in the cold, unable to return to her suburban home because trains weren't running. Doreen Jordan, that was her name, said her mother had come to London to celebrate the end of World War I and met and married a Yank.

She couldn't wait for the end of rationing, she said, especially for the day when nylon stockings would be available in England. Back in the States several months later I answered her prayers, and mailed her three pairs of nylon stockings. The anticipated thank-you note never arrived, though.

Memories of those tumultuous days will be rekindled as England observes the 75th anniversary of the end of World War II in Europe May 8. And I'll be there in spirit, recalling the joy and that chilly night in St. James's Park.

This time, though, I'll be with my wife of nearly 71 lucky years, and as the sole survivor of my fun-loving, nine-member 8th Air Force B-24 bomber crew. I'll drink a toast to the memory of my old buddies.

Till we meet again . . .



The Richard Lester Crew, #790. Si Liberman, front & center.

From the Archives ...

by Chris Brassfield. 466th BGA Historian/Archivist



This is the combat diary of S.Sgt. Harry L. Lewis, who flew 15 combat missions as part of Crew #778, the Elmer Anderson Crew, in the last few weeks of the war. It is a fascinating look into the thoughts of a young man, just 19 years old, going to war.

Our thanks to his children Diane Lewis, Peggy Lewis Schwartz and Harry Lewis for sharing their father's diary and photos. When the Visitors Centre is ready at Attlebridge they will be on display there. In the meantime you can discover more about Harry Lewis and his crew at the American Air Museum in Britain database website by following this link:

<http://www.americanairmuseum.com/person/89838>

1st Combat Mission

Soest, Germany

7 March 1945

Saw my first flak today - sort of fascinating. I also did a little praying. I'd been planning it for quite a while.

Mission time - 6:05 hours

Bombs - 12 - 500 lbs. Incendiaries

Ship - #255 "Lady"

2nd Combat Mission

Dillenburg, Germany

8 March 1945

Hit the target. It was a very nice day about the 10/10 clouds. Saw the vapor trail of a V-2 bomb headed for England. Saw some Nazi fighters. One hole in the ship.

Mission time - 6:30 hours

Bombs - 12 - 500 lbs. Incendiaries

Ship - #42-50666

3rd Combat Mission

Kiel, Germany

11 March 1945

The waist gunner knelt beside his waist gun and prayed for us all. Himself, too, I imagine. It is one of the roughest targets in Germany. Couldn't see the bombs hit because of clouds. It was a very rough day. The flak was intense and accurate. There were 44 holes in the aircraft.

Mission time: 6:30

Bombs - 52 - 100 lbs GP

Aircraft: #42-50791 "Judy Sue"

4th combat mission

Hanover, Germany

17 March 1945

Flak was accurate and intense. Clouds were 10/10th, thank God for that. These last two missions have really been something. The target today was a tank factory. On the way back today we passed close to Magdeburg and Hamburg. Those places had been hit while on our way there and on our way back. Smoke coming up from both places up to 18,000 feet. I'll never forget that for the rest of my life. More Nazi fighters. Taylor shot at one. Three fighters were shot down by our group. We lost three ships. There were 12 holes in our aircraft.

Mission time: 6:30

Bombs - 12 500 lbs RDX

Aircraft: #42-50791 "Judy Sue"

5th combat mission

Nordhorn, Germany

24 March 1945

Today was my first visual mission. Quite exciting. I sort of liked it. Not so much flak. The target was just across the Dutch border in Germany. Saw a lot of activity on the ground today. It looks like the British are about to move. On the way back we saw a ship ditch in the North Sea. One hole in our ship.

Mission Time: 6:45

Bombs - 34 - 150 lbs GP

Aircraft #42-50791 "Judy Sue"

6th combat mission, 29456

Hitzacker, Germany

25 March 1945

A very rough day for the crew as Mello, Bell and Carr had the "G.I.'s" It's really no fun at altitude. No flak, but enemy fighters were in the area. On our way back, two B-24's collided and crashed in the English Channel. [CB: This probably happened on the way out as two B-24s of the 392nd BG collided and crashed near Skeyton.] No navigator on this mission.

Mission time: 6:42

Bomb Load: 28 - 250 lbs GP

7th Combat Mission
Krümmel, Germany
7 April 1945

First mission as a navigator. I really sweated this one out. I learned a lot today. It was visual. One ship got knocked out of the air by flak, I didn't see it, however. I dread the day that I see one go down in flames. This navigation deal sure puts a guy in a rough spot! Three ships shot down out of our squadron. I still haven't seen them go down. I was too busy with navigation. Nine holes in the ship, missed me by a hair. I was really scared.

Mission Time: 6:50
Bomb Load: 17 - 500 lbs GP
Bombed from 21,000 feet

8th combat mission
Lechfeld, Germany
9 April 1945

Well, today I saw what I always dreaded. I saw a B-24 go down and only seven men bailed out. Then she blew up. The last three men didn't have a chance. Their chutes opened but were set afire by the explosion and sent those boys down to their death. [CB: This wasn't a 466th BG ship.] Just before the target we had to feather the #1 engine. Then I really sweated out our navigator - me! But the pilot followed the bomber stream back and everything was well. We saw another aircraft land in the Channel [CB: Probably a B-17 from the 390th BG] and a British gun boat throwing out depth charges. One of our aircraft crashed on takeoff [Ed.: It was a blown tire on B-24J #42-95194. Everyone was safe.] No flak holes thank GOD!

Mission Time: 7:15
Bomb Load: 12 - 500 lbs GP

9th combat mission
Lärz, Germany
10 April 1945

I saw a B-17 knocked down. No one got out. Flak was there, but not in the right place. Visual bombing as they all have been since my 4th mission. The missions seem to be getting longer with each one. Today we had one bomb hang up and Jes kicked it out about 10 miles from the target and it just smashed the hell out of a farm house. I pity the guy who it landed near. More Nazi fighters but our P-51s scared the hell out of them. Only one hole in the ship today, through the wing.

Mission Time: 7:40
Bomb Load: 5 - 1000 lbs GP
Bombed from 21,000 feet
Aircraft: 42-95255 "Lady"

10th combat mission
Regensburg, Germany
11 April 1945

We did a very good job of bombing today. When our bombs hit we must have hit a tanker because we really saw a lot of smoke. Today we weren't very high over the front lines and we really saw some torn up ground. I don't see how the German people take what they do. Flak. This was rough target. Our B-24 really got it. Scared me. The flak was too rough. We had 27 holes in our ship. I just don't know how no one gets hit. (Continued)

(Continued) Mission Time: 8:15
Bomb Load: 6 - 1000 lbs GP
Aircraft: "Joyce"

11th combat mission
Pointe de Grave, 33123 Le Verdon-sur-Mer, France
14 April 1945

The target was a peninsula where 122,000 Nazis have been holing up since the beginning of the war. There was no flak. We hit gun positions. The whole 8th AF was there and it sure got hit hard. We saw Nazi fighters but they were manned by Poles and French. We were told not to shoot at any aircraft. Bombed from 14,000 feet. Low, but we could really see the bombs hit.

Mission Time: 7:55
Bomb Load: 3 - 2000 lbs GP
Aircraft: #42-95255 "Lady"

12th combat mission
Royan, France
15 April 1945

Target was a town near yesterday's target. The new bomb (napalm) when it hits throws fire for a 60 yard area. Our altitude today was 14,000 feet again & the bombs when they hit sure do raise hell. We could see specks on the ground running in all directions. On our way out from the target we saw the British had battlewagons hurling shells into the peninsula. They sure went through hell for two days straight. On our way back we flew formation over England at 50 feet! It sure was swell. No holes in the plane for the last two missions.

Mission time: 9:10
Bomb load - Napalm
Aircraft: #42-95255 "Lady"

13th combat mission
Karlsbad, Germany
17 April 1945

Very nice day. No flak, no fighters, no nothing. We had the best bomb hits I've ever seen! Our group sure had some swell bomb hits. I am still flying as navigator.

Mission time: 7:15
Bomb load: 12 - 500 lbs GP
Aircraft: #44-40253 ""Hard Luck""



14th and final combat mission
Passau, Germany
18 April 1945

Targeted the marshaling yards. Another beautiful hit. I like these kind of missions. No flak. No fighters. I'm now beginning to wonder how many more missions I will have to fly as the infantry is moving so fast, we don't know where to drop our bombs. I sure hope this war doesn't last too long.

Mission time: 8:10
Bomb Load: 5 - 1000 lbs GP
Aircraft 42-95255 "Lady"

End of War - 8 May 1945 - War Over!
Everyone is either happy or drunk.

Uncle John and Auntie Pearl



Ann Reeve

Eyewitness

***Our Correspondent
Who Grew Up
at Attlebridge***

This time my thoughts have turned to my wider family and what they were doing during the war if they were not actually in the military services.

My dad, as I've said before, came from a family of six. Dad -- James known as Jimmy -- was the eldest, followed by sister Molly, then John, Richard known as Dick, sister Betty and then Peter.

I have previously written about Dick and Peter, but Dad and John also served in the military, and what of the others?

John was conscripted into the Commandoes. We know nothing about his activities except for a family rumour that he was parachuted into Italy. All we know is that he spent most, if not all of the war, in Italy. At some point he was rather too close to an exploding bomb and suffered a burst eardrum.

This apparently ended his time with the Commandoes, and we next find him in the Royal Army Medical Corps. He is doing some medical training at a hospital in Watford, just north of London, becoming a State Enrolled Nurse. While we don't know what he did apart from returning to Italy, we do know that after the war he continued nursing, first at a psychiatric hospital in Norwich and then at another hospital, a few miles south of Norwich with elderly patients suffering from dementia. He worked there until his retirement.

Most importantly, while at Watford he met the absolute love of his life.

In a letter to his brother Dick he tells of this stunning, beautiful girl he met, assuring Dick he will be speechless when he meets her.

Nurse Pearl Wilson.

In another letter of 27th July 1946, after the war had ended, to his sister Betty, he indicated that he was still in Italy but slowly moving north into Austria and very much looking forward to returning home.

Pearl was far from home in Watford, having been brought up in the far northeast of England near Newcastle. She had trained as a ballet dancer and was planning to become a professional dancer when the war intervened. After much thought she decided to give up dancing and train as a nurse. I still remember those dancing shoes hanging on her wall after the war ended.

At Pearl's funeral just a year ago, after her death at 96 years old, we discovered that she had, in fact, served as a nurse in Malta in the Mediterranean Sea. When Italian Prime Minister Benito Mussolini declared war, one of his first actions was to start bombing Malta which was poorly defended. This action continued from 1940 through 1942, when the Allies eventually got the upper hand. Malta is only a fifth of the size of London, but it suffered three times as many bombs, making it the most bombed area of anywhere

in the world at that time. Possibly ever.

For this the island was awarded the George Cross, the highest civilian award for great gallantry, equal to the Victoria Cross for the military, in recognition of the bravery of the Maltese people. Pearl was still in her teens.

In later life, now living in a care home, she apparently talked about her experiences with one of the members of staff. She described the bombings and how she had helped to drag dead bodies from the ruins of the buildings. By coincidence, that member of staff's mother was also in Malta at the same time.

Were it not for this lady speaking about this at Pearl's funeral, we would have known nothing about her brave service. Neither I or my cousins knew anything.

After the war ended, through the 1950s and 1960s I would attend the Theatre Royal in Norwich with Pearl whenever the Royal Ballet were on tour. "Swan Lake," "Giselle," "Coppélia," "Les Sylphides" and more, instilling in me an abiding love of dance in all its forms.

I wonder what was going through her mind as she watched those dancers. Regrets? Maybe. Probably not.

Sadly, John and Pearl's only child, Malcolm, was severely physically disabled and died in the early 1980s at age 34.

In the light of your own recent elections you might be interested in another passage of John's letter to Betty. He states, "We had better make a definite point of putting the Tory government out of office, that should help. Churchill won't get many votes." In any event he was right and Labour won the election, which took place the day before John's letter, by a landslide.

He also says in the same letter, "The food we are getting now is quite good, something different than we had on VE Day and for a fortnight after. The trouble was, the blinking Jerry prisoners had to be fed and they were being fed on our rations. We were getting biscuits."

My abiding memory of John is of a man with a wickedly naughty sense of humour. And dear Auntie Pearl pursing her lips primly and exclaiming, "Oh! John!"



My sincere thanks must go, yet again, to my cousins, whose parents had the foresight to save these lovely old letters, for their help with valuable information. Next time I plan to tell you what I know (or will find out!) about what Molly and Betty and their husbands were doing and perhaps what my mum and her family were doing at that time. I wish you all a peaceful, happy and healthy New Year.



THE ART OF BILL CURTIS

Editors' note: Bill Curtis is Treasurer of the 466th Bomb Group Association, and his wife, Martha, is our "TAPS" coordinator. Martha's dad flew in the 466th Bomb Group, and we are so glad that both Bill and Martha stay so devoted to the Association.



During the 8th Air Force reunion in Savannah in 2008, a couple vets were bemoaning the fact that there were B-17 posters and prints all over the place, but they had not seen any B-24 prints. I responded that when I got home I would do something that might work.

After assembling a model kit of a B-24J, I put on the markings of my father-in-law's B-24, "Dirtie Gertie," and took pictures of it. Through the magic of Photoshop, I combined these with my photos of the sky and clouds from an airplane trip. I had 8X12 and 16X24 prints made, posted them on my website and started getting some orders.

Gradually I bought more models and added 466th markings, squadron letters and other details. Eventually the owner of the Minicraft Model Co. called and asked to use my image of "Ready & Willing," the 466th formation ship, on a model kit. Two years later, the boxed kit was in stores with my photo print on the cover. My reward: six models and my name on the box. I was thrilled!

I still design prints, including images of "No Feathered Injun," "Polaris," "Paper Doll," "Pale Ale" and "This Above All." To see examples, visit www.billcurtisvideoproduction.com.

*Right: "Ready & Willing" on Minicraft Model Box
Below: "Dirtie Gertie" leads a formation*





Across the Pond....

Paul Hindle's brilliant news from Attlebridge

January 2021

The volunteer crew working on the 466th Bomb Group Visitors Centre project and I want to thank all our American friends who are supporting us in many ways through these unprecedented times. The spread of the covid-19 virus and other mutations has unfortunately forced our government into a total lock-down across the whole country.

This means households and families are not allowed to mix. We are allowed out of the house only to collect essentials and to exercise. We totally understand this had to be done, because our hospitals are so busy that patients needing urgent operations are having to wait.

Vaccinations are now being done as fast as possible. Our friends and supporters Peter & Mary Woodcock and Barry & Doris Beck have had theirs. Eileen and I are due to have ours in a couple of days, which will be great.

We volunteers would love to get back working on the project as soon as it is safe, so for the time being, one of us will check on the centre now and then to make sure everything is OK.



This photo shows our friend and volunteer Richard Ravencroft working with his amazing "Stump Grinder." We owe Richard a big "thank you" for spending a whole day making tree stumps disappear. Richard did this work for FREE, saving the project hundreds of pounds of donated money. Many thanks, Richard. You are one top guy!





Contact: Paul Hindle
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 or on Facebook

As you see from the recent photographs, the project is moving positively in the right direction. Depending on how long the covid restrictions are in place, we can start installing display cabinets that we have managed to buy over the last year or so. We will be building some tall display units for uniforms and such. Hopefully in a few months we will be appealing for all types of 466th Bomb Group memorabilia, which will help keep the memories alive of all the brave guys who served at Attlebridge station 120 in WW II.

It was heartwarming to receive donations over the holiday/new year period. Many thanks!

With exciting times ahead!
 Yours Faithfully,
 Paul Hindle, project manager.



A friend donated an old bike that is now standing in an old war-time concrete bike stand, which was found buried in the ground near the Visitors Centre Building.



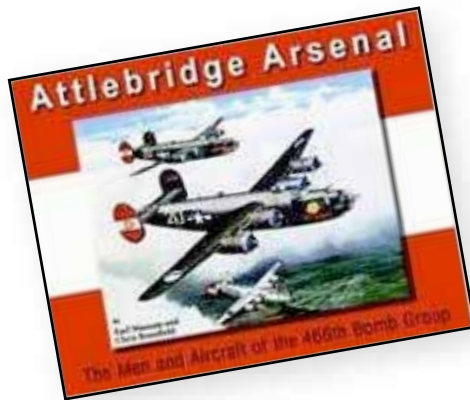
Part of the kitchen that is nearly finished.



These photos show the two display rooms with painting in progress.



Pam Kerr, a daughter of our sweet Perry Kerr, sent this photo of her Daddy's niche cover at Fort Sam Houston Cemetery. We wish peace and love to Joyce and the rest of her family.



**Do you have
YOUR copy of
this
vital book?**

With crew photos, names, facts, figures all from Attlebridge Field during WWII, every member of the 466th BGA needs a copy of this. Everyone in your family needs one, and your local library needs one!

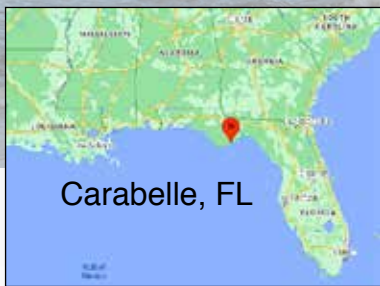
\$58 each

Send your check to: Bill Curtis, Treasurer
515 West Ariel Ave
Foley AL 36535



WWII TRIVIA

*Martha Horney Curtis
466th BGA Board Member*



Carrabelle, FL



Did you ever wonder where that training took place? It was in the little town of Carrabelle on the eastern end of the Florida Panhandle. It's just a few miles from Apalachicola, a community renowned today for its oysters.

Camp Gordon Johnston was built there and trained 10,000 troops at a time in the techniques of amphibious landings, using the barrier islands of Dog Island and St. George Island as landing points. The city beach there has a historical marker, near a museum at the site of the Camp. There's also a city museum and a very nice RV park.

My husband, Bill, and I visited there last summer and walked the beautiful beach at St. George Island, trying to picture landing craft coming ashore with troops dashing onto the sands.

We also had some absolutely wonderful seafood. So, if you ever want to learn about another aspect of the war effort, I would recommend Carrabelle, Florida. (I'd also recommend the steamed clams!)

When we look at the history of a bomb group like the 466th and the airmen who were part of it, we also need to recognize the training that took place before they could fly their missions. Air bases cropped up all across America so these young men could learn everything from fixing airplanes to flying them and everything in between.

In the first few months of missions that the 466th flew, the ultimate objective was the defeat of Nazi Germany, starting specifically with preparations for the Normandy landings on D-Day. Those beaches had to be taken and the Germans pushed back before there was any hope of victory.

While the crews of the Mighty 8th Air Force scored early victories, often at a great cost of men and aircraft, the combined Army and Navy forces and the men who took the beaches at Normandy underwent extensive, arduous training.

466 BG Member buried at the American Cemetery at Margraten, the Netherlands

In June this summer, 466th BGA Secretary Beverly Tomb received an e-mail from Raymond Roeleven in the Netherlands. He is one of the many Dutch friends who have “adopted” graves at the American Cemetery in Margraten, the Netherlands. Beverly had been able to visit the cemetery while on a vacation, and in the summer of 2016 she wrote about the Wall of the Missing there, in our Attlebridge Notes. (There are six men from the 466th BG whose names are on that wall.) Mr. Roeleven was seeking more information about the airman whose grave he had adopted, and Beverly reached out to 466th BGA Board Member Marcia Melnyk. Marcia is a genealogist, and she has been researching many of our late Attlebridge men. This is what she has found out and relayed to Beverly and to Raymond Roeleven:



Hi,
My parents have adopted the grave in Margraten of Robert George Martinson and I like to get in contact with his family (of course if his family wants it also). And I'm curious how he looks like and also how his plane looks like. I hope you can help me further.
Best regards,
Raymond Roeleven
The Netherlands

Raymond,

Thank you for adopting one of our 466th BG soldiers. Each and every one of the WWII soldiers are true American Heroes, and we must never forget what they did for the world.

I have done a lot of research on Robert for our records. What I learned follows:

Robert George Martinson was born on November 3, 1921, in Glendive, Dawson County, Montana. He was one of only two children born to Elmer and Florence Frieda Purvis Martineson (note the different spelling of Elmer's surname). He had a younger sister, Arlene Jean Martinson, who was born in 1927 and died in 2014. His mother, Florence, was born as Florence Frieda Schultz. She married Robert's father, Elmer Martineson on September 29, 1920, in Montana. Elmer passed away in October 1946 at 56 years of age.

Elmer Martineson (Robert's father) served in World War I, having enlisted in the Army on March 29, 1918, and was honorably discharged on December 15, 1918. He was a 2nd LT in the 159th Depot Brigade (his serial number was 2288665).

Robert enlisted directly into the U.S. Army Air Corps on December 14, 1941, in Missoula, Montana. He had completed high school, was a machinist and was living in Dawson County, Montana, on that date.

Robert's military grave marker was applied for by his mother, Florence F. Purvis, who had remarried in 1947.

Robert was the left waist gunner on the Crew #617, piloted by William C. Foushee, in the 787th Bomb Squadron of the 466th Bomb Group. On a bombing mission to Oschersleben, Germany, on April 11, 1944, three 466th BG planes were lost, with 20 men killed in action. It was the Foushee crew's fourth combat mission.

The crew's B-24, "FAN DANCER," was attacked by German fighters, damaging the No. 1 engine and causing it to crash in Germany. Only one parachute was seen, that of 2nd Lt. Robert S. Simpson, the navigator, who was taken as a POW. The nine other crew members, including Robert, were killed.

Unfortunately I have not been able to locate a photo of Robert or "FAN DANCER." It appears that there was no crew photo found (as yet). Perhaps one was taken, but as of now, it has not been found.

I have some additional papers referring to Elmer's service if you are interested. Just let me know.

I hope this information helps you to know a little about the man whose grave you have adopted. I will continue to look for photos of the crew and the plane as I research the other soldiers from the 466th Bomb Group. You can see my postings on my Facebook page under Marcia Yannizze Melnyk.

I will see if I can locate an obituary for his sister, Arlene, to see if there are any living descendants of the family. I know that Elmer had many siblings, but Robert never married and had no children.

Thank you, again, for taking care of this soldier, so that he may always be remembered for his sacrifice for our freedom, something he never got to enjoy. God bless all who serve.

Marcia Yannizze Melnyk, 466th BG researcher.

P.S. I do this research because my late father-in-law, Michael Melnyk, and a dear friend, Arthur Palladino, were soldiers in the 466th!



TAPS



If you know 466th veterans or their family members who should receive the Attlebridge Notes, or know about one of our veterans who has died, please contact **Beverly Baynes Tomb** or **Martha Curtis** to update our mailing list and our TAPS record.

See Page 3 for their contact information. AND, if you have an e-mail address, please let us know.

These are the veterans of the 466th BG who we have lost recently. We also have discovered some veterans who have been gone for a number of years and we wanted to remember them at this time. Some of these veterans were air crewmen and others were ground support personnel. A common theme among these men's lives is that most of them either met or married their wives because of the war. These "love stories" fascinated me as the daughter of of a 466th crewman and his "girl back home" war bride. My parents married on December 4, 1944, as soon as my father completed his 30-plus missions and came home to New Jersey.

We want to offer our sympathy to the families of these men and to the men who served with them at Station 120, Attlebridge.

*Martha Horney Curtis, 466th BGA Board Member
and Daughter of Crew #633, Navigator.*

TAPS - January 2021

James O. Auman, St Mary's, PA, November 11, 2011, Crew #431, Gunner

James Auman was born in St. Mary's, PA., and grew up in a family of eight. At Attlebridge he served with the Robert Taylor crew. On his 21st mission on August 9, 1944, he was flying with the Eugene Godbout crew (#421) as a replacement gunner when he was wounded over Saarbucken, Germany. Back home, he was still in the hospital in Pawling, NY, when his mother came to visit along with Edna Dippold from his hometown. Edna reminded him that he had said that when the war was over they'd get married -- which they did in the chapel one week later with his Air Corps buddies in attendance! He and Edna ("Snooky") ran Auman's Grocery Store in St. Mary's until 2009. Their store was a vital part of the community and was decorated with airplane models hanging from the ceiling. James was the mayor of the town in the 1960s. He was a life-long member of St. Mary's Catholic Church. He also was active in the American Legion and the Experimental Aircraft Association. He was the last surviving sibling of his family. Edna died first, and Jim just a week later. His daughters Margaret, Katherine, Barbara, and Patricia and their families, survive him. He was buried in St. Mary's Catholic Cemetery.

Charles Edward Boisclair, Jr., Auburn, AL, June 15, 2014, Crew #571, Pilot

Charles Boisclair was born in Quincy, MA. At Attlebridge, his crew flew 32 missions between early December 1944 until the last mission for the 466th on April 25, 1945. He achieved the rank of Captain and was awarded the DFC. He and his wife, Bobbie, lived in Auburn, AL. She survives him. Services were held at Lakeview Baptist Church in Auburn with memorials in his memory to the Wounded Warrior Project and the Mighty Eighth Air Force Museum.

Charles Edwin Bowman, Sharon, PA, February 7, 2010, Ground Crew

Merrill G. Bradlee, Palm Harbor, FL, 2015, Crew #654, Right Waist Gunner

Merrill Bradlee was born in Boston, MA. He served as a gunner with the James B. Carter crew. They flew 35 missions between August 1944 and March 1945, usually on the plane "Big Fat Mama." Merrill came home to work for the airlines and had lived in Palm Harbor for a number of years.

James George Brahos, Beach Park, IL, August 19, 2017, Crew #641, Gunner

James Brahos was from Chicago, IL. At Attlebridge he was a gunner on the Pennington crew. They flew 35 missions from July 1944 until January 1945. Back home in Chicago, he was the owner of Courtway Restaurant in Barrister Hall for 38 years. He lived in the Edge Park neighborhood there and then in Beach Park for the last 12 years. He was a animal lover and also very handy, enjoying his home workshop. He is survived by his wife, Bessie, son, George, and daughter, Pamela.

Lee Floyd Burkert, November 28, 2018, Sub-Depot

Lee Burkert was originally from Reading, PA. He served with the Sub-Depot at Attlebridge. These men performed the longer, more complicated repairs on planes that could not be handled by the ground crews. He remained in the Air Corps after the war and then served as a Tech Sergeant in the U.S. Air Force during both the Korean and Vietnam Wars. He was buried in the Florence National Cemetery in Florence, SC.

TAPS



Frederick J. “Fred” Gerritz, Anaheim, CA, October 31, 2020, Crew #725, Radio Operator/Gunner

Fred was born and grew up at Tonawanda, NY. At Attlebridge he served with the John Suchiu crew as the radio operator and aerial gunner. On August 15, 1944, their plane, Lady Lightning, was shot down by fighters near Havelte, Holland. The pilot was killed and other crew members were taken captive. Fred evaded capture and was hidden by the Dutch Underground until he was liberated on April 11, 1945. On the American Air Museum website there is a list of all his Dutch “helpers,” describing how they helped him and for how long. Back home he married Laretta, who he had met on a blind date while he was in radio school in Illinois. They planned to raise their family back home in Buffalo, NY, until Fred decided to re-enlist, this time in the U.S. Navy. They relocated to Anaheim, CA, where he served from 1950-60 as a Chief Petty Officer at Los Alamitos. Fred was active in his Catholic Church and the Boy Scouts. He loved to garden, sing, and crack jokes. Fred's wife predeceased him, as did their sons, Frederick and Paul. He is survived by his daughter, Martha, and his grandchildren and great-grandchildren. He was buried at Holy Sepulcher Cemetery in Anaheim. Memorials are suggested to the American Diabetes Association and the Honor Flight.

Harry Benjamin Hancock, Blair County, PA, July 3, 2008, Crew #681, Ball Turret Gunner

Harry Hancock was born in Blair County. He served with the Hans A. Rupp crew at Attlebridge. They began their missions at the end of January 1945, completing 25 combat missions before the end of hostilities. Back home in Pennsylvania, he worked for ConRail for 35 years.

William B. “Bill” Hilgers, Del Valle, TX, July 17, 2020. Crew #429, Navigator/Bombardier

Bill was born in Lockhart, TX. He loved music and was involved in opera and band in both high school and at the University of Texas. His education was interrupted by the Air Corps, with Bill serving with the Fred Knapp crew at Attlebridge. This crew flew 9 missions with the 784th SQ before being transferred to the 93rd BG for lead crew training, and then back to the 466th to finish at least 30 missions with Bill as a pilotage/navigator. It was said of Bill Hilgers that he never expected to live past the war, but he escaped death many more times than those 30 missions, the last one ending with a crash landing in Belgium in January 1945. Back home he survived a gas pipeline explosion, a hunting accident and a raging 1,000 pound cow, and beat cancer three times. After the war, he met Sara on a blind date and they returned to Austin, taking advantage of the GI Bill in order to receive an accounting and law degree at the University of Texas. He had a 65 year career as a lawyer in corporate and tax law and served on the Texas Bar Association Board of Directors. The new building at the Austin Bar Association is named for him: The Hilgers House. He continued his love of music, singing in his church choir for 40 years. He was a deeply spiritual man and a member of University Christian Church. He was responsible for beginning the Foundation for Religious Studies at UT and also was the President of the Christian Church of Texas. He was involved in many civic and educational organizations, too numerous to mention, and was a tireless worker for justice and civil rights, including as a director of the Barbara Jordan Foundation. He and his wife lived on a working farm outside of Austin. Bill's wife and his son, John, predeceased him. He is survived by their three other children: Sara, Paul, and David, along with their families. Services are at a later date and memorials are suggested to the James Dick Foundation.

Robert Lee Himes, Barto, PA, May 1, 2011, Crew #760, Flight Engineer

Robert Himes was from Pennsylvania and served as a flight engineer with the Robert P. Eisenhaure crew at Attlebridge. They flew 34 missions between October 1944 and April 1945. He and his wife, Loleta, raised a family of six children back home in Pennsylvania. He and Loleta are buried at Mt. Tabor Cemetery in Sigel, PA.

Eugene P. “Pete” Kondis, Rochester, MI, November 19, 2020, Crew #762/477, Right Waist Gunner

Eugene Kondis, who was always known as “Pete,” was the youngest of a family of ten, born and raised in Munhall, PA. Pete and Betty were high school sweethearts at Munhall High School, and married before he shipped out to serve overseas. Pete served with the James H. Flowers crew as the right waist gunner. They flew 12 missions with the 787th SQ before becoming a lead crew with the 784th SQ, completing a total of 30. The crew's missions stretched from the beginning of October 1944 until April 1945. Back home, he got a degree in printing from Carnegie Tech in Pittsburgh and began a long career in that field, retiring reluctantly at age 75. He worked for Motschall Printing and they lived in Detroit and Birmingham. He also taught printing through a Graphic Arts Guild through the years. In 1975 the family moved to California and lived in San Mateo and Napa. There he ran the print operations for the wine label for Fleming-Potter. Pete had a passion for music, wine, history, and baseball. For two decades he was a member of St. Paul United Methodist Church in Rochester. He was the last survivor of his nine siblings. His wife, Betty, died just a few months before him. Pete is survived by his daughter, Karen, a grandson, and many nieces and nephews. Memorials are suggested to St. Paul's Church or a charity of your choice.

TAPS



Robert J. Maxwell, Venice, FL, December 17, 2013, Headquarters Administration

Robert Maxwell was born in Brooklyn, NY. He was the non-commissioned officer personnel administrator at Attlebridge with the rank of sergeant. One of his jobs would've been to complete Missing Air Crew Reports, recording those who were killed in action or had been made POWs. He lived in Hendersonville, NC, and spent his winters in Venice.

Joe Paul Olandese, Oklahoma City, OK, August 6, 2020, Crew #640/462, Ball Turret/Waist Gunner

Joe Olandese was born into a family of eight children in Krebs, OK. At Attlebridge he served with the Heath Carriker crew as an armorer/gunner, both in the ball turret and the waist. They flew 22 missions with the 786th SQ and then ten more as a lead crew with the 784th SQ between July 1944 and January 1945. Their mission on December 23, 1944, was in support of the ground troops during the Battle of the Bulge over Dahlem, Germany. Their plane, "Ghost, Too," was severely damaged by flak, and they were the last to barely make it home. They also flew "Parson's Chariot" and "Black Cat," finishing their last mission in that ill-fated plane with the 466th Deputy Lead Commander, Col. Beverly Steadman, on board.

Joe came home to Oklahoma, where he owned his own plumbing business, which his family still continues to operate in Oklahoma City. He is survived by his wife, Alma, and extended family.

Albert F. Rapuano, Massapequa Park, NY, July 18, 2020, Crew #607/431, Gunner

Albert served at Attlebridge as a gunner with the Robert H. Taylor crew. The crew flew their first 11 missions with the 466th before being transferred to the 44th BG for lead crew training and flying several missions with that bomb group. They then returned to the 784th SQ to fly a total of 24 missions with the 466th. Both the 44th and the 93rd were the original B-24 bomb groups and so were the logical locations for lead crew "schools." Later the 466th began training their own crews in-house. The Taylor crew flew their first mission on March 27, 1944, and finished November 10. Albert was always proud of his wartime service and was a devoted family man. He is survived by his wife, Josephine, son, John, and daughter, Cheryl, eight grandchildren and eight great-grandchildren. The celebration of his life was held at St. Rose of Lima Catholic Church in Massapequa Park. He is buried at St. Charles Cemetery in Farmingdale, NY.

Correction and addition from the Summer 2020 issue:

James B. F. "Jim" Russell, Jr., White Oak, GA, January 25, 2020, Crew #761/482, Co-Pilot

His wife, Elinor, predeceased him. Their daughters, Mary "Lindy" and Carolyn, and a son, James "Bo," survive him, along with their families. In retirement, James volunteered at the St. Simons Island's WW II Homefront Museum, wearing his uniform and delighting people with stories about his experiences as a B-24 co-pilot. Not long before his passing, he and Lindy were allowed to ride in a restored B-17, a wonderful shared experience.



Robert S. Simpson, Hermosa Beach, CA, May 19, 2011, Crew #617, Navigator

Robert Simpson was born in Independence, Iowa. He was the navigator on the William Foushee crew. They flew their first mission with the 786th SQ on March 23, 1944, the second mission for the 466th. The squadron was especially hard hit, losing eight planes in their first couple of weeks of combat. The Foushee crew was one of these losses when "The Fan Dancer" crashed on their fourth mission, April 11, 1944. Simpson was the only survivor from this crew and was a POW.

Edward James "Ed" Snyder, Pine Island, FL, August 8, 2020, 785th Squadron, Bombardier

Ed Snyder served at Attlebridge as a bombardier/navigator. He was not assigned to one specific crew in the squadron. He was born and raised in Upper Sandusky, Ohio. Shortly after his retirement in 1982, he and his wife, Jessie, began spending their winters in Pine Island, FL, in the community known as Bokeelia. He was an active member of many organizations there, including the Elks and Moose Lodges, the American Legion, and the Masonic Lodge. He also loved golf and played regularly until he was no longer able to. Ed attended many 8th AFHS reunions until quite recently. He lived to celebrate his 100th birthday. His wife, Jessie, died before him. He is survived by his son, James, and daughter, Judith, and their families. A memorial service was to be held this fall in his birthplace of Upper Sandusky, Ohio.

TAPS



Michael Steranka, Tampa, FL, November 16, 2020, Crew #618, Navigator

Michael was born in Lehigh, PA, and was raised in Line Lexington, PA. He enlisted in San Antonio, TX, and served at Attlebridge as the navigator for the John T. Fouts crew. This crew flew their first mission as part of the first mission for the 466th, on March 22, 1944. Like the Foushee crew, they were part of the "bad luck" 786th SQ, and the early losses for the 466th. They were shot down on their fourth mission, on April 8, 1944, on the plane "Our Honey." Nine crew members bailed out and were made POWs, including Steranka, and the bombardier, Orlie Hatfield, was killed. The April 8 mission to Brunswick, Germany, went down as the worst day in the history of the 466th Bomb Group. Mac Meconis, whose diary forms part of "Attlebridge Diaries," said of this day: "They don't come any harder than the one we flew today to Brunswick. The Jerries threw everything they had at us, fighters and flak." Nine planes total were lost, 21 were killed, 38 became POWs, and seven more were wounded in the planes that returned to base.

After the war, Michael Steranka was a resident of Tampa for many years. He was buried at the Garden of Memories in Tampa.

George E. Williams, Pueblo, CO, July 26, 2020, Crew #760, Gunner/Armorer

George Williams was born in Lexington, ME, and grew up on a farm there with his mother. He moved to Boston, where his father lived, in order to go to high school. When he joined the Air Corps, he was sent to Pueblo, CO, for training. He and his buddies went to an ice skating rink there and they dared him to approach a girl and ask her to skate. This girl became his future wife, Maree. At Attlebridge he served as a gunner with the Albert Helsley crew, completing 32 missions between July 1944 and January 1945. They flew three missions in three days in support of ground troops during the Battle of the Bulge. Their planes were "Lady" and "Peggy Ann." George celebrated his 21st birthday on the ship home to Boston, where Maree was there to meet him and marry him. After the war, they returned to Pueblo to Maree's home, and George began as an apprentice at Colorado Fuel & Iron. This was the beginning of a 42-year career with C F & I. George had a life-long interest in B-24s and was proud to support the Pueblo Weisbrod Air Museum. He was also a member of the Pueblo 1st Seventh Day Adventist church. Maree predeceased him, as did their daughter, Anna. Their son, Howard, survives him. He was buried in Roselawn Cemetery in Pueblo.

Recently I discovered that one of the airmen on our Roll of Honor, Robert W Gregory, is buried at Barrancas National Cemetery on the Pensacola Naval Air Base. He was the right waist gunner on the William J Terry crew (#612). They were shot down on the very first mission that the 466th BG flew, on March 22, 1944, with the target being Berlin. Five crew members survived and were made POW's, including Lou Loevsky, long time 466th BGA member. All the gunners were killed, along with the pilot, who was probably killed by ground fire as he parachuted out. As their plane, "Terry and the Pirates", rolled it collided with the plane flown by Gilley T Brand. So there were two aircraft and crews lost from the 786th Squadron on that mission. In Attlebridge Diaries" it says of this mission:

"In a letter welcoming the 466th to the Eighth Air Force, Lt. General James Doolittle commended the group for undertaking the longest first mission ever flown by any group in the ETO. We had taken part in the biggest daylight raid of the war to this date."

I have not been able to determine why Robert Gregory's family chose to have him reinterred at Barrancas when he was removed from a grave in Germany after the war. He was from Pennsylvania, although his parents and sister are buried in southern Florida. It appears there are no remaining family members. So, I have had "Wreaths Across America" place a wreath on Robert's grave, along with the one there for my father, William G Horney, Jr. He was the navigator on the John R "Jack" Dougherty crew (#633), another 786th Squadron crew.

We should always remember to thank a veteran for our freedom. But I think we also need to remember and thank those that never lived to become "veterans", like Robert W Gregory and the other 333 airmen on our "Roll of Honor".

Martha Horney Curtis, 466thBGA Board Member



*Roll of Honor
Robert W Gregory*

Attlebridge: Memories of my Dad

THE QUINTON BAILEY CREW: THE REST OF THE STORY

by Martha Horney Curtis
466th BGA Daughter



*Dougherty Crew, Dirty Gertie
William G.. Horney, Jr. N,
second from left, kneeling*

The Summer 2019 issue included a story I wrote about my father's wartime memories. My father, William Horney, summed up his experience with two words: camaraderie and death. He and the other officers of the Jack Dougherty crew shared barracks with the officers of the Quinton Bailey crew, who were killed on the October

12, 1944 mission to the marshalling yards at Osnabruck, Germany.

Witnesses saw the Bailey crew hit by flak and engulfed in flames as it went down and realized there was no chance of survival for the crew. The Missing Air Crew Report completed by assistant personnel officer Calvin O. Landrum, noted them all KIA. The loss of Quinton Bailey and the crew's empty beds in the barracks was the only memory that my father ever shared with me about the death he had witnessed in his time at Attlebridge. I know he always wondered what had happened to the crew members. In other words, did they "rest" in graves or did they end up on a "Wall of the Missing" like so many crew members?

Thanks to the research efforts of Marcia Melynck, our 466th BGA resident genealogist, that question has been answered. I decided that it was important to share this information as it is a good representation of the hard decisions that had to be made after the war by the families of those Killed in Action.

In most cases, airmen who were killed were buried in nearby cemeteries by local people. After the war, Graves Registration opened those graves and identified the bodies, often with the help of dog tags. Then their families had to make the decision to either "bring them home" to a local cemetery or a National Cemetery nearby, or have them placed in one of the American Cemeteries in Europe.

In cases when bodies could not be individually identified, they were placed in a mass grave, together as a crew. Our 466th BGA board members visited several of the 466th BG mass graves at Jefferson Barracks National Cemetery during the 8th AFHFS reunion in St. Louis in 2019. Most of these re-burials took place in 1949 and 1950.

Here is the rest of the story of the Quinton Bailey crew: Tech. Sgt. William Charles Jaeger, Flight Engineer, New York; Staff Sgt. William Norman Hergenhan, Right Waist Gunner, California; Sgt. Herminio Rodriquez, Tail Gunner, Pennsylvania.

These crewmen were buried in the Netherlands American Cemetery at Margraten. This cemetery was begun towards the end of the war. It contains 8,301 burials and 1,722 on the Wall of the Missing. Since 1945 local community members have adopted graves there, just as 466th BGA member Carlo Kuit adopted the Kessenger crew graves at the Ardennes American Cemetery in Belgium.

2nd Lt. Thomas Patrick Chavis, Navigator, Illinois; Sgt. Fearon James Hanlon, Ball Turret Gunner, Minnesota.

These crewmen were brought back home and buried in National Cemeteries. Thomas Chavis' grave is in Rock Island National Cemetery in Illinois. Fearon Hanlon's grave is in Fort Snelling National Cemetery in Minneapolis.

2nd Lt. Paul Baus, Jr., Bombardier, Pennsylvania; Staff Sgt. Wallace Faires, Left Waist Gunner, Maine; Tech. Sgt. Stanley Thomas Hittner, Radio Operator/Gunner, Illinois.

These crewmen could not be separately identified. They are buried together in a grave at Zachary Taylor National Cemetery in Louisville, Kentucky. Placed with them is 1st Lt. William R. Watters, navigator on a crew from the 93rd BG at Hardwick. His crew crashed on the same mission and location as the Bailey crew. Apparently he had been originally buried along with the men from the Bailey crew.

Flight Officer Jack Philip Walters, Co-Pilot, Missouri; 2nd Lt. Quinton Elbridge Bailey, Pilot, Texas.

Jack Walters was brought "home" and buried at Inglewood Park in Inglewood, California. Quinton Bailey was brought back to his hometown and buried in Willow Cemetery in Haskell, Texas.

There is one last heart-rending postscript to this story. My father had mentioned that Quinton Bailey's wife was pregnant with their first child when he was killed and that his child would never know his father. Sadly, this child, Joe Quinton Bailey, was killed when he was just a toddler when he ran out in front of a car in downtown Haskell while his mother was buying ice cream cones.

So when Quinton Bailey was brought "home," he was buried alongside his little son. The grief his widow must've experienced is impossible to imagine. Thankfully, she later married a childhood friend and raised a family.

We remember and honor these men of the Bailey crew. And we remember the men, like my father, who served with them and never forgot them.



The Quinton Bailey Crew

47th 8th AFHS Annual Reunion October 27-31, 2021, in Savannah, Georgia

From Debra Kujawa of the 8th AFHS:

Dates: October 27-31, 2021

Location: Savannah Riverfront Marriott Hotel
[downtown Savannah, GA]

Rate: \$180 per night...down from
an original quote of \$245...

**Programs have NOT been finalized,
but we will definitely have a trip to
the National Museum of the Mighty Eighth Air Force in Pooler for sure.**



Shop in the
Museum Store!



NATIONAL MUSEUM OF THE MIGHTY EIGHTH AIR FORCE
"ONE OF THE WORLD'S MOST POWERFUL MUSEUM EXPERIENCES"



**Savannah Riverfront
Marriott Hotel
Downtown Savannah**

More info in the
Summer 2021
Attlebridge Notes!

NON-PROFIT ORGANIZATION

From 466th Bomb Group Association
Beverly Baynes Tomb
2122 Grayson Place
Falls Church, VA 22043

Attlebridge Notes is printed solely for members of the 466th Bomb Group Association and associates thereof, for their information and entertainment. All information is amassed by Attlebridge Notes.



October 27-31, 2021, in Savannah, Georgia
47th 8th AFHS Annual Reunion
Savannah Riverfront Marriott Hotel, Downtown Savannah
of the 8th Air Force Historical Society!
- Depending on Pandemic Status -

**SEE YOU IN
SAVANNAH!
- WE HOPE! -**

For updates, or to join the 8th Air Force Historical Society, go to: <https://8thafhs.org/join.html>, or call (912) 748-8884 or send \$40 and your contact information to:
Debra D. Kujawa, Managing Director, 8th Air Force Historical Society, P O Box 60369, Savannah, GA 31420-0369

Donations to the 466th BGA are needed to print and mail the newsletter.

If you receive our newsletter a suggested donation of \$20/year would cover expenses.

The 466th BGA has no dues, but to **donate to the 466th BG Association:**

Make checks payable to: "The 466th BGA"

and mail to: Bill Curtis, Treasurer
515 West Ariel Ave
Foley AL 36535

To donate to the Visitors Centre project:

via PayPal to: eileenhindle@talktalk.net or send check to:
Paul Hindle
9 Hawthorne Road
New Costessy
Norwich, Norfolk NR5 0LT
United Kingdom



Address corrections:

via mail to Beverly Baynes Tomb, Secretary / 2122 Grayson Place, Falls Church, VA 22043
or via email to: secretary466thbga@gmail.com