



Attlebridge Notes



January - February 2020



Inside: Members of the 466th BGA laid flowers at graves of 466th Airmen at Jefferson Barracks National Cemetery in St. Louis, Missouri

Photos by Helen Jordon

Official Newsletter of the 466th Bomb Group Association

From the Vice President



Welcome to the latest edition of Attlebridge Notes.

This is the 75th year since the end of World War II, starting with victory in Europe as Germany's Nazi government collapsed in April 1945, thanks to the advances of the armed forces of the United States and other Allies. Within a few months, the war in the Pacific ended, too. American airpower played decisive roles in both theaters of the war.

At the air base known as Attlebridge, near Norwich in England, members of the 466th Bomb Group gathered up their possessions and material, buried their bicycles and other non-returning goods and took their beloved B-24s on one more mission: back to the United States in what was known as "Operation Home Run." It was the end of America's "friendly invasion" of Great Britain and the start of a new world order in much of the planet.

This issue of our newsletter contains an unusually large "Taps" section, listing men who have died in recent years. Board members Martha Curtis and Beverly Tomb made a thorough search through our mailing list and contacted many families who receive the newsletter to see if "their veteran" is still among us. Sadly, the number of World War II veterans is declining as they advance further into their 90s and beyond.

I want to thank Frank Youngquist for serving as president of your Board of Directors for the past many years. Frank is a delightful man and a source of great stories and steadfast support for the organization he has served for so long. To him I say, "Job well done, Frank."

Helen and I are honored to continue as co-editors of this twice-yearly newsletter. If you have ideas for stories and photos for future editions, please let us know. We plan to be at the October 21-25 reunion in Memphis, Tennessee. As always, our 466th Bomb Group Hospitality Suite will be the "center of the action" during the reunion. Hope to see you there!

Steve Jordon, vice president
steve.jordonomaha@gmail.com



From Frank Youngquist

I have been with the 466th BG for fourteen years and had the privilege of meeting and working with some of the finest people I know. These folks all have great dedication to the 466th just as the veterans before them who founded the Eighth Air Force Historical Society. At this time I am sorry to say I am resigning as President of the 466th. My reasons for this are personal with regrets to missing the fine people on the board who made my job as president both worthy and meaningful. I salute all the veterans and people of the 466th who support this wonderful cause.

From the Editors....

Apologies from the editors for the lateness of this issue of "Attlebridge Notes." The unexpected death of Helen's oldest brother, David Jackson, on November 23, 2019, threw us off completely - a delayed memorial service on January 11 in California, with a request for Helen to produce a memorial video, pushed the "Notes" to the back-burner for a bit. Helen's father had been a scientist for the Strategic Air Command in Omaha, and brother Dave followed closely in his footsteps. He was at the forefront of the development of lasers, with innovations for our national defense, and is greatly missed by his family and many, many friends.

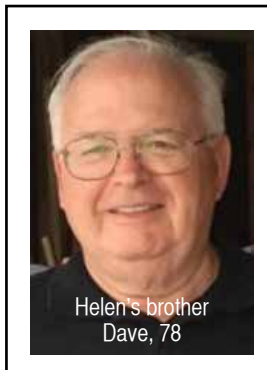
Our granddaughter, Mabel, is a freshman at Reed College in Portland, Oregon. We have traveled to see her there. In August we traveled with our son and his wife, Jin (pictured below) to Jin's homeland, South Korea, for her father's 80th birthday celebration.

We spent Christmas with our daughter, Ingrid and her husband, Brandon, granddaughter Mabel, and with Leland & Jin, visiting Arlington Cemetery and the grave of Steve's mother and father. We always enjoy seeing the veterans, families and friends of the 466th BGA and hope to see more of you in October! Enjoy, and keep in touch!

Helen & Steve Jordon, Editors, Attlebridge Notes

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Farewell...

We are sad to report the death of **Jim Haseman** on November 18, 2019, in Farrell, PA. Jim was a Board Member with the 466th Bomb Group Association. In 2006, he and Chris Brassfield were co-editors of Attlebridge Notes. Jim became the editor from 2009 to 2013, and was part of the "Return to Attlebridge" trip to England in 2012 with other board members, veterans and their families. Jim enjoyed the time staying at Sir John White's home, especially the day he and Bill Curtis were ferried around the countryside by Sir John to find long-lost air bases from World War II. Jim was the nephew of Harry Haseman, co-pilot for Verdun Munroe, Crew #648. The aircraft was shot down on August 15, 1944, and Harry was among six of the crew who were Killed In Action. Jim never missed a reunion, until he suffered a debilitating stroke, and was the first one to welcome you with a big hug. He shared jokes and tears during those times together. Jim was a Vietnam veteran and loved his country, his family and the 466th BGA. He is survived by two daughters and his friend, caregiver and wife, Cindy.

He is greatly missed by all of us.

Send condolences to Cindy at 1050 Wallis Ave., Farrell, PA 16121



Jim & Cindy Haseman

Secretary's Report, 466th Bomb Group Association 2019 Board Meeting

Sheraton Westport Lakeside Chalet Hotel, St. Louis, Missouri, October 18, 2019.

Board Member Attendees: Frank Youngquist, President; Beverly Baynes Tomb, Secretary; Bill Curtis, Treasurer; Martha Curtis, Taps editor; Helen and Steve Jordon, newsletter co-editors; Elmo Maiden, veteran; Tom Maiden; Earl Wassom, veteran; David Smith, Marcia Melnyk. Absent: Jim Haseman, Chris Brassfield, Perry Kerr, veteran; guests, Nancy Maiden Shattuck, Cynthia Wassom.

President Frank Youngquist called the meeting to order at 8:15am.

Officer reports by Frank Youngquist, Beverly Baynes Tomb, Bill Curtis, Helen Jordon and Martha Curtis and Soldier of the Day editor Marcia Melnyk.

Old Business:

1 - Attlebridge Notes Newsletter: Continue quality production for veterans. Content deadlines: 12/15/19; 6/15/20

2 - Reprinted Attlebridge Arsenal Book: Reprinted Attlebridge Arsenal books storage cost reviewed. Copies of book mailed to 28 air museums, plans to mail more.

3 - Annual Donations: Approved donations of \$500 to the 466th BG Visitors' Centre project at Attlebridge and \$250 to 466th Memorabilia Display at Old Buckenham.

4 - Nominating Committee: Discussion held re: board membership; President to discuss with non-attending board members; motion by Beverly Tomb to nominate Steve Jordon to fill the vacant position of Vice-President passed.

New Business:

1 - Steve Jordon was elected as Vice President of the 466th Bomb Group Association.

2 - Resolution to add two additional board members to the 466th BGA account at U.S. Bank. Motion passed to designate Treasurer Bill Curtis as the controlling owner of the 466th Bomb Group Association's U.S. Bank checking account. Other signatories to the account are no longer available to act as signers and shall be removed from the account. Steve Jordon (VP) and Beverly Tomb (Secretary) added to the account for signing checks.

Reunion dates: The 8th AFHS plans to hold their reunion in Memphis, TN, in October 2020. After discussion, Steve Jordon moved that we request the 8th AFHS have the 2020 reunion in Savannah, GA, close to the association's museum and other aircraft-related sites. The motion carried.

3 - Membership update: as of June 2019: 643 members were on our list for the summer newsletter.

Adjourned at 9:10 a.m.

Submitted by Beverly Baynes Tomb, Secretary, 466th BGA

Treasurer's report

Bank balance Jan. 1, 2019	\$ 13,505.88
Income	
"Non-dues" (19 donors, down from 23)	\$1,112.00
Memorial gift from Robert W. Smith	100.00
Sale of 9 books	424.00
Total	\$1,636.00
Expenses	
Newsletters	\$3,894.38
Book storage (through June 30, 2020)	1,212.50
Postage	344.99
Memorial flowers	277.29
Office	132.06
Reunion	170.25
Florida registration	61.25
Attlebridge Visitor Centre	420.83
Donations (466 th collection)	250.00
Other	111.98
Total	\$6,875.53
Bank balance Dec. 31, 2019	\$8,266.35

Daughters of the American Revolution *love to welcome*

8th Air Force WWII Veterans

By Beverly Tomb, 466th BGA Secretary

Members of the National Society Daughters of the American Revolution (DAR) are dedicated to historic preservation, promotion of education, and encouragement of patriotic endeavor. Since 2014, our secretary Beverly Baynes Tomb (a DAR member) has contacted local DAR chapters in cities where 8th AFHS society meets. She invites the local DAR members to come to the reunion hotel to welcome our veterans as they arrive and to help the veterans and their families find their way from the hotel check-in to the reunion registration desk. Sometimes the DAR members even have 8th Air Force mementos to share. In Dayton, it was a scarf made from a parachute with an 8th AF logo and in St. Louis, a silk escape map!



At the 2019 reunion, besides a welcome desk, several members attended the Saturday banquet so they could help with a Vietnam Veterans Lapel Pinning ceremony. Living U.S. veterans who served on active duty in the U.S. Armed Forces during the period of November 1, 1955, to May 15, 1975, regardless of location, are eligible to receive a lapel pin. The pins are distributed by Commemorative Partners of the United States of America Vietnam War Commemoration. All DAR Chapters are Commemorative Partners. This was our first time for a large ceremony, although Vietnam Veterans Jim Haseman and Ken Souther had been given pins at a ceremony as part of the 466th BGA dinner in 2016.



The Welcome Team in St. Louis, 2019 (Susan Favazza, Caroline Greene, WWII veteran, and Beverly Tomb)



*DAR Debbie Dollar.
photo © Wm. Craig Dubishar*



WHAT IS A C-109?

*From Former 466th BGA President
Frank Youngquist*

Most of us are aware of the brave Army Air Force members who “Flew the Hump.” They flew missions carrying fuel and supplies from India to China over the Himalayan Mountains. They mainly flew C-47s and planes designated as C-109s. The C-109 was a B-24 stripped of all unnecessary weight such as turrets, armor, bomb shackles and guns. It carried eight extra fuel tanks plus 500 pounds of ballast near the tail section. Ford Motor Co. converted 208 of the B-24s into cargo airplanes. They were manned by four-man crews and flew over mountains as high as 20,000 feet, with poor navigational aids and threats from Japanese fighters.

Possibly the wealthiest pilot to join the AAF flew the C-109 (B-24) over the hump. He was a singing cowboy whose trademark song was “Back in the Saddle Again.” Yes, Gene Autry, who had many Christmas hits and rode a very smart horse named Champion, flew many dangerous mission between India and China. Champion was reported to be able to do more than 100 tricks. Gene performed many radio shows from Luke Air Force Base in Arizona, where he did part of his training. He already had a pilot’s license and paid for his own training in the heavier planes. A true patriot, he took the Oath of Enlistment during one of his radio shows.





Ann Reeve

Eyewitness

*Our British
Correspondent
Who Grew Up
at Attlebridge*

*As a follow up to last times story about my Uncle Peter I share
this poem by kind permission of my cousin Jill Simms,
daughter of Dick Bush. Dick was not Shakespeare, some of
the lines don't quite rhyme but he writes with such raw
passion. It was written very soon after the end of the War,
possibly while he was still sailing home in the Army.*

AUTOBIOGRAPHY

By Richard [Dick] Bush.

What a lovely place this was and so we thought at the time
The China Sea wind and the tropical nights only two degrees North of the Line.
All went well for the first five months when we formed what we called "Our Gang"
Rouse, Ginge, Bunny, Dennis, Jack and myself, you should have heard the twang.
Norfolk men we're one and all and what a time we had
Had we known what was in store it would have driven us mad.
It was on the 7th of December, it happened in the still of the night (*4)
The Japanese, the barbarous brutes attacked us with all their might.
They landed their troops at Kota Bharu, our defences were very frail
The Surreys, the Scots they fought like mad but all to no avail.
What aircraft we had were very poor but they done their very best
They fought it out till none were left and the crews were laid to rest.
This left our army with no support as they wallowed through jungle and swamp
They had to retreat, what could they do? So the Japs through Malaya did romp.

The Argyll Sutherland Highlanders, the mad Scotties fought all of the way
And finished up playing their bagpipes before they blew up the famous causeway.
This left us marooned on the island right under the nose of the Jap.
He shelled us and bombed us, it was just like hell, we had nothing with which to hit back.
We prayed to God that help would be sent from our home so far away
We thought we'd never see that again as the strain grew worse every day.
Wavell said Singapore must be held "With what!" was the cry of the men
"With rifle, bayonet, and hand grenades we're British but not supermen!"
And then we heard that help was here which gave every man new heart.
A convoy was coming, we were to be saved, the Navy was playing its part.
We got the order to withdraw from this cauldron of flaming hell
To get our aircraft in the sky and miss the shot and shell.
And so we sailed from Singapore, our fortress of the East
Where many a man had lost his life through the government's bluff in peace.

*Richard Bush
RAF*



I was born of humble parents in a village far remote
I honoured my Father and Mother as a kid loves the Mother Goat.
I attended school till I was fourteen years and left to earn my bread
I took a job with a man named Mr Grey who's cattle and pigs I fed.
I left this man for a better job it was rise of two bob in pay
It didn't last long, I got fed up so I gave my notice one day.
I then became a butcher, what a job to take But I didn't work so very hard to cut the bits of steak.
I left old Fred for a better job and went to Morton Hall (*1)
I stayed with him for over two years, then I heard my country call.
I joined the Royal Air Force as my heart was in the air
I had only served for six weeks when the Lion sprang from his lair.
I took my stand beside him like all the Mother's Sons
But Hitler's strength was far too much and we turned before his guns.

I was stationed down in Oxfordshire on a famous OTU (*2)
Number 12 they called it, a name that everyone knew.
We played our part by training crews, a part that was so vital
For the Jerries blasted our cobbles down but not our good old title.
We stuck it out through thick and thin till the Jerry hoards were beaten
They called it the Battle of Britain and we had finished 'retreaten'.
England was saved, her sons had won as their forefathers had before them
But many a heart was saddened those days by the bombs that had made the bedlam.
It was through the war that I met the girl of my dreams though I didn't know then,
neither did she,
She was evacuated to my home where there is nothing, only the sea.
She was as fair as the hills and as sweet as a rose, the type that everyman wants,
But my younger brother, Peter, was the one that won her charms. (*3)
As time went by I went overseas to do a little bit more
And after sailing round the Cape I arrived at Singapore.

We shipped out from Keppel Harbour in the darkness of the night
And with the dawn the smoke could be seen, the last we would see of her plight.
We thanked our God for giving us grace and hoped we'd return to our Isle,
But it wasn't our luck, we had only begun, we were only to rest for a while.
Batavia, it was, where we landed, where the Dutch had exploited themselves
To give them a hand to fight those Nips with nothing but rice on their shelves.
We didn't wait for very long before the Sons of Heaven appeared (*5)
I fell sick and was put on board, once more my life had been spared. (*6)
Rouse and Ginge were out of luck, to the prison bars they went
For four long years or maybe more to toil until their bodies were bent.
It was in that country called India where I finally finished my time (*7)
In a land that's fit for only pigs, where there's no song, women or wine.
Four years of my life I wished away as we toiled 'neath the boiling sun
We cursed and swore at everything and wished we were fighting the Hun.
All things come to an end, they say, the enemy surrendered at last, (*8)
And so to that wonderful Isle we sailed with the wind shaking the ships mast.

1. Morton Hall is a large house and estate dating from 1590 in Morton on the Hill, next village to Weston Longville.
2. This was at Chipping Norton Operational Training Unit
3. Remember Lylie? From Peter's story last time.
4. This coincided with the Japanese attack on Pearl Harbour.
5. Sons of Heaven is an epithet for the Japanese soldiers. Batavia is now known as Jakarta.
6. Dick was suffering from dysentery and nearly died so was evacuated before his colleagues.
7. In Karachi in what is now Pakistan.
8. I have taken the liberty of adding some words here as, for some reason Dick had left a line blank.
This episode was described by Winston Churchill as the "worst disaster" in British Military History. 80,000 troops were taken prisoner.
After Dick and Lylie were married they lived in Essex, not far from Lylie's home. Dick worked for the Ford Motor Company at Dagenham until he retired.
At the end of his life whilst in hospital Dick took great delight in being able to chat to his Indian doctor in Hindi, which he had learnt in Karachi.

The 466th Radio Operator Who Got Hitler

Dear Editors:

I want to thank you for what you do to keep the “Attlebridge Notes” coming to us on a regular schedule. Let me tell you a little bit about me and why I am writing you this letter. I was raised in Mississippi, finished high school in 1942, went one semester to college, and then joined the Army Air Force at age 19. I was sent to radio school, then gunnery school, and then I was made a member of a B-24 bomber crew.



Standing Left to Right: Warren, Bill (WG); Mitchell, George (R/O); Mikel, Carl (E); Youmans, Howard (WG); Gaglione, Charles (TG)

Our crew was put together in Charleston, South Carolina. We flew practice missions and got to know each other as family. In October 1944 we were put on the Queen Mary and in seven days we were in Scotland. In a matter of days we were at our base in England, members of the 466th Bomb Group, 787th Squadron. We flew our first mission in November 1944 and flew our last mission in April 1945. My crew flew 31 missions and then Germany surrendered.

The radio operator on another crew was sick and for some reason, I was picked to fill in for him. I saw flak that day from the guns at Magdeburg. No one on my crew was ever hit. On the last mission of the war with Germany, a crew in my barracks was flying in my formation in a plane named “The Black Cat,” and they were shot down.

The B-24 we flew a lot of our missions in was named “The Trouble Maker.” After the war, we flew to the USA in a B-24. Our crew went to Berlin only one time, in late March 1945. You know, in England you never knew what the weather was going to do. That morning we went to the briefing and then we went to our planes to see if the weather would clear up so we could fly.

While we were waiting, I noticed some concrete blocks next to our plane. I told my pilot, “I’m gonna get me about three of those blocks and drop them on Berlin when we go over.” He said, “Go ahead and get ‘em.” I did. The weather cleared up, and we went to Berlin. It was my job to open the bomb bay doors to get the bombs out. That’s when I intended to drop my blocks.

Well, the Germans were shooting at us pretty good that day, and I forgot about my blocks. That was the first thing I saw when I started to get back to my seat. I called the pilot on the radio and told him I forgot my blocks and I was going to get back down, open the bomb bay doors, and drop my blocks. He told me to go ahead, and I did. I watched each one as they went out of sight.

In May 1945 it was reported that Hitler had committed suicide. I said, “No, that’s a mistake. One of those concrete blocks got him.” So, I take credit for getting rid of Hitler.

My pilot’s name was Larry Fosberg. When we got back to the states, he changed his name to Larry Tromer. We had a great crew, and I am the only one still living. I was married for sixty-four years. I have four children, nine grandchildren and 16 great-grandchildren. I live alone and still cut my grass. I turned 96 years young in September and am enjoying life.



Sincerely, George Mitchell, Brandon, Mississippi

*Radio operator, 466th Bomb Group, 787th Squadron
Larry Fosberg Tromer, captain*



Finding Attlebridge

Part II

Herschel Stripe navigates his crew from Attlebridge

*This is the second installment of a letter mailed on June 18, 1993, by Lt. Col. Frank J. Dever Jr. of Somers, Connecticut, to **Betty L. Stripe** of Rock Island, Illinois. Frank, a Bombardier, describes the experiences he and Betty's late husband, Navigator Herschel Stripe, had as members of a 466th Bomb Group crew. "This was before planes had instruments to fly, so the Navigator was very important," Betty said. After the war, Herschel was an accountant for the U.S. Department of Agriculture in Rock Island and Cedar Rapids, Iowa, and served as a Scoutmaster and member of the Citizens Advisory Council for Cedar Rapids schools. He died in 1975. Frank served 26 years in the U.S. Air Force and was also a veteran of the Korean and Vietnam Wars. The first installment dealt with Frank and Herschel's journey from training together in October 1943 and their adventure going from Kansas, through Brazil and on to Marrakesh, Morocco. This installment begins once they got to Attlebridge to "do what we came for - the bombing of Germany!"*



The first mission of the 466th Bomb Group was to Berlin, the heart of Nazism, but our crew did not take part in this mission. Our first mission was on March 24, 1944, to a German Air Field in France called St. Dizier, where German pilots were trained in dive bombing. It was a very successful mission, and we sustained no damage from flak or fighters.

Our second mission was on April 5, 1944, to an area of France called Siracourt, which contained the missile launching sites for the famous "Buzz" bombs. These sites were very hard to find as they were very successfully camouflaged. However, we did catch a peek at one of the launchers and attempted to knock it out. I'm not sure we accomplished this. Our third mission was again to France on April 10, 1944, to Bourges, which was the site of an airfield and aircraft factory. Hersch brought us in right on target and we hit it perfectly without any injuries or losses.

On April 13, 1944, our fourth mission sorely taxed Hersch's abilities, as it was a long mission to a town in Germany called Lechfeld, which was successfully hit, but we lost an aircraft to flak when it had an engine hit and the pilot, Flynn, decided he couldn't make it back to England as we were deep into Germany. Therefore, he headed for Switzerland and was interned for the balance of the war. Thus was born the term, "In Like Flynn."

Number five mission started off fairly well, and it was another dip into Germany but from the north this time to Brandenburg near Berlin, which was another long mission which gave Hersch the opportunity strut his stuff, which he did very well. We took out a good portion of the target but ran into a lot of very accurate flak. Miraculously, we were not hit and made it back in fairly good shape.

On April 20, 1944, we had to go back to the "Buzz" bomb targets at Siracourt in France as I guess we didn't do a very good job the first time and the Germans were still launching V2 rockets from these sites. It was a short mission but the sites were very, very hard to find, especially if the weather was not good. As it turned out, the weather over the area was poor so a "Target of Opportunity" was selected – a steel-making plant at Aire, France, was hit with very poor results. What a waste was mission number six!

A deep penetration into Germany of May 8, 1944, was next in line for us and a very scary one it was indeed. It was to Brunswick, Germany, and mission seven. German fighters were all over the skies, and a couple of our group of B-24s were lost to enemy fire. This was a type of mission wherein we followed a specially equipped aircraft called a Path Finder, which had radar that could see through the cloud cover. It was needed as we had cloud cover over the target and dropped our bombs on a smoke signal from the Path Finder aircraft.

The next mission, our eighth, which didn't appear to be too tough a mission, turned out to be the one on which I lost one of my best friends by the name of Rocky DiDomenico, also a Bombardier. This mission was to St. Trond in Belgium. German night fighters, who were tearing up the Royal Air Force (who flew at night) operated out of this base, and it was our mission to knock it out, which we did, partially. I was not satisfied with the results for the cost in lives lost. It was a sad day for those who knew Rocky.

Eleven days later we were scheduled to hit a Junkers Aircraft Repair and Assembly plant in Rheims, France. This was a short mission, and we didn't expect much flak or fighter activity. As a matter of fact, we had many of our own P-51 and P-38 fighters protecting us, which gave us a real safe feeling as we hit the runway and plant.

"Finding Attlebridge cont'd..."

On May 28, 1944, we went on our 10th mission to Zeitz, Germany, to hit a Synthetic Oil Production Plant. It was a very deep penetration into Germany and was of about 8 hours duration. Hersch had a lot of work to do to get me to the point at which I could begin my bomb run, but he did it and we had a good bomb run into the target and good results with our bombs. We had very good fighter cover during this mission and little flak, therefore we lost no aircraft or crew members, for which we were very grateful. The day before D-Day we went back to try and hit the "Buzz" bomb sites, this time to Stella-Plage, France. Although the day was fairly clear, there were clouds over the target and, therefore, we dropped our bombs based on the radar-equipped aircraft's directions. We couldn't see the results due to the cloud cover at the target.

The long awaited day has finally arrived, D-Day June 6, 1944. Our crew was appointed to fly the second of three missions that day. We were told we had to be extremely accurate in our bombing as thousands of soldiers and sailors would be only 400 yards or so off the coast of Normandy waiting to begin "Operation Overlord," the invasion of Europe. We were all very tense and just about nobody had been able to sleep as we had daylight until almost 11 p.m. and we had to arise about 2 a.m. to eat and be briefed and ready for take-off by about 5:45 a.m. The invasion was due to begin at 6:30 a.m. and our mission was to hit a major road junction named Villers Bocage, which was about 20 miles back of the Normandy beaches. We took off and formed into bombing echelons at from 12,000 to 16,000 feet altitude and we soon were on our way.

The sight that greeted us was unbelievable. There were large ships, large boats, small ships, small boats, Navy, Army of both the U.S. and its allies all moving toward France or returning from France. The cloud cover had moved in over Normandy and we had to go to a lower altitude to drop our bombs, which we did successfully. However, many of our sister aircraft could not drop their bombs due to the cloud cover and had to return to England with them or unload them in the English Channel, which some did. We ran into no German fighters or flak on this mission, for which we were very grateful.

The balance of our stay in England went on pretty much as described above, whereas we went back to targets in France nine more times and to targets in Germany nine more times for a total of 30 missions. We were a very lucky crew in that none of us were seriously injured nor was our aircraft seriously damaged, for which we thank God.

One of the targets which we hit was Mainz, Germany, on our 29th mission and we inflicted heavy damage on this manufacturing city. When Chris and I were assigned to Germany in the late 1950s we had a chance to see the devastation which our bombs had done. Even years later much of the town still lay in ruins. It was a terrible sight.

Another item of interest which we viewed personally was our destruction of a bridge over the Loire River at Blois, France, which was deep into Southern France. Again, we started off at 18,000 feet but the clouds were thick and fairly high, so our group commander gave us the order to get under the clouds and destroy this bridge as it was being used extensively by the Germans to reinforce their troops in Normandy. We kept reducing altitude until we broke out of the overcast at about 6,000 feet and could see the bridge which we hit with excellent results. When Chris and I were stationed in France we went to the town of Blois one day, and lo and behold, the bridge was still down and was never rebuilt. However, the French built a new bridge a quarter mile or so away and were using it. They may have left the destroyed bridge as a memorial to the war. Seeing the destruction leaves a person with a strange feeling of remorse even after 48 years.

Betty, if you are interested in learning more about the 466th Bomb Group, you might wish to join the 466th Bomb Group Association which publishes a very good newsletter which may contain information of interest to you or your family. You may do so by writing to the following:

466th Bomb Group Assn.
Russell D. McNair, Sec./Treas.
26 Dorset Drive
Kenilworth, N.J. 07033 [Ed.: Address outdated]

Also, another item of interest is that the 466th Bomb Group Assn. is having a reunion in Colorado Springs, CO, on June 23-26, 1993. We are going to present a plaque to the Air Force Academy in memory of those who served in the 466th Bomb Group during World War II. We would love to have you join us if at all possible. Family members would be welcome also.

It has taken me many days to write this letter as I have arthritis in my hands and, therefore, please excuse the mistakes and sometimes poor penmanship. I was going to transcribe it onto a more appropriate piece of paper, but the hands just wouldn't go for it.



Frank J. Dever, Jr.

I am sending you some old photos of Hersch and I and members of the crew or friends which you may wish to have copied. Please return them to me when you are finished with them, as I cherish them. If Herschel had any other data or photos of those days, I would appreciate the opportunity to see such data and possibly copy it.

Best Wishes,
Frank J. Dever Jr.

- And Thank You to Betty Stripe for sharing this wonderful story with us! - Helen & Steve Jordan



LIBRARIES & THE 466TH BGA

Next time you're in a city or town with an aviation museum, stop by and see if they have a copy of "Attlebridge Arsenal: The Men and Aircraft of the 466th Bomb Group." That's getting more likely, thanks to Bill and Martha Curtis, board members of the 466th Bomb Group Association. They have become the No. 1 museum distributors of "Arsenal" books, written by Earl Wassom and Chris Brassfield to chronicle the 466th Bomb Group, its men and its aircraft. Bill and Martha distributed copies of the encyclopedic "Arsenal" to 34 air museums over the past year, in addition to copies distributed by the 466th BGA to aviation museums in past years.

Museum curators, researchers and librarians love the book. Check out the thank-you letter from Vivian Rogers-Price, director of the Roger A. Freeman Eighth Air Force Research Center in the National Museum of the Mighty Eighth Air Force at Savannah, Georgia: *"My heartfelt thanks to you and the 466th Bomb Group Association for the generous donation to the John H. Woolnough Library," Vivian wrote "The support of the 466th BGA is especially meaningful since John Woolnough flew in that group.*

"This generous donation will help the research center continue to assist 8th Air Force veterans and their families learn more about an individual's service and about the role the 8th Air Force played in achieving Allied victory in World War II."



During the 2017 Reunion in New Orleans, 466th BGA President Frank Youngquist presented a check for \$500 to Vivian Rogers-Price, Research Center Director at Mighty Eighth Air Force Museum

Here's a sampling of other reactions over the years:

"Gifts such as this are most appreciated and are vital in ensuring the continuing activities of this unique and very special place." — Lesley Fleetwood, library and information assistant, The Memorial Trust of the 2nd Air Division USAAF, Norwich, Norfolk, England.

"On behalf of the men and women at Selfridge Air National Guard Base and the volunteers at the Selfridge Military Air Museum, I would like to thank you for your generous donation of the book "Attlebridge Arsenal." You have contributed to the preservation of our history, heritage, tradition, and the memory of those dedicated men and women who led the way." — Louis J. Nigro, Lt. Col., Michigan Air National Guard, (ret.), executive director, Selfridge (Michigan) Military Air Museum.

"Thanks so much for the donation of the book "Attlebridge Arsenal." We consider it a valuable addition to our museum library. If you or any of your members should find yourselves in Douglas, please stop by the museum." — Danny C Bradley, curator, WW II Flight Training Museum, Douglas, Georgia

"I would like to thank you for the donation of the book "Attlebridge Arsenal." The book will be a great addition to our library to remind us of those who served." — Betsy Rodney, museum collection, National Museum of WW II Aviation, U.S. Air Force Academy, Colorado Springs.

" "We Give History a Home" is at the heart of all we try to accomplish here, and we take great pride in our role as caretakers preserving our history for future generations." — Pat Kilroy, Col., U.S. Army (Ret.), executive director, Warhawk Air Museum, Nampa, Idaho

"Thank you for the donation of this book. As you saw in our research library, it will make a welcome addition to the other Squadron/Group histories from World War II that we hold." — Danny J. San Romani, curator, Combat Air Museum, Topeka, Kansas.

"On behalf of the Board of Directors of the Millville Army Air Field Museum, we would like to thank you for your recent gift. Our Museum preserves the history of the Millville Army Air Field, which was dedicated by the U.S. War Department in 1941 as 'America's First Defense Airport.'" — Joan Legg, collections manager, Millville (N.J.) Army Air Field Museum.

"Your generosity permits the Yankee Air Museum to continue with efforts to rebuild our museum, preserve and operate vintage aircraft, and to build and expand our educational programs." — Darlene Imus, head librarian, Yankee Air Museum, Belleville, Michigan.

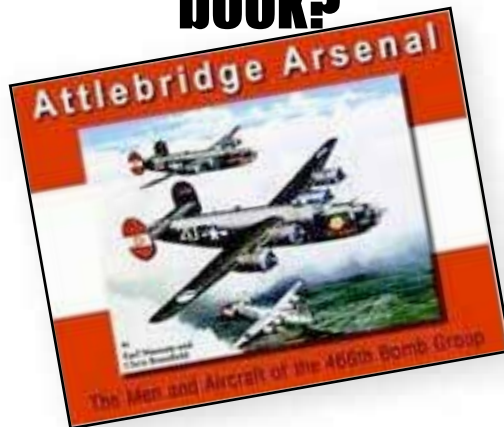
"Your support is greatly appreciated." -- Noah Stegman Rechten, museum attendant, Tri-State Warbird Museum in Batavia, Ohio.

If you know of air museums we may have missed, please let Bill and Martha know. Check the list on the next page...

Other museums receiving the books in the past year:

South Dakota Air and Space Museum, Box Elder, S.D.
Airman Heritage Museum, Lackland AFB, San Antonio, Texas
Pacific Aviation Museum, Honolulu, Hawaii
Air Force Armament Museum, Eglin AFB, Valparaiso, Florida
Mid-America Air Museum, Liberal, Kansas
Pima Air & Space Museum, Tucson, Arizona
Hill Aerospace Museum, Hill AFB, Ogden, Utah
Carolinas Aviation Museum, Charlotte, North Carolina
San Diego Air & Space Museum.
Army Aviation Museum Foundation, Fort Rucker, Daleville, Alabama
Southern Museum of Flight, Birmingham, Alabama
Alabama Veterans Museum and Archives, Athens, Alabama
Minter Field Air Museum, Shafter, California
Palm Springs (California) Air Museum
Wings Over the Rockies Air & Space Museum, Denver
Peterson Air Museum, Peterson AFB, Colorado Springs
Military Museum of Southern New England, Danbury, Connecticut
Smithsonian Air & Space Museum, Washington, D.C.
Warbird Museum, Titusville, Florida
Barksdale Global Power Museum, Barksdale AFB, Shreveport, Louisiana
National Military History Center, Auburn, Indiana
Museum of Aviation, Robins AFB, Macon, Georgia
College Park (Maryland) Aviation Museum
Collings Foundation, Stow, Massachusetts
North Carolina Aviation Museum, Asheboro
EAA Aviation Center, Oshkosh, Wisconsin
Aviation Hall of Fame & Museum, Teterboro, New Jersey
Air Victory Museum, Lumberton, New Jersey

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 to Bill Curtis' address below

WWII DVD'S

466th Videos

Return to Attlebridge
Attlebridge Voices



466th Interviews

Harold Dietz
Herb Leopold-Fred Davis
Jerre Williams
Elmo Maiden-Ralph Lynn
Dougherty Crew
Frank Pardue

8thAF Videos

Start Your Engines + 50 Years
Behind the Wire POWs held by Germans
American Indians in WWII The Warrior Tradition
Donald Miller- author Masters of the Air
The Big B - Seminar
POW Seminar-Treatment of Prisoners Discussion
B-24's in Combat- Combat footage
The B-24 Story- Willow Run to Ploesti
Jonna Doolittle Hoppes- Granddaughter of Gen. Jimmy Doolittle
Steve Ambrose - Author- Band of Brothers

ALL VIDEOS \$20/ea
Bill Curtis
115 West Ariel Ave.
Foley, AL 36535
(Checks only)



Elmo Returns to Kansas, Receives Jayhawk Welcome

By Tom Maiden, 466th BGA Board Member

466th BGA Veteran Elmo Maiden returned to his boyhood hometown of Lawrence, Kansas, along with his three remaining children, Tom, Nancy, and Eric. The focal point of the trip was to take in a basketball game at the University of Kansas at which Elmo was to be honored Friday night November 8, 2019, three days prior to Veterans Day. The KU Endowment Society arranged for four courtside seats, donated by the School of Engineering, to the game -- Kansas University Jayhawks vs. University of North Carolina Greensboro Spartans. The Jayhawks entered the game with an Associated Press ranking of #5 in the nation among college basketball teams. The game was broadcast live on ESPNU. During the second TV timeout of the first half, Elmo, Tom, Nancy, and Eric were directed to the center of the court before a sellout crowd of 16,300 fans. The public address announcer gave the following introduction:



Elmo Maiden, surrounded by his remaining children Eric, Nancy and Tom.

Please turn your attention to the court for today's Salute to Service, and welcome World War II B-24 bomber pilot Elmo Maiden. Elmo enlisted in the Army Air Corps in 1942 and served in the European Theater during World War II in 1944 and 1945, flying 35 combat missions, including a successful crash landing in France after losing three of his plane's engines with no crew injuries. After leaving active duty, he continued to serve in the Air Force Reserve and retired as a Lieutenant Colonel in 1975. His medals include the European-African-Middle Eastern Service Medal and Air Medal with 4 Oak Leaf Clusters. He has been inducted into the 2nd Air Division Heritage League's Hall of Fame and awarded the French Medal of Honor.

A mechanical engineering graduate, he played basketball, football, and baseball at KU and this past July celebrated his 100th birthday!

Ladies and gentlemen, please join us in thanking World War II pilot and KU alum, Lieutenant Colonel Elmo Maiden, for his service to our nation.



All the while, the video board overhead captured a pre-sent image of Elmo in his cadet uniform. And just to cap off the eventful evening, Kansas won the basketball game 74-62! Afterward, we stayed around to talk with KU players and Coach Bill Self as they exited the locker room. We were able to collect autographs of all but one player, as well as that of Coach Self. All this, following conducted tours earlier in the day of the KU athletic department and Allen Field House (during which Elmo was presented with a KU letter jacket!), as well as the Engineering and Fine Arts departments, made for a perfect ending for both Dad and his three grown kids!



Elmo's family celebrated his 100th Birthday July 27 in Thousand Oaks, CA

VISITING 466TH BG GRAVES AT JEFFERSON BARRACKS NATIONAL CEMETERY ST. LOUIS, MISSOURI

By Steve Jordon

For some members of the 466th Bomb Group Association, a highlight of the 2019 reunion in St. Louis took place at Jefferson Barracks National Cemetery, where five mass graves hold the remains of six 466th BG crews.

As the sun shone brightly on Oct. 17, 2019, seven members of the 466th BGA visited the cemetery, which has a section set aside mostly for World War II veterans. Armed with a list of 40 members of the 466th who are buried there, the visitors stopped at each grave. Board Member Marcia Yannizze Melnyk read aloud personal information about each man from her research, talking about their families, their pre-war occupations and their schooling.

Members of the 466th BGA then placed red carnations on each grave, followed by a prayer for each man. Because of the terrible way the 40 men died, they are buried in five common graves, with their names on a single tombstone at each plot. Their remains were repatriated after the war and reburied at the Jefferson Barracks in the early 1950s.

For example, the men honored included members of crew No. 744, piloted by Phillip R. Hammond. On Aug. 12, 1944, their B-24, dubbed the “Gruesome Goose,” disappeared from the 466th formation on a bombing mission to Mourmelon, Sur-Marne, France.

The crew’s bombardier was 2nd Lt. John Norman Whitt, 23. He was born in Pennsylvania and enlisted on Oct. 20, 1940. In high school, he was known as the “Disney” of his class, drawing cartoons and making witty remarks.

Sgt. Joseph Raymond McGinnis, tail gunner, 30, was born in Morgan County, Missouri. He and his wife, Velma, had two children, ages 1 and 6, at the time. He enlisted on April 13, 1943, at Fort Leavenworth, Kansas, leaving his job at Mass-Silverfarb Oil Company.

Sgt. Alfred Aloisi Jr., right waist gunner, enlisted on June 9, 1941, in Chicago. His father, Alfredo, was born in Italy and his mother, Mary, was born in Missouri. He left his job at the Process Rubber Plate Company.

Standing, from left: Bill Curtis, Beverly Tomb, Steve & Helen Jordon, Martha Curtis, Frank Youngquist. Kneeling, Marcia Melnyk



The other members of the crew buried at the grave, along with Pilot Hammond, are Robert H. Council, co-pilot; David K. Reed, navigator; Lewis Barrett, ball turret gunner; Ernest Feltz, radio operator; and Owen C. Flower, left waist gunner.

Also honored were members of Pilot B.B. Skaggs’ crew No. 620, including 2nd Lt. Joseph Henry Molengraff, bombardier. Molengraff, 24, enlisted on Nov. 14, 1941, after attending one year of college. He had graduated from high school, where he played football, wrestled and sang in the glee club.

The Skaggs aircraft was lost on April 11, 1944, the crew’s second mission, with nine of the 10 crew members killed. Engineer Herbert S. Cox survived the crash and was taken as a Prisoner of War.

Other crew members killed in action were Skaggs; Marney T. Mason, co-pilot; Herman Siegel, navigator; Loran Caskey, right waist gunner; and Carrol H. Lawrence, radio operator.

Other men buried at the cemetery and honored by the 466th BGA:

Crew No. 741, lost Sept. 29, 1944: Marshall K. Lewis, pilot; Sheldon Adler, co-pilot; Wilbur R. Haines, assistant crew chief; Paul L. Miller, radio operator; Herbert Minard, bombardier/navigator; and Samuel Dragoon, flight engineer.

Crew No. 617, lost April 11, 1944: William C. Foushee, pilot; David S. Fike, co-pilot; Monte V. Sullivan, bombardier; Paul Charbonneau, flight engineer; Edward D. Kern, radio operator; and William L. Jackson, right waist gunner.

Crew No. 550, lost Sept. 25, 1944: Joseph F. E. Damiani, pilot; Augustus R. Feeley, navigator; Raymond M. Hennig, flight engineer; Robert F. Kirkelie, tail gunner; and Theodore Lipnicki, radio operator.

Crew No. 413, lost April 8, 1944: Harry E. Sturdevant, pilot; William E. Williams, co-pilot; Raymond Zielinski, navigator; Noble Garner, flight engineer; Harry R. Rohne, left waist gunner; Perry J. Snyder, right waist gunner; and David G. Somerville, radio operator.

Besides Marcia, the 466th BGA members honoring the fallen 8th Air Force crews were Frank Youngquist, Beverly Tomb, Martha and Bill Curtis and Helen and Steve Jordon.

Editors’ Note: Thank you to Marcia Melnyk for her research!



Pilot B. B. Skaggs, the day before he was killed in action. Photo: the Norfolk Records Office collection

St. Louis!

Note: many of the photos on these pages are by **Craig Dubishar**, below, with Elmo Maiden, who you see constantly roving the 8th AFHS meetings with his cameras. Thank you, Craig, for sharing these! Other photos are mostly by Steve and Helen Jordan



45th 8th



Earl Wassom leads the prayer, with son Reggie, wife, Cindy & Debra Kujawa, Executive Director of the 8th AFHS



Elmo with daughter Nancy Shattuck and son Tom Maiden at Boeing



Cindy & Earl Wassom



Photo©Craig Dubishar

Our 466th BG Veterans:
Earl Wassom, Perry Kerr,
Donald Miller & Elmo Maiden
photo by Steve Jordan



Photo©Craig Dubishar

Almost all of the WWII Veterans who attended the Reunion in St. Louis.

Elmo Maiden with daughter Nancy Shattuck and son Tom Maiden



AFHS Reunion

October 16-20, 2019



466 BG Veteran Donald Miller with his daughter, left, with Debra Kujawa, 8thAFHS Ex. Dir., and with his friend.



466 BG Veteran Perry Kerr with his daughter, Pamela and his wife, Joyce..



466 BG Veteran Donald Miller enjoys his friend and his daughter.



466 BG Veteran Perry Kerr shows off his stamps of B-24s, each with proper striping and markings.



3 Photos ©Craig Dubishar



The Veterans' Panel always draws a crowd. Insets: Perry Kerr and Earl Wassom

45th 8th AFHS Reunion Presentations

The 8th Air Force Historical Society reunion is about more than tours, hospitality suites and dinners. Its general sessions included significant topics, including new scholarship delving into the American unit's history and deeds during World War II.



Hattie Hearn, white blouse, was an intern for Vivian Rogers Price, upper right, in the Roger A. Freeman Eighth Air Force Research Center of the National Museum of the Mighty Eighth Air Force in Savannah, Georgia. Above, Hattie chats with Martha Curtis and Helen Jordon after her presentation, Beverly Tomb, just behind. Hattie was a candle-lighter at the banquet.



Two photos above by Craig Dubishar

In another program, Eighth Air Force historian Lane Callaway, also historian for the Joint Global Strike Operations Center, discussed the Allies' "Warfighting Heritage" during World War II.

Operation Frantic, for example, brought "shuttle bombing" to German positions from widely separated airbases to strike at the Axis from all directions.

The strategy fostered closer relations with Russian allies because it attacked heavy industrial plants in eastern Germany and elsewhere in eastern Europe. The strategy also stretched German air defenses so they were less effective.

The German air force, meanwhile, had its own strategy, including an attack on Poltava, Ukraine, on June 21, 1943, which destroyed 47 American B-17s, damaged 26 others, ignited 450,000 gallons of fuel and destroyed 100 tons of munitions. It was the largest loss of 8th Air Force aircraft on the ground during the war.

Besides the bombing, the 8th Air Force also delivered humanitarian aid to Polish underground forces during their uprising in Warsaw in the summer of 1944. U.S. aircraft dropped 1,284 containers of food, medical supplies, ammunition and small arms to the Polish patriots.

Callaway also presented some sobering statistics:

- Of all the numbered Air Forces in World War II, the 8th AF accounted for 29 percent of all sorties flown, or 619,454 sorties during 986 air missions.
- 17 of its men received Medals of Honor.
- 261 men became "fighter aces," including 26 who achieved more than 15 aerial victories apiece.
- Another 305 enlisted men were named "gunner aces."
- The 8th AF dropped 35 percent of all Allied bombs and received 24 percent of all Distinguished Unit Citations.
- It accounted for 33 percent of all aircraft lost and 47 percent of all air battle deaths — 26,000 Airmen.
- The 8th AF was credited with about 350 operational and technical innovations.



Lane Callaway

One of the most fascinating was Hattie Hearn's presentation, "Making It Home: Eighth Air Force Bases and Their Role as Wartime Homes."

Hattie is a doctoral student at the University of East Anglia in Norwich, not far from the locations of many of the 8th Air Force bases in England during World War II. She is studying the archives at the 8th Air Force Museum in Savannah, Georgia.

Hattie discussed the importance of the British people welcoming Americans to their country during the war, creating a home-like atmosphere as much as possible during wartime for the young men — most of whom had never traveled far from their real homes in the United States.

She showed and discussed historic pictures, including one of off-duty airmen with local women outside Benskin's pub, part of a chain of pubs and a brewery in England founded in 1722. Another showed a pair of African-American GIs with bicycles, the common mode of transportation by the Americans during the war.

Current-day pictures included abandoned Nissen huts at Thorpe Abbots and the restored watch tower at Alconbury, which is now a community library. Thorpe Abbots was the home of the 100th Bomb Group. Volunteers there have restored some of the WW II-vintage buildings, much as volunteers at the 466th Bomb Group base at Attlebridge are restoring an assembly building into a Visitors Centre, along with other facilities.

Hattie showed photos of artwork which still adorns the walls of what was the Aero Club at Flixton, home of the 446th Bomb Group during the war. One of the paintings was a giant map of the United States, with each state accurately outlined. No doubt some GIs used the map to point out their home states to their British hosts.

One of her photos shows present-day children helping to restore USAAF insignia at Horsham St. Faith, home of the 458th BG, which, with the 466th and 467th BGs, were in the 95th Combat Wing. Hattie said school children in the Norwich area still study the story of the Americans stationed in their grandparents' and great-grandparents' midst, keeping the memory of the Americans alive in the region.

Hattie's presentation, with its photos of the days when our men were stationed at Attlebridge, and with her sincere intensity and devotion, brought many of us to tears. We hope we can see her again!

During one session, military researcher **David Schmitt** presented "Researching the Past: Step-by-Step," with ideas for discovering facts about those significant years of military history. He suggested these web sites: www.Fold3.com, www.AmericanAirMuseum.com, www.Ancestry.com, www.add.archives.gov and www.Newspapers.com. Some are free and some require a subscription fee.





Photo © Craig Dubishar

At our Rendezvous Dinner – front row: Veterans Elmo Maiden, Perry Kerr and Earl Wassom (Donald Miller, inset, arrived the next day). Middle Row: Tom Maiden, Nancy Maiden Shattuck, Bill & Martha Curtis, Helen Jordon, Beverly Tomb, Cindy Wassom. Back row: Steve Jordon, Pamela Kerr Janwich, Jim Melnyk, David Smith, Gary Whittington, Marcia Melnyk, Frank Youngquist, Joyce Kerr.



Photo © Craig Dubishar

Elmo's 100th Birthday Scrapbook fascinated everyone!



Photo © Craig Dubishar

Marcia & some of her research



Elmo & Clifford, St. Louis favorite!

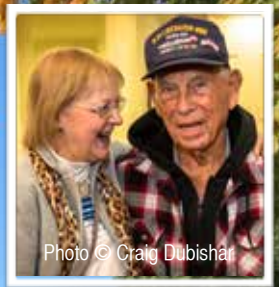


Photo © Craig Dubishar

Beverly & Elmo



Cindy Wassom with Steve Jordon

Marcia Melnyk reads from her research of the mass graves of 466th BG crewmen at Jefferson Barracks National Cemetery.



Photo © Craig Dubishar

Martha Curtis and her British Treats



Across the Pond....

Paul Hindle's brilliant news from Attlebridge

January - February 2020

As you see from the "Then and Now" photographs of the main Visitor Centre building, we are making progress. We have had a few problems, mainly damp/wet external brick walls. To remedy this we stripped off all the internal paint to help the walls dry out. Underneath we found some of the original paint (cream and green) which is wonderful! I am hoping we can leave it as it is for visitors to see, because GIs would have leaned and brushed against this paint 75 years ago.

On the outside of the building, the render that covered the damp-proof membrane had to be removed and a bell-drip-bead fitted to overcome the rising dampness problem. All this has now been fixed and painted with masonry paint, and it's looking good.



466th Bomb Group Attlebridge 120
784 Squadron operations
31-12-2018



From the editors: If you have never been to Attlebridge Airfield, GO NOW! We went in June of 2014 and our lives will never be the same!. Paul Hindle is an incredible host and he will give you a much better idea of what our men did in WWII. This is where they ate, slept, worked and what they called "Home" in the war.

Steven, Brian & David Jordon



Now
Attlebridge 120
Visitor Centre
11-01-2020

NOW
Attlebridge 120
Visitor Centre
11-01-2020

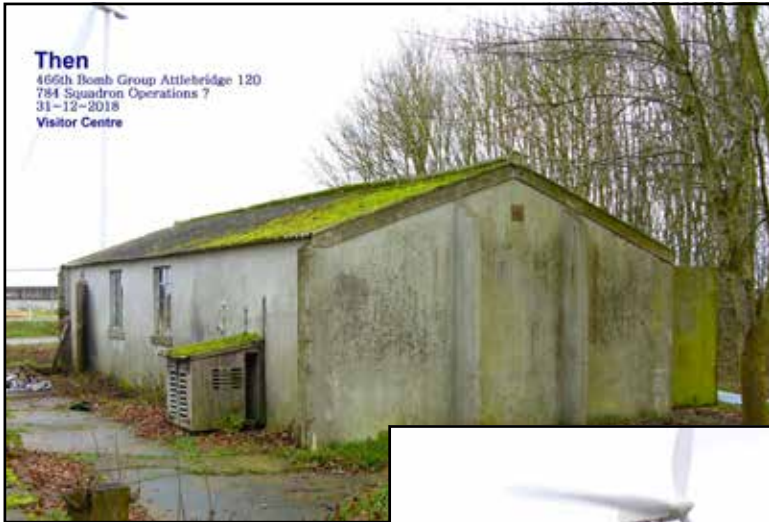


Contact: Paul Hindle
 9 Hawthorn Rd
 New Costessey
 Norwich, Norfolk
 NR5 0LT
 England
 eileenhindle@talktalk.net
 or on Facebook

Inside there is one more ceiling to replace and insulate. When this is done, with the two display rooms finished and made secure, we can then start accepting 466th Bomb Group memorabilia, which will be fantastic.

Many thanks to all the people who are donating money to make this "Awesome" project happen.

Best regards, Paul Hindle, project manager



Then
 466th Bomb Group Attlebridge 120
 784 Squadron Operations 7
 31-12-2018
 Visitor Centre

Attlebridge native George Savory, seated, was ten years old when our crews came to the little town. George is with daughter Lisa and son-in-law Paul Mansfield, who donated this wonderful air raid siren to the Visitor Centre.



Now
 Visitor Centre
 13-1-2020



Note: You can actually hear the new air raid siren if you go to the Facebook page of "466th Bomb Group (H) – Attlebridge" and watch the video!

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 that we have lost in the last three years. Their lives remind us of all the different walks of life that the men came from who joined the Army Air Corps. From the city boys of the streets of New York City to the farm boys of Iowa, they all served their nation at Station 120 near the village of Weston-Longville, Norfolk, England. Here are members of aircrews (from the pilot to the tail gunner), mechanics, and many other essential ground support personnel who called Attlebridge home between 1943 and 1945. As we remember their lives, we thank each of them for the freedom we now enjoy. Never again will there be such a hard-working and self-sacrificing generation as theirs. We offer our sympathy to the families they represent and to the men who served with them.

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

TAPS - January - February 2020

Gerald Alport, Skokie, IL, June 28, 2018, Crew #665, Waist Gunner

Gerald Alport served with the Jessie McKnight crew, flying on 34 missions, many of them in "Parson's Chariot." He lived in Skokie, IL, but had moved to Ft. Meyers, FL, in recent years. He was predeceased by his wife, Lorraine, and daughter, Andrea. He is survived by his son, Ronald, and grandchildren.

Gerald L. (Jerry) Barker, March 21, 2018, Martinsburg, PA, Crew #502, Co-Pilot

Jerry was from Pittsburg, PA and flew as co-pilot to William Champney. They flew their aircraft to England along the southern route and arrived at Attlebridge in time to fly the Bomb Group's second mission, March 23, 1944. They completed 30 missions in three months, flying "The Pelican" and "Spare Parts," many missions days in a row. On one mission, the bombardier reported the Luftwaffe followed them all the way home to their landing pattern over the base, taking pot shots at them the whole way. Jerry came home to Pennsylvania, living in Williamsburg. His wife, Eleanor, predeceased him. He is survived by three daughters and their families.

Harry Bean, May 14, 2019, St. Joseph, MI, Crew #602, Top Turret Gunner

Harry Bean was born in Sodus, MI and graduated from Lagro High School in Indiana. He served with the Thomas Czapko crew, flying on the 466th's first mission, March 22, 1944 and finishing their 30 missions on July 8.

After the war, he worked for New Products and then a second career with the St. Joseph Public Schools. His wife, Wilma, predeceased him. He is survived by his two children and their families. Memorials may be made to the Honor Flight.

Robert N. (Bob) Beatie, January 2, 2019, Angels Camp, CA, Crew #532, Radio Operator

Bob Beatie was born in Stockton, CA. After high school there, he joined the Air Corps, serving with the Martin Buckner crew. They flew their aircraft from Hamilton Field, CA, by the southern route to Attlebridge. They completed their 35 missions in only 71 days. Bob commented in his account in Attlebridge Arsenal: "I was really too young to be scared during my tour." He received the Air Medal and the DFC.

When Bob came home, he attended the College of the Pacific and San Jose State, graduating with a BS in Industrial Arts. He worked for 35 years for PG&E. He and his wife, Doris, moved to Angels Camp, CA, in 1958. There he was notable as the "Frog Jump" chairman for many years, both he and Doris in full costume! Bob loved sports and hunting and fishing. He was predeceased by his son and daughter and is survived by his wife of 68 years.

Charles W. (Wayne) Beigel, December 17, 2019, Steubenville, OH, Crew #605, Co-Pilot, POW

Wayne Beigel was born in the small town of Blencoe, IA, and grew up in Onawa, IA. During an especially difficult Great Depression childhood, both his father and brother died before he was 16. He was the co-pilot on the Gilley T. Brand crew, one of the first crews to arrive at Attlebridge. They flew on the very first mission for the 466th BG, with the target being Berlin, on March 22, 1944. Their plane, "Rebel Yell," was shot down over the target, along with the William Terry crew's plane.

Wayne was one of the two survivors of the crash and then spent 14 months as a POW before being liberated by General (cont'd)

TAPS



(cont'd) Patton's Army. Wayne came home to Iowa, and he and his wife, Kathleen, raised nine children. During his career, they lived in Phoenix, AZ, and Anaheim and Pleasanton, CA. He retired as the area supervisor for the Bureau of Alcohol, Tobacco, and Firearms in San Francisco. They then settled in Steubenville, OH. Through the years, he generously gave his time and talent to his local Catholic Church parish. He favorite hobby that gave him great joy was playing jazz on his trumpet.

Wayne's wife, Kathleen, predeceased him, along with a son and daughter. He is survived by seven children and their families. He was buried at Mt. Calvary Cemetery in Steubenville.

Frank Taylor Bostwick, January 4, 2020, Monroe, LA, Crew #665, Tail Gunner

Frank Bostwick was born in Blanchard, LA, one of the youngest of his generation to serve in the air war in Europe. He was the tail gunner on Jessie McKnight's crew. They flew 34 missions between October 1944 and the end of March 1945.

Frank had a 38-year career with United Gas Pipeline in Houston, TX. After he retired, he moved back to his home state and lived in Monroe, LA. He and his wife, Louise, attended 466th and 8th AFHS reunions for many years. According to Earl Wassom, at one reunion that took place in England, Frank and Earl went together to speak with school children there about the war and flying B-24s. Earl said that the students were far more interested in Frank's 10-gallon hat than they were in any history lesson!

Frank's greatest joy in life was studying his Bible. He is survived by Louise, their four children, and their families. He was buried in Blanchard Memorial Cemetery in Blanchard, LA.



Frank Bostwick

Cortland L. (Corty) Brovitz, January 10, 2018, Scottsdale, AZ, Crew #640/462, Navigator

Corty Brovitz was born in Rochester, NY, and attended Cornell University before enlisting in the Air Corps. He served as navigator for the Heath Carriker crew, flying 22 missions with the 786th SQ and then 10 as lead crew with the 784th SQ. He received the Air Medal and the DFC.

After his service he enrolled in the Wharton School of Business, returned to Rochester after graduation, and eventually founded Cortland L. Brovitz & Co, once the largest independent accounting firm in western New York. Corty loved music, art, history and major league baseball, and was a Life Master duplicate bridge player. He is survived by his wife, Ella, their seven children and their families. Memorial contributions can be made to the Collings Foundation.

William R. (Bill) Caruso, January 16, 2018, Morristown, NJ, Crew Unknown, Duty Unknown

Bill Caruso served during both World War II and the Korean War. He was a former POW.

Back home in New Jersey, he volunteered for many veteran associations, including at Lyons VA Hospital there for 25 years. He is survived by his wife, Anne, and a son and grandson, both named after him. He was buried at Holy Rood Cemetery in Morristown. Charitable donations may be made to the Wounded Warrior Project.

Col. Dale C. Casebier, April 14, 2019, Williamsburg, VA, Crew #698, Nose Gunner

Dale Casebier was born in Colorado and raised in Oregon. Like so many of his generation, he was fascinated by aviation, and was destined to spend much of his life in the air. He was assigned to the Donald Carlson crew, but they arrived at Attlebridge too late to see combat. They did participate in "Trolley" missions and flew their plane, "Our Baby," home to the states as part of "Operation Home Run." After the war, he graduated from Oregon State, and then accepted a commission as an officer in the USAF. He was known for his fearless flying and flew all over the world in his USAF career, receiving the DFC twice and the Bronze Star. He ended his career at the Pentagon serving in the Joint Chiefs of Staff.

Col. Casebier is survived by his wife, Mary, and three of their six children.

Bruce M. Courser, October 30, 2018, Hastings, MI, Crew #754, Engineer

Bruce Courser was born in Mt. Pleasant, MI. He served as an engineer with the Francis Bell crew. They had flown one combat mission, but on a practice mission on Sept. 16, 1944, their plane ("Glad to See Ya"), collided with the Archibald Williams crew's plane. All were killed on the Williams aircraft as well as four of their own crew members and three observers. Courser was one of three who parachuted to safety. The crew did not fly together again after the crash.

Back home, Bruce worked for General Motors and retired as a foreman. He lived in Lansing and then Hastings, MI. He was known as a man who could fix anything. He is survived by his daughter and her family. He is buried at Chapel Hill Memorial Park in Lansing, MI.

TAPS



Ralph W. Dennings, August 25, 2019, St. Marys, OH, Crew #731, Bombardier

Ralph Dennings grew up in St. Marys in a family of 10. He and his three brothers all served in World War II. Ralph was the bombardier on the Richard (Dick) Baynes crew. Dick described one of their 35 missions when they were damaged by flak, falling behind the formation, and calling for help from a “Little Friend.” “Replacement Crew,” a memoir by Baynes, credited Dennings with finding a target of opportunity (a rail line) despite their circumstances, and “planting the bombs right on the rails, and we could see them hit.” Thankfully, they were escorted back to England by a P-38.

Back in St. Marys, Ralph worked for Goodyear Tire and Rubber Company. He loved the game of golf and was the golf coach at St. Marys High School, even coaching his own grandsons.

Ralph is survived by his wife, Dorothy, his son and daughter and their families. He was the last of his family’s 10 children to pass away. He was buried with full military honors at Elm Grove Cemetery in St. Marys.

Daniel James DiPanfilo, June 9, 2017, Leetonia, OH, Communications and Radar

Daniel DiPanfilo was born in Leetonia, Ohio. After serving at Attlebridge, he returned to Leetonia and was the owner of Salem Brass and Aluminum Foundry. He is survived by his wife, Alice, his six sons, and their families. Daniel was buried at Mt. Calvary Cemetery in Leetonia with full military honors.

Robert G. Ellison, August 13, 2017, Grafton, MA, Crew #556, Gunner

Robert Ellison was born in Worcester, MA. After high school he served with the Lavonne Linse crew at Attlebridge as a gunner, flying “Bottle Butts Buggy.” They completed 33 missions between August 1944 and March 1945, spending one of the coldest winters in European history in England.

Back home, Robert was a toolmaker by trade and worked at Lincoln Precision Machining in Grafton, MA, moving there in 1960. He sang in the Methodist church choir for over 70 years. Robert loved the beaches on Cape Cod and Hawaii. He is survived by his wife, Doris, a son and a daughter.

Marion H. (Hank) Greene, November 15, 2018, Jacksonville, FL, Crew #796, Gunner

Hank Greene was born in Atlanta, GA, attending Emory University before the war. He was a gunner with the Edward Suagee crew. They arrived at Attlebridge in April 1945, too late to fly in combat. By June, they had transferred back to the States. Hank worked for more than 40 years in the electric appliance industry, mostly with Westinghouse, and managed his own appliance store in Savannah, GA in the 1960s. His wife, Alice, predeceased him. He is survived by his three children and their families. The memorial service was at Highlands United Presbyterian Church in Jacksonville with burial later in Decatur, GA.

Howard W. Greiner, March 19, 2019, Wellman, IA, Crew #585, Pilot, POW

Howard Greiner was born near Wellman, IA, and lived in the area of Wellman and Albia most of his life. He and his crew were on their second mission in two days on March 2, 1945 when they were shot down over Madgeburg, Germany. Four of their crew members were KIA and the rest, including Greiner, the pilot, were made POWs. They were liberated several months later by American troops.

He returned home to Iowa where he was a pioneer in farming, including owning a fertilizer company and a meat packing plant. Howard spearheaded many new community projects, including a Catholic church, a golf course and the local fairgrounds. He was also on the board of the community college in Ottumwa. His fascination with aviation continued his entire life, leading him to build his own four-passenger plane in 2005. Howard was the author of two books: “Flying High in Iowa” and “Letters to Mom from Your Air Force Pilot.”

Howard’s wife, Lois, preceded him in death. He is survived by his six children and their families. He was buried with full military honors at St. Mary’s Cemetery in Keota, IA.

Louis R. Joncas, March 24, 2019, Old Orchard Beach, ME, Crew #494, Tail Gunner

Louis Joncas was from Biddeford, Maine. He flew with the Charles Lanham crew on their first mission to an airfield in Germany on “Laden Maid” on April 2, 1945. After a weather delay and then engine trouble, they ended up crash landing in Sweden and were interned for several days. Surprisingly, their injuries were minor, despite Louis being found unconscious in the wreckage. Louis returned to Old Orchard Beach, Maine. He is survived by his wife, Vivian, and daughter, Marcia.

TAPS



Edward G. Keane, June 6, 2017, Nutley, NJ, Cryptographer

Edward Keane was born in Englewood, NJ. He worked at a laboratory before the war and used his technical skills making maps at Attlebridge. For his service, he was awarded the European Theatre of Operations Medal with six bronze stars. After the war, he went on to graduate from Seton Hall University. He worked in the insurance industry for 40 years and lived in several locations in northern New Jersey: Clifton, Newark, Wayne, and finally Nutley. Edward loved the outdoors and inspired many to enjoy skiing, skating, hiking, camping, sailing and more.

He is survived by his wife, Eleanor, their four children, and their families. Edward is buried at Brigadier General William C. Doyle Memorial Cemetery in Wrightstown, NJ.

Norbert H. Kosin, March 17, 2019, Wilkes-Barre, PA , 784 BombSQ, Ground Crew Chief

Norbert Kosin was born in Glen Lyon, PA. At Attlebridge, he served as a technical crew chief. In civilian life he was called “Mr. Fix-It”, and was able to fix anything with the parts stored in his basement. Those same skills he would have used on the base. They were certainly essential to keep those B-24s flying!

Norbert is shown in a photo with the Dwight Auman crew in “Attlebridge Arsenal” before they went back to the States during “Operation Home Run.” They took the plane with two names home: one side said, “Shy Ann,” and the other, “Is this Trip Necessary?”

Back home in Pennsylvania, he was a heavy equipment operator in the coal industry. He loved the outdoors: hunting, fishing and just walking in the woods or on the beach.

His wife, Marie, predeceased him. Together they raised ten children, nine of who survive him, along with many grandchildren and great-grandchildren.

Dr. Ralph P. (Pete) Langenfeld, June 27, 2017, Dallas, TX Crew #542/548, Bombardier

Pete Langenfeld was born in Vermillion, MN, and grew up in Watertown, SD. Crew #542 that he was assigned to was involved in a string of tragedies. Before they ever flew a mission, their pilot, Freddie Littleton, was killed on a practice mission. Five days later, they flew with T.C. Slaughter to complete the end of his tour.

On a mission to Hamburg, they saw several planes go down around them. Their own plane was badly shot up and full of holes, including one the size of a football by Pete’s head. Frank Wolf then took over the crew and their number was changed to #548. Previously, Wolf had been suspended from flying his own crew, and so B.B. Skaggs took over. On their second mission, the Skaggs crew was shot down and all but one was KIA. Surprisingly and thankfully, the new Wolf crew, with Langenfeld as bombardier, was able to fly 27 combat missions and all survive.

Back home, Pete became a Doctor of Optometry in Wisconsin, moved to Texas, and formed Tex-O-Con Optics, with several locations. He was a long-time resident of Dallas. In 2006, his Congressman belatedly awarded the DFC to Capt. Langenfeld for his selfless actions on January 2, 1945.

Pete’s wife, Ardis, predeceased him, and his two children survive. He was buried at Dallas- Fort Worth National Cemetery. Memorials contributions are to be sent to The National Museum of the Mighty Eighth Air Force in Pooler, GA.

Richard S. (Dick) Lundberg, April 18, 2017, Spokane, WA, Crew #768, Radio Operator

Dick Lundberg was born in Spokane, WA and lived there most of his civilian life, except for a short time he and his wife moved to Alaska. He served in both WWII and the Korean War. His crew was originally piloted by Earl Beitler. When Beitler became a Squadron Commander, Neil Gobrecht took over flying the “Judy Sue.” Lundberg served as both a radio operator and rear gunner, with their 35 missions spread between November 1944 and April 1945, an especially unpleasant winter in England.

When Dick left the service he worked in the heating and air conditioning industry. He family recorded that, to the end, “he was a very witty and ornery man.” His wife, Myrna, who he married during the War, died before him. He is survived by his daughter and her family.

TAPS



Milo I. Noble, June 16, 2018, Wausau, WI, Crew #588, Nose Gunner

Milo Noble served with the William Proppe crew, flying their 18 missions in the last two months of the war, all but two over Germany. Milo was born on the family farm in Washta, IA, one of nine siblings, eight of them boys. He spent most of his life farming in the area of Cherokee, IA, except for his time in the Air Corps and a short period after the war in Portland, OR, where he worked as a furniture maker. But he returned to his true love of farming and was also active with the Farm Bureau and water and conservation efforts. He loved history and antique tractors, traveling, polka music and his grandchildren, not necessarily in that order.

Milo was living with his daughter in Wausau, WI at the time of his death. He is survived by his two children and their families. Milo's wife, Alice, predeceased him. He was buried at Sunset View Cemetery in Washta, IA, with military honors presented by the American Legion and the VFW.

Seymour (Sy) Schram, May 22, 2017, New Orleans, LA, Crew #768, Navigator

Seymour Schram was born in Brooklyn, NY, where his father was a cantor at the Jewish synagogue. He attended NYCC before the war, and the New York School of Design when he returned from serving in England. He was decorating for flying 32 missions with two different crews at Attlebridge. He is listed with the Earl Beitler crew. The crews had reunions for many years, with Sy Schram being one of the last left.

Back in the States, he and his brother, Calvin, went into the garment business in New York. Their "Jolie" brand of infant wear was carried in all the best department stores in the country. As his parents had relocated to New Orleans for his father to be the cantor at Temple Beth Israel, Sy moved there and ran their factory. The Schrams then opened ship chandlery businesses in New Orleans, which he ran for 30 years. His brother predeceased him. Sy is survived by his wife, Suzanne. He was buried at the New Beth Israel Cemetery in New Orleans.

Joseph H. (Joe) Seales, Jr., November 24, 2017, Bessemer, AL, Crew #698, Waist Gunner

Joe Seales served with the Donald Carlson crew. They arrived at Attlebridge after combat ended but did participate in "trolley" missions, flying ground crew to view the results of the bombing missions of the 466th. They also were part of "Operation Home Run," ferrying the plane "Our Baby" home to the States in June 1945.

Back home in Alabama, Joe worked for the A&P and later Cahaba Tractor. He was an avid gardener and an expert on ferns and was a longtime member of the Birmingham Square Dance Association. He is survived by his wife, Dorothy, and his son and his family. Two of his sons preceded him in death. He was buried at Southcrest Baptist Church Cemetery in McCalla, AL.

John S. Sedlak, Jr., December 29, 2017, Binghamton, NY, Ground Support, Status Expert

John Sedlak was from Johnson City, NY. He served for 18 months at Attlebridge, as support personnel. Men like John were essential to maintain the constant stream of missions to liberate Europe.

When he came home to New York, John worked for many years in Binghamton at E-J Corp Fire Prevention, Lourdes Hospital, GAF and Ozalid Corp. He was an elder, sexton and custodian at John Hus Church. He loved Czech and Slovak music and was a member of the Czechoslovak Moravian Club and their singers.

John and his family's journey with Alzheimer's Disease is chronicled in a recent book titled, "Coping with Longevity." John is survived by his wife, Mary, and a son and a daughter. He is buried at Riverhurst Cemetery in Binghamton.

Wescot B. (Wes) Stone III, August 8, 2017, Palos Verdes Estates, CA, Crew #417/720, Pilot

Wes Stone was born in Los Angeles in the front seat of his dad's new 1920 Buick, beginning a life of adventure. As a boy he fell in love with the sea and airplanes, building dory boats to travel over to Catalina Island. He went to the University of Southern California and took flying lessons before joining the Air Corps. He was the pilot of "The Mad Monk," which was the name of one of his boats at home. His crew flew 32 missions from April thru July of 1944.

Back home, Wes worked for Western Airlines for 34 years. In between flying, he was frequently sailing. The last few years of his airline career, he was based in Honolulu and lived on his boat between flights.

Later in his life, Wes began an exhaustive search for his brother, Earl, who crashed in the Philippines during the War. The crash site was located and searched for DNA, but the search was unsuccessful. It was the only piece of unfinished business for him in his life, but his family has promised to carry on until Earl's crash site is identified. Wes was predeceased by a daughter and his former wife, Bette. He is survived by a son and a daughter. *(As a personal note, we sat with Wes Stone at a reunion dinner. He regaled us the whole evening with his sailing exploits, including being rescued by a freighter in the Caribbean Sea in the middle of a hurricane. His sailboat turned up later on the North Carolina coast, a total loss. - Martha)*

TAPS



Jess I. Taylor, June 3, 2017, Safford, AZ, Crew #432, Armorer/Gunner

Jess Taylor was born and lived in Safford, AZ, most of his life. He earned an associate degree from Eastern Arizona College before he enlisted. He was a gunner on the Everett Jones crew. They were a lead crew, beginning their training with the 44th BG at Norwich, before transferring to the 466th. They flew 21 missions out of Attlebridge as deputy lead crew and at least two missions as lead for the whole Second Air Division. Several times their plane was badly damaged with wounded on board when they returned to base. Jess received the Air Medal and the European-African-Middle Eastern Campaign Medal for his service. Jess returned home to Safford, married Jean, and they had five children, all of whom survive him. Jean died nine days after Jess, and they were buried together at Bryce Cemetery, in her home town. Military honors were presented by the Gila Valley Honor Guard.

Emanuel Tendler, June 10, 2019, New York, NY, Ground Crew

Emanuel Tendler was born in Flushing, Queens, NY, and lived in the New York area most of his life. Both his mother and father were Russian immigrants. He was one of many young Jewish Americans who chose to serve their country in World War II in the European Theatre to fight against Nazi Germany. At Attlebridge, Emmanuel was part of a ground crew keeping the B-24s ready for the missions to the Rhineland.

He came home to New York, lived in Silver Springs, MD, for a time, and then in Danbury and Newtown, Connecticut. He was residing in New York at the time of his death. His wife, Shirley, died about ten weeks before him. They are buried in New Montefiore Cemetery in West Babylon, NY.

Jerome B. (Jerry) True, August 15, 2019, Ithaca, NY, Crew #735/467A, Nose Gunner

Jerry True was born in Syracuse, NY. At Attlebridge he was a gunner on two different crews between November 1944 and March 1945. Originally his crew was piloted by Tom Harrell and flew with the 787th Squadron for 16 missions. Then they were transferred to the 784thSQ as a lead crew. After one mission, Harrell was promoted to a group level position and William Dale took over, their crew number then changed to #467A. At some point, Jerry became five missions behind his crew, usually caused by illness. He finished his missions with William Dale and other airmen from several crews.

Back home, Jerry went to college in Binghamton, NY, and became the third generation of his family to work in the insurance industry. He began with American Mutual and eventually acquired his own agency in Ithaca, True Insurance. He was very involved with politics and was the Tompkins County Republican Chairman and also served as a local legislator. He loved sports and volunteered as a coach for youth teams in Ithaca.

Jerry was predeceased by his wife, Nan, who grew up in the same neighborhood with Jerry. He is survived by his four children and their families. He was buried in Pleasant Grove Cemetery in Ithaca.

Theodore R. (Ted) Watson, March 6, 2017, Reading, MA, Crew #787/495, Co-Pilot

Ted Watson was born in Quincy, MA, and was a long-time resident of Reading, MA. He was the co-pilot for the Irving Waterbury crew who flew 11 missions in March and April 1945, before hostilities ended. Their last four missions they flew as a lead crew with the 784th Squadron.

Back home in Massachusetts, Ted started Watson Brothers Plumbing with his brother, John, where he worked for more than 30 years. He was active in the Knights of Columbus and was a past Grand Knight. He also volunteered for many years with VNA Hospice Care in Woburn, MA.

Ted's wife, Phyllis, predeceased him. He is survived by his three daughters and their families. Memorials for Ted should be designated to VNA Hospice Care.

Melvin Perella, April 6, 2007, Joliet, IL, and **Alvin Perella**, June 24, 2015, Dallas, TX, (formerly of Joliet)

Although not veterans of the 466th, Melvin and Alvin were the twin younger brothers of John "Jack" Perella, who flew as a replacement navigator with the Richard Farrington crew on April 21, 1945. Their plane, "Black Cat" was the last B-24 and crew to be shot down during the war in Europe. Jack's remains were brought home after the war and were interred at Mt. Olivet Cemetery in Joliet. Alvin served during the war in the U.S. Navy when he was only 17. Back home, Melvin and Alvin were the owners of Perella & Co. The plumbing and heating business is now operated by Melvin's son, Jack, who was named for the older brother they lost in the war.

TAPS



While updating the 466th BGA mailing list this last autumn, Beverly Tomb and Martha Curtis discovered that many of our Veterans had passed on and had not been mentioned in the newsletter. This list includes those. If you have any updates, please let us know.

466th BG TAPS 2010-2016

Anderson, Verl D, March 26, 2010, Abilene, KS Crew #696 Bombardier
Arnett, Calvin D, 2014, S Bend, IN Crew #786 (Daniels) Co Pilot
Ashcraft, Jr, William B, 2011, Kokomo, IN Crew #673/491 (Hendrix) Gunner
Birnbaum, Bernard, May 4, 2015, Toms River, NJ Duty unknown
Bohlin, Theodore E, May 7, 2012, Glen Rock, NJ Crew Chief
Brooks, James H, March 31, 2011, Olean, NY Crew #530 (Airey) Navigator
Bushner, Rolland, December 27, 2011, Tryon, NC Crew #745 Pilot
Campbell, Joseph N, June 9, 2011, Logan, OH Crew #503 (Booth) Waist Gunner
Cappellini, Jerry, August 13, 2010, Masontown, PA, Crew #651 (Evans) Waist Gunner
Centola, Edwin V, October 13, 2015, Rochester, NY Crew #559 (Scales) Nose Gunner
Cheskin, Herbert, April 18, 2012, Ft Lee, NJ Crew #467 (Dale) Navigator
Cloghessy, John T, September 14, 2014, Dyer, IN Sub Depot
Cochran, Wayne A, December 23, 2015, Irwin, PA Crew #732 (Jones) Gunner
Colvin, Delanie L, December 28, 2012, Dubach, LA Crew #698 (Carlson) Flight Engineer
Culp, Ethan A, May 26, 2014, North Charleroi, PA Duty unknown
Dauer, Charles W, June 21, 2010, Oakes, ND Crew #707 Radio Operator
Davis Fred E, December 16, 2013, Clinton, MO Crew #739 (Harrington) Gunner
Dean, Odis, May 14, 2015, Washington, OK Crew #467 (Dale) & #735 (Harrell) Radio Operator
Deford, Joseph N, June 24, 2011, Santa Rosa, CA, Crew Unknown
Dellefemine, Marc R, May 26, 2013, Oceanside, NY Crew #677 (Citron) Co Pilot
Deluca, Charles, June 14, 2013, Norristown, PA Ground Support-Driver
Dewild, Charles, March 29, 2011, Rockford, IL Crew #541 (Keyes) Navigator Ex-POW
Emmons, Denver W, November 9, 2016, Montrose, CO Crew #567/488 (Rice) Radar Navigator
Engberg, Harold, February 19, 2011, Westborough, MA Crew #684 (Grey) Co pilot
Fennell, James S, March 22, 2012, Butler, PA Crew #740 (Helsey) Radio Operator
Fetz, Robert M, February 21, 2011, Vancouver, WA Crew unknown Navigator
Ford, Morgan L, July 18, 2013, Tecumseh, MI Crew #699 (Roberts) Navigator
Fuller, John, April 13, 2015, Amesbury, MA Crew #684 (Grey) Navigator
Gattis, John H, February 4, 2010, Pampa, TX Crew #731 (Baynes) Waist Gunner
Gavarny, Jack F, February 12, 2011, Clark, NJ Crew #745 (Bushner) Radio Operator
Homberg, Elmer L, August 17, 2011, Madison, WI Crew #586 (Baker) Navigator
Hoover, Michael C, September 27, 2012, Jacksonville, FL Crew #505 Pilot
Horne, Col. Elmer A, April 29, 2011, Hooksett, NH Crew #566/474 (Parrott) Tail Gunner
Horney Jr, William G, August 22, 2013, Pensacola, FL Crew #633 (Dougherty) Navigator
Howard, John D, February 16, 2014, Dallas, TX Crew #673/491 (Hendrix) Navigator
Johnson, Robert K, July 3, 2010, Mesa, AZ, Crew # 732 (Peace), Gunner
Jones, Everett R, November 4, 2013, Dallas, TX Crew #432 Pilot
Kersten, Charles R, March 7, 2011, Algonquin, IL Duty unknown
Kimmel, Edwin N, April 21, 2010, St Louis, MO Crew #784 (Feltz) Bombardier
Kingdon, Frederick H, October 14, 2014, Sandy, Utah Ground Support- Administration
Kissinger, Lt Col. Richard B, March 30, 2011, Monument, CO Crew #564 (Saxon) Co Pilot
Klass, Lt Col. Raymond I, August 25, 2014, Bay City, MI Crew #428 (Bartok) Navigator
Lane, Sr, Lamar W, October 19, 2015, Rayville, LA Chief Clerk, Base Boxing Champion
Meiser, Norman E, November 25, 2015, Rochester, IN Crew #417 (Stone) & #420 Bombardier
Mertzlufft, Edward C, June 21, 2012, Burnt Hills, NY Crew #690/494 (Reed) Bombardier

TAPS



466th BG TAPS 2010-2016 (Cont'd..)

Millerin, Claire F, April 30, 2012, Owen, WI Crew #748 (Hull) Bombardier
Moore, Richard P, July 16, 2011, Indianapolis, IN Crew #495 (Waterbury) Co Pilot
Moushon, R Dean, December 15, 2016, Peoria, IL Crew #557 (Poultry) & #574 (Smolka) Radio Op
Muckleroy, Robert W, March 6, 2015, Hoover, AL Duty Unknown
Nichols, Earl H, April 28, 2012, Houston, TX Crew #421 (Godbout) Co Pilot
Panchura, Andy T, April 11, 2013, Pittsburgh, PA Crew # Unknown Pilot
Plaschke, Paul S, July 15, 2014, Louisville, KY Crew #432 (Jones) Co Pilot
Pontbriand, Lt Col. Leon R, June 17, 2012, Southbridge, MA Crew #792 (Koch) Radio Operator
Purcell, Donald E, September 24, 2010, Marietta, GA, Crew #418 Pilot
Raska, Emil, May 28, 2011, Houston, TX Armorer
Rega, Louis, December 10, 2014, Houston, TX Ordinance Officer
Riggs, James R, September 6, 2012, Spartansburg, SC Crew #584 (Thorsen) Co Pilot
Riley, Herb, February 9, 2012, Biwabik, MN Duty Unknown
Scalzi Jr, Michael M, September 1, 2011, Cranston, RI Crew #403 (Frazier) Bombardier
Shea, Jr, Dwight T, November 25, 2011, Wheatridge, CO Crew #624 (Godwin) Gunner
Smith, Leonard H, January 24, 2014, Santa Cruz, CA Crew #612 (Terry) Bombardier Ex/POW
Stoff, Lawrence W, October 4, 2012, Lauderhill, FL Crew #467 (Terry) Bombardier
Tom, Eddy, February 4, 2015, San Francisco, CA Armorer Officer
Vestal, Wayne C, December 30, 2016, Placentia, CA Crew #684 (Grey) Ball Turret Gunner
Waspi, Edward C, November 13, 2013, Twin Lakes, WI Crew #666/485 (Reber) Co Pilot
Watson, John P, February 20, 2012, Glen Arm, MD Crew #429 (Knapp) Co Pilot
Westbrook, Melvin D, December 22, 2014, Turlock, CA Crew #553 Pilot

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