



# Attlebridge Notes



Summer, 2017



**466<sup>th</sup> BGA Board Members Bill and Martha Curtis** made their way to the North Sea beach at Mundesley, just below a flak house. The 466<sup>th</sup> sent them to Norwich and Attlebridge Airfield this spring to shoot video and gather information for what Bill refers to as THE video about Attlebridge. We can hardly wait for him to put it all together! Read about it inside....



Our Norwich Connection, Paul Hindle, was caught in a rare moment of relaxation. Read Paul's column and his brilliant news!

**Wednesday, September 27  
thru Sunday, October 1**

**REGISTER NOW! Don't miss the  
8th AFHS Reunion in  
New Orleans!**

We'll be spending lots of time  
at the National World War II Museum.  
See Pages 20-23



Frank and his son attended a concert at the Air Force Memorial.

# The President's Report

It's the good ol' summer time and our next reunion is coming up the last week in September. **Hotel reservations for the 8<sup>th</sup> Air Force Reunion at the Airport Hilton have a waiting list**, and people are being booked at nearby hotels. The main attraction will be visiting the World War II Museum in New Orleans, where the tour takes place over two days. Also available is a city tour of New Orleans and a visit to a plantation.

Members of our 466<sup>th</sup> BGA have been busy, so check out the articles and photos of interest in these pages. Some of them traveled to England once again and visited areas where the 466<sup>th</sup> BG served and lived.

Our 8<sup>th</sup> Air Force Jeep made several appearances. One in particular was leading a funeral procession for Eighth Air Force P-51 pilot Bill Seesland of Moline, Illinois. Bill was a member of the 352<sup>nd</sup> Fighter Group, the famous "Blue Nose Bastards of Bodney." He flew many missions as a "Little Friend" with our B-17s and 24s. The 352<sup>nd</sup> Fighter Group has a special recognition section in the Mighty Eighth Air Force Museum.

It was an enjoyable time this summer visiting Washington, D.C., with my Air Force pilot son. We attended a performance by the Air Force Band and Chorus at the Air Force Memorial. This was followed by a special tour of the White House and dining out with 466<sup>th</sup> BGA Secretary Bev Tomb and her husband, Doug.

Have a safe and healthy summer, and we will see you in New Orleans!

Respectfully,  
Frank Youngquist



8<sup>th</sup> AF P-51 Pilot Bill Seesland was buried in Moline, Illinois, and Frank's 466<sup>th</sup> BGA Jeep was part of the procession.

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466<sup>th</sup> BGA President Frank Youngquist met up with his son Marcus in Washington, D.C., and they connected with 466<sup>th</sup> BGA Secretary Beverly Baynes Tomb and her husband Doug for dinner in Georgetown.

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## Secretary's Report

Dear Members,

This report is very short, since we have only one board meeting per year, held at the annual reunion.

Our next Board Meeting will take place during the 8th Air Force Historical Society Reunion in New Orleans on Friday, September 29 from 8:00 a.m. - 9:00 a.m. in the 466th BGA Hospitality Room at the HILTON – New Orleans Airport hotel.

If you have a topic for discussion at the Board Meeting, please contact any Board Member and copy me, so it can be added to our agenda.

As of June 2017, the 466<sup>th</sup> Bomb Group Association has 654 members on our membership list. Of those, 15 are sent overseas, with 13 to England and one each to Netherlands and Norway.

John Cashman, who has managed our membership list for the past FORTY YEARS, has now set up a very efficient new process with me for list updates using files on Google Drive. We thank him for his outstanding support for so many years, and for his continued creativity.

Beverly Baynes Tomb, Secretary, 466<sup>th</sup> Bomb Group Association

*I found this photo on Facebook and after reading the little story with it I had to find out more about this fellow. The photo was taken by Nik Coleman, a Brit who has taken lots of video footage of Attlebridge and other air bases in England, and has come to the U.S.A. to shoot video of veterans. Jim Walston, pictured here, was an assistant crew chief at Attlebridge and now spends his wonder years restoring airships like the Diamond Lil, behind him. Jim lives in the Oak Cliff neighborhood of Dallas, TX, and reportedly volunteers once a week at his restoration "job." You can find another photo of him on Page 282 of Attlebridge Arsenal. Thank you, Jim!*

*Helen Jordon, Editor*



*Photo: Granddaughter Mabel Thaden, daughter-in-law Jin Jordon, son-in-law Brandon Jordon-Thaden, Helen & Steve Jordon, Ingrid Jordon-Thaden and Leland Jordon.*

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### ***From the Editors...***

This has been quite a year for the Jordon family. June 9 marked 50 years since Steve Jordon's first byline with the Omaha World-Herald, when he began as a summer intern there. While finishing our senior year at the University of Nebraska-Lincoln he was a part-time stringer, and then started full-time in June of 1968. The World-Herald and the Omaha Press Club honored him this spring with a roast, making him the 152<sup>nd</sup> "Face on the Barroom Floor" at the Press Club. The whole family came to town for the March 18 event, and we are still celebrating. And, we'll be celebrating OUR 50<sup>th</sup> wedding anniversary on November 23!

Steve's late father, Harold "Ken" Jordon, was co-pilot of the Welsh Crew at Attlebridge. We're looking forward to seeing all the 466<sup>th</sup> BGA folks in New Orleans this fall!

Remember, if you have any news to spread,  
let us know....

# HISTORY OF THE 466 BG BANNER

by Beverly Baynes Tomb

While reading *Attlebridge Diaries with Supplement*, I discovered the incredible history of the 466<sup>th</sup> Bomb Group Banner on Page 236.

Made of white mylar with "466 BG" emblazoned in rudder red, it was created by Bill Lee for a September 1986 trip by 466<sup>th</sup> BG veterans and spouses to Norwich, England. The plan was to attach it to the outside of the bus that carried the group around England, but it wasn't weatherproof. Instead, the banner was hung on the wall in the Banquet Hall in the Castle Hotel where the group gathered, serving as a constant reminder of the occasion.

A month later, when the group gathered for the annual reunion of the 8<sup>th</sup> AFHS in Hollywood, Florida, it was hung again and someone signed it. Others followed and "Signing the Sign" has become a tradition. At that same meeting in Florida, the nearly 100 members present voted unanimously to form the 466<sup>th</sup> Bomb Group Association.

My father, Dick Baynes, was the last WW II veteran to serve as President of the 466<sup>th</sup> BGA, and I'm honored to have inherited the banner. I carried it to the 8<sup>th</sup> AFHS reunions in 2013 (Savannah) and 2014 (Nashville).

It also graces the wall behind me when, as a voting Trust Governor, I join the 2<sup>nd</sup> Air Division Memorial Library Trust's May meetings via Skype. The historic banner is visible behind me as those in England view a large screen, and I feel the spirits of those who have signed it supporting me as I represent them in those meetings.

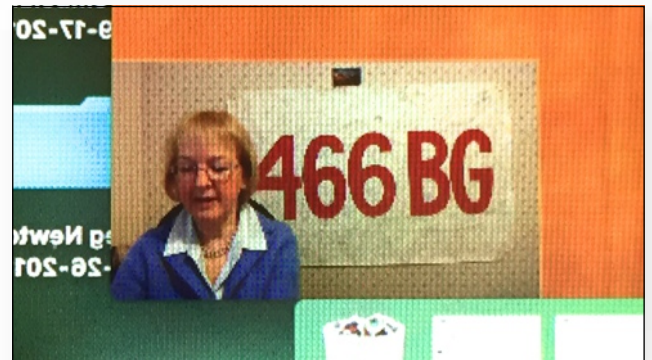
I hope you will come to New Orleans this fall to see the banner in person.



Nashville: George Hoidra (447<sup>th</sup> BGA), host of our joint hospitality room, helps 466<sup>th</sup> BGA President Frank Youngquist hang the banner at the 8<sup>th</sup> AFHS Reunion in Nashville in October 2014.



Savannah: 466<sup>th</sup> veterans Ralph Lynn, John Horan and Perry Kerr enjoy finding names on our special banner in the 466<sup>th</sup> BGA hospitality room at the 8<sup>th</sup> AFHS reunion in Savannah in July 2013. (Note Perry's snappy B-24 shirt, too!)



Via Skype: Feeling like our veteran signers "have her back," 466<sup>th</sup> BGA Secretary & 2<sup>nd</sup> Air Division Memorial Trust Governor Beverly Baynes Tomb presents at the May 2017 Governors meeting with the 466 BG banner as the backdrop.



Photo from Page 236 of the book *Attlebridge Diaries with Supplement: The History of the 466<sup>th</sup> Bomb Group (Heavy)* by Lt. Col. John H. Woolnough c. 1995 shows the first "Signing the Sign" at the 8<sup>th</sup> AFHS reunion in Hollywood, Florida, in October 1986.

INSET: Text from Page 236 of *Attlebridge Diaries*: "The nearly 100 members present voted unanimously on the first ballot to form the 466<sup>th</sup> Bomb Group Association. They elected the following Board of Directors and the Board then elected Officers from among their number. This was at the 8<sup>th</sup> AFHS reunion in Hollywood, Florida, in October 1986.

and they voted unanimously on the first ballot to form the 466<sup>th</sup> Bomb Group Association. They elected the following as Board of Directors:

Robert P. Bauman, Jr.	Knoxville, Tennessee
Hoytt Childress	Miami, Florida
James A. Gribble	Fresno, California
Barkev A. Hovsepian	Needham, Massachusetts
Louis Loevsky	North Caldwell, New Jersey
Russell D. McNair	Kenilworth, New Jersey
Thomas F. Reto	Youngstown, Ohio
Harold O. Simms	Brownfield, Texas
John H. Woolnough	Miramar, Florida

The Board of Directors then elected Officers from among their number. They were: John H. Woolnough, President; Barkev A. Hovsepian, Vice-President; Russell D. McNair, Secretary; Harold O. Simms, Treasurer.



Nashville group: Veterans of the 466<sup>th</sup> and 447<sup>th</sup> and their families and friends enjoy the hospitality room under the historic 466 BG banner.

## Another Bill Curtis Illustration for Minicraft Models!

**Minicraft models** has just announced a new model kit featuring three 466<sup>th</sup> Bomb Group airplanes with plastic stands. The box cover picture will be another Bill Curtis print featuring Elmo Maiden's favorite, "This Above All," plus "Dirty Gertie" and "The Falcon."

According to Minicraft, the 14802 Bomber Command Kit represents three complete models of the 1/144 scale B-24J Liberator with three all-new clear stands plus decals printed by Cartograf. The aircraft represent bombers that flew side by side in daylight bombing raids on targets over Germany with the U.S. 8<sup>th</sup> Air Force. This kit includes three sets of pre-decorated cockpit parts with canopy framing already applied. The new kit offers builders an excellent value and a unique and easy-to-build kit that captures the look of the heavy bomber in action during World War II.

Look for the release late in the year.



## Introducing a New Friend, Carlo Kuit

We often mention people in England who are actively involved keeping the memory of our servicemen and our dear old base alive, but less often we think of those on the other side of the Channel.

While in England we had the pleasure of spending the weekend with a new young friend from the Netherlands, Carlo Kuit. Bill had been corresponding with him via email, and when he found out we were going to be in England, he was eager for the opportunity to see Attlebridge and get the official tour. The tour was led, of course, by our dedicated historian and excellent guide, Paul Hindle. Carlo also had the official pub tour and stayed with us at Sir John White's home, so he had a wonderful weekend to experience Norfolk countryside beauty and hospitality.

Carlo's connection to the 466<sup>th</sup> started in a unique way: in a cemetery. In the Netherlands, people celebrate every May 5, the day they finally were liberated from the Nazis in the war. Carlo saw pictures of school children going out to decorate World War II graves and heard about a program of "adopting a grave." He applied for this and was matched with a grave in the Ardennes Cemetery in Belgium.\*

The name on the grave was Roland C. Boulter, who was killed on April 8, 1944. Carlo did some research on Roland and discovered that he was a member of the 466<sup>th</sup> BG. He contacted Bill, wanting a copy of *Attlebridge Arsenal* to continue his research.

From the book, he found out about what is referred to as "The Flying Deck's Blackest Day" on April 8, 1944. That day saw the loss of six B-24s, 21 men killed and 38 taken as POWs. Included in these statistics was the plane Roland Boulter was on as Navigator, called "The Madame."

Also killed were the pilot, Kenneth Kessenger; the right waist gunner, Albert English; and the left waist gunner, Leonard Lombardo. Carlo located three graves at the Ardennes Cemetery. The fourth man, Leonard Lombardo, was reburied near his home in Louisiana.

Carlo explained to us that the idea of "adopting" a grave is not to become a caretaker of the grave or even to decorate it with flowers, although he does do that. The goal instead is to keep the memory of the person alive by researching them and their lives and just remembering them. Carlo's dedication is a perfect tangible example of what we heard over and over in England, that is, the fact that they will never forget what America and "the boys" did for them. Never forget ... always remember.

Carlo Kuit has found a way to do that. Thank you, Carlo.

Martha and Bill Curtis

*\*The Ardennes Cemetery was dedicated in 1960 at Neupré, Belgium. It is unique among the American Battle Monuments Cemeteries because it served as the central identification point for the entire European Theatre of Operations from the last days of the war until 1960. There are 5,321 graves, 65% of them embracing fallen American airmen. There are also 463 on the wall of the missing, represented by granite slabs on the ground.*



Carlo Kuit, friend of 466<sup>th</sup> BGA  
from the Netherlands

## Anybody Know Mickey?

In Chris Brassfield's "From the Archives" in the Summer 2016 issue, he identified "the little girl in the picture" as Ann (Bush) Reeve. She was dressed in her Sunday best and sitting among "the boys" at Attlebridge on the occasion of the baseball game on the day of the 100<sup>th</sup> Mission Party.

We were privileged to interview her this May in the Old Control Tower to hear her memories of living near the old base and having some of the Airmen regularly visit her home. She identified one as Richard Albrecht from East Islip, New York.

At the time of the photo, her father was in the Royal Air Force and actually was in New York and was able to meet the Albrecht family. They kept in touch through the years, really a perfect example of our connections across the Pond, even going both directions.

But Ann has a request for us in the 466<sup>th</sup> BGA, and it would be wonderful if we could assist her. There was a young Airman who visited her home and, she said, became like an older brother to her.

All she has left is her memories of him and a picture signed: "Love, Mickey."

She doesn't know his last name or what he did on the base. If anyone recognizes Mickey or, better yet, if Mickey is reading this, please contact us.

Ann is waiting and hoping to find you.

Martha and Bill Curtis

Right: "Mickey"; far right, Bill Curtis interviewing Ann Bush Reeve.



To join the **8<sup>th</sup> 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

## Bill Curtis Videos

### 1. "Return to Attlebridge"

Three veterans return to ATTLEBRIDGE and meet with locals who were children during WWII

### 2. "American Indians in WWII"

"The Warrior Tradition" 2016 video and Seminar

### 3. Donald L. Miller Seminar

"Author Masters of the Air" 2016 Seminar

### 4. "Start Engines + Fifty Years"

### 5. "Behind the Wire"

- the story of American POW's

### 6. Jonna Doolittle Hoppes Seminar

-Granddaughter of Jimmy Doolittle

PRICE: \$20 per title with postage paid

To Order call Bill Curtis (785)766-3351 or contact via e-mail at [bcurtis419@juno.com](mailto:bcurtis419@juno.com)

or mail a check to: Bill Curtis Video Production  
515 West Ariel Ave.  
Foley, AL 36535  
(cannot accept credit cards)

## Earl & Cindy Wassom

Earl Wassom has written and published a biography and family history. It's a very limited edition and Earl paid for the publishing.

**"Until Then: ONE Century, ONE Family, ONE Lifetime"**

It is a large volume with his own personal history including detailed accounts of his WWII service and his association with the 8<sup>th</sup> Air Force Historical Society and the 466<sup>th</sup> Bomb Group Association. It is very entertaining and very easy to read.

Any serious 466<sup>th</sup> Bomb Group History buff should have it!

We will be making them available to 466<sup>th</sup> Bomb Group members (not cheap) but well under sticker price of \$90.

Anyone interested in a copy should contact Bill Curtis for details

**AVAILABLE AT REUNION IN  
NEW ORLEANS**

**and by mail after the reunion**

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# From the Archives....

by Chris Brassfield. 466<sup>th</sup> BGA Historian/Archivist

*It's been a busy year so far. I've mainly been concentrating my efforts on uploading 466<sup>th</sup> BG data to the American Air Museum in Britain database. We currently have more than 1,000 photos, 5,000 personnel and 250 aircraft in the database, all interlinked. As always, I would encourage you to visit the database at [www.americanairmuseum.com](http://www.americanairmuseum.com) and make sure you or your 466<sup>th</sup> BG vet is entered correctly. Please contact me if you have any questions or would like me to upload or correct any information for you. (See Page 3 for contact info.) While we are talking about the database, let me extend a big "thank you" to Marcia Melnyk, who has been a great help finding information about enlisted ground personnel.*

*To lead off this edition, I will continue the "After Attlebridge" section I started in the last edition:*

## After Attlebridge

In this section we take a look at the post-Attlebridge careers of 466<sup>th</sup> BG personnel.

**Robert Bluford** – Bob Bluford was the commander of Crew #581/497, which he led for 15 combat missions before hostilities ended, the last two as a lead crew. He had interrupted his education at seminary to volunteer for the AAC. After the war he continued his studies and graduated, cum laude, from Union Theological Seminary in Richmond, Virginia, in 1950 and earned graduate degrees from the seminary in 1954 and 1957. During his career he served as campus minister at Virginia Tech and led his own Presbyterian congregations in the Richmond area. Bob has been extensively involved in historic preservation, particularly of Civil War-related sites in Virginia. He was named the Virginia Press Associations' "Virginian of The Year" in 2011. Bob Bluford has also published two books:

*The Battle of Totopotomoy Creek* ISBN-13 - 9781626192515

*Living on The Borders of Eternity* ISBN-12 – 2940011272318

*Robert Bluford with B-24M-10-FO #44-50699 "Parson's Chariot" Code: T9-P of the 784<sup>th</sup> BS. This was the second 466<sup>th</sup> BG aircraft to carry the same name and nose art.*



**Anthony Carras** – Carras was the co-pilot on Crew #671, the Harry Merritt Crew. He flew 35 combat missions between 14 October 1944 and 20 March 1945. He had a run-in with Col. John Jacobowitz, quite literally, on Christmas Eve 1944, which he details on Pages 186-187 of *Attlebridge Arsenal*. After the war he became a well-known television and film producer.

### ***His credits include:***

***The Bob Hope Christmas Special***  
***1967 -- Tarzan and the Great River***  
***1963 -- The Comedy of Terrors***  
***1963 -- X: The Man with the X-Ray Eyes***  
***1963 -- Operation Bikini***  
***1962 -- Tales of Terror***  
***1961 -- Pit and the Pendulum***  
***1961 -- Master of the World***

Anthony Carras





**After Attlebridge, Cont'd.**

**Gordon Cuneo** – Cuneo was the navigator on Crew #552, the Harry Taylor Crew. He escaped serious injury when the Taylor Crew crash-landed B-24H-25-FO #42-95248 “The Falcon” at Shipdham on 8 January 1945. It was the crew’s 25<sup>th</sup> mission, but they did not fly together again due to serious injuries to the pilot and co-pilot. After the war Cuneo returned to his native Northern California home where he played varsity basketball for the Cal Golden Bears before graduating in 1949. While at Cal he married his sweetheart, Olympic Gold Medal swimmer Ann Curtis. In 1959 he and Ann opened the Ann Curtis School of Swimming, much of which Gordon built himself. Although both Gordon and Ann have passed, the school is still going strong and being run by their daughter, Carrie.



Ann Curtis Cuneo

*If you would like to have your loved one included in the “After Attlebridge” section, please email me their story and a photo if you have one.*

**Other Activities**

In June, Bill Curtis and I had the opportunity to meet in Knoxville, Tennessee, to interview a “lost, now found” 466<sup>th</sup> BG veteran, John Pardue, the tail gunner on the Joseph O. Lee Crew, Crew #678, of the 786<sup>th</sup> BS. Mr. Pardue found us through his grandson, who had contacted me through the American Air Museum database website to correct the identification of his grandfather in a photo I had posted there. This is but one of the many great advantages of the database. In this case we were able to spend a couple of hours one afternoon with John Pardue and his daughter and her husband. We conducted an interview which will appear on Bill’s next DVD. John regaled us with many fantastic stories of his time with the 466<sup>th</sup> BG. You won’t want to miss the interview!



*Crew #552, Harry Taylor Crew.  
Gordon Cuneo standing, second from left.*



*John Pardue and his daughter Cindy Williams*

**Archival Photos - HELP!**

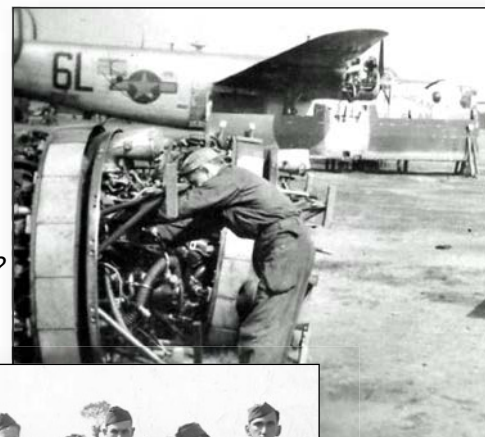
*If you can identify any of the men in these photos, please contact Chris Brassfield, whose info can be found on Page 3.*



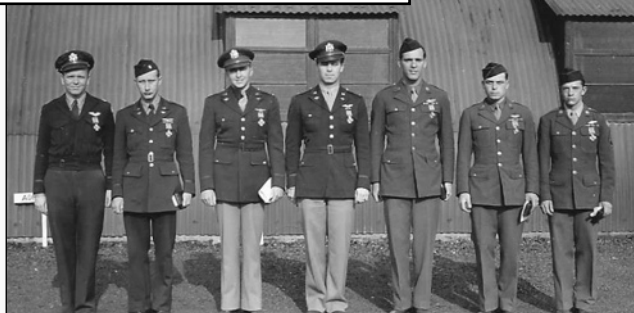
*B-24H-20-DT  
#41-28949  
“Dogpatch Clipper”  
of the 785<sup>th</sup> BS?*

**-?-**

*An engine change for  
B-24H-20-DT  
#42-51094, “Grand  
Slam,” of the 786<sup>th</sup> BS.?*



*A group of men, probably a crew,  
with Lt. Colonel Steadman after  
receiving medals?*



*These enlisted men after  
receiving their Air Medals?*

# *Attlebridge Video Shoot*

*On April 24, 2017, my wife, Martha, and I flew to England* via Amsterdam to shoot interviews and location footage for a new educational video on the 466<sup>th</sup> Bomb Group Station 120. Our flight from Amsterdam to Norwich took us over nearly the same route our bombers would have taken in and out of Germany. Seeing the islands in the North Sea reminded me of the Airmen's stories of the Frisian Islands and Heligoland.

Our wonderful friend Sir John White met us at the airport and put up with us for the next 18 days in his beautiful 18<sup>th</sup> century Manor House. In case this report sounds like we were on a vacation trip, I need to emphasize this was a *working trip*. Paul Hindle had the task of picking us up and hauling us with video gear every day. (We did give him one weekend off.) Pauline Souther and her husband, Kenny, flew over from Massachusetts to help as our video crew and stayed with Pauline's brother, Michael Lake.

Paul had our itinerary well-planned with a total of 18 great interviews with local people who had grown up near the base during World War II. They had some amusing but also some painful memories of those years. We met and interviewed a gentleman, Keith Lee, who lives with his partner, Janet, in a house that was built on the platform of the old Attlebridge Train Station. In the past few years he has rebuilt the old gate and ticket booth using the foundations and the concrete posts that were still there.

We had pretty much unlimited access to the airfield, and this has not always been the case. Paul has been exploring and digging and metal detecting and has pretty much been able to figure out where most of the old Nissen huts were and where all the airplane revetments (tie downs) were located.

Martha was able to stand where "Dirty Gertie" was parked. It's now a sugar beet field. Paul has even dug out an old underground battle headquarters and several bunkers which served as bomb shelters.

The base area has grown up with trees, but the building foundations are still there. The runways are pretty much intact. "We have more World War II concrete left than any other American airbase in England," Paul said. He also arranged to have two of his friends come and shoot some wonderful aerial drone footage of the base, and they plan to do more.

The base property still belongs to the Bernard Matthews family and has been leased to another poultry operation, Green Label Poultry Ltd. The new lessees seem more receptive to allowing visitors on the base even though they will need to restrict access to some areas to prevent disease from spreading to their birds.

They have given the 466<sup>th</sup> Bomb Group Association the use of one of the WW II buildings for a visitor center, with separate access.

On the anniversary of VE Day, Paul and his wife Eileen drove us 70 miles to Cambridge to the American Cemetery, where the the four of us spent the whole day taking photos and video and laying red carnations at each grave and at the Wall of the Missing. There are 83 total from the 466<sup>th</sup> Bomb Group. I might add it was a very cold and windy day, but we kept going until closing time and found every fallen Airman.



The video will go into post-production editing in October and is scheduled for completion in late May 2018. The video will be available to all 466<sup>th</sup> BGA members and it is hoped it will be shared with local schools.

Martha and I want to thank Paul and Eileen Hindle, Kenny and Pauline Souther, Michael Lake and all the wonderful people who shared their memories with us.

And we also thank the 466<sup>th</sup> BGA for paying some of our travel expenses for the project and Sir John White for providing our room and board.

**Bill Curtis**



*Clockwise from top: Group at Control Tower: L to R Michael Lake, Bill Curtis, Kenny Souther, Pauline Souther, Martha Curtis, Peter Woodcock, Carlo Kuit; Bill, Martha and Paul Hindle at Visitor Center Site; Stuart Reeve, Ann Bush Reeve, Kenny Souther, Peter Woodcock, Pauline Souther, Bill and Martha Curtis in the Control Tower; Martha presents 466<sup>th</sup> Check to Cathy Thompson at 466<sup>th</sup> exhibit in Hethel; Video Crew - Kenny, Pauline and Paul; Carlo Kuit on Runway 27- Attlebridge; 466<sup>th</sup> Memorial Day Wreath; Ann Reeve, Martha, Pauline, Kenny and Peter in Control Tower*





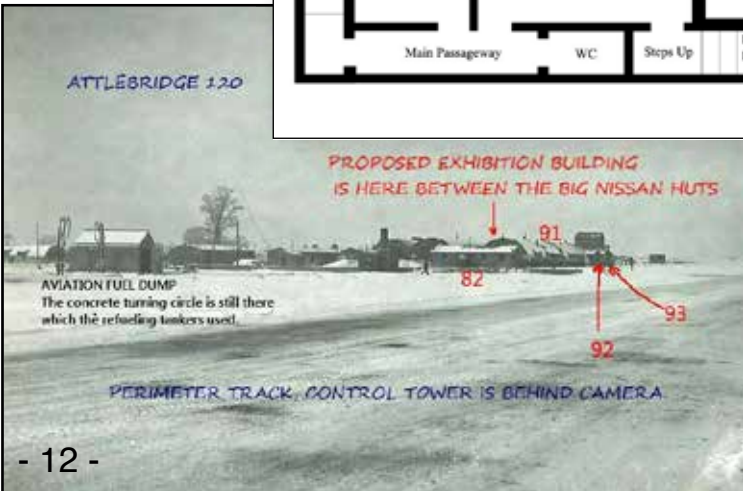
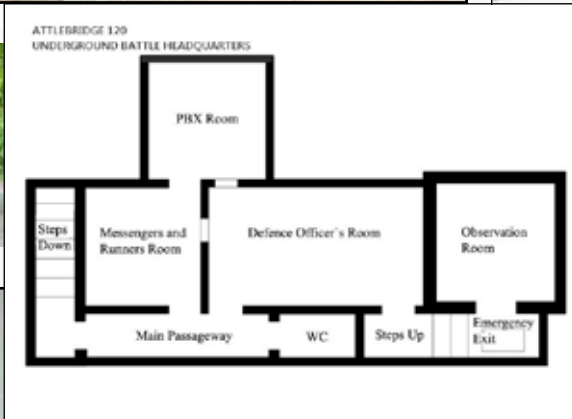
# Across the Pond....

Paul Hindle's brilliant news from Attlebridge

**Great News from Attlebridge 120!** Earlier this year Jason Matthews, son of the late Bernard Matthews, contacted me saying that we could metal-detect on the main airfield. My son Shaun found a very nice officer's cap badge in the grassed area in front of a crew's Locker Drying Rooms -- Yanks probably would call them locker rooms. We have found lots of bullets and some flare cartridge casings, plus a few aircraft parts and the old airfield cable-laying machine, which has a tree growing round it. We are still searching for the main dump, which may yield many more artifacts. Everything found on the airfield will be displayed in the Visitor Centre.

**What's that?**

Yes, there are now plans for a 466th Bomb Group Visitor Centre at Attlebridge. Jason and his three siblings own the property, but Bernard Matthews Farms has now vacated the site and is leasing it to Green Label Poultry Ltd., whose people are very aware of the importance of keeping the airfield's history alive. (cont'd...)





**Attlebridge**

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

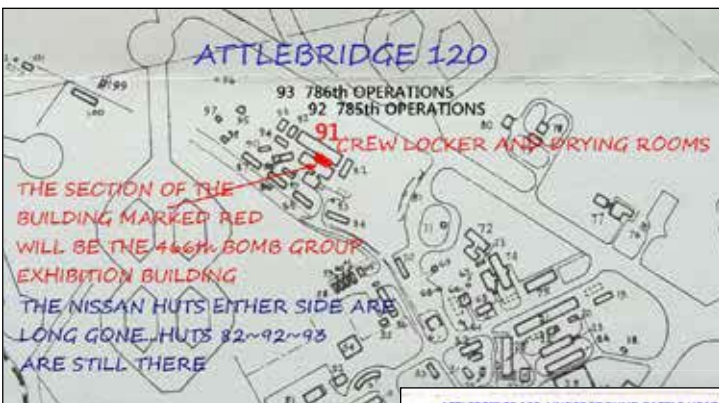


In fact, turkey production manager Mark Bloom, at my request, arranged for us to have a brick and concrete building, a part of the aircrews' Locker Drying Rooms, that we can convert into a Visitor Centre, FREE of any charges! The big Nissen huts that were either side are long gone. We must ask our 466<sup>th</sup> veterans if they remember using the Locker Drying Rooms. Did they change from their uniforms into flight suits here before missions and then back to uniforms after returning from a mission?

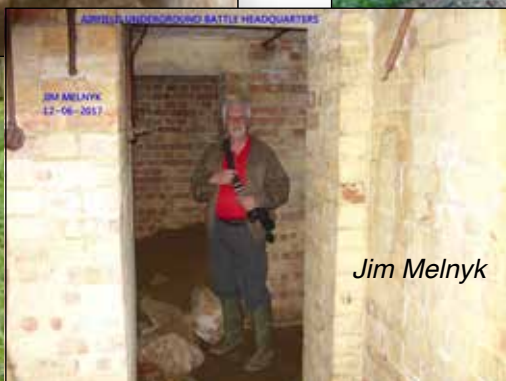
Plans also include three Air Raid Shelters and the Underground Battle Headquarters with a nearby gun emplacement. All six structures need to be refurbished, including some brickwork. I have builder friends who are willing to work on this project for FREE! All we need are DONATIONS to buy building materials to make this happen.

Please, can you help?

Yours Sincerely, Paul Hindle, 466th Bomb Group, Volunteer Airfield Tour Guide, Norwich, UK.



From Left: Pauline & Kenny Souther, Eileen Hindle, Michael Lake, Martha & Bill Curtis



# Gone, But Never Forgotten

By Martha Curtis



Bill & Martha Curtis at Madingley

**Three members of the 466<sup>th</sup> BGA** are important to remember because their family members were killed in two separate crashes while serving at Attlebridge. The names of the three lost crewmen are written on our Roll of Honor in the church at Weston-Longville, Norfolk, England, and on white crosses or Tables of the Missing in Cambridge American Cemetery, in Madingley. Local people near Attlebridge witnessed one crash, and the other is believed to have occurred in the North Sea.

Some details are missing because family members also are deceased, but one airman had a young bride, Nancy, and the other two had younger brothers, Joseph and Edward.

## **Their stories:**

John H. Wunder and his brother William Henry grew up on a farm north of St. Paul, Minnesota. They enlisted in 1942 and were trained as pilots, with John being sent to England and William Henry to the Pacific. John was the pilot of Crew #427 in the 784<sup>th</sup> Squadron, with a 10-member crew that flew its first mission on June 5, 1944. Their seventh mission was on June 21, mission No. 64 for the 466<sup>th</sup> BG, with the target being Berlin. Thirty-two planes of the 466<sup>th</sup> were assigned, carrying loads of incendiary bombs, on a day with a “dirty and low” ceiling.

Wunder was a farm boy, and his tail gunner, Frank Ciaramitaro, was a city boy, born in Detroit, Michigan, and with a brother, Joseph. Shortly after takeoff in an unnamed plane, the Wunder crew was in trouble.



Ralph Lynn

## **Co-pilot Ralph Lynn of Crew #406 was an eyewitness:**

“We were on what was probably my first mission to Berlin. When there were these giant thousand plane raids, everyone was extra tense, it seemed to me, from the commanding officer down to the crew. On this particular day we had a very low ceiling. It had been decided that the raid would go on and it was a lousy day. I mean, you didn't feel like flying. In our plane we were finally in position to start our run down the runway. ... As we sat there, all of a sudden a plane broke radio silence and this was a no-no. You absolutely, at the beginning of a raid, never broke radio silence.

“Theoretically this kept the Germans from knowing what was going on. Anyway, this plane came on, requested permission to land, that there was an emergency. ... Nothing would interfere, when there was an important raid like this, with the take-off. The tower came back, told him to 'shut up.'

“He was not permitted to land. At this moment it was time for us. ... As we were getting close to the end of the runway, just about time to lift off, this plane appeared on our right, traveling parallel to us. I could see flames coming out of the bomb bay, and this plane crash landed about a mile and a half away from the end of our base.

“Two men on that crew survived. I'm sure if they had been permitted to land when it requested landing, probably most of the crew would have survived. But this was not allowed. Nothing could interfere with a group taking off for a scheduled very important mission.”



Frank Ciaramitaro

**Families of Crew #427** mourned their losses. Joseph Ciaramitaro of Detroit had lost his older brother, Frank. For the Wunder family in Minnesota, their son John was gone. Not long after, their second son, William, was killed in the Pacific. Six of the eight men killed on the Wunder crew are buried in Cambridge American Cemetery.

**During our visit in May**, we placed red carnations in front of each of these six crosses, remembered and honored them with their names, where they were from, their crew position and the date and how they gave their lives.



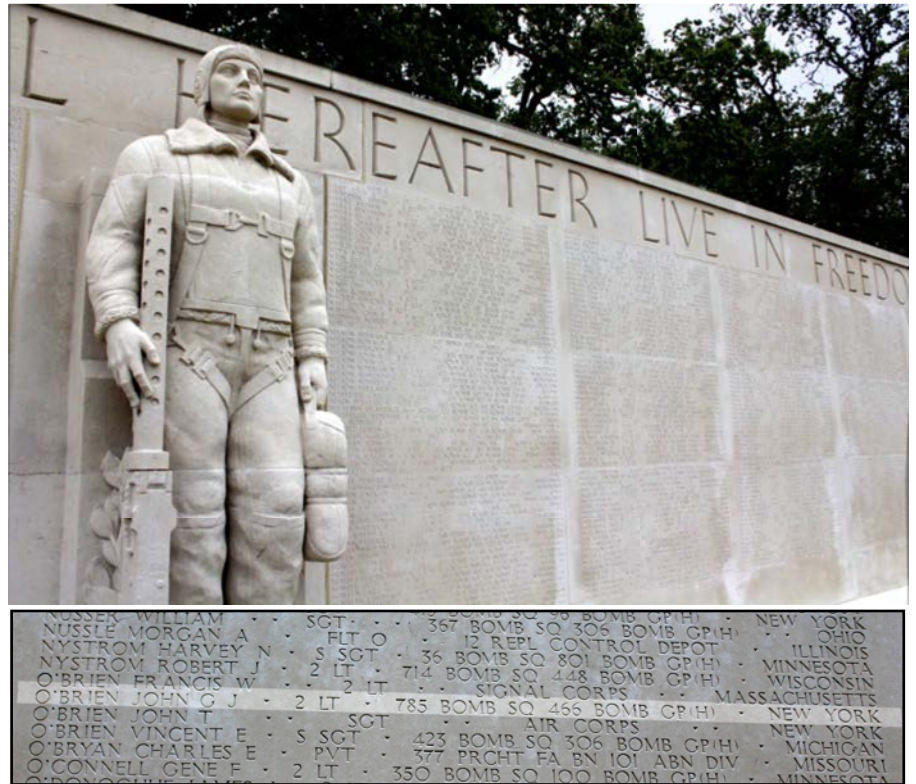
John Wunder

## Second Crash...

The second crash killed John G. "Jack" O'Brien, who was born in Syracuse, New York, and had four younger siblings. His brother, Edward, was two years younger. Jack wanted to be a pilot but soon found himself in navigation school in Monroe, Louisiana. The pilot of his crew (#517) was originally Marney Mason. However, Mason was removed from his position and his co-pilot, Clinton Caverne, became the pilot of "Ol' Tom Cat."

It is believed that Caverne flew a preliminary mission on April 8, 1944, to Brunswick, Germany, (a horrible day with many losses) before he was approved to fly with his new crew the next day. Gordon Sinclair was added to the crew as co-pilot. Their regular tail gunner, James Eaton, had been loaned to another crew for the April 9 mission to Tutow in northeastern Germany. It was Easter Sunday, mission No. 7 for the 466<sup>th</sup> BG.

After the mission, Pilot William Thompson of Crew #510, the first crew back, reported fighters over Denmark and heavy flak on the way back. That night, "Ol' Tom Cat" was one of two planes were still unreported.



Memorial Wall of the Missing  
Inset: Jack O'Brien

"Mac" Meconis, quoted in *Attlebridge Diaries*, said of the Caverne crew:

"Some say he followed them back over the Channel. I hope so. ... I hope Caverne put down in the U.K. His navigator, Lt. O'Brien, was a bosom buddy of mine." There were reports of the crew following the formation on the way home, but no one remembered seeing them drop out. Rather, the Caverne crew was lost somewhere in the North Sea on their first mission together. Within three weeks both Mason and Eaton were also killed, so that every member and replacement on Crew #517 were gone.

Jack O'Brien's parents were notified by Western Union of the lost crew 23 days after they went down. They were already grieving as their youngest daughter, who was born with severe disabilities, had died the day before their oldest son was killed. Their younger son, Edward, was now serving in the 88<sup>th</sup> Infantry. By the time the Red Cross notified him, it was 18 months later, while he was serving in Italy as occupation duty. Thankfully, he had already been notified by his parents. Edward said that after his brother's death, his father wrote the Army Air Corps every month, hoping for more details about his son's last day, but the details are still unknown. All we know is that they were trying to get back to Attlebridge but couldn't make it.

Edward O'Brien remained in the service for 35 years. He met his wife, Rosa, who was an Army nurse, while they were stationed at Fort Gordon, Georgia. Both of them served in Vietnam, she going there first in August 1968 and he in October. They named their son John, after Edward's brother.

It was an important day for Edward when he opened up an airplane magazine in the 1980s and saw a notification of a 466<sup>th</sup> BG Reunion. The notice said to contact John Woolnough, which Ed did immediately. He spoke to John about his brother and his search for more information.

## EPILOGUE

*On our day at Cambridge American Cemetery, we were able to remember and photograph the names of all the Airmen from the 466<sup>th</sup> on the Memorial Wall of the Missing.*

*As we went to each member of the Caverne crew and laid carnations below their names and took photographs, I thought of the families represented there, like the O'Briens, and the struggles they must have had with no eyewitness accounts of what happened to their loved ones and no graves to visit.*

*But as we walked away from the Wall at Cambridge and looked back, the red carnations lying beneath the names carved in stone were tangible examples of the fact that those men are gone but never forgotten.*

*I am grateful to the 466<sup>th</sup> BGA members for their part in keeping the memories alive. May we all continue to do so.*

# TAPS

These veterans we remember and honor in this issue are once again perfect examples of what makes America great. Many came home and remained for the rest of their lives in the area they were born. Some took advantage of the GI Bill and went on to college and were taken to other locations with their careers and then with their retirement. Some remained in the service, even through the time of the Vietnam War. Some married during the war and some went home to sweethearts after the war. And others even met their wives because of the war. They came from little towns that barely make the map to places like New York City, and from Maine to Wyoming and places like Iowa in between. They were bankers, ranchers, business owners, accountants, engineers, pilots. They did every job that makes America work, just like the jobs they did at Attlebridge, Station 120, to keep it up and running and winning the war. We extend our sympathy to their families and to those of the 466<sup>th</sup> BG who served with them. Thank you, Greatest Generation, for all your sacrifices and service to our country.

*If you know 466<sup>th</sup> 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.*

## TAPS Summer 2017

**James Evard Belcher, Sr.**, Frederick, MD, March 8, 2017, Gunner

Jim was born in Rocky Gap, VA. When he was young he was called by his middle name, Evard. From the start he was intrigued by airplanes, so as a teen he got a job washing airplanes at the local airport in exchange for flying lessons. Not surprisingly, he joined the Army Air Corps when the war began and served in the ill-fated 492nd Bomb Group as a gunner. They lost so many planes that the group was broken up and he was reassigned to the 466<sup>th</sup> Bomb Group. He served again as a gunner and completed 25 missions. He received the Purple Heart, Air Medal with 5 oak leaf clusters and the European Campaign Medal with 3 bronze stars.

After the war, he returned to college and received a degree in accounting. He became an accountant and office manager for the company that became Frito-Lay. Later on he worked for the Montgomery County, MD, government as an accountant. He was also a member of the American Legion and the VFW. He is buried in Resthaven Memorial Gardens in Frederick, MD. He is survived by his wife, Mary.

**Harry E. Brown**, Lusk, WY, March 25, 2015, Crew # 562, Gunner

Harry and the rest of Albert Reynolds crew had a rough start for their first assignment at Attlebridge. They began with a "Truckin' Mission" (flying gasoline to Gen. Patton) on Sept. 29, 1944, before they flew a combat mission. The weather was terrible and they flew at about 500 feet all the way to St. Dizier, France, to get below the clouds. Their first combat mission was on Oct. 5 and the 35th and last was on March 5, 1945, after spending one of the coldest winters on record in England. Harry was only 19.

After the war, he returned to Lusk, where he was born, and lived there until his death. He owned and operated Ranchers Feed Service for 25 years. Then he pursued his lifelong dream of having his own ranch which he was able to do for the next 20 years. He is buried in Lusk Cemetery.

**Arnold Chassin**, Orlando, FL, June 20, 2016, Radar Operator

Arnold was born in New York City, served at Attlebridge as a radar operator and was also an US Air Force Veteran. He was an electrical engineer with Fairchild Corp. for 35 years. He is survived by his wife, Evelyn, and five children. He is buried at Florida National Cemetery in Bushnell, FL.



# TAPS



**Earl Munroe “Mun” Hawkens**, Farmington, ME, Nov. 4, 2016, Crew #761/482, Navigator

Earl was born in North Jay, ME, and graduated from High School in 1938. He earned a teaching degree and taught one year before he enlisted in the Army Air Corps. He hoped to become a pilot but instead was assigned to Monroe, LA, for navigational school. This was providential, as it was there he met his wife, Juanita, who he proposed to after one date! At Attlebridge he completed 31 missions on Harold Anderson's crew, from October 1944 through April 21, 1945, with both the 787BS and then the 784BS as a lead plane. Usually they flew “Judy Sue.” He received the Distinguished Flying Cross as a member of the lead crew. He was a witness to the crash of “Black Cat,” the last B-24 lost over Germany.

After the war Mun worked at Peoples National Bank and ultimately became president. He was also past president of the Maine Bankers Association. He was a member for 63 years and a past commander of the American Legion in Farmington. He also was a life member of the 8<sup>th</sup> Air Force Historical Society. He attended the dedication of the World War II Memorial in Washington, D.C., with his daughter, Pam. All considered him a true patriot and very proud to have served his country. Mun and his wife raised a family and golfed and danced their way through more than 57 years until her death in 2001. In his golf career he had 14 holes in one! He began as a young caddy and played the game from 1931 until shortly before his death. At the end of his life he was living in the Maine Veterans Home. Mun is buried in Lakeview Cemetery in Wilton, ME. He is survived by two daughters, Pam and Karen, and their families.

**Arnold V. Maney**, Southport, CT, June 25, 2016, Crew #786, Tail Gunner

Staff Sgt. Arnold Maney was born in Bridgeport, CT. He served in the Army Air Corps from March 1943 until November 1945. During his OCS training, he was introduced to General George Patton. He went on to complete 18 missions at Attlebridge and received the Air Medal.

When he came home after the war, he took over the family business, Bridgeport Industrial Uniform Co., until his retirement in 1988. Arnie, as he was called, enjoyed his retirement years, getting involved in many hobbies. He loved woodcarving, golf, fishing and hunting, and especially sailing on Long Island Sound. He was also a member of the Gaelic-American Club. He is survived by his wife, Joan, who shared over 72 years of marriage with him. In an article about his life in the local newspaper, the Connecticut Post, he was quoted as saying: “All this has been wonderful!” He is buried in Fairfield, CT, in Lawncroft Cemetery.

**Lt. Col. Seward Mortimer “Mort” Meintsma**, Edmond, OK, Oct. 10, 2016, Crew #551, Pilot

Mort, as all on his crew called him, was born in Maple Lake, MN, on a dairy farm. From Aug. 25, 1944, until Feb. 16, 1945, he flew 35 missions, all with targets in Germany. The crew flew “Slick Chick” and “The Flying Dutchman.” *Attlebridge Arsenal* records an account by his navigator, Eugene Gjertsen, of one of their hair-raising missions on Page 185. Meintsma remained in the service after the war, flying C-47s and C-54s in the Berlin Airlift, a total of 300 missions. This was an important assignment for him, as he met his wife, Nellye, during this time, who was serving with the WAVES in Germany. Through his years in the Air Force he flew B-29s, B-36s, B-47s, and B-52s. He was on the Inspector General's team for the Strategic Air Command. During the Vietnam War he served as an advisor and received the Bronze Star for his service there in 1972. He had lived in Edmond, OK, near Tinker Air Force Base since 1974.

Despite all these years of military service, there was one thing missing for Mort and his crew. He discovered that he and his crew never got the WW II medals they deserved. After submitting a new round of paperwork, he finally received his Distinguished Flying Cross when he was 90, pinned on by his own son, Navy Reserve Cmdr. Seward M. Meintsma, Jr., at Tinker. This event was widely covered in the Oklahoma City newspaper. He also was the recipient of the French Legion of Honor. Father and son were able to go on an Honor Flight together to Washington, D.C., in 2012. Lt. Col. Meintsma is buried in Lakeview Cemetery in Silver Creek, MN. *See the photos at the end of TAPS...*



**Martin Sara**, Sarasota, FL, June 9, 2016, Flight engineer, sheet metal worker

Sara was unique in the fact that he both flew and serviced B-24s. Originally he was trained in engine mechanics in Flint, MI, before he was stationed in the AAC. There he learned to take a Pratt and Whitney engine apart and put it back together again, which was no small task, according to Martin. Then he went to Kelly Field in San Antonio to learn armaments and then on to Albuquerque, NM, where he received his orders in 1943. His unit took the “Atlantic Cruise” route to England, zig-zagging to avoid the U-boats. Ironically, one thing that Martin didn't avoid on the trip over was exposure to German Measles. Because of his illness, he was quarantined for two weeks, which separated him from his original unit. Not surprisingly with wartime efficiency, when he was able to return to his unit, the military didn't know where they were and had no work for him. So, he was transferred to the 466<sup>th</sup> BG at Attlebridge.

There he became a flight engineer, responsible for the maintenance and performance of the bomber, standing just behind the pilots during flight. Besides his 25 missions and helping repair planes that looked like Swiss cheese from the flak batteries, he also flew gas runs to supply General Patton's army. He told his children that each day in the war was about survival or “putting one foot in front of another.” When he described his time at Attlebridge and his war experience, he said, “I saw death. ... You lived with men and you shared a hut. Sometimes you'd come back to the hut and some beds were empty. I saw ships and planes blowing up. I remember picking body parts up off of a runway after a crash, a job I once foolishly volunteered for. It makes an impression you can't ever forget. ... We never saw the bombs go down, or what they blew up: civilians, whatever. ... But I don't like war. I don't know how many we killed. The way I look at it, I was just a survivor. I feel I was lucky.”

Sara went home to marry Lila Mae, had a successful career and raised his family, which he viewed as his greatest success: raising good kids. He lived to see his great-grandchildren. His son Rich shared his father's wartime memories at his funeral. His other son, Larry, in a brief email about his father said: “He fixed aircraft in WW II and was damn proud of it. He was 91 years old.”

**Wayne Tabor**, Prairie City, IA, June 11, 2016, Crew #708, Waist Gunner

Wayne was a great and versatile athlete as he was growing up in Greencastle, Iowa. He played football, basketball, baseball and softball, and he boxed. In fact he was in the finals for the Golden Gloves, and when he joined the Air Corps in 1941 he joined the boxing team. He was a waist gunner on John W. Brown's crew, completing 30 missions on the plane “Polaris -- The Heavenly Body.” Their first mission was over Berlin and the 25<sup>th</sup> was on D-Day. The account on Page 58 of the *Attlebridge Arsenal* of their mission to Hamm, Germany, shows not only the dangers from flak and German fighters but also from friendly fire coming back over England, when bombers often were incorrectly identified. Tabor and the other waist gunner took care of the badly wounded tail gunner on that mission.

Staff Sgt Tabor was awarded, among other medals, the Distinguished Flying Cross, the Air Medal and the Battlestar. He was discharged in December 1944 and went home to Iowa to go to college. He graduated from Iowa State University and then had a career selling educational materials to schools. He created an ISU Alumni Association. While living in Louisville, KY, he established the Kentucky Chapter of the 8<sup>th</sup> Air Force Historical Society. Late in his life, he moved back to Iowa to be cared for by his nephew and wife in Prairie City, IA. He is buried in Waveland Cemetery there.



# TAPS



**Robert B. Todd**, Willow Street, PA, March 10, 2002, Crew #687, Tail Gunner

The Thomas L. Felber crew, with Todd as tail gunner, completed 16 combat missions between March 2 and April 16, 1945. On their last mission they were involved a mid-air collision with the Evans crew (#651) over Belgium. One of their propellers took off one of the vertical stabilizers on the Evans' aircraft. That aircraft went into a spin, but thankfully all were able to safely bail out. Felber's plane was able to limp back to Attlebridge with a missing propeller and other battle damage. His daughter said, "For his entire life he felt guilty that he came back." Many felt that way, but we of the future generations are glad that they did. Rest in peace, Robert and Lydia Todd.

**Mrs. Lydia Todd**, Willow Street, PA, Nov. 14, 2016, Crew #687 Tail Gunner widow

Recently we have not included spouses in "Taps," but this is an exception. Lydia Todd sent a note asking if her late husband had been included in "Taps" after his death in 2002. Later, her daughter, Tamara, called to report Mrs. Todd's death. To honor her and her late husband, this issue's "Taps" includes them both, in case he was not listed earlier.

*Correcting the date of death from the last issue:*

**Thomas G. Stromberg**, Minnetonka, MN, March 8, 2013, Control Tower Operator. Thomas Stromberg was at Attlebridge field from before the 466<sup>th</sup> fleet arrived until the base was closed. Stromberg was born and raised in Minneapolis, and is survived by his wife Diane.



*Left to right:  
Ted Goode,  
Jack Blondell,  
Tom Stromberg*



*Lt. Col. Seward Mortimer "Mort" Meintsma, and far left, front row in crew*

**8<sup>th</sup> AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION  
HILTON NEW ORLEANS AIRPORT  
SEPTEMBER 27 – OCTOBER 1, 2017**

**REGISTRATION INSTRUCTIONS**

Please see the information on the hotel and make your reservations immediately. Once your hotel reservation is confirmed, proceed with the activity registration. See choices below and complete the Registration Form noting your event choices and personal information. By "WWII GROUP," we're asking for the group or unit in which you served (specific Bomb Group, Fighter Group, PRG, HQ, etc.). We use this information for tallying totals for each group, nametags, and seating arrangements. If you prefer to sit with a different group, please give us that information too. We do not need your squadron. Remit by mail with check or money order payable to Armed Forces Reunions by August 25, 2017. You may also register and pay with credit card online at [www.afr-reg.com/8afhs2017](http://www.afr-reg.com/8afhs2017). A 3.5% convenience fee will be added to online credit card reservations. Forms received after August 25 will be accepted on a space available basis only. Hotel reservations should also be made by August 25, 2017

**ARMED FORCES REUNIONS, INC. CANCELLATION POLICY**

For attendees canceling reunion activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall process a full refund less a \$10 per person processing fee. Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less a \$10 processing fee. Cancellations will only be taken Monday through Friday from 9:00am until 4:00pm Eastern Time, excluding holidays. Please call (757) 625-6401 to cancel reunion activities and obtain a cancellation code. Refunds processed 4-6 weeks after reunion. Canceling your hotel reservation doesn't cancel your reunion activities.

**MEALS / EVENTS CHOICES**

**Meal Packages are intended only for those staying at the headquarters hotel, The Hilton New Orleans Airport. Please confirm your hotel reservation first, before proceeding with the activity/meal registration.**

**MEAL PACKAGE 1 \$232**

Package includes 4 breakfasts at the hotel on Thursday, Friday, Saturday, and Sunday, and dinners on Thursday, Friday, and Saturday.

**MEAL PACKAGE 2 \$162**

Package includes 3 breakfast at the hotel on Friday, Saturday, and Sunday, along with dinners on Friday and Saturday.

The continental breakfasts include juice, assorted breakfast breads, oatmeal, and coffee. The breakfast buffets include juice, fruit, hard-boiled eggs, sausage biscuits, cereal/milk, and coffee/tea.

**CHOICE #3 INDIVIDUAL EVENTS**

Thursday's Buffet at \$51 is included in Package 1 but can be purchased separately. Friday's Rendezvous Dinner at \$40 and Saturday's Banquet at \$50 can be purchased separately as well, but are included in both packages above.

**TOUR OPTIONS**

Tours and trips are described on the Reunion Highlights Pages. Prices are listed on the registration form. Driver and Staff gratuities are not included in the tour prices. All trips require a minimum of 35 people. Please be at the bus boarding area five minutes prior to the departure time.

**8<sup>TH</sup> AIR FORCE HISTORICAL SOCIETY  
SEPTEMBER 27 – OCTOBER 1, 2017  
HILTON – NEW ORLEANS AIRPORT**

***Schedule of Events***

**WEDNESDAY, SEPTEMBER 27**

- 1:00pm - 6:00pm **Reunion Registration**
- 1:00pm Memorabilia/Gathering room open throughout reunion
- 6:00pm - 7:00pm Welcome Reception, followed by dinner on your own
- 7:00pm - 9:00pm 8th AFHS Board Meeting
- 7:00pm - Hospitality Suites open

**THURSDAY, SEPTEMBER 28**

- 7:30am - 8:30am Continental Breakfast for Package #1 participants
- 8:00am - 11:30am **Reunion Registration Open**
- 9:30am - 2:30pm WWII MUSEUM (*description follows*)
- 1:00pm - 6:00pm **Reunion Registration Open**
- 3:00pm - 4:30pm Curator's Corner
- 6:00pm - 9:00pm Cash Bar Reception
- 7:00pm - 9:00pm Buffet Dinner w/ National WWII Museum Speakers, Stephen Watson & Keith Huxen.

**FRIDAY, SEPTEMBER 29**

- 7:30am - 8:30am Full Breakfast for Meal Package participants
- 8:00am - 11:30am **Reunion Registration Open**
- 8:00am - 9:15am Group Meetings
- 9:30am - 2:30pm WWII MUSEUM (*description follows*)
- 1:00pm - 6:00pm **Reunion Registration Open**
- 3:00pm - 4:30pm Q & A WWII Vets
- 6:00pm - 9:00pm Cash Bar Reception
- 7:00pm - 9:00pm Rendezvous Dinners

**SATURDAY, SEPTEMBER 30**

- 7:30am - 8:30am Continental Breakfast for Meal Package participants
- 8:30am - 12:00pm **Reunion Registration Open**
- 8:45am - 10:15am General Membership Meeting
- 10:30am - 12:30pm Researchers/Webmasters Meeting
- 10:30am - 3:30pm CITY TOUR (*description follows*)
- 10:45am - 3:45pm PLANTATION TOUR (*description follows*)
- 12:00pm - 3:30pm 8<sup>th</sup> AFHS Board Meeting
- 4:00pm - 5:00pm Heritage League Meeting
- 4:30pm - 5:30pm **Reunion Registration Open**
- 5:30pm - 6:30pm Cash Bar Reception at the hotel
- 6:00pm - 6:15pm WWII Veteran Group Photo
- 6:30pm - 7:00pm Transport from hotel to WWII Museum for Banquet
- 7:00pm - 10:00pm Gala Dinner and Program, followed by transportation back to hotels.

**SUNDAY, OCTOBER 1**

- 7:30am - 8:30am Full Breakfast for Meal Package participants

**HEADQUARTERS HOTEL: HILTON NEW ORLEANS AIRPORT – NEW ORLEANS, LA**  
**(504) 469-5000 or (800) 445-8667**

[www3.hilton.com/en/hotels/louisiana/hilton-new-orleans-airport-MSYAHHH/index.html](http://www3.hilton.com/en/hotels/louisiana/hilton-new-orleans-airport-MSYAHHH/index.html)

**Location**

901 Airline Drive, Kenner, LA 70062

Located directly across from the Louis Armstrong International Airport and just minutes from downtown New Orleans

**Reservation Information**

**Overflow Hotel:** At this point, you'll likely find that the Hilton Airport has sold out. Please make your hotel reservation first, and then proceed with the activity registration form. Only those confirmed at the Hilton Airport should register for a meal package, as transportation to/from the overflow hotel can't be guaranteed for the group breakfasts.

Donna Lee, Armed Forces Reunions, Inc. (AFR) is managing the rooming lists for both overflow hotels – the Best Western Plus and Comfort Inn. Both hotels are less than 2 miles from the Hilton. The rate at both hotels is \$109 plus tax per night and includes complimentary parking, airport shuttle, and breakfast. Again, a meal package is not necessary for those staying at one of the overflow hotels, so just purchase the individual dinners. All three hotels will help shuttle attendees back and forth as much as possible. The tour buses will pick up from all 8AFHS official' hotels.

To make hotel reservations at one of the overflow hotels, please contact Donna Lee, preferably by email at

[DonnaLee@afri.com](mailto:DonnaLee@afri.com). Please provide the following information:

Name, Mailing Address, Phone Number, Email Address

Arrival/Departure Date

Preferred bed-type (can't guarantee)

Will there be a WWII Veteran in the room?

What WWII Group are you affiliated with?

If email is not available, please call her at 706-356-1905. Donna or someone from the AFR office will contact you to reconfirm everything 4-7 weeks prior to the reunion. At that time, credit card information will be needed to guarantee the room.

If you are holding a room at the Hilton that's no longer needed, please contact Donna to release it. By confirming a 'name change' with the hotel instead of cancelling it, we can ensure that more rooms go to 8AFHS attendees. Our first priority is to get as many WWII Veterans as possible back to the main hotel. Once they are all confirmed at the Hilton, we'll continue to move people from the overflow hotels back to the Hilton in date order (when reservation was received), only after they've been contacted for verification. We realize some are happy to stay at the overflow hotel with friends and/or family.

As a point of reference to all, over 290 rooms have been reserved at the Hilton and about 60 at the Best Western as of early May.

**Wheelchair Rental**

ScootAround rents both manual and power wheelchairs by the day and week. Please call (888) 441-7575 or visit [www.scootaround.com](http://www.scootaround.com) for more information or to make reservations.



**8<sup>th</sup> AFHS ACTIVITY REGISTRATION FORM – SEPTEMBER 27 – OCTOBER 1, 2017**

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will participate in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order. Your cancelled check will serve as confirmation. You may also register online and pay by credit card at [www.afr-reg.com/8afhs2017](http://www.afr-reg.com/8afhs2017) (3.5% will be added to total). All registration forms and payments must be received on or before August 25, 2017. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form. Returned checks will be charged a \$20 fee. Your contact information will be shared only with reunion attendees.

**Armed Forces Reunions, Inc.**  
**322 Madison Mews**  
**Norfolk, VA 23510**  
**ATTN: 8<sup>th</sup> AFHS**

**OFFICE USE ONLY**

Check # \_\_\_\_\_ Date Received \_\_\_\_\_  
 Inputted \_\_\_\_\_ Nametag Completed \_\_\_\_\_

**CUT-OFF DATE IS 8/25/17**

	Price Per	# of People	Total
<b>REGISTRATION FEE</b>			
Includes meeting expenses and other reunion expenses.	\$40		\$
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$25		\$
<b>MEAL PACKAGES</b>			
<i>Package #1 includes 7 meals beginning with breakfast on Thursday</i>	\$232		\$
<i>Package #2 includes 5 meals beginning with breakfast on Friday</i>	\$162		\$
<b>SEPARATELY PRICED MEALS (if not purchasing a package)</b>			
Thursday, 9/28: Dinner Buffet (Braised Beef & Fried Catfish)	\$51		\$
Friday, 9/29: Rendezvous Dinner (Chicken Piccata)	\$40		\$
Saturday, 9/30: Banquet Buffet at the WWII Museum – transportation included. (Beef Tips & Mildly Blackened Redfish)	\$50		\$
<b>TOURS</b>			
Thursday & Friday, 9/28-29: World War II Museum (box lunch included both days)			
WWII Veterans Price	\$66		\$
National WWII Museum Member Price (Member # _____)	\$71		\$
All Other Attendees Price	\$94		\$
Please choose one of the following two tours:			
Saturday, 9/30: City Tour	\$39		\$
Saturday, 9/30: Plantation Tour	\$77		\$
<b>Total Amount Payable to <u>Armed Forces Reunions, Inc.</u></b>			\$

Please Print. If a WWII Veteran is registering on this form, please list his name first.

MEMBER NAME (for nametag) \_\_\_\_\_  VETERAN  NEXT GEN  OTHER

IF A VETERAN, PLEASE CIRCLE: WWII Cold War Era Korea Vietnam Gulf War Desert Storm Iraq Other \_\_\_\_\_

WWII GROUP AFFILIATION FOR UNIT TOTALS & SEATING ARRANGEMENTS (please list BG, not BS) \_\_\_\_\_

SPOUSE NAME (if attending) \_\_\_\_\_

GUEST NAMES \_\_\_\_\_  NEXT GEN

PHONE # (\_\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ EMAIL ADDRESS \_\_\_\_\_ @ \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

DISABILITY/DIETARY RESTRICTIONS \_\_\_\_\_

MUST YOU BE LIFTED HYDRAULICALLY ONTO THE BUS WHILE SEATED IN YOUR WHEELCHAIR IN ORDER TO PARTICIPATE IN BUS TRIPS?  YES  NO (PLEASE NOTE THAT WE CANNOT GUARANTEE AVAILABILITY).

HOTEL RESERVATIONS SHOULD BE CONFIRMED BEFORE SUBMITTING THIS FORM. PLEASE CHECK YOUR CONFIRMED HOTEL:  HILTON AIRPORT  BEST WESTERN OVERFLOW  COMFORT INN OVERFLOW  OTHER

EMERGENCY CONTACT \_\_\_\_\_ PH. NUMBER (\_\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

**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.

**Wednesday, September 27  
thru Sunday, October 1  
2017**

**REGISTER NOW  
WITH THE 8TH AFHS  
AND BOOK A ROOM.  
2 SEPARATE BOOKINGS!**

Mark your calendars!  
Don't miss the 43<sup>rd</sup> 8th Air Force  
Historical Society Reunion in  
*New Orleans!*  
We'll be spending lots of time at  
the National World War II Museum.