



Attlebridge Notes



Summer 2019

D-DAY 75 YEARS



*Sunrise at Arromanche, June 6, 2019
by Lisa Savory-Mansfield*



The 466th BG was well-represented this summer in Normandy by friends and volunteers of the 466th Visitors Centre at Attlebridge Airfield. Read Lisa Savory-Mansfield's account inside, and more!



COMING SOON!

**45th Annual Reunion
of the 8th Air Force Historical Society!
October 16-20, 2019, in St. Louis, Missouri
Sheraton Westport Lakeside Chalet
On I-270 between I-70 & I-64**



SEE INSIDE FOR DETAILS!

Official Newsletter of the 466th Bomb Group Association

From the President



Greetings! Here we are in the middle of summer, meaning it won't be long before we meet again at the next 8th Air Force Reunion. Some of our 466th BG members have been active visiting our English counterparts, and others spread the good word here at home. We never know when we meet new friends how the 466th may benefit. Years ago my WW II Jeep was at a local church fundraiser when a Sir John White, seeing the markings on the bumper, asked where the 466th BG was based. Since then, we all know how much Sir John has done hosting and helping 466th visitors at his home in Salle Park Norwich.

Frank & Barb Youngquist

In past newsletters I have often related articles about the B-24. This is my personal pride for the bomber my brother-in-law, Lt. Al Reynolds, flew in the 466th and which often gets shortchanged when it comes to proper recognition and credit. In this newsletter you can read about the B-24 Carpetbagger Group and the secret role it played in the war.

I wish to thank all those who have worked so hard for the 466th, particularly Chris Brassfield and Bill Curtis who have kept the 466th history so well known, and our editors, Helen and Steve Jordon, for this fine newsletter. As always we appreciate any financial help you can send to our treasurer. Hope to see you in St. Louis Oct. 16-20.

Respectfully, Frank Youngquist



Happy Anniversaries!

We celebrate with 466th Bomb Group Association Members as they mark special days in their lives. Congratulations to Earl and Cindy Wassom, left, on their 73rd Anniversary this spring, and to Kenny and Pauline Souther, on their 50th! this summer!



Photo Credits: Helen & Steve Jordon, and thanks also to Tom Maiden, Cynthia Wassom, Beverly Tomb, Paul Hindle, Jim Melnyk, Attlebridge Arsenal and more



From the Editors -
We get around! Life is racing by, and we have been driving back and forth to Madison, Wisconsin, often this year. In June we drove to see our granddaughter, Mabel Esther Thaden, as she graduated from high school. She plans to go to Reed College in Portland, Oregon, in the fall, so we'll be racking up more air miles.

On our way to Madison on June 11, we stopped to see Betty Stripe, whose late husband, Herschel Stripe, was a navigator with the 466th on the Wallace "Red" Mason crew. Betty had called us this spring, wondering if we would be interested in a letter that she had received in 1993 from Herschel's bombardier, Frank Dever, telling so many tales of their times together in the 466th. She sent us the letter, and we were so taken with it that we are including part of it in this issue. THANK YOU to Betty Stripe and everyone else who reads Attlebridge Notes and shares their stories!

Helen & Steve Jordon



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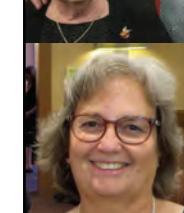
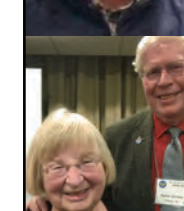
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On Memorial Day, Peter Woodcock placed a wreath at the 466th Bomb Group Memorial at a crossroads on Frans Green, which was dedicated in 1992. Peter was a young boy when our veterans lived at Attlebridge, and has been a loyal supporter all his life. The 466th is eternally grateful to Peter, to Paul Hindle and to so many others in the Norwich area who are keeping alive the memory of our Veterans, our fathers, our brothers, our uncles, who helped win World War II. Thank you!

Have you ever heard of a Carpetbagger B-24?



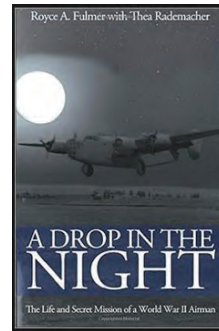
They appeared in early 1944 with a main objective to help the French Resistance. Instead of flying at 20,000 feet with a squadron of bombers, the Carpetbagger B-24 would fly solo at 400 feet. Under the guidance of the OSS (CIA), they would typically air drop ammo, fuel, food, currency, weapons, sabotage equipment and often agents.

The B-24s were customized for the Carpetbagger missions. They were painted black and the waist guns and belly turret was replaced with a "Joe Hole" where static lines were attached. All the air drops were made with parachutes through the Joe Hole. Some were smaller, hand-sewn for the 5-foot cylinders packed with supplies. Glass in the waist windows, on the cheeks and under the nose was blacked out. The top and tail guns had flash suppressors, and the engine exhaust had flame dampers. Interior lighting was red to preserve night vision. A blister installed on the pilot's side window improved downward vision. A special radio transceiver was in place and the regular radio and high-altitude oxygen system were removed.

Many of the pilots came from Anti-Submarine Squadrons, where they had learned to be adaptable. Missions were even more secret than bombing plans. Base administrators and ground crews were told the special aircraft were for night pathfinding missions. The OSS dictated the drop zones, agents and cargo. Packers had no idea where the load would be dropped, and loaders had no idea what was packed. The crews were literally in the dark. There was complete radio silence, and agents would board minutes before takeoff. Pilots had to find the drop zone with pinpoint accuracy, flying at 400 feet at a speed 10 miles an hour over stall speed, a difficult task for the lumbering B-24.

In the spring of 1944, before the invasion of France, Carpetbagger operations increased, averaging 40 or more every night. Based at RAF Base Harrington, the highest-elevation and most westerly 8th Air Force base. These B-24s played a major role in hundreds of clandestine operations with little notice or credit.

Submitted by Frank Youngquist, from an article by Don Hallway in the July 2019 Aviation History magazine.



This is one of several books on Carpetbagger Missions. Check 'em out!

HAPPY BIRTHDAY Elmo!



Hello 466th Family,

We will be celebrating Dad's 100th - it's hard to believe! We are including his birthday as part of our annual family reunion, which we have been holding every summer for over 115 years. This year our reunion falls exactly on Dad's birthday, July 27th, and we will be celebrating at a park in Thousand Oaks, CA. We have family coming from all over, and we are quite excited.

On that day, we will be presenting Dad with a birthday album, filled with the good wishes, memories, and photos of his beloved family and friends. We would love to have each of you email us one page which holds your own birthday greeting, favorite memory, photos, etc. as part of this special album.

Please send your birthday email to: nancy180usa@gmail.com by July 10.

Or mail a card to:

Elmo Maiden, 8136 Cozycroft Ave. Winnetka, CA 91306-1712

Let me know if you have any questions.

Nancy Maiden Shattuck, Elmo's daughter



Elmo Maiden with daughter Nancy Shattuck and son Tom Maiden

D-Day in Normandy

by Lisa Savory-Mansfield



Parachutists out of a Dakota at Sannerville



L to r Lisa Savory-Mansfield, Paul Mansfield, Keith Osborne and Jason Osborne



Laying a bouquet on behalf of the 466th at Omaha American Cemetery

On Sunday the 2nd of June volunteers of the Attlebridge Airfield Visitor Centre Project set off for what we feel was the trip of a lifetime. Myself, my husband Paul Mansfield, Keith Osborne and Jason Osborne went over to Normandy for the 75th anniversary of the D-Day landings. Our project leader, Paul Hindle, remained in good ole Blighty to be our correspondent on posting our daily reports on the 466th Facebook site for our fans to see. We packed a lot into a week, visiting all 5 landing beaches and museums, from Pegasus Bridge in the north to Sainte Mère Eglise and Utah Beach in the south.

Some of the highlights were seeing the parachute drop from the Dakotas, where we met a friend of veteran Donald Miller who rang Donald so I could speak to him. I told him that we were building a visitor centre from original buildings on the airfield and I also thanked him for his service and the heartfelt gratitude we have for him and his fellow men. The military parade through Bayeux was another highlight but the icing on the cake was the assembly of around 500 vehicles on Arromanches Beach at dawn. A truly spine tingling experience. We drove the whole way in our trusty Willy's jeep and she never let us down, around 900 miles in a week. We would all like to thank everyone who followed us on the Facebook page. If anybody has any photos, memorabilia or artifacts that they would like to donate to our awesome visitor centre please get in touch with Paul Hindle.

Regards

Lisa Savory-Mansfield

Meet Lisa, our photographer and correspondent...

I was born in Weston Longville which is the village where the airfield is. My father George "Leftie" Savory also was born there on the out-skirts of the airfield. He was about ten when the Americans came and has very fond memories of them. His favourite plane was "Snafu Snark," which is why our jeep has her name on it. I grew up listening to his stories and dreaming of turning the airfield into a museum to remember the sacrifices that were made so that I could live in the freedom I have today. I moved out of the village into Sprowston on the outskirts of Norwich about six years ago when I married my best friend of ten years, Paul Mansfield. He also shares my love of the airfield and the respect and gratitude we have for those who fought for our freedom. His father was in the Royal Navy and was in the arctic convoys. We met Paul Hindle, and we are a part of the main volunteers to the visitor centre project, which is something I wish I could spend more time with, but as I work full time as a sales office manager for a motor factors I unfortunately can't.

Attlebridge: Memories of my Dad

by Martha Horney Curtis



William G. Horney, Jr., died August 22, 2013 at age 91

In 2010 my father, **William G. Horney, Jr.**, was interviewed by students from the University of West Florida in Pensacola for a military history project. He was asked about his experiences in World War II and the Korean War. He told them about his time as a navigator on a B-24 in the Army Air Corps, flying 32 combat missions, and then as a Captain in the USAF stationed at Clark Field in the Philippines. I was born there in 1950, several weeks before the Korean War broke out. One of the gifts my Dad received from these students was a poster with his picture on it. Underneath his photo, they put one of the quotes from his interview. He said: **“I served a combat tour in Europe from which I remember most the camaraderie and the death. It seems so unreal; here now and gone later.”**

As I have visited with other children of veterans at reunions and in correspondence over the last almost 20 years, I think we would all agree on an important point here. If our dads told us anything through the years about the war and their time at an air base, like Attlebridge, they told us about the “camaraderie.” We may have heard stories, like when the week's ration of beer was delivered to the local pub, it was gone in one day because of the “Yanks.”

There were bicycle races and baseball games, and hitching a ride into Norwich to do some “pub crawling” on free days without a mission. There was the 100th Mission Party with Glenn Miller and dancing with the local girls. And then there was the R&R: The time the crew spent at a Flak House, enjoying time together without the pressure of a next morning mission. Dad was especially close to the bombardier, Ray (Buzz) Edwards, who became like the brother he never had. That relationship continued with visits and silly prank phone calls up until Buzz's death, about 15 years before Dad's. Crew #633, (Dougherty- pilot) kept in close touch after the war and for many years attended 8th AFHS and 466th BG reunions with their wives. Their attendance was so good at these reunions that in the July 1989 “Attlebridge Notes,” John Woolnough gave this challenge to the 466th BG:

“The John R. Dougherty crew (#633) has come in first in number of attendees in each of our recent reunions. It is time some of the other 466th BG crews recognize what a great event it is to have most of your crew together. So talk it up. See if you guys can't take some of the glory away from Dougherty's bunch in Denver.”

So the camaraderie was something our veterans have enjoyed recounting to each other and to their families. But I think we “children” would all agree that we can't say the same about Dad's other memory: the death. After my husband and I began going to reunions and met veterans who served at Attlebridge during the same time as Dad, I asked him if he knew them during the war. The answer was almost always “No.” Finally, one time he explained why. It seems that there was kind of an unspoken rule that crew members avoided getting too close with other crews, even ones with whom they shared the same barracks. They kept to themselves as a crew. There was a very simple reason for this “rule”: if those other crews didn't come back after a mission, you didn't know who they were. There were no faces to go with the day's statistics, only maybe the pilot's name or the name of the airplane. Dad only mentioned one other crew that he remembered, and that was after we pressed him for more details. It was the Quentin Bailey crew. Their officers shared the same quarters with the Dougherty crew officers, but were shot down on their fourth mission, Oct. 4, 1944 -- all of them Killed In Action.

Last year I found a packet of letters Dad had written to my mother, at the time his fiancée. They were written from Attlebridge as he was approaching his last mission and then waiting for orders to come home for their wedding, which was Dec. 4, 1944, in Somerville, N.J. One of these letters shed more light on my Dad's memories of “the death.” This is what he wrote to Jane Trimmell on Oct. 13:

“Last week at this time I was celebrating completion of my tour. This week it all seemed hollow and unfair. One of the crews who helped in my celebration failed to return from a mission, and I don't expect they will, under the circumstances they were last seen. Fellows right here in my barracks -- fellows I've worked and joked with -- now gone. It isn't nice to watch a truck back up outside to carry away the belongings of friends, and it is worse when those empty beds stare at you all the time. The pilot was one of the finest men I ever knew -- clean, honest, sincere -- a good egg. His baby will never see his or her father. What a dirty, foul business this is. Why don't those blood-mad maniacs quit?”

“But no more talk like that. It is the same old story -- I am letting myself go -- and you are elected to listen. Naturally here we don't talk about these things. It just isn't done. Everyone stays away from the subject.”

When I rechecked the date of his letter with the dates for aircraft losses in “Attlebridge Arsenal,” I knew he was talking about Quentin Bailey and his crew. I think we, as children of these veterans, could all say that our fathers continued to stay away from “the subject” for the rest of their lives. We didn't hear about those memories, their memories of death. When my husband and I were preparing for our trip back to Attlebridge in 2017, one of the things I did was to gather information about the 87 graves and memorial wall markers from the 466th BG at Cambridge American Cemetery. We spent a day there with Paul and Eileen Hindle decorating all markers and remembering each of those airmen and videotaping it. Quite a few of them were lost during the time Dad was at Attlebridge. It seemed impossible that he didn't know them, or at least know about, all these forever young men.



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

A few months ago, when I was staying with my mother, I needed to look up something for my “Taps” article. I found that Dad's copy of “Attlebridge Arsenal” was still on his bookshelf. As I pulled it out, I realized he had bookmarks in several places. Not surprisingly, three of them were on the pages for the Dougherty crew, their missions and the ground crew for their plane, “Dirty Gertie.” There was also one for the Roy Hurst crew. Hurst and Dougherty had trained together in the States, and so their crews were acquainted with one another on the base, plus were all in the 786th Squadron. But then there was the marker at the Quentin Bailey crew. Obviously the memory of that sad story he told my mother about all those years ago was still in his mind. When I turned to that last bookmark, I started to cry. John H. Wunder and Adam Wunderlich -- all but one man on those two planes killed.

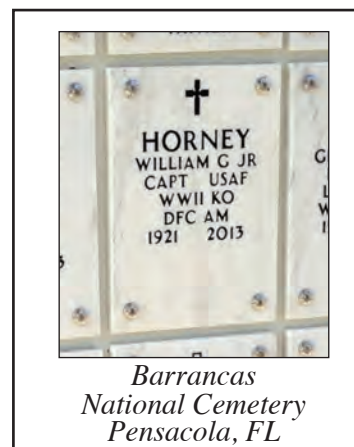
The Wunder plane, after asking permission to land, exploded in mid-air shortly after take-off from the base, June 21, 1944, on their seventh mission. The Wunderlich plane also was lost in a similar way, as they spun in only 12 miles from Attlebridge, on their third mission, July 13, 1944. The Dougherty crew flew most of their missions around the time of those same dates. So, here I discovered with these bookmarked pages, what Dad had told that college student. Here was “the death” that he remembered for the rest of his life. For some reason, it seemed especially tragic when we decorated the graves of these two crews at Cambridge Cemetery. It seemed like they never had a chance to survive. And it was especially sad when I found with my research that John Wunder's brother, a fighter pilot also in England, was killed, too. So, that family lost both of their children in the war, two Gold Stars.

I wish now I could ask Dad more details about his time at Attlebridge and I wish I could've gotten him to break that unspoken rule, to get him to talk about “these things.” But I think I understand why he and other veterans couldn't do that back then or even now, 75 years later. But I am grateful for what I did learn from him and the other 466th BG veterans I have gotten to know in the last 20 years.

As a child of a veteran, with a son and grandchildren, I can say that my gratefulness for what those “boys of Attlebridge” did continues to grow. More and more I realize what they sacrificed, 333 of them even sacrificing their lives.

Martha Horney Curtis
Crew#633 Daughter and 466th BGA Board member

Martha Curtis and her father, Bill Horney,
at the 8th AFHS Reunion, July 21, 2007



Barrancas
National Cemetery
Pensacola, FL



Martha & Bill
Curtis on the
North Sea,
April, 2017



Bill & Jane Horney



Finding Attlebridge

Herschel Stripe navigates his crew to WWII duty

This is the first installment of a letter written sent 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 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. After his military career, he was director of administration for an energy engineering firm. Another installment from his letter will appear in an upcoming edition of Attlebridge Notes.

The crew of the B-24 Liberator "Nobody's Baby," flown from Attlebridge, a base near Norwich, England, during World War II.

Captain Wallace A. "Red" Mason - Pilot

Lt. James J. Berlinger - Co-Pilot

1st Lt. Herschel F. Stripe - Navigator (center, standing)

Lt. Frank J. Dever Jr. - Bombardier (right front, kneeling)

T/Sgt. Louis J. Paramo - Engineer

T/Sgt. Edward R. Karolkiewicz - Radio Operator

S/Sgt. Simon F. Smith - Gunner

S/Sgt. John R. Cross - Gunner

S/Sgt. Eugene E. Campbell - Gunner

S/Sgt. James W. Waddell - Gunner



To Betty Stripe, widow of Herschel Stripe, from Frank Dever:

Dear Betty,

I have been planning on writing to you about the events Herschel and I experienced during WW II for a long time. Well, this is the time.

I think Hersch and I first met at Alamogordo, New Mexico, or Kearns, Utah, where we were forming crews and training as crews. This was in October and November 1943. We finished training in January 1944 and went to Herrington, Kansas, to pick up our assigned aircraft. I believe I met you briefly, Betty, at Herrington, Kansas, as you came down to say Bon Voyage to Hersch.

We were ready to leave Kansas for the trip overseas around Feb. 8 or 10, 1944, but the weather became so bad that Hersch and I and the crew were out at our aircraft trying to beat layers of ice off the wings with long rubber truncheons. We were very wet and frozen doing this chore as the light rain kept on and froze on us as the temperature was way below freezing.

Why it didn't turn to snow, I can't recall. Anyway, the rain finally let up and we prepared for take off to an unknown destination.

As it turned out, after sealed orders were opened, our first stop was the Island of Trinidad, where we gassed up and stayed overnight. This wasn't too bad a junket for Hersch as he had radio and good weather. I was with Hersch in his little alcove, helping out as I could, as I had some experience with Dead Reckoning Navigation. But make no mistake about it, Hersch was the "Main Man" on this trip.

Our next stop was Belen in Brazil, which again was not too bad a leg, and it gave Hersch more time to practice for the big one across the pond. We gassed up again and stayed overnight in what I remember as a very nice, freshly painted white, barracks.

Next morning we took off for Fortaleza, Brazil, which was to be our jumping off point for the "big ride." One never realizes how big Brazil is until one spends many hours passing jungle, lakes, rivers and mountains from Belen to Fortaleza. We overnighted at Fortaleza and got ready for the big one the following day.

I can't recall the logic of why we took off late in the afternoon, considering the length of the trip, unless it was for security purposes, but off we went. Everyone was very nervous but especially our "Main Man" Herschel as this was to be one of the greatest trials of his life. The first few hours weren't bad as we had a little sun and Hersch was able to get readings and plot our course fairly easily.



Frank Dever, left, Herschel Stripe, right.

Cont'd.

Stripe Cont'd..... Of course, there was no opportunity to use the radio out in the South Atlantic so we had to hope that the winds didn't change drastically and that Hersch's early readings were good. Hersch felt that he had good shots of the sun, early on, and that we would be able to verify our course by shooting the stars when we saw them. He and I pored over the charts diligently, measuring and remeasuring, checking our air speed and ground speed and rechecking same.

As we approached darkness, Hersch got a couple of star shots which we plotted diligently. By this time, however, an overcast moved in and we thought we might have "bought the farm," as they say. We got almost no readings for several hours but we kept on doggedly plotting our course and checking air and ground speed and anything else we could think of, which was very little.

Remember, Betty, we were not real experts, having had only a few months of training with all the items we need available, such as radio, sun, stars, daylight and, when at night, familiar landmarks to guide us. Over the South Atlantic, in the dark and with an overcast, everything works against us.



Lt. Herschel Stripe

I can still see Hersch with his sextant in hand and his head in the astro-dome trying to find something to shoot. I think, all night long Hersch was only able to get one or possibly two poor star shots due to the overcast. We were very apprehensive as time went on about our position, as we only had enough gas to make Dakar in the country of Senegal. We did not have enough gas to go exploring once we arrived in Africa.

I have a vague recollection of some kind of input to us from Ascension Island, which I believe helped us verify our position. The sky started to lighten after we had been out around 7 hours, and we were hopeful we would be able to get some additional inputs to help us determine exactly where we were. The sky got lighter and lighter, but we were still plagued with overcast sky.

Suddenly, after being on the way for almost 8 hours, we broke out of the overcast and lo and behold, landfall straight ahead. We weren't sure what we were seeing relative to our destination, but it was land, for which we were very thankful. Hersch was able to take a reading and with a small correction we approached our destination dead center, Dakar, Senegal.

We were jubilant but exhausted and landed without any further problem. It took us a couple of hours to be debriefed and set up with quarters, after which we went to the Post Exchange, as we were famished. Our waiter was a heavily muscled, almost 7-foot black man with amulets on both arms and a loin cloth on back and front. We were so taken aback by the size of this man that it shocked us mightily. Probably the shock was also due to our exhaustion. Anyway, I remember we ordered a hot dog and a Coke - can you imagine. This was mainly because nothing else on the menu appealed to us. The hot dog wasn't so great, but the Coke was cool.

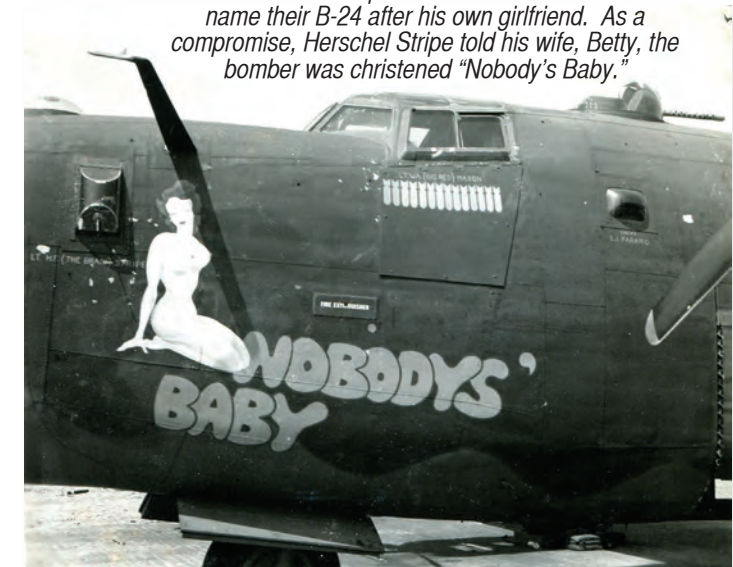
The following day we took off for the town of Marrakesh in Morocco and another tale unfolds. This leg was over jungle and very large deserts. As a matter of fact, we flew over a large portion of the Sahara Desert on this leg of our journey. I recall that Hersch and I were looking at the map and below us was supposed to be a large town called Tinduf but because the houses were the same color as the sand of the desert, we could not see them clearly unless they cast a shadow, which then gave them a point of reference. It was very eerie to know that thousands of people lived down there who were practically invisible from our altitude.

We did arrive in Marrakesh, Morocco, without event for an overnight stay. After debriefing and being assigned quarters, the 4 officers decided to go into town for dinner. We had been warned to drink nothing but beer or liquor as everything else was contaminated. Also, we were warned to eat only in certain restaurants. We picked the best of the approved restaurants, a French restaurant. We all ordered baked chicken, as we had been instructed by Americans stationed at the Air Base. The meal was delicious and we enjoyed our first real meal in several days. One of the four did not fare so well the next day. Guess who? Little Frankie was extremely ill with amoebic dysentery.

The crew tried to get a day or so delay, but were turned down and, therefore, planned to leave without me. But sick as I was, I said "nuts" to that and had the Base doctor load me up with medication for the dysentery, as well as fever, and got on the aircraft. Needless to say, I was in no position to help Hersch or

Cont'd.....

Each member of Cap. Red Mason's crew wanted to name their B-24 after his own girlfriend. As a compromise, Herschel Stripe told his wife, Betty, the bomber was christened "Nobody's Baby."



Stripe Cont'd.... even myself. They stashed me in a small spot just under the flight deck and covered me up with blankets and flight jackets, and I made the trip cuddled up with our little Chihuahua puppy, our crew mascot. This leg of the trip was from Marrakesh, Morocco to Valley in Wales, United Kingdom. Needless to say as soon as the props stopped turning I was out of the aircraft like a streaker to the nearest latrine. I made it in time and after a couple cups of strong tea, I felt almost human again.

The next day our last leg was a short hop from Valley Air Base in Wales to Attlebridge Air Station No. 120 in East Anglia, about 15 miles from the major city of Norwich (pronounced Nor-ridge). We got set up with our billets, as they called them, and got prepared to do some extensive flight training and ground school training to prepare us for the flights over France and Germany. A few days and we were prepared to do what we came for -- bombing of Germany.

Watch for MORE from Frank Dever to Betty Stripe in January's Attlebridge Notes.



Betty & Herschel Stripe



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.

Here we remember veterans of the 466th BG who have passed away. We thank their family members for notifying us, and we express our sympathy to them, and to the veterans who served with them. It is an honor to salute these men. They made a difference during the war years and they continued to do that when they came home.

Martha Horney Curtis, Crew #633 daughter

TAPS - Summer 2019

William E. (Bill) Hailey, San Antonio, TX, April 9, 2018, Crew #696, Co-Pilot

Bill was raised in Houston, TX, and flew 26 missions as co-pilot of crew #696 of the 786 Squadron. He was a 1st Lieutenant and was awarded the Air Medal. Details of this crew were not available to be included in Attlebridge Arsenal, but he was the last surviving member of that crew. According to Attlebridge Diaries, the crew's pilot C.J. Lessing. They flew the last combat mission of the war from Station 120 on April 25, 1945, mission #231, to Traustein, Germany in the Alps. They were one of the 29 planes on this mission with "excellent results, no losses, no casualties, and no battle damage." Three days later, Hitler committed suicide in his bunker. When Bill came home from the war, he finished his education and played basketball at Baylor University on the 1946 conference championship team. In 1950 after getting his law degree, he moved to San Antonio, where he practiced law and was involved in home building. He was pre-deceased by his wife, Eleanor, and is survived by his second wife, Ann, and his two sons, Joel and Michael. Bill is buried at Fort Sam Houston National Cemetery in San Antonio.

Albert L. Hanson, Woodbridge, NJ, November 22, 2002, Operations, Band

Al Hanson was born in Elizabeth, NJ, and enlisted in Newark. According to our membership list, he worked in base operations and played the bass fiddle with the Flying Deck Band, also performing when Glenn Miller came for the 100th Mission Party. The band was formed in New York, using instruments purchased by the USO, and went to England on the Queen Mary. They performed on the base and many other places in Norwich and local villages. Albert also knew Jimmy Stewart and corresponded with him through the years. After the war, Al was an engineer for Purolater Co. and invented the paper auto filters still used today, among other inventions. He was a Lieutenant Colonel in the Civil Air Patrol. Al was a master model builder, making one for President Roosevelt in 1934, which his son believes is in FDR's home and museum in Hyde Park, NY. In 1961 he made a model of President Kennedy's PT-109, presented to Kennedy in 1961 and now in the Smithsonian. His son, Roger, of Colonia, NJ, noted that his father and Kennedy both died on Nov. 22.



Sherell Eugene (Gene) Campbell, Bloomington, IL, August 27, 2018, Crew # 551, Gunner

Gene was born in Marion, IL, and grew up on the family farm. He attended Southern Illinois University until his enlistment in the Air Corps. He was a gunner with the Seward (Mort) Meinstma crew, which completed 35 missions between Aug. 1944 and Feb. 1945. They flew "Slick Chick" and "The Flying Dutchman." Attlebridge Arsenal (p.185) records the account of their most dangerous mission, with a hung up incendiary bomb and hydraulic fluid leaking before landing. Meinstma was able to safely land on the emergency long runway at RAF Manston with no flaps down and only emergency brakes. The crew rode in the tail to help with drag! According to his daughter, Gene kept a combat diary during his time at Attlebridge.

When Gene came home after the war ended, he completed his Bachelor's and Master's degrees and worked at Admiral, Motorola and other companies as a mechanical engineer and was credited with several patents. Gene lived in Rolling Meadows, IL, for 40 years before moving to Bloomington, where he was a volunteer with the Prairie Aviation Museum and a life-long member of the Bloomington VFW. Gene was pre-deceased by his wife, Mary Ann and is survived by daughters Patty and Cathy. He is buried at Queen of Heaven Cemetery in Hillside, IL.



Mahlon Mattison, center, back row, and the crew of "Ain't Miss Behavin"

Mark Mattison, right, a member of the 466th BGA who lives in Oslo, Norway, has double connections to the world of military aviation. First, his late father, Mahlon, flew as a bombardier/navigator in the 466th's B-24 "Ain't Miss Behavin'" in 1944-45.

Second, he is a close family friend of Gen. Regis Urschler, ret. USAF, whom he met through Mahlon Mattison's service in Cold War reconnaissance flights from Alaska during the 1960s.

If this sounds like the stuff of fiction, it soon will be. Mark's novel on the subject, titled "Much Too Pretty," is out this fall on Amazon, both in print and digitally. "My dad was awarded a Distinguished Flying Cross as a result of successful bombing while lead bombardier," Mark said. "He received another DFC as an electronic warfare officer (EWO) on an RB-47 based at Eielson Air Force Base, Alaska, in the early- and mid-1960s." He died on Dec. 31, 1971.

Gen. Urschler said Mahlon Mattison was recalled for the Korean War and eventually was retrained as an EWO, first on Douglas A-26s in Japan, then on RB-47s at Forbes Air Force Base in Topeka, Kansas, and finally on RC-135s.

"I became very close to him and his wife, Enid, and his boy, Mark, and two girls, Elsie and 'little' Enid," said Urschler, who stood in for Enid's late father at her

wedding. ("What a guy," Mark said of Urschler. "They broke the mould when they made him.")

Urschler also is a close friend of Notes editors Steve and Helen Jordon, having served with Steve's father, Col. Ken Jordon, during the Cold War. Some of you 466th BGA members met Reg at the 2015 Reunion in Omaha. Mark researched his father's Attlebridge days through interviews and correspondence with those who knew him. "He had not talked much about the war," Mark said, although he did recount B-24 flight across the Atlantic via Brazil, West Africa and Wales -- a trip described in the new novel.

"I've visited Attlebridge four times since 1986, most recently this past September. I met Paul Hindle and others," Mark said.

"What a fantastic job they've been doing with the Attlebridge Visitors Centre."

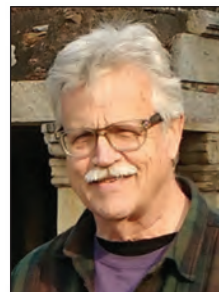
His research to gather background for the novel spans 30 years, including interviews with crew members and exploring the interior of a B-24J. "These sources all contributed to my understanding of life at Attlebridge and survival in the air over Germany and occupied France, Belgium and the Netherlands."

"The novel deals with a WW II Liberator veteran who is dying in a V.A.

hospital in California in the closing months of the Vietnam War," Mark said.

"The orderly who befriends him is an anti-war pacifist, and the book deals with their relationship."

Mahlon Mattison, tallest, receives his second Distinguished Flying Cross at Eielson AFB, Alaska



Mahlon Mattison, above
Regis Urschler, below





Across the Pond....

Paul Hindle's brilliant news from Attlebridge

Summer 2019



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



The Visitor Centre Volunteers have now been working on this "awesome" project for over two years. We work there every Saturday with some of us working two or more days more when we can. Every time we travel to the base it costs us £5 for fuel, plus we are buying other things as needed. Many thanks, guys.

The 466th BG fans who were in Norwich recently with the 8th Air force Heritage League have been to visit the base. Beverly & Doug Tomb very kindly treated us volunteers to a very nice lunch at the "Parson Woodforde," which was one of the watering holes the GIs used. It was called "The Five Ringers" at that time. Many thanks, Beverly & Doug.

The Visitor Centre Project is a huge task for a small number of volunteers, but it's a wonderful project to be involved with as we endeavour to gradually rebuild the Locker Dryer Rooms Facility back to how it was when the brave men of the 466th Bomb Group served at this historic Airfield, Attlebridge 120.

The photograph below, right, shows Pauline and Kenny Souther raising the new flag which they brought with them on their recent visit from the U.S. They also donated a Memorial Bench in memory of their dear friend and near neighbour Veteran (TG) Bill Campbell, whom they met for the first time in 2012 along with three Veterans, Earl Wassom, Bill Campbell and Melvin Demmin, and other American family visitors.

The second Memorial Bench was donated by Pauline's Cousin, Jill Mant, in memory of her parents Jim and Brenda Litchfield. Veteran Jim was in the Quartermaster Company when he met local civilian girl Brenda and fell in love. Brenda at this time worked in the Control Tower Office.

Many thanks to Green Label Poultry Ltd. and the family of the late Bernard Matthews for their help and cooperation in allowing us to take this area of the airfield back to how it was in WWII.

Best regards, Paul Hindle, 466th Bomb Group Visitor Centre Project Manager



Memorial benches have been added at the Visitors Centre.



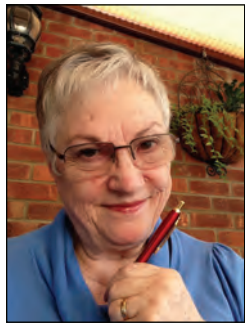
Left to Right: At the 466th BG Memorial are Jim & Marcia Melnyk, Beverly Baynes Tomb, Keith Osborne, Irene Hurner (daughter of Albert Biel, 453rd BG), and Paul Hindle.

Lunch at the "Parson Woodforde"



The future "Chow Hall"

THIS WILL BE THE "CHOW HALL"



Ann Reeve
 Eyewitness
Our Correspondent
Who Grew Up
at Attlebridge

My Uncle Peter *The Other* *Memorial Plaque* *in Weston Longville Church*

With it being the 75th Anniversary of D Day in just a few day's time, as I write, I thought you might be interested in this story.

I expect you all know that, as well as the memorial near the airfield, so well looked-after by Paul Hindle, there is a memorial to the fallen American Airmen in Weston Church. There is, in fact, a second memorial in Weston Church to the only Weston resident, I believe, to be killed in the war.

Peter Reginald Bush, No. 14250080, Trooper, 7th Battalion British Army Tank Regiment.

My Uncle Peter.

My only memory of Uncle Peter is of him being very big and cuddly. He was in uniform and I was sitting on his lap in Nanny's kitchen, where the American GIs used to come to play card games with my family. Peter was the youngest of six children of the late Robert and Ethel Bush (Nanny) who lived at Greensgate on the edge of the airfield. There were two girls in the Land Army and three boys who joined the services for the war. And Peter who was too young. My dad, James, was Royal Air Force, serving on troopships (that's a story for another time), Uncle John was a commando in the Royal Army and served in Italy, and Uncle Dick was RAF serving in Singapore and then Karachi in what is now Pakistan.

We do know that in November 1942 John mentions to Dick in a letter that little brother Peter has joined the Tank Corps. Still only 17 years old.

Family legend has it that Peter took part in the D Day landings. We don't have any letters to show this, probably due to censorship, but I've done some research into the movements of the 17th Battalion and it starts to fit.

D Day, as everyone knows, was on the 6th of June when the, mainly, U.S. servicemen invaded the Normandy Beaches with so many devastating losses. On the 14th of June the 7th Battalion was still at Gosport on the south coast of England, preparing to disembark for France. They actually landed on the 18th June, losing six tanks in the process. There was a bad storm on the 19th of June, which held up further reinforcements thus delaying the planned Operation Epsom to cross the River Odon near Caen. Of course, similar weather had also delayed D Day which had originally been planned for the 5th of June.

So Operation Epsom finally started at 7:30 a.m. on the 26th of June. They secured Cheux and pushed to Granville, losing a further nine tanks.

On the 29th of June they faced severe opposition and mounting losses, which resulted in Gen. Richard Connor turning up on his motor bike (!) and ordering back up of "every gun in Normandy." The result was "the ridge in front of us dissolved into dust."

On the 8th of July, Operation Jupiter took place with the 7th Battalion at the front losing four officers and eight more tanks.

The 31st of July saw Operation Bluecoat at Annay sur Odon.

The 5th of August saw Operation Totalise at Falaise.

The 10th of September saw Operation Astoria at Le Havre.

On the 25th of September a memorial service was held in Le Havre for those who had been killed since D Day.

.... continued



I believe that to drive from Caen to Le Havre by car nowadays takes no more than around one and a half hours, but they didn't go by the direct route!

The 7th Battalion then apparently had three weeks of rest in Dieppe. I don't know how they got there or when, but Le Havre to Dieppe is farther than Caen to Le Havre, so we must suppose that the fighting was much lighter by this time.

In Dieppe they joined with the Czech Independent Armoured Brigade as back-up artillery and contained a German Fortress Garrison in Dunkirk. So not much rest by the sound of it.

By January 1945 the 7th Battalion were back in Churchill Tanks with some of the new replacements being fitted with flame throwing equipment.

On the 23rd of March they crossed the Rhine, an event, I would imagine, psychologically quite important to be in Germany at last, and took part in action in the Bochalt area.

Now, before all this Peter had met and become engaged to Lylie, who had been evacuated from the East End of London because of the Blitz and was living with Ethel, my grandmother. My Cousin Jill Simms, Dick's daughter, has a letter which was written by Peter on the 10th and 11th of April to his brother Dick in Karachi, describing conditions in Northern Germany, his wedding plans for when the war ends and telling Dick that he is to be the Best Man at his wedding.

On the 14th of April Uncle Peter was killed near Soltau, just south of Hamburg on the Luneberg Heath. The story that we've got is that Peter's tank carried three people and one was injured. Peter got out of the tank to get some medical equipment. He was shot by a sniper waiting in a tree, whereupon his colleague turned the flame thrower onto the tree, burning the tree and its occupant to ash.

Peter is buried in a beautiful, immaculately kept cemetery at Becklingen near Soltau, just a short distance from the infamous concentration camp at Bergen Belson.

On the 4th of May the German Command signed the first Instrument Of Surrender.

I was there when Nanny unveiled the Memorial Plaque on the wall of Weston Longville Church and remember being puzzled that she looked so sad. I would have been 3 or 4 years old, and I don't think I had been told anything

This story does, in fact, have a happy ending. When the war ended Jimmy, John and Dick all returned home. Dick met up with Lylie, Peter's fiancé, and on the 21st of April 1946, Easter Sunday, Dick and Lylie were married -- one year, almost to the day, after Peter's death. They had a very happy 61 years together, receiving a congratulatory message from HM The Queen on their 60th Anniversary. I loved them dearly.

So if you are fortunate enough to visit the wonderful Visitor Centre at the airfield, do go to the church as well to pay homage at the American Memorial. Then turn round to the other wall and spare a quiet thought for my brave Uncle Peter, Aged 20.

Next time I hope to bring you Dick's story, in his own words.

He was a bit naughty: as a youngster he vandalised Weston Longville Church by scratching his initials into one of the pillars. Still there.



Get "Attlebridge Notes" by e-mail!!!

To ALL Members of the 466th Bomb Group Association:

The biggest expense of the 466th BGA is the printing and mailing of our bi-annual newsletter, "Attlebridge Notes." Many organizations are moving from printed mailings to delivery by e-mail. If you would like to help pare down our costs or would not mind having less paper come into your home, please let us know and send us your e-mail address so that we can be sure that you receive the digital file. Contact secretary Beverly Tomb: **Secretary466thBGA@gmail.com**



A June visit to Attlebridge

Beverly Baynes Tomb

Photos by Beverly & Doug Tomb

Three descendants of 466th BG airmen: Steve Dluginski (nephew of George Grabowski), Jim Melnyk (son of Mike Melnyk) and Beverly Baynes Tomb (daughter of Richard Baynes) with spouses and 53 other members of the Heritage League of the 2nd Air Division (USAAF), visited Norwich June 9-14 for the annual meeting of that organization.

On Monday, the Heritage League group enjoyed a lovely dinner hosted by Sir John White.

On Tuesday, the group visited four WWII bases of the 2nd Air Division that have active museums, including Old Buckenham (453rd BG), where some 466th BG memorabilia is beautifully displayed.

Sir John and helpful neighbor Alex pop champagne to welcome us to Salle Manor's Orangerie



Cathy Thomson, WWII veteran Allan Hallett & Beverly Baynes Tomb at "Old Buck"



One side of the 466th BG display case at Old Buckenham includes photos by Bill Curtis and items from L. Ray Pontbriand, a service training manual, and plane identification cards.



Jim and Marcia Melnyk pose by his Dad's complete set of engineering manuals for the B-24, displayed with other 466th memorabilia at the 8th Air Force Heritage Gallery at "Old Buck."



On Thursday, a dozen of us from the U.S. visited the village of Weston Longville, looked into the parish church, saw the restored village sign and had lunch at *Parson Woodforde Freehouse Pub and Restaurant* (called *Five Ringers* during WWII). Beverly & Doug Tomb hosted Paul Hindle and ten of his Visitors Center helpers for lunch, and it was a special and emotional opportunity for us Yanks to thank the Brits for all they are doing to honor and remember our 466th veterans.

Men in blue: Doug Tomb, Peter Woodcock



Mike Curtis



Paul and Lisa Savory-Mansfield, who had just returned from D-Day 75th celebration in Normandy



Anna Doyle & Mark Eames



Keith Osborne, Visitors Centre volunteer, and Pauline Souther.

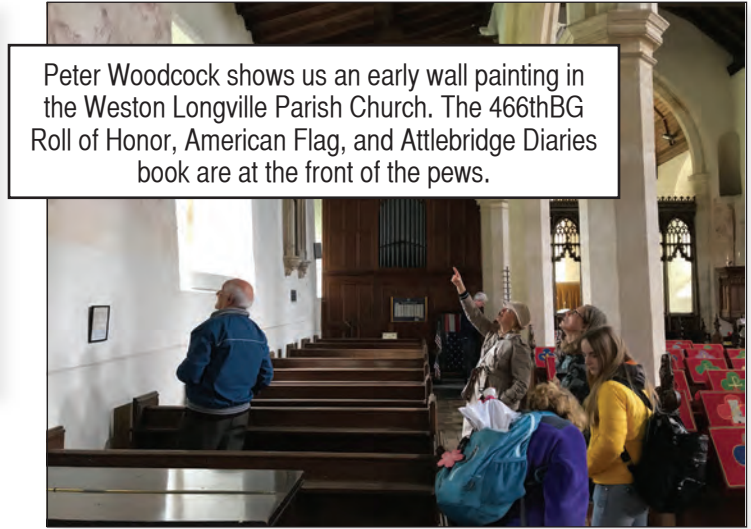
Steve and Sheryl Dluginski, visiting England for the first time



After lunch, we were all off to the Attlebridge base. Paul and Lisa Savory Mansfield kindly offered the three delighted youngsters — Joseph Doyle (10), Elizabeth Doyle (12) & Emma Holdaway (13) — a ride in their WWII jeep which had just returned from celebrating D-Day at Normandy. Steve and Sheryl Dluginski, who were visiting England for the first time, rode in a WWII era Pontiac. Those of us in the cab followed Paul Hindle & Keith Osborne and stopped at the 466th Memorial, where flags of both countries snapped in the breeze and the rose bushes provided a stunning backdrop.



The WWII vehicles outside Parson Woodforde



Peter Woodcock shows us an early wall painting in the Weston Longville Parish Church. The 466thBG Roll of Honor, American Flag, and Attlebridge Diaries book are at the front of the pews.

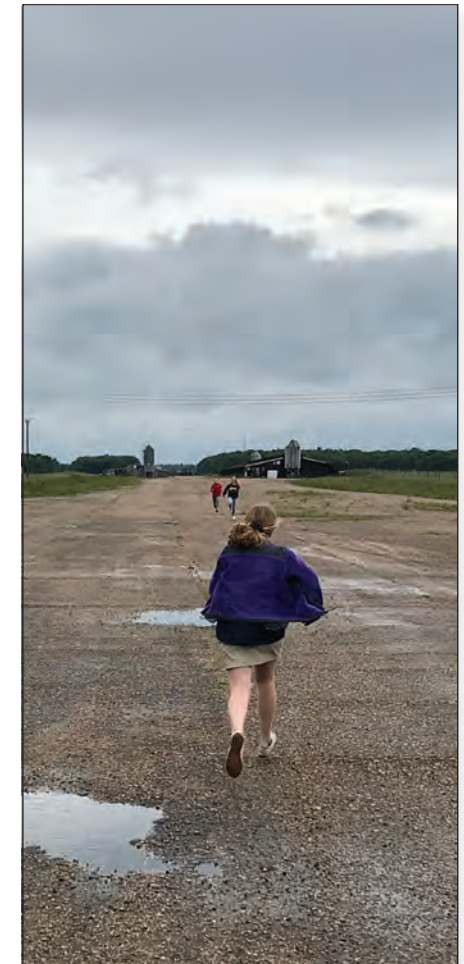


We all enjoyed seeing the progress on the Visitors Center. Marcia & Jim Melnyk unpacked a heavy suitcase of *Attlebridge Arsenal* books from the 466th BGA that they had carried over so Paul can sell them to help fund the Visitors Center. We met Lisa's dad, George Savory, who was a young boy during WWII, explored an underground bomb shelter, and drove on the perimeter road to the end of the main runway, where the three youngsters tried to run fast enough to take off.

Inside the future cafe, Marcia Melnyk donates two notebooks of info to the Visitors Center, in addition to the suitcase full of *Attlebridge Arsenal* books.



Barry Beck, Beverly Tomb & George Savory, father of Lisa Savory-Mansfield



The kids attempt take off on the runway



Illustration by Bill Curtis

In the footsteps of the Kessenger crew

by Carlo Kuit

With the support and dedication of Susan Schwarten-Straw, Marcia Melnyk, Jennifer Pacha, Jens Schaper, Günter Deigmüller, Bill and Martha Curtis.



1st Lt. Kenneth Kessenger
Pilot KIA



2nd Lt. Roland Boulter
Navigator KIA



Sgt. Albert W. English
Right Waist Gunner KIA



Sgt. Joseph Lombardo
Left Waist Gunner KIA



2nd Lt. Wallace L. Tyner
Co-Pilot POW



S/Sgt. Russell Medico
Engineer POW



Sgt. David O'Rear,
Ball Turret Gunner POW



S/Sgt. Fred Homner
Radio Operator POW



Sgt. Lewis W. Straw,
Tail Gunner POW

On Saturday, April 8, 1944, "The Madame" tried to limp back to England after being hit by flak and attacked by German FW190 fighters, setting ablaze the engines and injuring Waist Gunner Sgt. Albert English. Near the town of Mensinghausen about 3 p.m. local time, Pilot Lt. Kenneth Kessenger gave the order to bail out. "He kept the aircraft as long as possible in the air until all the men bailed out," Tail Gunner Lewis Straw told his daughter Cathy Ruddek in 1987. Lt. Kessenger and three others died.

Cont'd.....

Cont'd..... This is the story about the final mission of the Kessenger crew, which flew "The Madame," a B-24 assigned to the 466th Bomb Group in Attlebridge, England. Besides myself, the research team included Susan Schwarten-Straw, Marcia Melnyk, Jennifer Pacha, Jens Schaper, Günter Deigmüller and Bill and Martha Curtis. Among others providing information were National Archive investigators L. E. Frey and John Shannon; Attlebridge expert Paul Hindle; and family members and witnesses Cathy Ruddek, Dan Homner, David Medico, Jens Schaper, Mrs. Woodall-Smith, Erwin Schedin and Mr. Albers.

As a resident of the Netherlands, I joined the grave adoption program in 2014 to care for the grave of 2nd Lt. Roland "Chappy" Boulter, the Navigator of "The Madame." The aircraft pilot, 1st Lt. Kenneth Kessenger, is one row behind Boulter's in the Ardennes Cemetery, and I adopted his grave in 2017.

Our researchers found diaries by crew members' descendants, as well as official records and eyewitness accounts of the crash. We traced the crew from their training days in Utah and New Mexico, across the Atlantic to Africa and then to Attlebridge, to the fatal flight, to the graves of those who survived and to the prisoner-of-war camps where surviving crew members were kept until the end of World War II.



Carlo Kuit at Attlebridge



Erwin Schedin, 86, eyewitness to the crash of "The Madame." He was living close by on a farm and was the first to the crash location with a school friend. He was able to pinpoint the exact location where later on the debris was found.

With the help of Erwin Schedin, Jens Schaper and Günter Deigmüller were able to pinpoint the exact field where the crash took place. The week before I visited the crash site with my father, the team was allowed by the land owner and authorities to search for artifacts. They found plastic pieces, armored glass, 50-caliber rounds and some small fuselage parts. Some of the artifacts I was able to bring home to send on to the U.S.

A reporter from the local newspaper, Die Harke, wrote a two-piece article about our research on the crash, published on April 6 and 13, 2019, including Mr. Schedin's memories of living through the war as a boy. We could not have had a better tribute to the crew.



Artifacts from "The Madame"

On March 23, 1944, the Kessenger crew flew a mission to Achmer, Germany, followed on March 27 to Biarritz, France; April 5 to Siracourt, France; and then April 8 to Brunswick, Germany.

The fatal mission started with the field order at 4 a.m. with a planned takeoff by 8 a.m. Later this mission would be called "Holy Saturday," a maximum effort of 30 sorties dropping more than 62 tons of bombs. The crews who returned from this mission renamed it "Unholy Saturday" due to the enormous loss of life that day. "The Madame" was one of six B-24s that did not return to Attlebridge that day.

The group was well into German airspace when they were discovered by a large contingent of Luftwaffe fighters. The bomber formation held a 100-degree heading to the Initial Point near Gardelegen. Group Commander Pilot Frank Elliot ordered over the radio that the ball turrets were not to be lowered. After this no-ball order, Sgt. David O'Rear, Ball Turret Gunner, took over the top turret position with S/Sgt. Russell Medico, Engineer, "roving" around. At 21,000-23,000 feet enroute Gardelegen to Brunswick, the air was full of German fighters. Hit by flak over the target area, "The Madame" still managed to drop her bombs over target and get back in formation, although at slower speed.

Cont'd.....



The exact coordinates of the site: 52.52745N 08.95858E,
just SE of the village of Mensinghausen

Cont'd.... From his tail turret position Sgt. Lewis Straw could see a FW190 approaching and strafing the fuselage, taking out the tail of "The Madame." Crawling back in the fuselage, Straw found Sgt. Albert English, Waist Gunner, hurt by shrapnel, taking three of his fingers off. O'Rear came down from his position to help bandage English. In the meantime, Straw had been in the cockpit talking briefly with Pilot 1st Lt. Kenneth Kessenger. There was confusion amongst the crew over who was still onboard and who had bailed out. O'Rear, Radio Operator S/Sgt. Fred Homner and Co-Pilot 2nd Lt. Wallace Tyner tried to free Medico in the bombay, as he got stuck wearing two parachutes. At the same time Straw was still helping English. All of a sudden, the engines exploded with the aircraft spinning out of control. Straw bailed out through the right waist window, followed by Tyner, O'Rear and Homner.

After being captured by the German Army, Tyner, Medico, Homner, O'Rear and Straw were taken to the interrogating center in Oberursel. Tyner was imprisoned at Stalag Luft 1 in Barth and the others at Stalag Luft XVIIB, in Krems, northwest of Vienna, Austria. Killed were 1st Lt. Kenneth Kessenger, Pilot; 2nd Lt. Roland Boulter, Navigator; and Waist Gunners Sgt. Albert English and Sgt. Joseph Lombardo.

Exactly a year after the crash, on April 8, 1945, the POWs of Stalag Luft XVIIB were taken on a forced march into Germany as the Russian Army closed in and the Germans did not want to surrender to them. On May 26, U.S. C-47s flew the Americans to Camp Lucky Strike in France for processing before returning home. They found that Bombardier 2nd Lt. Leonard Krone, an original crew member, also was a POW after being assigned to another crew.

I am grateful so much information was uncovered about the Kessenger crew. It brought them back to life, and they will live on in our memories.

*B-24H 42-52610 "The Madame" with Kessenger crew (#616) crashed on this spot in Germany on April 8, 1944. 466th Bomb Group, 786th Bomb Squadron, Station 120 Attlebridge, England
On March 30, 2019, Carlo and his father, Leo, laid flowers at the crash location opposite Erwins Shed in a field close by.*

*1st Lt. Kenneth Kessenger
Pilot KIA, Ardennes Cemetery, Belgium*



45th ANNUAL 8th AFHS REUNION
Sheraton Westport Lakeside Chalet, St. Louis, MO
October 16-20, 2019

REGISTRATION INSTRUCTIONS

STOP!

◇ **RESERVE YOUR HOTEL ROOM FIRST!**

The reunion hotel has a liberal cancellation policy—in the event you are unable to attend the reunion, you will be able to cancel your reservation without penalty within 48 hours of your scheduled check-in time. However, if you wait until the last minute to book your room reservation, you may not receive the reunion rate or rooms may no longer be available at the reunion hotel. Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that our vendor commitments and guarantees will allow, less a \$5 processing fee.

Canceling your hotel reservation does NOT cancel your reunion activities.

◇ **COMPLETE THE REGISTRATION FORM**

Please fill out the registration form completely.

- ⇒ Fill out your name as you wish it to be on your name tag—and for any others registering with you. If you are a WWII veteran, and/or affiliated with a bomb or fighter group, please indicate which group.
- ⇒ ALL meals are priced separately—INCLUDING breakfast. Make sure to indicate [X] on your registration sheet which mornings you want breakfast and the total # of people on your registration sheet who will be having breakfast on each day. Be sure and select your entrée if you plan on attending the Saturday evening gala.
- ⇒ There are three [3] tour options available during the reunion. Please read the information [here in this issue] on each tour and then make your selection on the form. **The Sights of St. Louis Tour INCLUDES** a box lunch.

◇ **MAIL IN YOUR REGISTRATION FORM**

Once you have completed your registration form, please total up the amount owed and include a check, money order, or complete the credit card information on the form, payable to the **8th AFHS** and mail to:

8th AFHS
68 Kimberlys Way
Jasper, GA 30143-4769

Or you may **SCAN** your registration form [if paying by credit card] and **EMAIL** to:
ManagingDirector@8thAFHS.org

ALL registration forms **MUST** be received by **September 25, 2019** in order to guarantee your place. If you have any questions or problems in completing your registration, please contact:

Debra Kujawa
Managing Director
8th AFHS
912-748-8884
ManagingDirector@8thAFHS.org

ALL reunion information and forms are available on our website: 8thAFHS.org



HBO's documentary, *The Cold Blue*, which was previewed in rough cut at the **8AFHS reunion in Dayton**, was screened in movie theaters on May 23rd. An interesting crew gathered in Tyson's Corner, VA, to watch this amazing film. It was created with recovered and digitally enhanced film from WWII and the B-17 Memphis Belle. Left to right: Jerry Coffee, Doug & Beverly Tomb, Helen & Steve Jordon, their son & daughter-in-law, Leland & Jin Jordon, and 8th AFHS photographer Craig Dubishar, who happened to attend with his daughters. An amazing piece of history. If you get a chance to see the film, grab it! Bet there will be something great at the Reunion in St. Louis!

FOR MORE INFO, Go to: 8thAFHS.org



REGISTRATION FORM
45th ANNUAL 8th AFHS REUNION
 Sheraton Westport Lakeside Chalet, St. Louis, MO
 October 16—20, 2019

CUT-OFF DATE IS September 25, 2019		Price p/p	# of People	TOTAL
<u>DUES</u>				
The principal attendee MUST be a member of the 8th AFHS to register for this reunion. If you are NOT a CURRENT member, please pay your yearly dues here:	\$ 40	#		\$
<u>REGISTRATION FEE</u>				
Includes meeting expenses and other reunion expenses.	\$ 45	#		\$
Registration fee for children ages 8-16 attending more than 1 function & staying at hotel:	\$ 30	#		\$
<u>BREAKFAST BUFFET (please indicate below and place totals to the right)</u>				
Please indicate [X] which days you would like buffet breakfast and quantity: Thursday ___ # ___ Friday ___ # ___ Saturday ___ # ___ Sunday ___ # ___	Price per breakfast: \$ 23	Total # of breakfasts: #		\$
<u>DINNERS</u>				
Thursday, Oct 17 — EVENING DINNER BUFFET Roasted Pork Loin & Grilled Chicken Breast	\$ 48	#		\$
Friday, Oct 18—RENDEZVOUS DINNER Chicken Marsala	\$ 48	#		\$
Saturday, Oct 19—GALA BANQUET (Please select entrée)				
Sliced London Broil with Bordelaise Sauce	\$ 48	#		\$
Pan Seared Salmon with Balsamic Reduction	\$ 48	#		\$
Vegetarian plate(s) Please indicate [X] : Thurs ___ # ___ Fri ___ # ___ Sat ___ # ___	\$ 48	#		\$
<u>TOUR OPTIONS:</u>				
Thursday, Oct 17: Sights of St. Louis Tour— INCLUDES BOX LUNCH	\$ 65	#		\$
Friday, Oct 18: Keep the Memory Alive Tour—Lunch on your own	\$ 26	#		\$
Saturday, Oct 19: Sights and Shops in St. Charles Tour—Lunch on your own	\$ 26	#		\$
Total amount payable to: 8th AFHS				\$

Please PRINT. If registering a WWII veteran here, please list their name first.

MEMBER NAME (for name tag): _____

WWII Veteran ___ BG/FG Affiliation (for Rendezvous Dinner seating): _____ POW: ___ (Korea, Vietnam, etc.): _____

SPOUSE or PERSON attending: _____

ADDITIONAL GUESTS: _____

ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

DAYTIME PH #: _____ EMAIL: _____

EMERGENCY CONTACT: _____ PH #: _____

PLEASE INDICATE ANY PHYSICAL OR DIETARY RESTRICTIONS: _____

IF PAYING BY CREDIT CARD —M/C; VISA; or AmEx (**a 3% convenience fee will be added**):

CARD #: _____ EXP. DATE: _____

SIGNATURE: _____ *Your contact information will only be shared with attendees.*

MAIL completed form with check or credit card info to: 8th AFHS ~ 68 Kimberlys Way ~ Jasper, GA 30143-4769



45th ANNUAL 8th AFHS REUNION
 Sheraton Westport Lakeside Chalet, St. Louis, MO
 October 16-20, 2019

HOTEL RESERVATION INFORMATION

888-627-7066 or ONLINE registration on our website!

(Reference Sheraton Westport 'CHALET' and 8th AIR FORCE for group rate)

Location

The Sheraton Westport Lakeside Chalet is located in Westport Plaza, (191 Westport Plaza, St. Louis, MO 63146) which features 18 shops, popular restaurants, and entertainment venues like the Westport Playhouse, The Funny Bone Comedy Club, Jive and Wail Piano Bar, and Backstreet Jazz and Blues. Guests will enjoy convenient access to popular destinations and attractions. We're located just 10 minutes from historic St. Charles, 15 minutes from Forest Park, home of the Saint Louis Zoo, Science Center, Art Museum and the History Museum. We're also close to the world-famous Gateway Arch, the St. Louis Cardinals baseball stadium, Six Flags© and Missouri's Wine Country.

Shuttle Service

For those of you flying into St. Louis, there is complimentary shuttle service to and from the airport to the hotel. Go to Baggage Claim/Hotel Shuttle exits—the shuttle runs every half hour.

Upscale Amenities

Enjoy complimentary wireless High Speed Internet in all public areas, concierge service, plus signature amenities you'll only find at Sheraton. Wake up energized after a restful night's sleep in a plush Sheraton Sweet Sleeper® Bed. Sheraton Club rooms and suites provide guests with special access to the Sheraton Club Lounge, offering complimentary breakfast, evening hors d'oeuvres, and a variety of beverage options. Stay connected at our lobby's connectivity hub, the Link@Sheraton™ experience with Microsoft®. Stay fit with a visit to our Sheraton Fitness center, programmed by Core Performance™.

Dining Options Around

The Terrace Restaurant and Lucerne Restaurant feature a wide variety of menu items served in a friendly, casual atmosphere. There is also a private dining area perfect for intimate gatherings. In the summer, enjoy poolside refreshments every weekend at the Tiki Bar, serving snacks, beer, wine and frozen drinks. We also offer guests the convenience and privacy of in-room dining service. Stroll through the Westport Plaza Complex and visit any one of their many casual and fine-dining options, from seafood restaurants to specialty cafés.

RESERVATION INFORMATION

Group Name: 8th Air Force Historical Society

Reunion Dates: October 16-20, 2019

Rate: \$122 + tax (currently 17.863%) Rates are offered 3 days prior and 3 days post reunion based on availability.

Cut off Date: 9/15/2019

Cancellation Policy: All reservations have a 48 hour cancellation policy, or attendee will be charged one night room rate plus tax.

WHEELCHAIR RENTALS

ScotAround: (888) 441-7575 or ScotAround.com

HOSPITALITY SUITES

This year, the 8th AFHS is pleased to announce that we are again offering **HOSPITALITY SUITES** to groups at **NO CHARGE**. The number of suites is limited, so we ask that you reserve your suite as soon as possible. Suites are located in close proximity to one another and most are large enough for two or more groups to share space.

In order to guarantee your suite,
please call or email ASAP:

Debra Kujawa
Managing Director
 912-748-8884
ManagingDirector@8thAFHS.org

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

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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.



**See you October 16-20, 2019, in St. Louis, Missouri
for the 45th Annual Reunion of the 8th Air Force
Historical Society!
At the Sheraton Westport Lakeside Chalet
On I-270 between I-70 & I-64**

**SEE YOU IN
ST. LOUIS!**

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

Donations to the 466thBGA are needed to print and mail the newsletter.
If you receive our newsletter a suggested donation of \$20/year would would cover expenses.
The 466th BGA has no dues, but to **donate to the 466th BG Association:**

Make checks payable to: "The 466th BGA"
and mail to: Bill Curtis, Treasurer
515 West Ariel Ave
Foley AL 36535

To donate to the Visitors Centre project:

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



Address corrections:

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