

# What was the impact of the 2nd Air Division in East Anglia during the Second World War?



## Explore the history of the 2nd Air Division, United States 8th Army Air Force, in East Anglia during the Second World War...

This resource has been created primarily for the use of schools in the United Kingdom to find out about the history of the 2nd Air Division, United States 8th Army Air Force in East Anglia during the Second World War, and the impact this 'friendly invasion' had on local people and communities

Most of the sources are from the 2nd Air Division Archive at the Norfolk Record Office (NRO) and the 2nd Air Division Memorial Library (2AD). Additional photographs are courtesy of Norfolk County Council Library and Information Service (NLIS).

All the thumbnail images of records and objects used in this resource include the reference of the original, prefixed by the letters of the organization from which they are taken, e.g. NRO, 2AD or NLIS. Website addresses cited in this resource were correct at the time of writing.

The Norfolk Record Office has tried to identify the sources of documents used in this resource and to attribute them correctly. We are grateful to rights holders who have given us permission to use their records. However, in some instances, we have been unable to identify or locate rights holders. If you have further information about records used in this resource, please contact the Norfolk Record Office.

The Record Office would like to thank teachers from the Norfolk Record Office Working Group who provided advice and support in order to create this resource.



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### Introduction



NORWICH, ENGLAND  
1945

### Aeroplanes and Equipment



### Places



### Missions and Incidents



### People





\* 492nd Bomb Group at North Pickenham deactivated 7 August 1944

#491st Bomb Group at Metfield moved to North Pickenham on 15 August 1944, under the 14th Bomb Wing

Bomb Wings, Bomb Groups and Squadrons highlighted in red are those mentioned in the resource



# What was the impact of the 2nd Air Division in East Anglia during the Second World War?

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Did you know...?

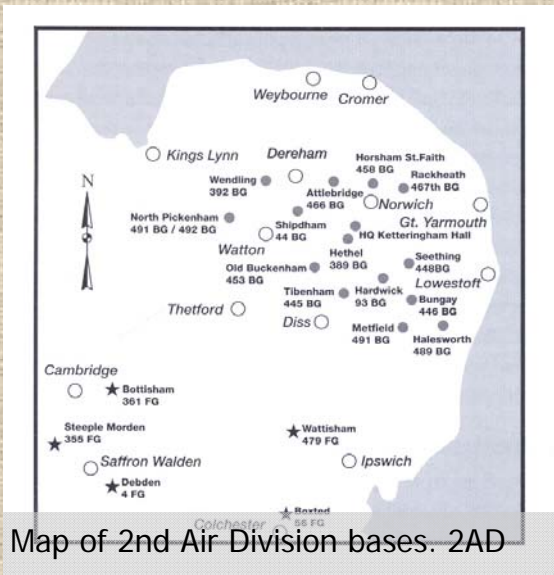
- The United States Eighth Army Air Force was made up of three Air Divisions. The 2nd Air Division was based in Norfolk and North-East Suffolk.
- The main role of the United States Army Air Force (USAAF) in the Second World War was to bomb the industries and communications that supported Germany's war effort.
- The 2nd Air Division began arriving in Norfolk on 7 September 1942. It flew its first mission from England on 7 November 1942 and its last on 25 April 1945.
- Targets attacked ranged from Norway in the north, as far east as Poland and Romania, while several Mediterranean countries were reached from temporary bases in North Africa.
- At any one time between 1942 and 1945, there were about 50,000 American service personnel stationed within a 30 mile radius of Norwich.
- For every man in the air there were another seven to 10 on the ground engaged in support work. These included cooks, clerks, mechanics, armourers and military policemen. Total personnel on a bomber station varied between two and three thousand.
- Nearly 7,000 men serving with the 2nd Air Division lost their lives during the conflict. At one period the chance of an individual airman completing a tour of operations (between 25 and 35 missions) was as little as one in three.
- When the war ended, various memorials were put up to remember those Americans who had died. They include a 'living memorial' in the form of a library. An American Room opened in the Norwich Central Library, Bethel Street, in 1963. Following the destruction of this Library by fire in 1994, a new 2nd Air Division Memorial Library was opened within the Norwich and Norfolk Millennium Library in the Forum in 2001. The Library houses the Roll of Honor which includes the names of American service personnel from the 2nd Air Division killed in action during the Second World War.



Photograph of Memorial Fountain, Norwich Central Library, 1963.  
NRO, MC 376/380



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to see full size version





HEADQUARTERS 2d AIR DIVISION  
APO 558

TO THE MEN OF 2D DIVISION :

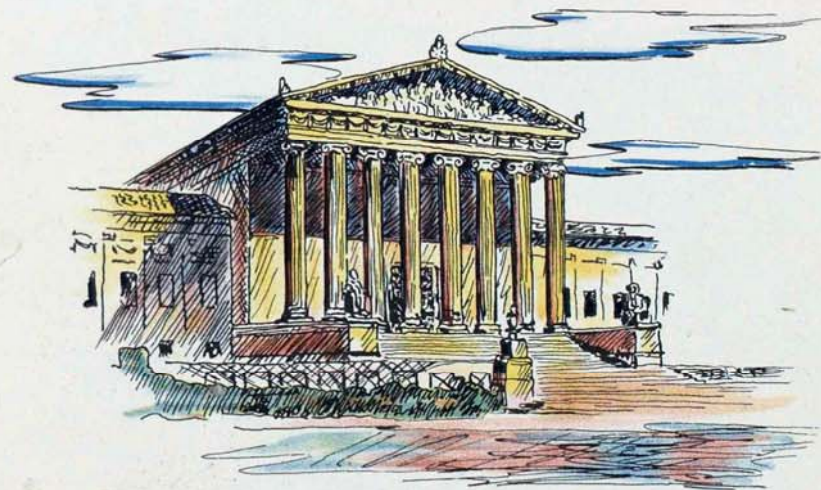
*The plan for the erection of a memorial to the men of 2d Division who have given their lives for their country has, I know, a universal appeal. All of us have friends and comrades who have been lost in action against the enemy or who have died in performance of their duty as American soldiers. These are the hard and bitter facts of war. These men live in our memory not only because of our sense of personal loss but also because of the admiration and respect we have for them and for the supreme sacrifice which they have made for their country and for their comrades. Their loss has been even more deeply felt by their loved ones at home to whom they will never return.*

*This memorial will be a shrine to which the families and loved ones of these gallant comrades, and indeed many of us, may return in years to come. It will be in every way worthy of the men whose memory it perpetuates and of the cause for which they gave their lives. The stately and beautiful hall of memory will furnish a harmonious setting for the Group plaques to be placed on its walls and for the bound volumes containing Group histories and the Group Rolls of Honor. More than that, however, it will be a memorial of living spiritual significance for, through the American Reference Library and the American Reading Room, it will bring a daily influence of American thought and ideals to the people of the Norwich community with whom we have been so closely associated during these difficult years.*

*I know that all of you will welcome this opportunity to express in concrete form what so many of you already have in your minds, and the collection of the sum required will not be difficult if the response is as enthusiastic as I expect it to be.*

*Together we have built the 2d Division into one of the greatest aerial striking forces in history. Together let us build this fitting memorial to its officers and men who have sacrificed their lives to overthrow the enemies of our country in order that the ideals of our American democracy, and indeed all democracy, shall endure.*

  
W. E. KEPNER,  
Major General, USA  
Commanding



NORWICH, ENGLAND  
1945

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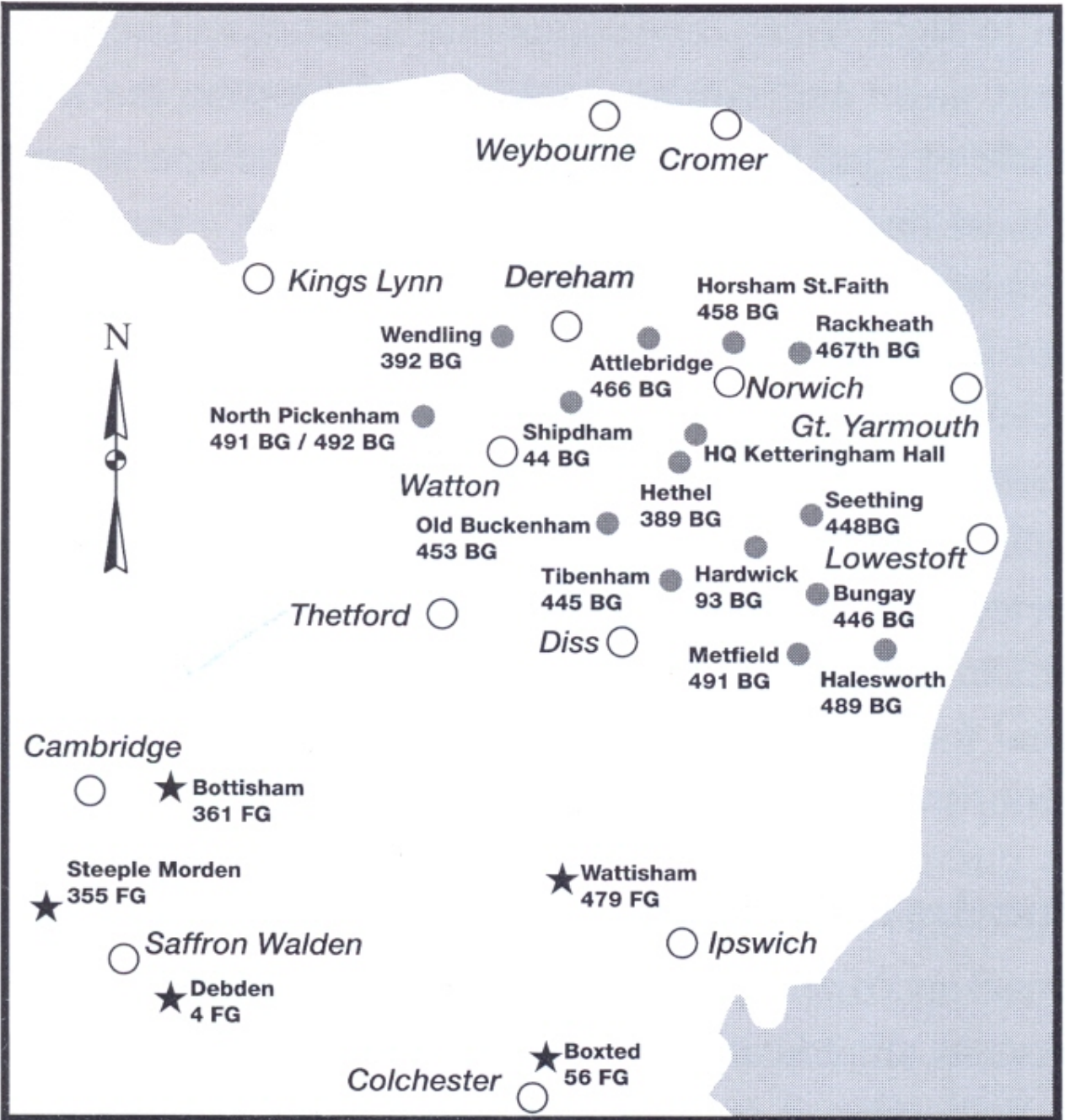


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FG= Fighter Group  
 BG= Bomb Group

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# Which aeroplanes did the servicemen fly and what equipment did they use?

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Did you know...?

- The 2nd Air Division flew B-24 Liberators, a type of bomber aeroplane, which were made by the Consolidated Vultee Aircraft Corporation in San Diego, California and the Ford Motor Company at Willow Run, Michigan.
- The B-24 Liberator had a wing span of about 33.5 meters and weighed over 30 tons. It had four 1,200 horsepower engines, and could carry about 3,650 kilograms of bombs. A typical bomb load for a mission would be between about 1,814 to 2,722 kilograms.
- There were usually eight to 10 men in a B-24 bomber crew, depending on the type of mission they were flying. The crew usually had a pilot, co-pilot, radio operator, navigator, bombardier and aerial gunners.
- Fighter aeroplanes used by the 2nd Air Division included P-51 Mustangs and P-47 Thunderbolts.
- An airman flying in a B-24 had to endure from four to eight hours (and sometimes as many as 10 hours) in cramped conditions, exposed to constant noise and vibration. Much of the time the flight was at altitudes where oxygen masks had to be worn since aircraft were not pressurised as most are today. Temperatures reached as low as minus 40 degrees Fahrenheit and airmen wore heavy clothing to prevent frostbite.

Witchcraft Aeroplane



Aeroplane Nose-Art



Uniform





# The B-24 *Witchcraft* Aeroplane

Click on an image  
to see full size version

Close up of nose-art on *Witchcraft*.  
NRO, MC 371/908/78



Photograph of *Witchcraft* with ground  
and maintenance crew.  
NRO, MC 376/656



Photograph of *Witchcraft* in flight.  
NRO, MC 371/491



Joe R. Lammie  
L.A. Calif

Short-snorter bank notes.  
NRO, MC 376/655





# Aeroplane Nose-Art

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to see full size version



Painting a bee with a bomb.  
NRO, MC 376/352



*Little Beaver.* NRO, MC 376/352



*Bugs Bunny.* NRO, MC 376/352



*Flak Magnet.* NRO, MC 376/352



*Miss America.* NRO, MC 376/352



## Aircraft nose-art

The combat achievements of an aircraft were often represented by symbols painted on its nose or fuselage.

Vertical bomb symbols (usually painted in yellow on camouflage and black on bare metal) represented each mission undertaken.

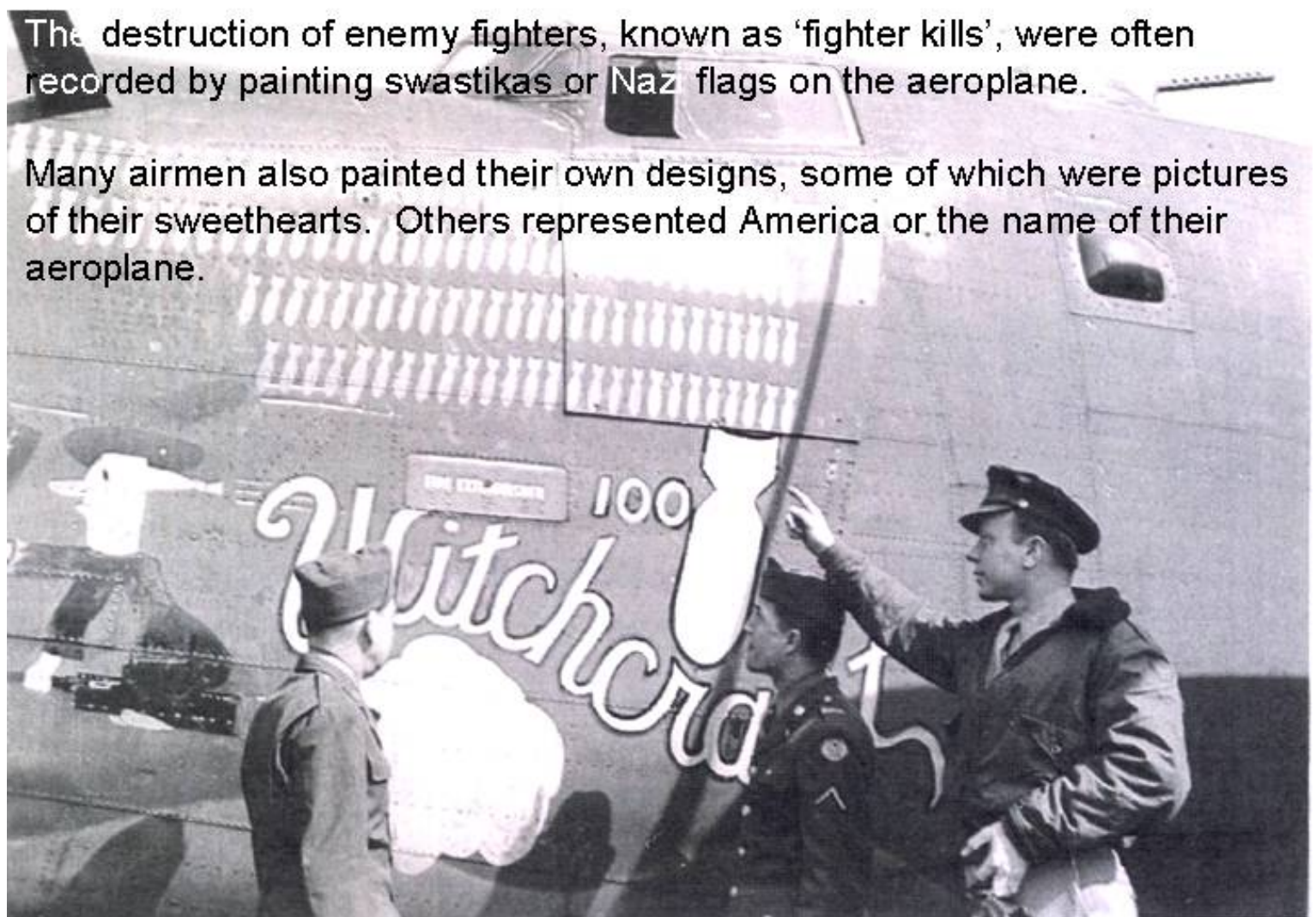
D-Day and other special missions were sometimes represented by a large or coloured bomb symbol.

The low-level mission to Ploesti was often represented by the silhouette of a bomb in horizontal position.

A duck silhouette often indicated a diversion mission and a parachute with a box attached, or sack of flour, a supply mission.

The destruction of enemy fighters, known as 'fighter kills', were often recorded by painting swastikas or Naz flags on the aeroplane.

Many airmen also painted their own designs, some of which were pictures of their sweethearts. Others represented America or the name of their aeroplane.





# Uniform

Click on an image to see full size version



Flying goggles and helmet.  
2AD, Memorabilia Collection



Photograph of Lt Alden E. Smith in flying helmet.  
NRO, MC 376/549



Patch for 491st Bomb Group.  
NRO, MC 371/840

Enlisted                      CHECK LIST & SHIPPING TICKET Voucher No. 24223  
OFFICER'S & ENLISTED MEN'S AAP CLOTHING & EQUIPMENT  
T. O. 00-30-41

COOE: 33rd Sub-Depot Supply CREW NO.                       
COMBICORP: Hammer Field, Fresno, California POSITION: Gunner  
(Gunner, Radio Oper., etc.)

CONSIGNEE: Dickinson, George A Col. 24223617 FAFRD  
(Name) (Rank) (ASN) (Organization)

ARTICLE	AUTH	ON HAND	ISSUED	INITIALS	TURND IN	REMARKS
Bag, Flyers, Type B-4		1	0			
Bag, Flyers Kit, Type A-3		1	0			
Goggles, Flying, Sun		1	0			
Goggles, Flying, Type B-7		1	0			
Gloves, Winter Flying, Type A-10 Size ( )		1	0			
Gloves, Winter Flying, Type B-6 Size ( )		1	0			
Helmet, Winter Flying, Type A-9 Size ( )		1	0			
Helmet, Summer Flying, Type B-3 Size ( )		1	0			
Jacket, Winter Flying, Type A-3 Size ( )		1	0			
Jacket, Summer Flying, Type A-14 Size ( )		1	0			
Mask, Oxygen, Type A-105 or A-14 Size ( )		1	0			
Parachute, OMC, Pack, or Seat ( )		1	0			
Kit, Emergency Parachute		1	0			
Shoes, Winter Flying, Type A-6 Size ( )		1	0			
Suit, Summer Flying, Type A-4 Size ( )		1	0			
Trousers, Winter Flying, Type A-3 Size ( )		1	0			
Unit, Life Preserver, Type B-4		1	0			
Headset, Type HS 38 (Signal Corps Issue)		1	0			
Cup, Headset retaining		2	0			

I hereby certify that all articles enumerated in ON HAND column were in my possession at time of checking.  
DATE Feb 22, 1944 SIGNATURE George A. Dickinson, Col. 24223617  
(Name, Grade, Organization, Serial No.)

I hereby acknowledge receipt of all items enumerated in ISSUED column, and certify that they have not previously been issued to me.  
DATE Feb 22, 1944 SIGNATURE George A. Dickinson, Col. 24223617  
(Name, Grade, Organization, Serial No.)

I certify that I have this date issued the items listed hereon to the person who accomplished the foregoing certificate, and the above listed items have been removed from my individual issue record, which has been delivered to the Issuing Officer.  
SIGNATURE James M. Kelly, Major 142100  
(Name, Grade, Organization, of Issuing Officer)

Equipment list.  
NRO, MC 371/308

Prepared - 33rd Sub-Depot - 3 Feb 44



Patch for 445th Bomb Group.  
NRO, MC 371/840





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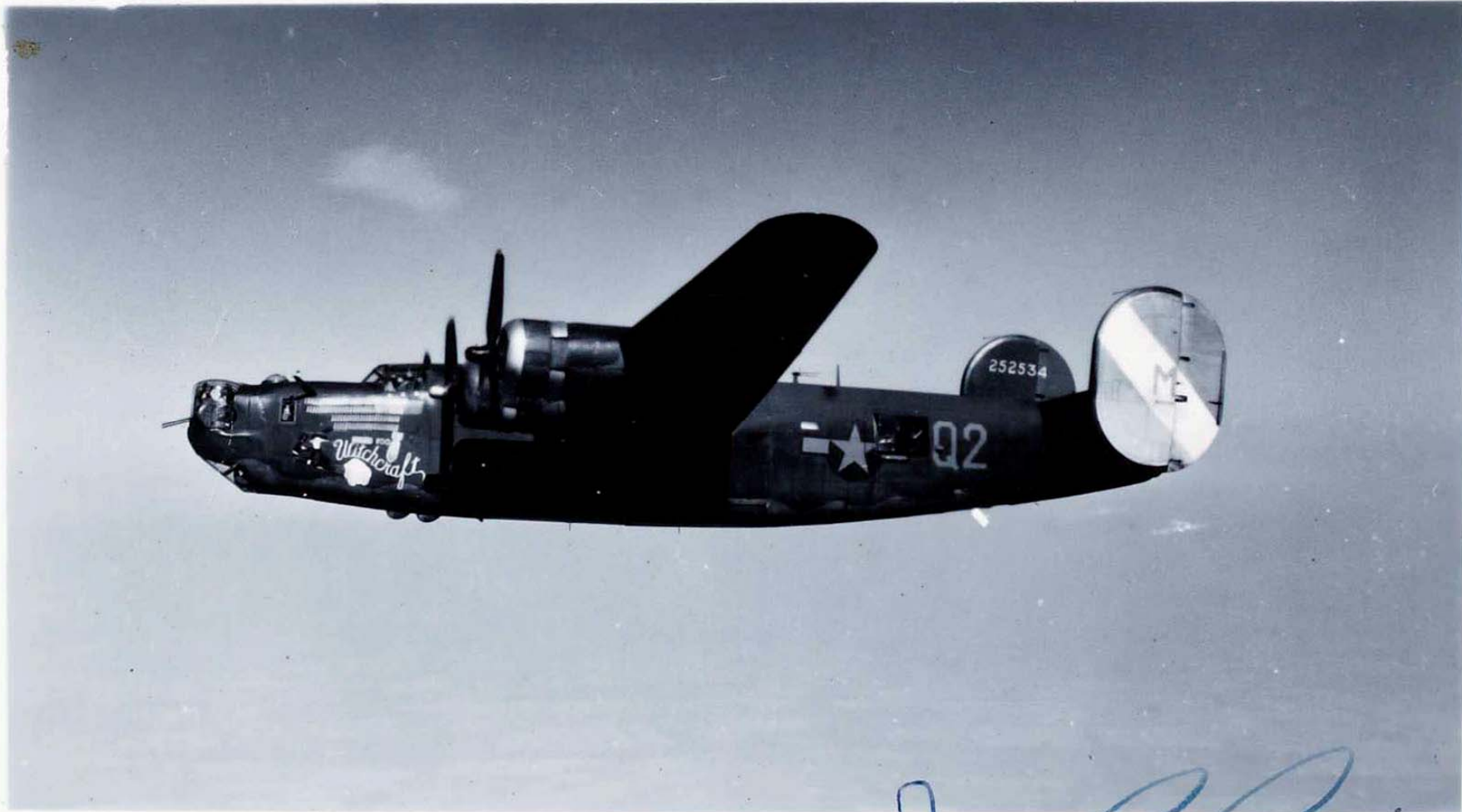


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Joe R. Lammie  
S. U. Calif

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*Doc Ramsey James G. Gooch Robert R. Scott*

**467**

**BATTLE OF NORMANDY**



**WITCHCRAFT**

*James P. Blidson*



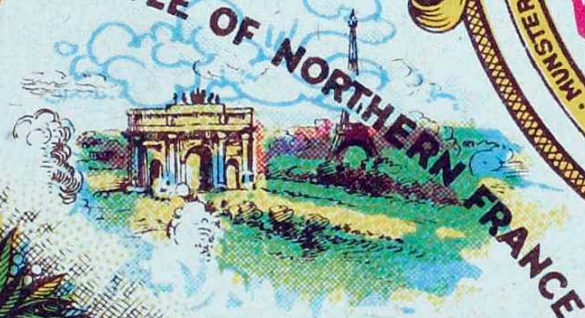
**VETERAN OF 4 BATTLES**

*ab, Conn*

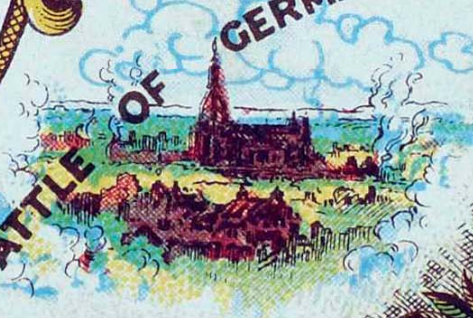
**AIR OFFENSIVE EUROPE**



**BATTLE OF NORTHERN FRANCE**



**BATTLE OF GERMANY**



**467**

*John O'Connor FR Seichrist L. B. Brown*

*James & Kelly*

*P. Banker*

*J. H. Blidson*

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U.S. ARMY B-24-J G.O. 151  
AIR FORCES SERIAL NO. 44-40194

SERVICE THIS AIRPLANE WITH 100 OCTANE FUEL  
IF NOT AVAILABLE 100/100-5-1 WILL BE  
CONSULTED FOR EMERGENCY ACTION.

EXCEPT AS SHOWN  
SUITABLE FOR APPROVED FUEL

PROPERTY NO. 402000

EXTING

Little  
Beaver

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Enlisted Men

## CHECK LIST &amp; SHIPPING TICKET

Voucher No. 27223

## OFFICER'S &amp; ENLISTED MEN'S AAF CLOTHING &amp; EQUIPMENT

T. O. 00-30-44

CODE 33rd Sub-Depot Supply.  
CONSIGNOR: Hammer Field, Fresno, California.CREW NO. \_\_\_\_\_  
POSITION - Gunner  
(Gunner, Radio Oper., etc.)CONSIGNEE: Dickinson, George W. Cpl. 20225687 FAFRD  
(Name) (Rank) (ASN) (Organization)

ARTICLE	AUTH	ON HAND	ISS- UED	INIT- IALS	TUR- NED IN	REMARKS
Bag, Flyers, Type B-4	1	1				
Bag, Flyers Kit, Type A-3	1	0	1	GD	✓	
Glasses, Flying, Sun	1	0	0			
Goggle Assy., Flying, Type B-7	1	0	1	GD	✓	
Gloves, Winter Flying, Type A-10 Size ( )	1	1				
Helmet, Winter Flying, Type B-6 Size (Med.)	1	0	1	GD	✓	
Helmet, Summer Flying, Type A-9 Size ( )	1	1				
Jacket, Winter Flying, Type B-3 Size (44)	1	0	1	GD	✓	
Jacket, Summer Flying, Type A-2 Size ( )	1	0	0			
Mask, Oxygen, Type A-10R or A-14 Size ( )	1	0	0			
Parachute, QAC, Pack, or Seat (A )	1	0	1	GD	✓	
Kit, Emergency, Parachute	1	0				
Shoes, Winter Flying, Type A-6 Size (5)	1	1				
Suit, Summer Flying, Type A-4 Size (38)	1	0	1	GD	✓	
Trousers, Winter Flying, Type A-3 Size (40)	1	0	1	GD	✓	
Vest, Life Preserver, Type B-4	1	0	1	GD	✓	
Headset, Type HS 38 (Signal Corps Issue)	1	0	0			
Cup, Headset retaining	2	0	2	GD	✓	

I hereby certify that all articles enumerated in ON HAND column were in my possession at time of checking.

DATE Feb 22, 1944 SIGNATURE George W. Dickinson, Cpl. 20225687  
(Name, Grade, Organization, Serial No.)

I hereby acknowledge receipt of all items enumerated in ISSUED column, and certify that they have not previously been issued to me.

DATE Feb 22, 1944 SIGNATURE George W. Dickinson, Cpl. 20225687  
(Name, Grade, Organization, Serial No.)

I certify that I have this date issued the items listed hereon to the person who accomplished the foregoing certificate, and the above listed items have been entered on AAF Form 121, Individual Issue Record, which has been delivered to the above named individual.

DATE 22 Feb 44 ISSUED BY W.H.H. SIGNATURE James H. Hoday Lt 2100  
(Name, Grade, Organization of Issuing Officer)



SHIPPING TICKET

PREPARED BY *enm*

DATE *3-9-44*

SHIPPING OFFICER'S VOUCHER NO. *24616-13*

SHIPPING ORDER: CLASS *13* NO.

PAGE *1*

CONSIGNOR *81st SUB DEPOT SUPPLY AAF MHROC, CALIFORNIA*

CONSIGNEE *Cpl. George W. Dickinson 536 B S*

DATE SHIPPED

ACCOUNTABILITY

SHIP BY

SELECTED BY

AUTH. OR REG. NO. *T. O. 00-30-41*

INSPECTED BY

PACKED BY

B/L NO.

ROUTING

STOCK LOCATION	ITEM	QUANTITY		UNIT	PART NO.	NAME	UNIT COST	TOTAL COST
		ORDERED	CHANGED TO					
	<i>1</i>	<i>1</i>		<i>ea</i>	<i>8300-483000</i>	<i>Jakcet Flying Type A-2 (36)</i> <i>*** END *****</i>		

I certify that the articles listed hereon have not been previously issued to me.

*George W. Dickinson, Cpl. 20225657*  
NAME RANK SER. NO.

I certify that I have this date issued the items listed hereon to the person who accomplished the foregoing certificate and the above listed items have been entered on AAF Form 121, Individual Issue Record, which has been delivered to the above named individual.

*H. H. Fields 1st Lt. By R. J. ...*

THIS COPY TO

RECEIVED *George W. Dickinson Cpl*  
NAME AND RANK  
SIGNATURE

DATE *3/9/44*  
RECEIVING OFFICER'S VOUCHER NO.  
POSTED TO STOCK RECORD BY







# Which places in East Anglia were important to American servicemen and women and why?

Click on a thumbnail to view case study

Life on the Airbase



Leisure Time





# Life on the Airbase

Click on an image  
to see full size version



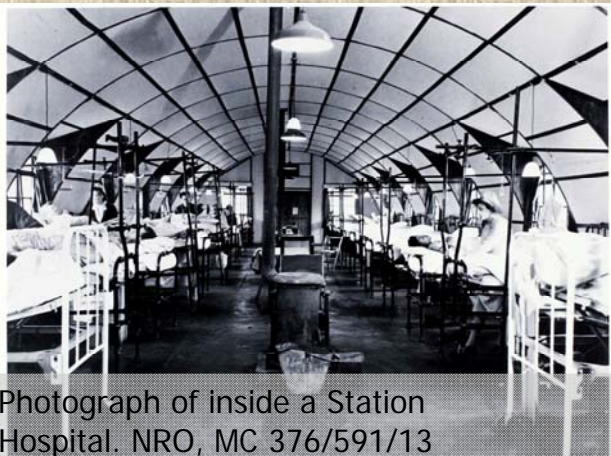
Did you know...

- During the Second World War American-occupied airbases covered about 100,000 acres of Norfolk.
- The 2nd Air Division's Headquarters was at Old Catton between September and October 1943. It then moved to Horsham St Faith (now Norwich International Airport) where it was based until it moved to Ketteringham Hall, near Wymondham, which was requisitioned from the Boileau family, just before Christmas 1943. Headquarters remained at Ketteringham Hall until June 1945.

Drawing of Horsham St Faith airbase.  
NRO, MC 376/599



Photograph of inside a Nissen Hut.  
NRO, MC 376/592/22



Photograph of inside a Station  
Hospital. NRO, MC 376/591/13

Photograph of a Control Tower.  
NRO, MC 371/7



Photograph of Ketteringham Hall  
(Headquarters).  
NRO, MC 376/334



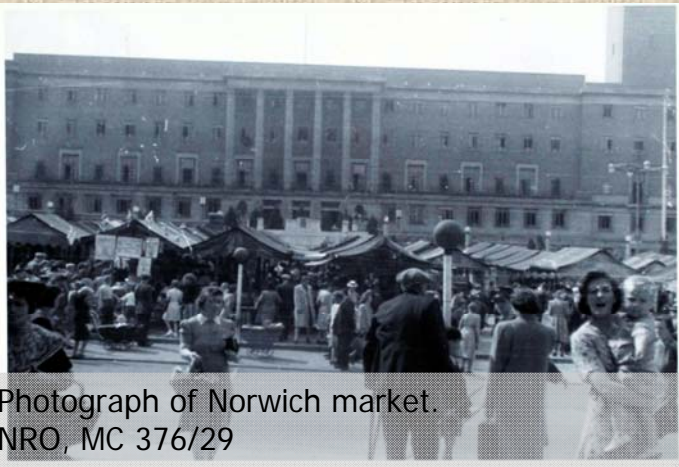
# Leisure Time

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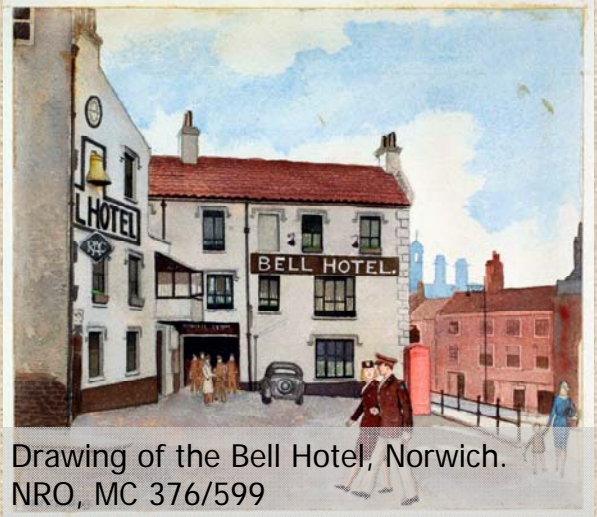


Did you know...?

- Leisure facilities on the airbases would usually include an officers' mess, room for enlisted men, a canteen and theatre. Servicemen also played traditional American sports, such as baseball, in their free time.
- American Red Cross (ARC) workers, with the help of local volunteers, provided food and entertainment for service personnel on some airbases. There were also Red Cross service clubs in cities across the country, including at the Bishop's Palace in Norwich.
- Service personnel were able to leave the airbase on short passes to visit nearby towns and villages, or spend time with local families with whom many made lasting friendships.
- Longer leave was also available and personnel would often travel to destinations across Britain. London and Edinburgh were popular places for them to visit.



Photograph of Norwich market.  
NRO, MC 376/29



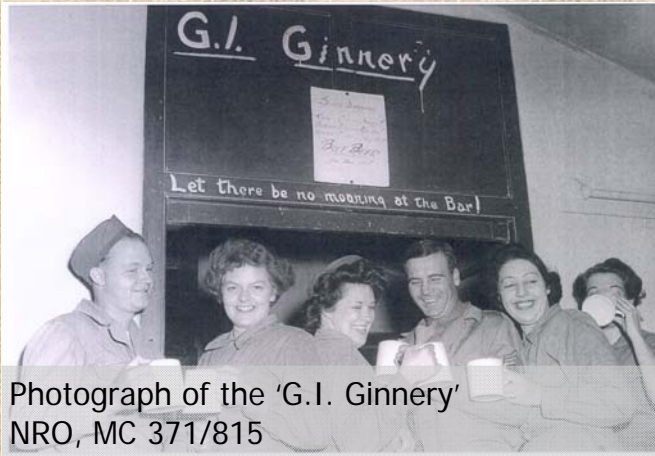
Drawing of the Bell Hotel, Norwich.  
NRO, MC 376/599

Photograph of Norwich Cathedral  
showing bomb damage.  
NRO, FX 335/1



Drawing of Norwich Cathedral.  
NRO, MC 376/599

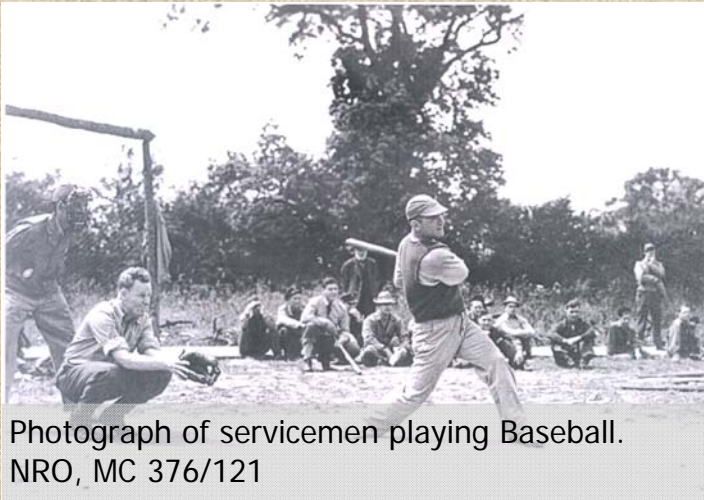




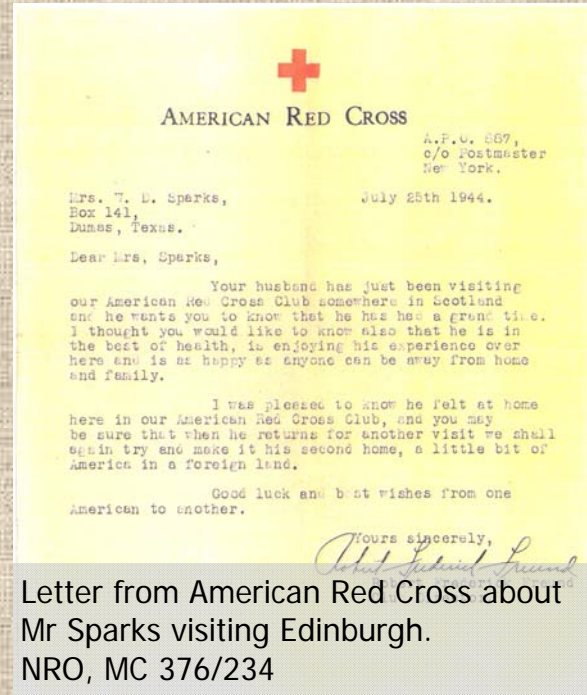
Photograph of the 'G.I. Ginnery'  
NRO, MC 371/815



Couple dancing to American band.  
NRO, MC 376/121



Photograph of servicemen playing Baseball.  
NRO, MC 376/121



Letter from American Red Cross about  
Mr Sparks visiting Edinburgh.  
NRO, MC 376/234





T/SGT. LUDWIG LUND - 43

Painted by Technical Sergeant Ludwig Lund in 1943. Reproduced in this education pack with the kind permission of his daughter Marjorie. Further copying is not allowed, without the permission of the copyright holder, Marjorie Lund-Fontaine.

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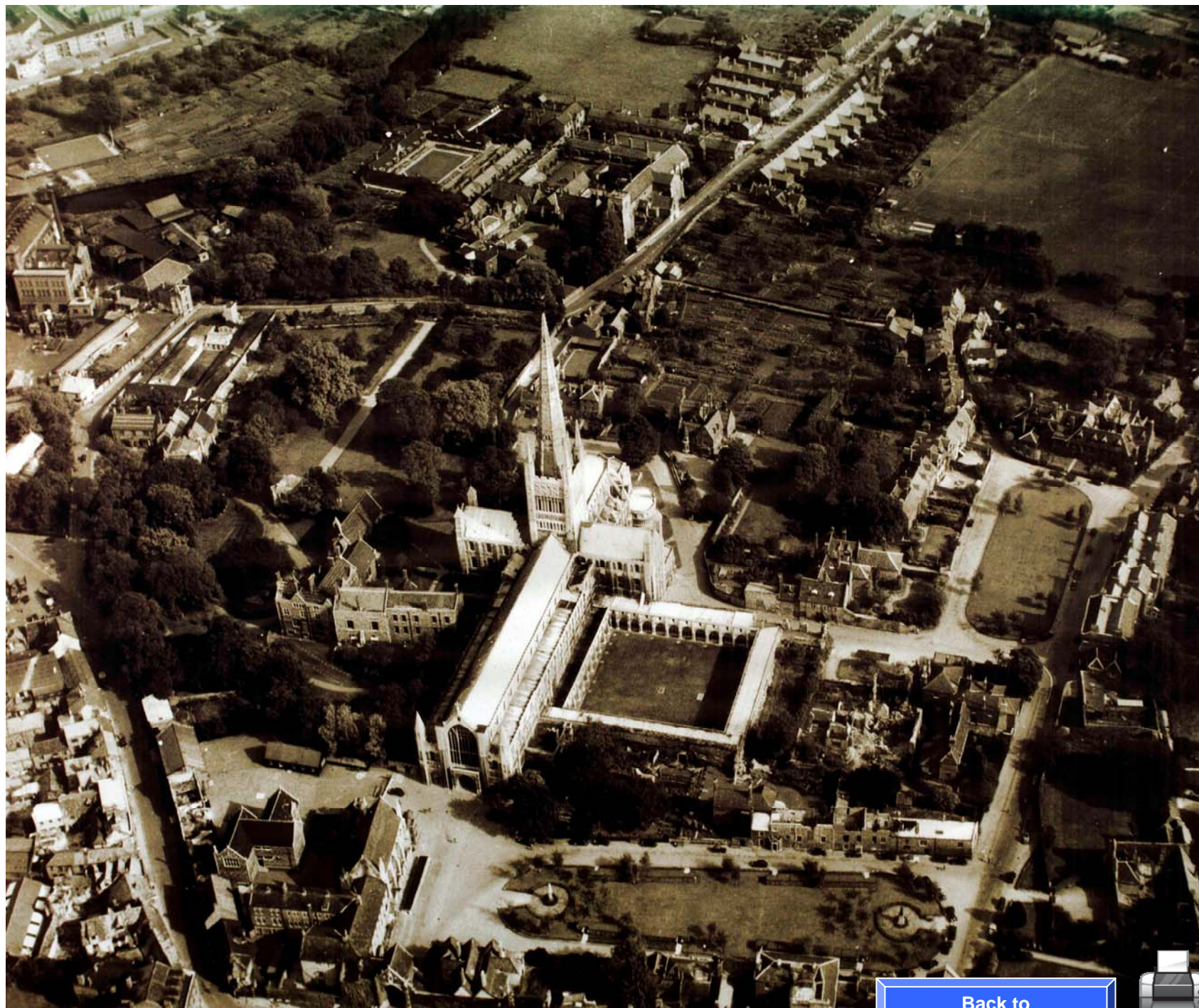


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## AMERICAN RED CROSS

A.P.O. 887,  
c/o Postmaster  
New York.

Mrs. W. D. Sparks,  
Box 141,  
Dumas, Texas.


July 25th 1944.

Dear Mrs, Sparks,

Your husband has just been visiting our American Red Cross Club somewhere in Scotland and he wants you to know that he has had a grand time. I thought you would like to know also that he is in the best of health, is enjoying his experience over here and is as happy as anyone can be away from home and family.

I was pleased to know he felt at home here in our American Red Cross Club, and you may be sure that when he returns for another visit we shall again try and make it his second home, a little bit of America in a foreign land.

Good luck and best wishes from one American to another.

Yours sincerely,  
  
Robert Frederick Freund  
Club Director.

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Click on a thumbnail to view case study

# What happened on a Mission?

Did you know...?

- In order to bomb the industries and communications that supported Germany's war effort, the United States Army Air Force mainly conducted precision bombing on daylight missions, while RAF Bomber Command concentrated on night attacks.
- On the day of a mission, bombers would take-off from their airbase in large formations of 20 to 40 aircraft, behind their brightly painted group assembly aeroplane, while climbing to an operational height of 20,000 to 25,000 feet. They would then join with formations from other airbases in East Anglia to make a Division column of about 400-500 bomber aircraft. When the column reached its target, each formation released its bombs on the aim and signal of the lead aircraft.
- Fighter aircraft flown by the Americans included P-51 'Mustangs' and P-47 'Thunderbolts'. The role of the fighter aeroplanes was to protect the bombers on their missions and chase away enemy fighters. Many American bomber aircraft were destroyed on missions until they were given a fighter escort. American bomber crews called fighter aircraft their 'little friends'.
- Ground crews performed a wide variety of roles including as mechanics, engineers, armourers, military policemen, cooks and clerks. For every man in the air there were another seven to 10 on the ground engaged in support work.
- Not all missions were successful. Some American aeroplanes were shot down in enemy territory and others crashed in East Anglia. Air battles also took place over East Anglia. On 22 April, 1944, German fighter aircraft followed American bombers returning after dark from a mission to Hamm, Germany, and shot them on landing. During the air battle, called the 'night of the intruders', about 20 bomber aircraft were targeted, killing or wounding more than 60 American aircrew.

## Story of a Mission



## Shot Down: Escape or Capture



## Crash in Norfolk



## Night of the Intruders



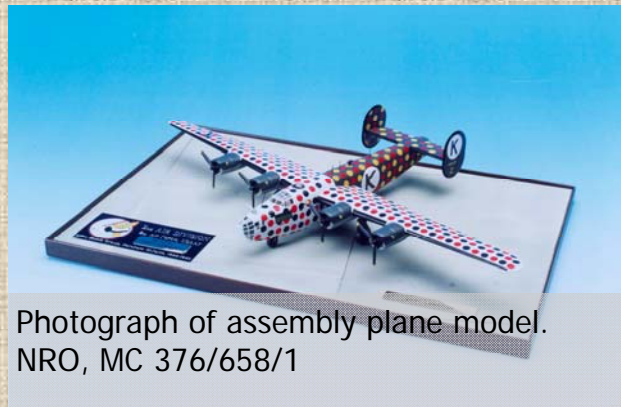


# Story of a Mission

Click on an image  
to see full size version



Photograph of crew briefing on D-Day.  
NRO, MC 371/7



Photograph of assembly plane model.  
NRO, MC 376/658/1



Photograph of coastline during  
D-Day mission.  
NRO, MC 376/32



Photograph of fighter aeroplane.  
NRO, MC 371/908/91

Armband dropped into France to identify  
allied French troops  
2AD, Memorabilia Collection



Bomb damage to Cologne  
Cathedral, Germany  
NRO, MC 371/912

Photograph of mission de-brief.  
NRO, MC 371/910



March 23<sup>rd</sup>  
Rough --- and  
rough to putting it  
mildly. I hope I  
never have another  
mission like that  
We went to Munster again  
only this time there were  
no clouds and we  
really got shot up.  
The sky was almost  
black with bursts of  
flak  
We hit the marshalling  
yards with 14-500  
pounders and believe  
me

Extract from mission diary of  
Richard Vincent.  
NRO, MC 371/926



# Shot Down: Escape or Capture

Click on an image to see full size version

Coldwater, Ohio  
Bailed out okay; evaded capture; details unknown; returned to States May, 1945.

I landed in the backyard of a house at Harderwijk which was part of a group of houses. Quite a large gathering of people surrounded me as I landed and one asked me if I planned to give myself up since someone had called the local German garrison. I said I wanted to escape so they told me to hide in a nearby woods until nightfall when they would come and get me. I ran for the woods and dug a hole with my hands and feet (my GI shoes came in handy for this since I had them attached to my parachute). I covered myself with leaves and waited. I could hear the dogs barking as the Germans hunted for me but no one came near. About midnight, I started walking south, using my escape kit compass. I knew it was a long way to Spain and back to England; however, the journey had to start with the first step. I walked all night, getting soaked in a rain. I hid at daybreak in a haystack that had a low hanging roof on it. I put my flying suit coversalls on top of the haystack to dry and I shivered in the hay with just my "long john" underswear on. Dogs barked around the haystack the next day but no one investigated. I waited until dark and then started walking south again. I "holed up" in a barn the next morning before daybreak and took a chance on anyone discovering me being friendly. The lady of the house found me later and this led to contact with a local doctor who helped me to contact the Janssen's in Deventer.

Cornelius Dirk Janssen was a school teacher with a wife and as I remember, two children. I stayed with them about two weeks at their home in Mandelakade 14, Deventer, Holland. They were marvellous, sharing what they had with me. Mr. Janssen took me downtown in Deventer to have my picture taken for false identification papers. I had been given civilian clothes at the above farmhouse. The only GI issue I kept were my "dog tags" which I sewed into the lining of my trousers. They then had me travel by train to Zwolle, Holland where I stayed a short time with a George Buggeswiler who lived near the railway station. Train travel was by following pre-arranged signals, watching a guide at a distance.

I was then taken to a wooded area where I stayed with seven young Dutch persons who were hiding to keep from being picked up by the Germans. Some if not all were also active underground workers. Janssen's group had placed me with a Frenchman who had escaped from a German POW camp, thinking he would help me to get through France. His name was Albert Bevoiset.

I travelled from the above area with part of this group to near Bascade, Holland (Lanneke, Holland per your writup). We travelled using a stolen Gastage car. Four of us were in the car. I was in the back seat. We went by the largest German airbase in Holland about dusk. Ground troops stationed there were searching in formation and we had to "look" by them. I had small pistol

Escape account written by James Anslow. NRO, MC 376/194

Caterpillar club badge.  
NRO, MC 371/680

*CATERPILLAR CLUB*

This is to certify that  
**LT. JOHN A. REITMEIER**  
Is a member of the Caterpillar Club whose life was spared the 6 day of MAY, 1944 because of an emergency parachute jump from an aircraft. Membership certificate has been issued to the end that this safety medium in the art of flying may be furthered.

Caterpillar club certificate.  
NRO, MC 371/680

*Richard A. Smith*  
SECRETARY



Goldfish club badge.  
NRO, MC 371/260

*Membership Card*

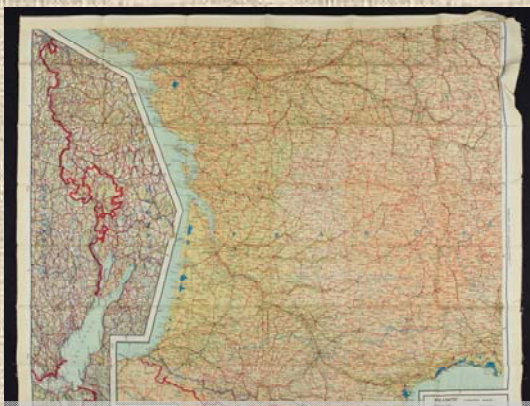
This is to Certify that  
**P/O. William F. Kane**  
has qualified as a member of the Goldfish Club by escaping death by the use of his Emergency Ditching operations.

*W. F. Kane*

Goldfish club certificate.  
NRO, MC 371/260



Photographs to be carried in case they were shot down.  
NRO, MC 376/52



Silk escape map  
2AD, Memorabilia Collection

**YELL OR OR, YORRELL 880** Captain Harold S. Olson, USAF

few days I was on my way to Wetzlar were they had another camp for Airmen. Here I received a shower bath, hair cut, shave, new clothing from the Red Cross and three packs of Lucky Strike cigarettes. The camp was well organized with an American Colonel in charge, but after a few, days we were to leave there and go to a permanent camp.

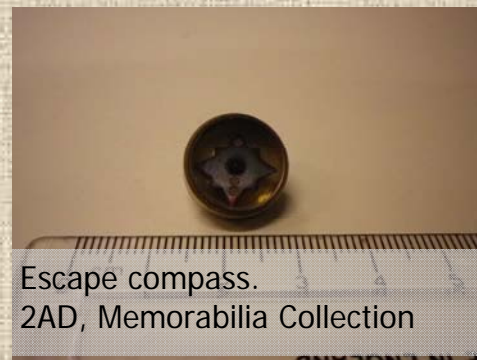
This so-called "permanent" camp" was supposed to be an American Airmen's camp administered by the Luftwaffe. However, when we reached it, it turned out to be a Wehrmacht operated prison and we were the first Airmen to reach there. What a blow that was. It was an immense barbed wire affair on the outskirts of Naumburg and the prisoners consisted of Russians, Serbs, French, Belgians, and all nationalities but the American and English. There were a couple of hundred American ground troops that had recently been brought there and were placed in their compounds.

Never have I experienced such a feeling as that when I saw those men and the conditions under which they were living. It didn't seem possible to me that these men were American soldiers. Their spirits had been completely subjugated and they apparently did not care whether they lived or died. Their barracks, filthy to begin with, were overcrowded, dirty, smoky, cold, poorly lighted, and the men themselves were more like animals than humans. Many of them had not touched water to their faces and hands for weeks and few had shaved. They sat in their bunks all day, many in a state of utter dejection. I, being the senior American officer, first appealed to them in the name of their folks back home, to clean themselves up and start to live again. It seemed to do some good, but the lack of adequate sanitary facilities balked any attempts on my part. Their food consisted of one-sixth of a loaf of stale dark bread per day, and two cups of thin, tasteless soup. There were no Red Cross facilities available and the Germans apparently were making no attempt at securing them.

I lived with them under these conditions for two weeks and then the entire personnel of Stalag Luft III was moved in and I was placed over with them. We were then under Luftwaffe guards and attempts were made to get Red Cross parcels and better the living conditions. At best the conditions were pretty pitiful. We had no coal issue and the barracks were freezing day and night. We took to burning down the wash sheds, latrines, fences, etc. for the fire and wood we could procure.

It was not a pleasant life. The feeling of being under such close confinement, behind barbed wire is very depressing. The men, all officers, were continually engaged in petty quarrels. It seems that, under such adverse conditions, the faculty of men become more predominant. Food stealing was quite common.

Prisoner of war memoir.  
NRO, MC 376/125



Escape compass.  
2AD, Memorabilia Collection



# An Aeroplane Crash in Norfolk

Click on an image  
to see full size version



Eye witness letter.  
NRO, MC 376/169



Photograph of St Philip's Church,  
Heigham. NLIS, NP00001933



Plaque commemorating Lady  
Jane. NRO, private photograph



# The 'Night of the Intruders'

Click on an image  
to see full size version

Photograph of control tower workers  
watching for aeroplanes to return.  
2AD, Memorabilia Collection



Photograph of ground crew working  
on an aeroplane.  
NRO, MC 371/910



7 448 70

We didn't know that German He410 night fighters had followed us back to England because it was full dark and they were apparently using clouds as cover. However, the English anti-aircraft batteries knew they were there because they showed up on radar. So a situation developed where English anti-aircraft batteries were firing at the German fighters who were firing at the American bombers who were firing at the German fighters. It was mass confusion on a grand scale, and no one could say who caused damage to which planes.

The first plane to attempt to land at Seething was Liberator 42-94744 of the 714th Bomb Squadron. Following standard procedure 42-94744 turned on its landing lights as it approached Seething, which was the signal for the Seething tower to turn on the runway lights. With its landing lights on the plane made an excellent target and the German fighters simply followed the runway lights, and fired at a point between the two landing lights of the plane. The bomber's starboard engine was set afire forcing the pilot to pull up so the crew could bail out, and the bomber crashed at Morlingham just beyond Seething.

Account of the 'night of the intruders' from a B-24 crew.  
NRO, MC 371/755



Second Air Division Roll of Honor. 2AD

I turned and started to head in the direction behind the bomb dump where the rest of our ground personnel was supposed to be, when I heard a bomb blast behind me, and as I turned around I saw the blast of another bomb go off! I then thought of Miney and Gerads who were supposed to be waiting for me at that end, and I wondered if they may have been hit. Then the gun pit at the south end of the field began firing at an aircraft as it was heading south, the tracers following it! I thought I heard some small caliber fire but before I could give it my full attention, another event suddenly appeared on the south horizon.

Where the apparently 'moments before' overhead plane headed into, a panorama of a huge screen came on in the sky, and within it a hellish battle occurred, with planes flying in all directions, tracers between the aircraft, and anti-aircraft fire. It is then that I saw a B-24 flame up and go down behind the woods, then another B-24 burst into flames and went down. Just standing there I realized how much those crews were fighting to get out of that hell they were in and to be able to see where to land. 'God help them down' I prayed. Just as suddenly the battle ended and one of our planes came in, but there was a very strange aura and situation on the airfield never seen before. I could not find anyone that could tell me what happened, if Miney and Gerads were there, were they hurt? about them that night and for three days the silence was imposed and no one talked!

Eye-witness account of the 'night of the intruders'

NRO, MC 376/194





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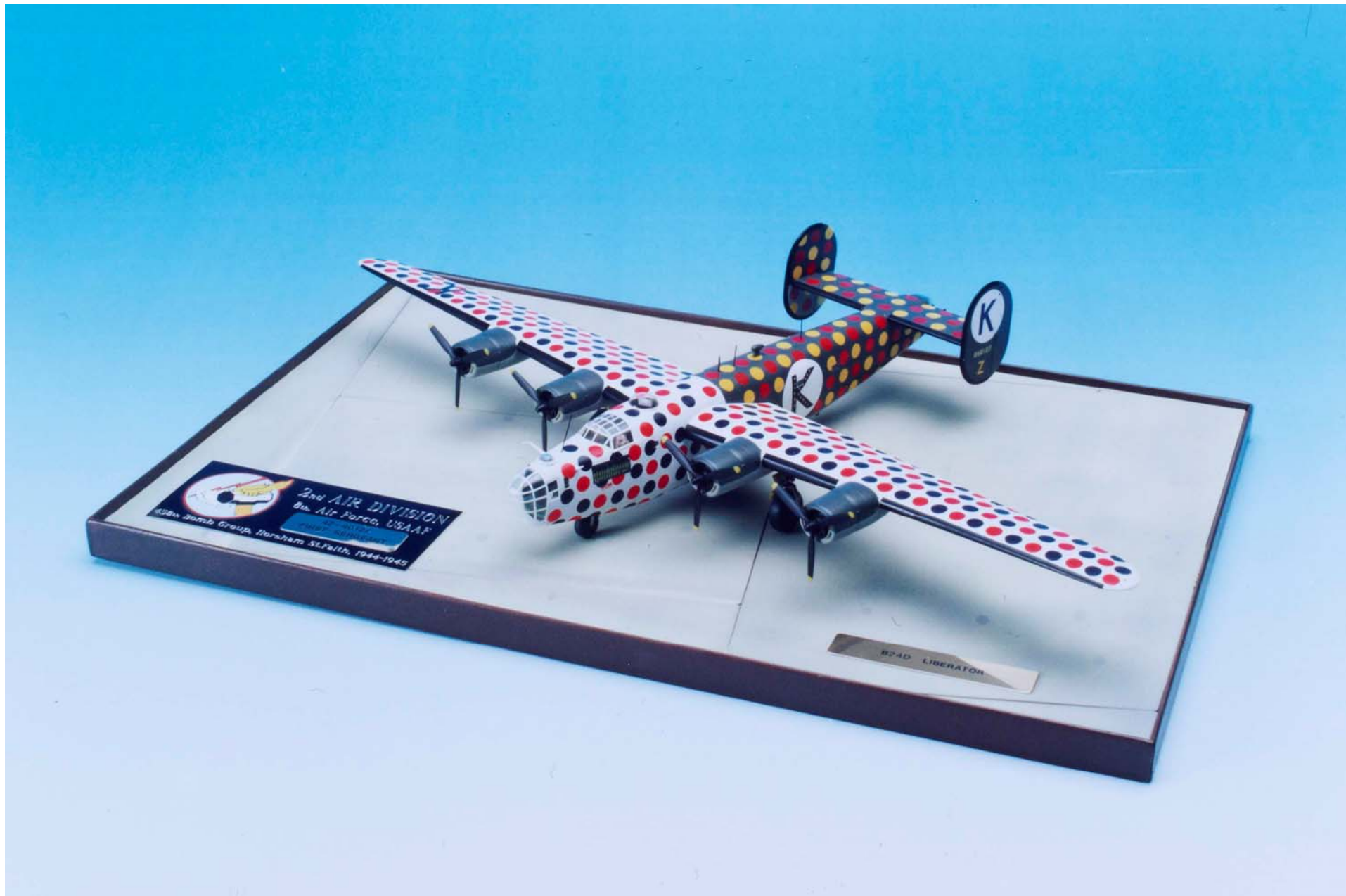


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Horsham St. Faith: P-51 Mustang

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March 23<sup>rd</sup>

Rough - - - - and  
rough is putting it  
mildly. I hope I  
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We went to Munster again  
only this time there were  
no clouds and we  
really got shot up.

The sky was almost  
black with bursts of  
flak

We hit the marshalling  
yards with 14 - 500  
pounders and believe  
me those yards are  
out for the rest of  
the war. (I hope)  
From my view



I don't see how anything could be left standing. As we left the target flames and smoke were raising to a height of a thousand feet.

Three planes we shot down which included the one directly in front of us. It went down in a ball of flames. Three chutes were sighted. Our "lil friends" (8 groups of P-51's) escorted us, they sure make you feel safe — Adam  
"Love some Lois"



Page 1: March 23<sup>rd</sup>

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Page 2

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"Lonesome Lois"

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I landed in the backyard of a house at Harderwijk, which was part of a group of houses. Quite a large gathering of people surrounded me as I landed and one asked me if I planned to give myself up since someone had called the local German garrison. I said I wanted to escape so they told me to hide in a nearby woods until nightfall when they would come and get me. I ran for the woods and dug a hole with my hands and feet (my GI shoes came in handy for this since I had them attached to my parachute). I covered myself with leaves and waited. I could hear the dogs barking as the Germans hunted for me but no one came near. About midnight, I started walking south, using my escape kit compass. I knew it was a long way to Spain and back to England; however, the journey had to start with the first step. I walked all night, getting soaked in a rain. I hid at daybreak in a haystack that had a low hanging roof on it. I put my flying suit coveralls on top of the haystack to dry and I shivered in the hay with just my "long john" underwear on. Dogs barked around the haystack the next day but no one investigated. I waited until dark and then started walking south again. I "holed up" in a barn the next morning before daybreak and took a chance on anyone discovering me being friendly. The lady of the house found me later and this led to contact with a local doctor who helped me to contact the Jansen's in Deventer.

Cornelius Dirk Jansen was a school teacher with a wife and as I remember, two children. I stayed with them about two weeks at their home in Handelskaade 14, Deventer, Holland. They were marvellous, sharing what they had with me. Mr. Jansen took me downtown in Deventer to have my picture taken for false identification papers. I had been given civilian clothes at the above farmhouse. The only GI issue I kept were my "dog tags" which I sewed into the lining of my trousers. They then had me travel by train to Zwolle, Holland where I stayed a short time with a George Bruggemeijer who lived near the railway station. Train travel was by following pre-arranged signals, watching a guide at a distance.

I travelled from the above area with part of this group to near Enschede, Holland (Lanneke, Holland per your writeup). We travelled using a stolen Gestapo car. Four of us were in the car. I was in the back seat. We went by the largest German airdrome in Holland about dusk. Ground troops stationed there were marching in formation and we had to "inch" by them. I had a small pistol

which I could conceal in my hand but I'm glad I didn't have to use it. We were taken to the Blydenstein home nearby, hiding in a garage loft for a few days. We then hid in the house for the next several weeks. Again these people were wonderful. Mrs. Blydenstein was a well known concert pianist in Holland. The German's had confiscated their city home. I learned to play chess with their 9 year old son which broke up the long stay. Mr. Blydenstein had spent time earlier in a German concentration camp but was released after he was able to convince them he wasn't Jewish, that his name meant Gladstone in English. Other events which broke up the stay were the nighttime bombing raids by the Allies on the nearby airdrome.

One incident of many occurred while at the above farm was when a German staff car stopped at the front door and a soldier rapped on the door. Herve and I jumped out the bedroom window and ran through a field, hiding for several hours. Unfortunately, I didn't keep low enough and may have been seen by workers at a champignon (mushroom) tunnel nearby. When we got back to the farmhouse, we found the German's only wanted to buy some eggs. Herve felt we may have exposed ourselves too much and would put the farmer's wife and baby in jeopardy so we headed south again the next day on our bicycles..

[Note: the above incident took place when Anslow had moved on to a farm near Soissons, northern France. He was hiding with Herve Clerc, an escaped French prisoner of war.]



We found another Maqui group further south. I stayed with them, sleeping in a barn on straw. I went with them on nighttime parachute drops made by U. S. black painted B-24's (may have been my old squadron). I was given the "place of honor" in the motley caravan of cars and trucks going to the "drop". I rode "shotgun" in the lead car with my trigger finger on a British Bren machine gun sticking through the rolled out windshield. Two "Joes" were

dropped on one of the drops we went to. One "Joe" broke his leg on landing and the other was okay. We got some welcome British cigarettes after this drop. The French Gauloise, ersatz, cigarettes were terrible.

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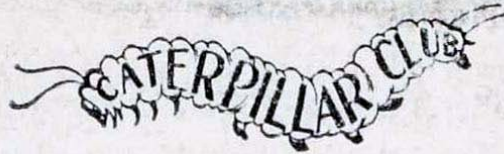


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This is to certify that

LT. JOHN A. REITMEIER

Is a member of the Caterpillar Club whose life was spared the 6 day of MAY, 1944 because of an emergency parachute jump from an aircraft. Membership certificate has been issued to the end that this safety medium in the art of flying may be furthered.

Jan. 4, 1945

ISSUED

*Richard Switlock*  
SECRETARY

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# Membership Card

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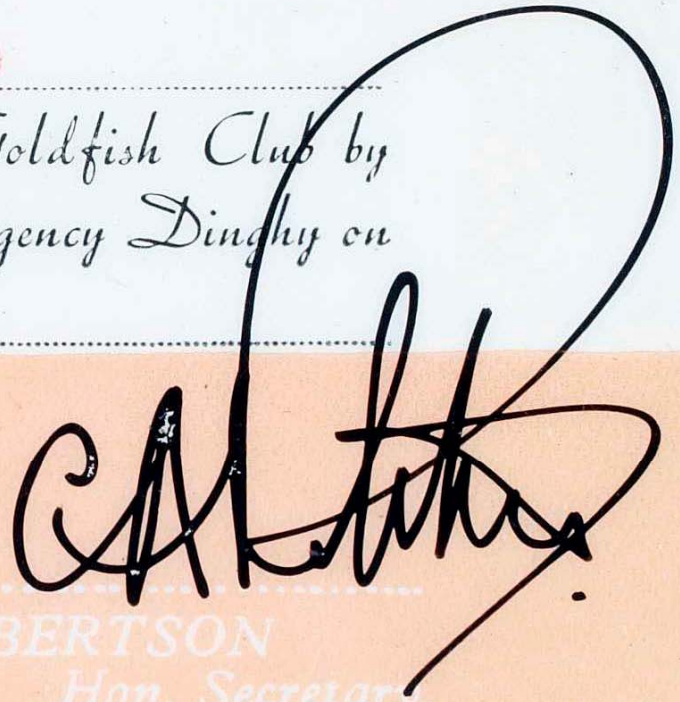
**F/O. William P. Kane**

has qualified as a member of the Goldfish Club by  
escaping death by the use of his Emergency Dinghy on  
**operations.**

Signed .....

**CHARLES A. ROBERTSON**

*Hon. Secretary*



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Jack Feingold



Ben Madamba



Whitfield Brooke



Miller



George Harlow

I D Pictures to be used if shot down

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Never have I experienced such a feeling as that when I saw those men and the conditions under which they were living. It didn't seem possible to me that these men were American soldiers. Their spirits had been completely subjugated and they apparently did not care whether they lived or died. Their barracks, filthy to begin with, were overcrowded, dirty, smoky, cold, poorly lighted, and the men themselves were more like animals than humans. Many of them had not touched water to their faces and hands for weeks and few had shaved. They sat in their bunks all day, many in a state of utter dejection. I, being the senior American officer, first appealed to them in the name of their folks back home, to clean themselves up and start to live again. It seemed to do some good, but the lack of adequate sanitary facilities balked any attempts on my part. Their food consisted of one-sixth of a loaf of stale dark bread per day, and two cups of thin, tasteless soup. There were no Red Cross facilities available and the Germans apparently were making no attempt at securing them.

I lived with them under these conditions for two weeks and then the entire personnel of Stalagluft III was moved in and I was placed over with them. We were then under Luftwaffe guards and attempts were made to get Red Cross parcels and better the living conditions. At best the conditions were pretty pitiful. We had no coal issue and the barracks were freezing day and night. We took to tearing down the wash sheds, latrines, fences, etc. for the fire and wood we could procure.

It was not a pleasant life. The feeling of being under such close confinement, behind barbed wire is very oppressing. The men, all officers, were continually engaged in petty quarrels. It seems that, under such adverse conditions, the faults of men become more predominant. Food stealing was quite common.

We received daily German communiqués and later were able to get BBC news reports daily. We managed to keep well abreast of the war situation and, on the first of April, we were all quite optimistic and figured our chances of liberation were pretty good.



The Germans must have figured that also, for on the 4th of April they started us marching southward to another camp located at Moosburg, a distance of approximately 90 miles. There were in all about ten thousand of us. We had all made some sort of make-shift pack to carry what food we had and our blankets and personal belongings. Some had manufactured two-wheeled and four-wheeled carts and we must have been quite a humorous sight as we marched out the gate.

The march turned out to be a farce. After the first day, the guards lost all control or discipline over us. We didn't keep in column and most of us wandered the roads on our own and took our own good time about it. There were little or no German rations handed out on the march. We did get Red Cross parcels every third day. We saved the cigarettes and soap from these and traded with German civilians along the way for bread, potatoes, eggs, onions and all sorts of foodstuffs. We were passing through the foothills of the Bavarian Alps and it seemed to be quite prosperous country. At night the Germans would stop us at some small town and we would sleep in the barns. The weather was mild and the trip became quite enjoyable. Three lieutenants and myself took off on our own the second day out and really had a picnic. The farmers were really quite friendly to us and were willing to give us most anything we wanted for cigarettes when the German guards were not around. They were not afraid of us, but seemed to have a dread fear of the German soldier. Many of them asked us into their houses and fed us and let us sleep in the house or in the barn.

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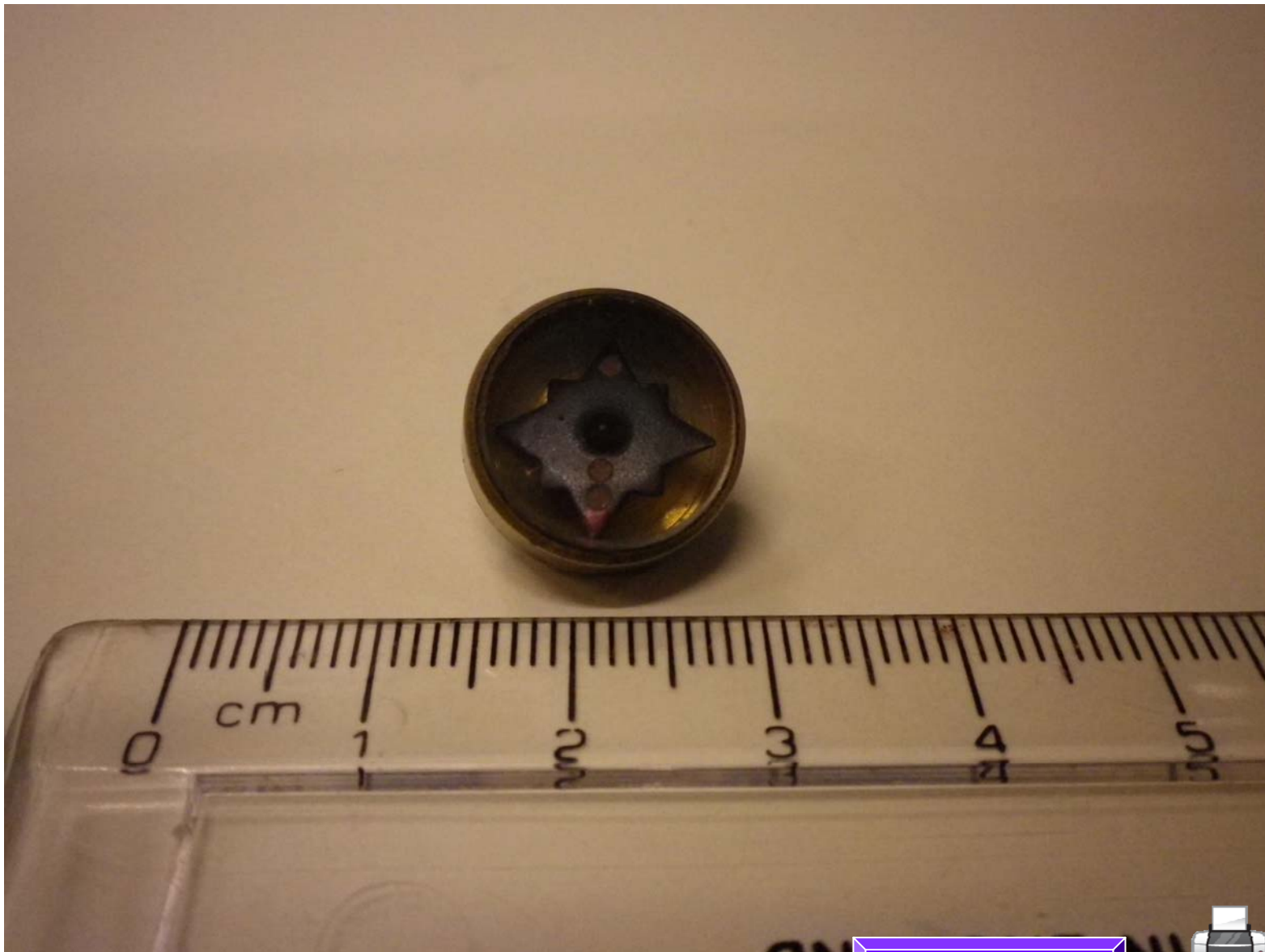


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To



Commanding Officer,  
Horsham St. Faiths  
Aerodrome



169. Hugham St  
Horwich

Sunday

Dear Sir

I feel that I must just put on record our very grateful thanks for the big sacrifice made by the noble crew of the aeroplane that crashed so near here on Friday last.

We all feel that in the way they manouevred the machine they gave their lives to spare ours.

Will you kindly convey to the airmen's relatives our sincere thanks for the noble efforts of the men & our deep sympathy with them in this terrible



Tragedy

yours gratefully  
A. Paynter (Mrs)



169 Heigham St  
Norwich  
Sunday

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Yours gratefully  
A. Poynters (Mrs)

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TO THE MEMORY OF THE  
UNDERMENTIONED MEMBERS OF  
753<sup>RD</sup> SQUADRON 458<sup>TH</sup> BOMB GROUP  
2<sup>ND</sup> BOMBARDMENT DIVISION U.S.A.A.F  
WHO DIED NEAR THIS SPOT  
24<sup>TH</sup> NOVEMBER 1944

THE PILOT OF THE BOMBER AS HIS  
LAST ACT AVOIDED CRASHING ON  
THIS AND SURROUNDING COTTAGES  
THUS PREVENTING THE POSSIBLE  
LOSS OF CIVILIAN LIVES

2/LT. RALPH J. DOOLEY,	PILOT. 744 E. ONTARIO STREET, PHILADELPHIA, PA.
2/LT. ARTHUR AKIN JR.	PILOT. 92 WALLACE CIRCLE, PORTSMOUTH, VA.
2/LT. PAUL E. GORMAN,	NAVIGATOR. 2542 E. 29 <sup>TH</sup> ST. BROOKLYN, N.Y.
S/SGT. JOHN J. JONES,	WAIST GNR. GENERAL DELIVERY GEM, TEXAS.
S/SGT. PAUL A. WADSWORTH,	RADIO OPERATOR. BOX 633, FORSAN, TEXAS.
S/SGT. OSCAR B. NELSON,	BALL TURRET GUNNER, VASHON, WASH.
S/SGT. JOHN A. PHILLIPS,	ENGINEER. NORTH MAIN ST. NORWOOD NORFOLK, VA.
S/SGT. DONALD P. QUERK,	TAIL GUNNER, MUNCIE, IND.
S/SGT. RALPH VON BERGEN,	WAIST GUNNER. 607 DEAN ST. DENVER, COLO.

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The first plane to attempt to land at Seething was Liberator 42-94744 of the 714th Bomb Squadron. Following standard procedure 42-94744 turned on its landing lights as it approached Seething, which was the signal for the Seething tower to turn on the runway lights. With its landing lights on the plane made an excellent target and the German fighters simply followed the runway lights, and fired at a point between the two landing lights of the plane. The bomber's starboard engine was set afire forcing the pilot to pull up so the crew could bail out, and the bomber crashed at Worlingham just beyond Seething.

The second plane to come in was the "Vadie Ray" and she was on fire. Most of the crew had bailed out but the pilots, Skaggs and Blum, brought the plane down on the main



runway, then swerved it off the runway and into the field so it wouldn't block the landing of the following planes. The remainder of the crew got out and ran to safety just before the "Vadie Ray" exploded. The explosion and fire produced dense smoke which blew across and greatly reduced visibility on the main runway.

The third plane to come in landed safely, but was strafed as it rolled up the runway. The crew got the plane to the end of the runway, but because of the strafing they abandoned it there and ran for the safety of a revetment. Our plane, "Ice Cold Katie" was the fourth plane to land and as we came in on our final approach we could see the smoke from the "Vadie Ray" but, because of the smoke, we couldn't see the plane stopped at the end of the runway. We experienced some strafing as we rolled up the runway, and it wasn't until we passed through the smoke from "Vadie Ray" that we were able to see the plane blocking the runway ahead. The pilots were able to stop "Ice Cold Katie" just short of that plane and, because of the strafing, we left the plane and ran for the relative safety of a revetmemnt.

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# SECOND AIR DIVISION U.S.A.A.F.

## ROLL OF HONOR

1942



1945

TO THE GLORY OF GOD AND IN MEMORY OF  
AMERICANS OF THE 2ND AIR DIVISION WHO  
GAVE THEIR LIVES DEFENDING FREEDOM

“It is for us, the living, rather, to be dedicated here  
to the unfinished work which they who fought  
here, have, thus far, so nobly advanced.”  
*Abraham Lincoln at Gettysburg*



Miller, Paul E. 16056129 T/Sgt. 466 B.G.  
 Miller, Robert E. 15344589 Sgt. 446 B.G.  
 Miller, Robert O. 0-806880 1st Lt. 445 B.G.  
 Miller, Robert T. 33662483 Sgt. 389 B.G.  
 Miller, Samuel H. Jr. 31204873 Sgt. 489 B.G.  
 Millhousen, George R. 37133211 S/Sgt. 44 B.G.  
 Milligan, Wallace D. 14128805 T/Sgt. 93 B.G.  
 Milligan, Woodrow W. 34502412 Sgt. 491 B.G.  
 Milliken, Leighton E. 31101464 S/Sgt. 445 B.G.  
 Milliken, William M. 0-761154 2nd Lt. 392 B.G.  
 Milliron, George W. 0-698135 2nd Lt. 467 B.G.  
 Mills, Dean M. 0-813552 1st Lt. 453 B.G.  
 Mills, Ellwood J. 37412374 S/Sgt. 392 B.G.  
 Mills, George W. 0-821329 1st Lt. 467 B.G.  
 Mills, John D. 0-676093 2nd Lt. 44 B.G.  
 Mills, Newell F. Jr. 0-827247 1st Lt. 355 F.G.  
 Millward, Warren F. 13092560 S/Sgt. 44 B.G.  
 Miltner, Robert F. 39827755 S/Sgt. 448 B.G.

Minard, Herbert E. 0-716929 2nd Lt. 466 B.G.  
 Minard, Oliver W. T-123017 F/O 491 B.G.  
 Mincks, Fred E. Jr. 0-706008 2nd Lt. 446 B.G.  
 Mindelsohn, Joseph 17037191 T/Sgt. 44 B.G.  
 Miney, Daniel E. 32691808 Pvt. 467 B.G.  
 Minick, Frank Jr. 32761053 S/Sgt. 392 B.G.  
 Minihan, Thomas J. 20301527 S/Sgt. 492 B.G.  
 Minogue, John F. 0-734111 2nd Lt. 93 B.G.  
 Minor, Howard K. 36761097 Sgt. 445 B.G.  
 Mintz, Irvin D. 11050850 S/Sgt. 466 B.G.  
 Minzenberg, William O. T-123991 F/O 392 B.G.  
 Miranda, Pasquale R. 32515508 Sgt. 389 B.G.  
 Mire, Edward J. Jr. 38495346 Sgt. 458 B.G.  
 Mischel, Sigmund 19162503 Sgt. 445 B.G.  
 Mishaga, Frank. T-123187 F/O 453 B.G.  
 Miskevics, Charles J. 0-704037 2nd Lt. 492 B.G.  
 Mislinski, George J. 32476028 S/Sgt. 392 B.G.  
 Missiras, Theologos T-125528 F/O 467 B.G.

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I turned and started to head in the direction behind the bomb dump where the rest of our ground personnel was supposed to be, when I heard a bomb blast behind me, and as I turned around I saw the blast of another bomb go off! I then thought of Miney and Gerads who were supposed to be waiting for me at that end, and I wondered if they may have been hit. Then the gun pit at the south end of the field began firing at an aircraft as it was heading south, the tracers following it! I thought I heard some small caliber fire but before I could give it my full attention, another event suddenly appeared on the south horizon.

Where the apparently 'moments before' overhead plane headed into, a panorama or a huge screen came on in the sky, and within it a hellish battle occurred, with planes flying in all directions, tracers between the aircraft, and anti-aircraft fire. It is then that I saw a B-24 flame up and go down behind the woods, then another B-24 burst into flames and went down. Just standing there I realized how much those crews were fighting to get out of that hell they were in and to be able to see where to land. 'God help them down' I prayed. Just as suddenly the battle ended and one of our planes landed, but it stayed on the south end, then another came in and seemed to be in trouble, finally all the rest of our B-24's came in, but there was a very strange aura and situation on the field like I never seen before. I could not find anyone that could tell me what happened, if Miney and Gerads were there, were they hurt? killed? no one knew anything about them that night and for three days thereafter. Apparently complete silence was imposed and no one talked!

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# What was life like for American service personnel in East Anglia?

Click on a thumbnail to view case study

## Who's who?



## American Culture

44TH BOMB GROUP, U.S.A.A.F.  
STATION 115 - A.P.O. 588

### *Thanksgiving Day Dinner*

23RD NOVEMBER, 1944

#### MENU

Tomato Juice  
Roast Turkey, w/Sage Dressing  
Cranberry Jelly  
Snowflake Potatoes, w/Giblet Gravy  
Candied Sweet Potatoes  
Buttered Beans

## Anglo-American Relationships



## After the War





# Who's who?

Click on an image  
to see full size version



Did you know...?

- Each airbase was home to one Bomb Group. In total, there were about 2,000-3,000 people on a bomber station, including flight and ground personnel.
- At full strength, the 2nd Air Division had 14 Bomb Groups. Each group had a numerical designation and often a nickname given by the men themselves. For example, the 93rd Bomb Group, Hardwick, was nicknamed 'Ted's Travelling Circus' after their commander Colonel Edward 'Ted' Timberlake.
- Each Bomb Group usually had four Bomb Squadrons. One Squadron had 12 to 16 B-24 aeroplanes and about 200 combat airmen.
- There were usually eight to 10 men in a B-24 bomber crew, depending on the type of mission they were flying. The crew usually had a pilot, co-pilot, radio operator, navigator, bombardier and aerial gunners.
- For every man in the air there were another seven to 10 on the ground engaged in support work. These included cooks, clerks, mechanics, armourers and military policemen.
- During the Second World War, around 150,000 American women served in the Women's Auxiliary Corps (WAC). About 10,000 served abroad, including in Norfolk, where they usually undertook clerical and communications work. At any one time during 1943-5, there were about 200 American servicewomen in Norfolk.
- The fighter contingent of the 2nd Air Division was the 65th Fighter Wing controlling five fighter groups based at airfields in Essex, Suffolk and Cambridgeshire. A fighter group was composed of three fighter squadrons with approximately 30 aircraft each.



Photograph of Maj. General Kepner and  
Maj. General Hodges at Headquarters.  
NRO, MC 376/592/22



Photograph of 67th Squadron, 44th  
Bomb group.  
NRO, MC 371/77





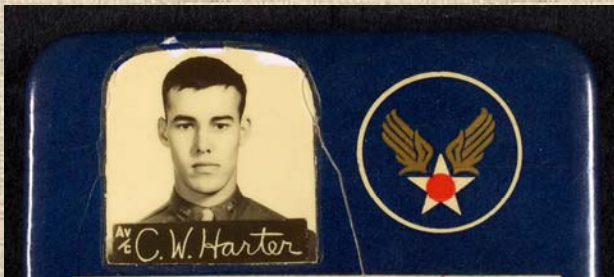
Photograph of crew of 2nd Lt M.L. Simon. May 1944  
 1st Lt. A. ... former Pilot turned ...  
 NRO, MC 371/680



Photograph of Clement Bertolino.  
 NRO, MC 371/89



Certificate for Clement Bertolino.  
 NRO, MC 371/87



Identity badge of Charles Harter.  
 2AD, Memorabilia Collection



Dog tags of Charles Harter.  
 2AD, Memorabilia Collection



Watercolour, 'One for the Depot'  
 NRO, MC 376/599



Women's Auxiliary Corps training at Ketteringham Hall.  
 NRO, MC 371/815







plus one shilling. There is no actual coin or bill of this value in use. It is merely a quotation of price.

A coin not shown in the above table is the gold sovereign, with a value of one pound. You will read about it in English literature but you will probably never see one and need not bother about it.

**WEIGHTS AND MEASURES:** The measures of length and weight are almost the same as those used in America. The British have inches, feet, yards, pints, quarts, gallons, and so forth. You should remember, however, that the English (or "Imperial") gallon contains about one-fifth more liquid than the American gallon.

**SOME IMPORTANT DO'S AND DON'TS**

**BE FRIENDLY**—but don't intrude anywhere it seems you are not wanted. You will find the British money system easier than you think. A little study beforehand on shipboard will make it still easier.

You are higher paid than the British "Tommy." Don't rub it in. Play fair with him. He can be a pal in need.

Don't show off or brag or bluster—"swank" as the British say. If somebody looks in your direction and says, "He's chucking his weight about," you can be pretty sure you're off base. That's the time to pull in your ears.

List of Do's and Don'ts.  
NRO, MC 371/494

**GLOSSARY OF TERMS**

aisle (theatre)— <i>gangway</i>	candy store— <i>sweet shop</i>	drygoods store— <i>draper's shop</i>	lawyer— <i>solicitor</i>
alcohol lamp— <i>spirit lamp</i>	can— <i>stick</i>	drygoods store— <i>draper's shop</i>	legal holiday— <i>bank holiday</i>
ale— <i>beer, or bitter</i>	can opener— <i>tin opener, or key</i>	elevator— <i>lift</i>	line up— <i>queue up</i>
apartment— <i>flat</i>	carom (billiards)— <i>carrom</i>	fender (automobile)— <i>wing, or mudguard</i>	living room— <i>sitting room</i>
apartment house— <i>block of flats</i>	chain store— <i>multiple shop</i>	fender (automobile)— <i>wing, or mudguard</i>	lobby (theatre)— <i>foyer, or entrance hall</i>
ash can— <i>ash bin</i>	check baggage— <i>excess baggage</i>	fish dealer— <i>fishmonger</i>	long distance (telephone)— <i>trunk</i>
ashman— <i>custodian</i>	chuckers (game)— <i>draughts</i>	five-and-ten (store)— <i>bazaar</i>	low gear (automobile)— <i>first speed</i>
atomizer— <i>spray sprayer</i>	chickenyard— <i>fool run</i>	floorwalker— <i>shopwalker</i>	mail a letter— <i>post a letter</i>
automobile— <i>motor car, or car</i>	closed season (for game)— <i>close season</i>	frame house— <i>wooden house</i>	mail box— <i>pillar box</i>
automobile— <i>motor car, or car</i>	closed season (for game)— <i>close season</i>	fruit seller (or dealer)— <i>fruiterer</i>	marriage certificate— <i>marriage lines</i>
baby carriage— <i>perambulator, or pram</i>	conductors— <i>guard</i>	fresh fruit— <i>dessert (at the end of a meal)</i>	monkey wrench— <i>spanner</i>
baggage— <i>luggage</i>	conductors— <i>guard</i>	French fried potatoes— <i>chips</i>	musical box— <i>cinema movies—<i>films</i></i>
baggage car— <i>luggage van</i>	cupboard	freight car— <i>goods wagon</i>	musician— <i>gum</i>
bakery— <i>bakery's shop</i>	collar button— <i>collar stud</i>	generator (automobile)— <i>dyer</i>	muffler (automobile)— <i>silencer</i>
bathrobe— <i>dressing gown</i>	cookie— <i>biscuit</i>	generator (automobile)— <i>dyer</i>	necktie— <i>tie</i>
bartender— <i>barman, or potman</i>	cop— <i>bob</i>	ground wire (radio)— <i>earth wire</i>	newstand— <i>kiosk</i>
bath tub— <i>bath</i>	corn— <i>maize, or Indian corn</i>	guy— <i>skate, fellow</i>	oatmeal (boiled)— <i>porridge</i>
battery (automobile)— <i>accumulator</i>	cornmeal— <i>Indian meal</i>	haberdashery— <i>men's wear</i>	package— <i>parcel</i>
beach— <i>sea-side</i>	cotton (absorbent)— <i>cotton wool</i>	hardware— <i>ironmongery</i>	pebbly beach— <i>shingle</i>
beer— <i>lager</i>	doily	headlines (Wauville)— <i>sophier</i>	orchestra seats— <i>stalls</i>
bill (money)— <i>banknote, or note</i>	doily	highball— <i>whiskey and soda</i>	package— <i>parcel</i>
billboard— <i>hoarding</i>	doily	hood (automobile)— <i>bonnet</i>	okay— <i>right</i>
biscuit— <i>cracker, or tea cake</i>	doily	huckster— <i>hawker</i>	orchestra seats— <i>stalls</i>
bouquet— <i>flower bouquet</i>	doily	hunting— <i>shooting</i>	pie (fruit)— <i>tart</i>
bowling alley— <i>skittle alley</i>	doily	ill, sick— <i>ill, queer</i>	pitcher— <i>jug</i>
breeded (meat)— <i>grilled</i>	doily	installment plan— <i>hire-purchase system, or hire system</i>	poolroom— <i>billiard's saloon</i>
business suit— <i>long suit</i>	doily	interruption— <i>interruption</i>	potato chips— <i>crisps</i>
call up— <i>ring up</i>	doily	janitor— <i>caretaker, or porter</i>	private hospital— <i>nursing home</i>
candy (hard)— <i>boiled sweets</i>	doily	junk— <i>rubbish</i>	push cart— <i>barrow</i>
	doily		race track— <i>race course</i>

Glossary of words. NRO, MC 371/494

**WHEN YOU ARE OVERSEAS**  
**THESE FACTS ARE VITAL**

PAMPHLET NO. 21-1

**WRITING HOME**

**THINK!** Where does the enemy get his information—information that can put you, and has put your comrades, adrift on an open sea? Information that has lost battles and can lose more, unless you personally, vigilantly, perform your duty in SAFEGUARDING MILITARY INFORMATION? **CENSORSHIP RULES ARE SIMPLE, SENSIBLE**—They are merely concise statements drawn from actual experience briefly outlining the types of material which have proved to be disastrous when available to the enemy. A soldier should not hesitate to impose his own additional rules when he is considering writing of a subject not covered by present regulations. He also should be on guard against false rumors and misstatements about censorship. It is sometimes stated that censorship delays mail for long periods of time. Actually all mail (with certain essential and very unusual exceptions) is completely through censorship within 48 hours.

**THERE ARE TEN PROHIBITED SUBJECTS**

1. Don't write military information of Army units—their location, strength, matériel, or equipment.
2. Don't write of military installations.
3. Don't write of transportation facilities.
4. Don't write of convoys, their routes, ports (including ports of embarkation and disembarkation), time en route, naval protection, or war incidents occurring en route.
5. Don't disclose movements of ships, naval or merchant, troops, or aircraft.
6. Don't mention plans and forecasts or orders for future operations, whether known or just your guess.
7. Don't write about the effects of enemy operations.
8. Don't tell of any casualty until released by proper authority (The Adjutant General) and then only by using the full name of the country.
9. Don't write of any morale, discipline, or other system, right, or short-hand.
10. Don't write of any intelligence or letter. Violations

Pamphlet on letter censorship  
NRO, MC 371/574/8

7. Be on time - - - -  
If some unavoidable delay occurs, notify your friends. Be punctual, never be late!



9. Don't - - - -  
Call loudly or whistle to a lady. Speak only when near enough for conversation, but do not emulate a fox-hunt!



Extract from training manual, 'You're an Officer are you a gentleman?'. NRO, MC 371/574

*Somewhere in  
Madison, Ireland  
4/14/44*

Dear Mom - Please send \$5.00. am  
Having a wonderful time, only  
Young once does too seriously  
though I've been studying the English  
customs a little too freely and I'll  
be a little short this month. With  
this \$5.00 though I think I can stay  
ahead of the game because after I start  
operations I probably won't have  
so much time to complete my survey  
of English reactions to France.  
I've been having a swell time in the  
E.T.O. (European Theater of Operations) and  
the English are really treat you well  
except for prices. There are two prices—  
England's and France's. We haven't been assigned  
to any permanent outfit as yet but we  
should be shortly and I'm really  
eager to get going. I've met another  
of my classmates who is an instructor  
here and he's finished his mission  
and is going home and I found  
him very interesting. I've written a  
few lines to you and I hope you'll  
write soon. I love you and I miss you  
very much. I'll be home in a few  
days. I'll be home in a few days.  
I'll be home in a few days.

Letter from Rodney Ives.  
NRO, MC 376/153/1



Photograph of Rodney Ives.  
NRO, MC 376/153/1

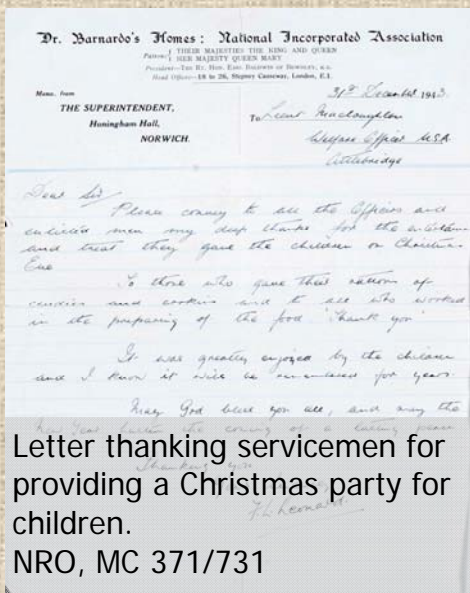


# Anglo-American Relationships

Click on an image to see full size version

Did you know...?

- The rate of missions flown by crews was intense, but many servicemen still found time to get to know local people. They met at their nearest pub and through dances or other entertainment on the airbases and in the community. Some made lasting friendships and continued to keep in touch with local families after the war.
- It is estimated that more than 70,000 British women went to the United States with their American husbands after the war as their G.I. brides. In early 1946, as part of 'Operation War Bride', the United States Army transported thousands of war brides and children from Britain to America, the first group arriving in February 1946.



Letter thanking servicemen for providing a Christmas party for children.  
NRO, MC 371/731

Photograph of a children's party at Attlebridge airbase.  
NRO, MC 371/912

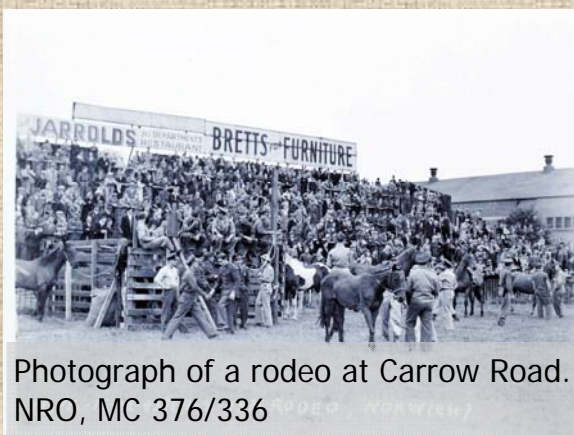


Photograph of children at Wendling airbase. NRO, MC 371/910

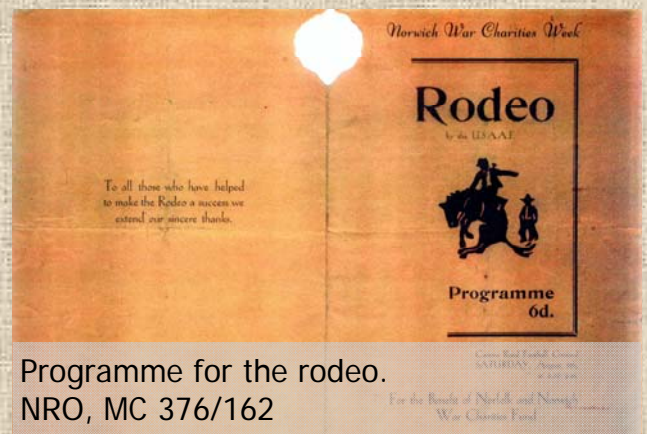
## Begging from American Troops.

The Board of Education through their Inspectors have suggested that Head Teachers might co-operate in putting an end to this somewhat unpleasant practice. It is not suggested that the practice is widespread in this area, and in many cases it is known that children ask for no more than chewing-gum or sweets. Some children, however, go beyond this, and there have been reports of their pestering American troops for money. It is suggested that this may create an unfortunate impression and vicinity and possibly talking formally to the children on the practice is undesirable.

Letter asking children not to beg from American troops. NRO, C/ED 19/15



Photograph of a rodeo at Carrow Road.  
NRO, MC 376/336



Programme for the rodeo.  
NRO, MC 376/162





Sweetheart Jewellery.  
2AD, Memorabilia Collection

Page 6

Any Government  
shall have the  
writing in this  
register.

1948. Marriage solemnized at *The Cathedral Church* in the Parish  
of *St. Mary-in-the-Marsh* in the *City and County of Norwich*.

No.	When Married.	Name and Surname.	Age.	Condition.	Rank or Profession.	Residence at the time of Marriage.	Father's Name and Residence.	Rank or Profession of Father.
11	<i>21st March 1948</i>	<i>Earl Zimmerman</i>	<i>21</i>	<i>Barbier</i>	<i>Postman</i>	<i>107, West 2nd Street, Norwich</i>	<i>Carl Zimmerman</i>	<i>Zimmerman</i>
		<i>June Courtenay</i>						

by me, *W. S. J. [Signature]*

Marriage register for Earl Zimmerman and June Courtenay. NRO, PD 499/12



Photograph of wedding of Jean Young and Joe Majors.  
NRO, MC 371/814

LITTLE THINGS I REMEMBER

Sybil I. Seale Billings

A school friend going to the seaside for a trip with her family ignored a warning sign, walked past the Barbwire-set off a mine and lost an arm.

The night a family friend died of a heart attack helping after an Air Raid.

Joining the British Red Cross, taking courses in Nursing.

The night six of us climbed the school wall to visit a group of S.A.F. chaplains using a Barrage Balloon set at the edge of a cemetery. Made a dash through a tombstone in the pitch darkness back to the Depot when the sirens sounded.

The night the Germans dropped hundreds of incendiary bombs on our city.

Volunteering for Military Service and being rejected because I had signs of them.

The night our Aunt's house took a direct hit. The family was in the shelter except her a young girl of 12 was killed. She was standing in the doorway the shelter. The house was nothing but a large crater.

The Radio was playing "The Yanks Are Coming". Mom said, "Here comes trouble".

After a raid, our friends, the Mann family had to vacate their house due to unexploded bomb landing in the back garden. Six of them moved in with us in only three bedrooms. As the sirens constantly sounded the women slept in shelter. It was about four days till the Bomb Squad could remove the bomb. It was one of the few to land that night. On the second day of their stay, one of the sons and I decided to return to his house and set his bird. We went through the back allys, grabbing the bird and cage and ran for home.

Receiving a Post Card through the International Red Cross informing me that American friend had been shot down and was a P.O.W.

My eldest Brother coming home after years in Iraq.

My youngest Brother finishing up his tour with Bomber Command, then going to sea, India with Air Transport Command.

My youngest Sister Betty asked permission to attend a Yankee Dance and Mom told Billy his thoughts. He said, "at 15 no way". Today she still has not forgotten it.

Memories of war bride Sybil Billings. NRO, MC 376/273



# Remembering the 2nd Air Division after the War

Click on an image to see full size version



Did you know...?

- The end of the war was celebrated in Norfolk and, in Norwich, there was a large 'Wings for Victory' parade and service of Thanksgiving in the Cathedral on 13 May 1945. American service personnel took part in the event but, following VE-Day on 8 May 1945, their departure from Britain was rapid. Some units were gone in a few weeks and the Eighth Air Force heavy bombers began flying their aircraft back to the United States in May 1945.
- Since the war, the American presence in Norfolk has been remembered in a variety of ways. These include memorials relating to individual bomb groups on the site of former American airbases and plaques at the site of local air crashes.
- There is also a 'living memorial' in the form of a Library. An American Room opened in the Norwich Central Library, Bethel Street, in 1963. Following the destruction of this Library by fire in 1994, a new 2nd Air Division Memorial Library was opened within the Norwich and Norfolk Millennium Library in the Forum in 2001. The Library houses the Roll of Honor which includes the names of American service personnel from the 2nd Air Division killed in action during the Second World War.



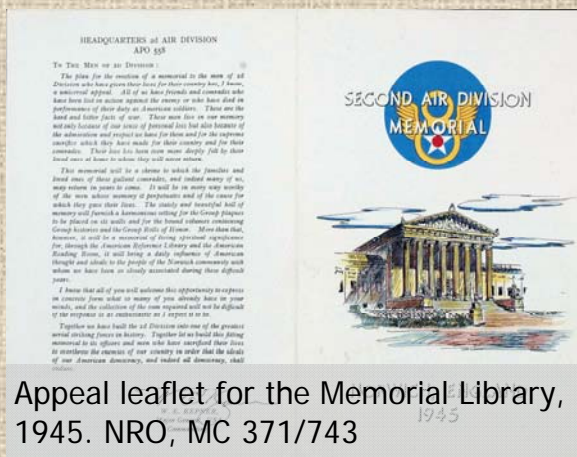
Photograph of VE-Day.  
NRO, MC 371/49



Photograph of VE-Day.  
NRO, MC 371/49



Photograph of memorial.  
NRO, MC 376/638/1



Appeal leaflet for the Memorial Library,  
1945. NRO, MC 371/743



Photograph of Memorial Fountain,  
Norwich Central Library, 1963.  
NRO, MC 376/380





Photograph of the Forum, 2011. NLIS



Second Air Division Roll of Honor.  
2AD



Inside of the Memorial Library, 2011. NLIS





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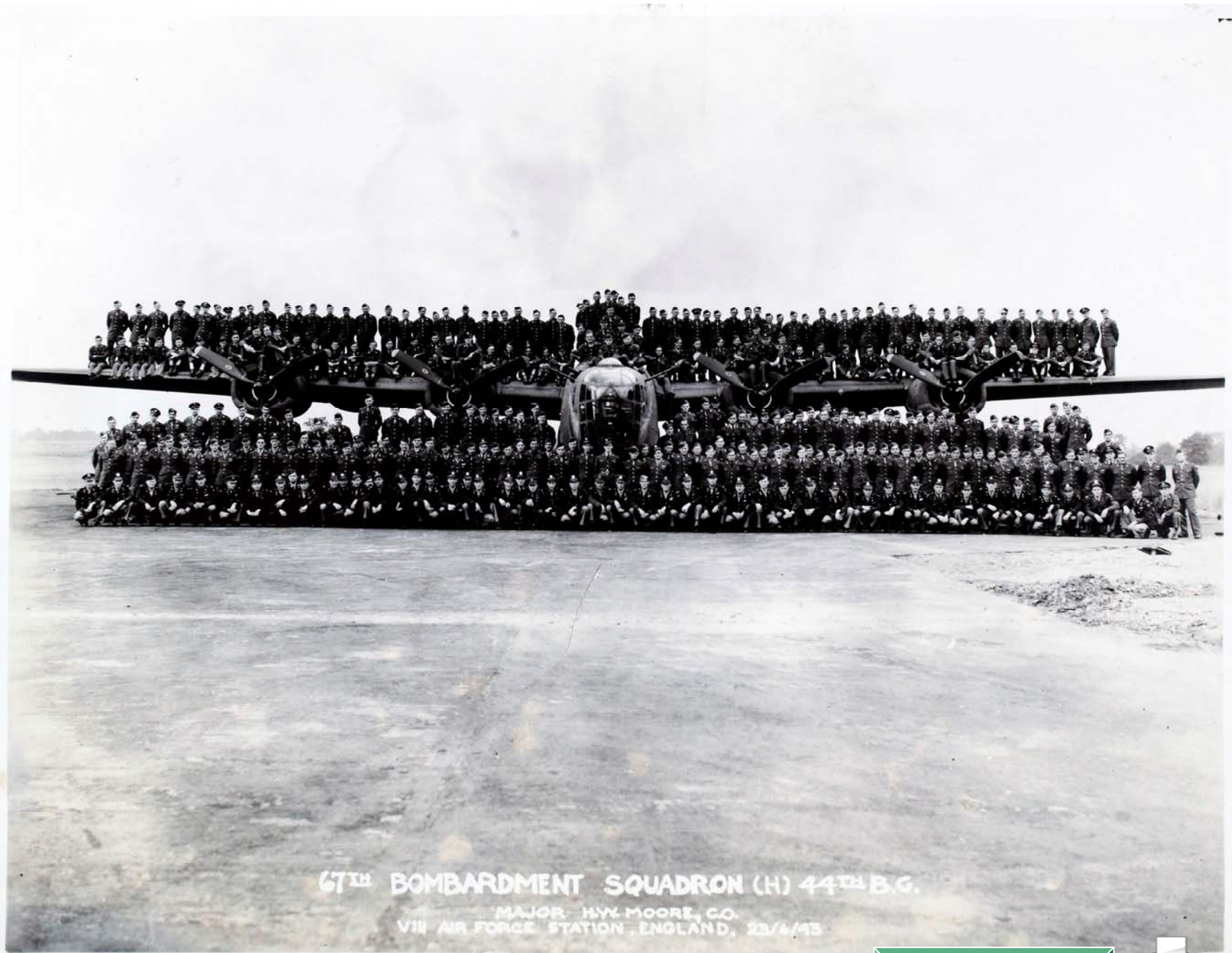


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67<sup>TH</sup> BOMBARDMENT SQUADRON (H) 44<sup>TH</sup> B.G.  
MAJOR H.W. MOORE, CO.  
VIII AIR FORCE STATION, ENGLAND, 23/6/45

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NOT ON MISSION



May, 1944

Taken at (base) in England when Cpt. Lucey (Hq.) former Pilot turned Command over to 2nd. Lt. M. L. Simon.

1st. Lt. J. A. Reitmeier Navigator, 1st. Lt. J. B. Mead Bombardier,  
Cpt. J. A. Lucey (Hq.) 2nd. Lt. F. M. Russell, CoPilot, 2nd. Lt. M. L. Simon, Pilot  
T: Sgt. P. B. Latta, Radio Operato, S: Sgt G. S. Hasty, Tail Gunner  
T: Sgt. L. F. Dumesnil, Eng, S: Sgt. H. G. Collier, Ass't. Eng.

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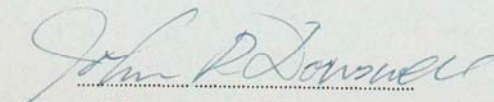
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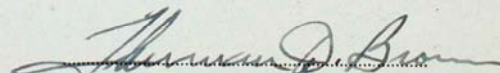


## This is to Certify

that 2D LT. CLEMENT S. BERTOLINO of 328<sup>th</sup> Squadron, 93<sup>rd</sup> Bombardment Group (H) A.A.F. has completed with honor to his country, comrades and himself, <sup>15</sup> bombing missions over enemy territory as herewith listed.

1. BETZDORF	8 MAR 45	9. DUNEBERG	7 APR 45
2. ARNSBERG	10 MAR 45	10. ROTH A/D	8 APR 45
3. SWINEMUNDE	12 MAR 45	11. LANDSBERG	9 APR 45
4. HENNINGSDORFT	18 MAR 45	12. REGENSBURG	11 APR 45
5. WILHELMSHAVEN	20 MAR 45	13. LANDSHUT	16 APR 45
6. BRUNSWICK	31 MAR 45	14. PASSAY	18 APR 45
7. WESENDORF	4 APR 45	15. MUHL DORF	20 APR 45
8. BAYREUTH	5 APR 45		

  
Squadron Commander

  
THERMAN D. BROWN,  
Lt. Colonel, Air Corps,  
Commanding.

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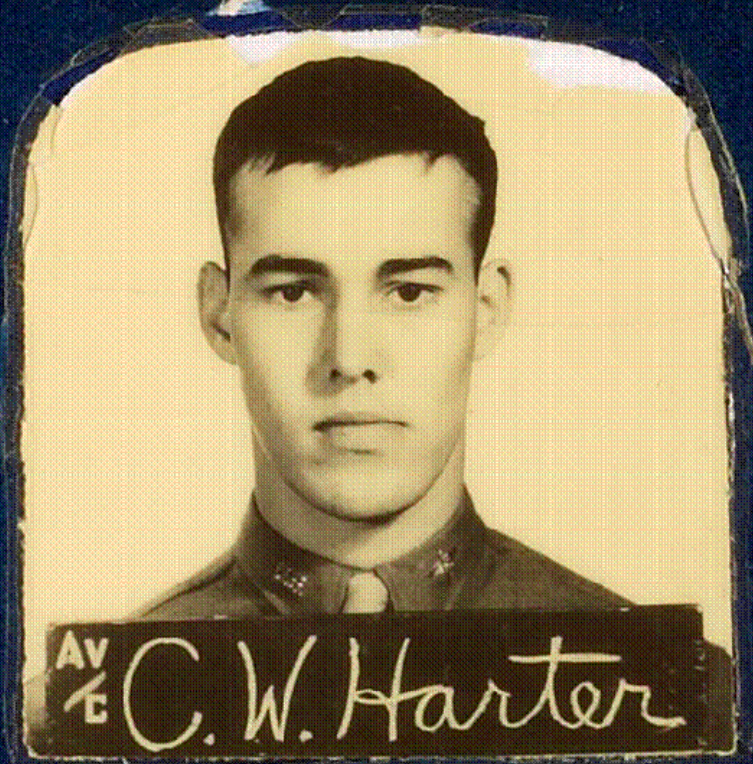


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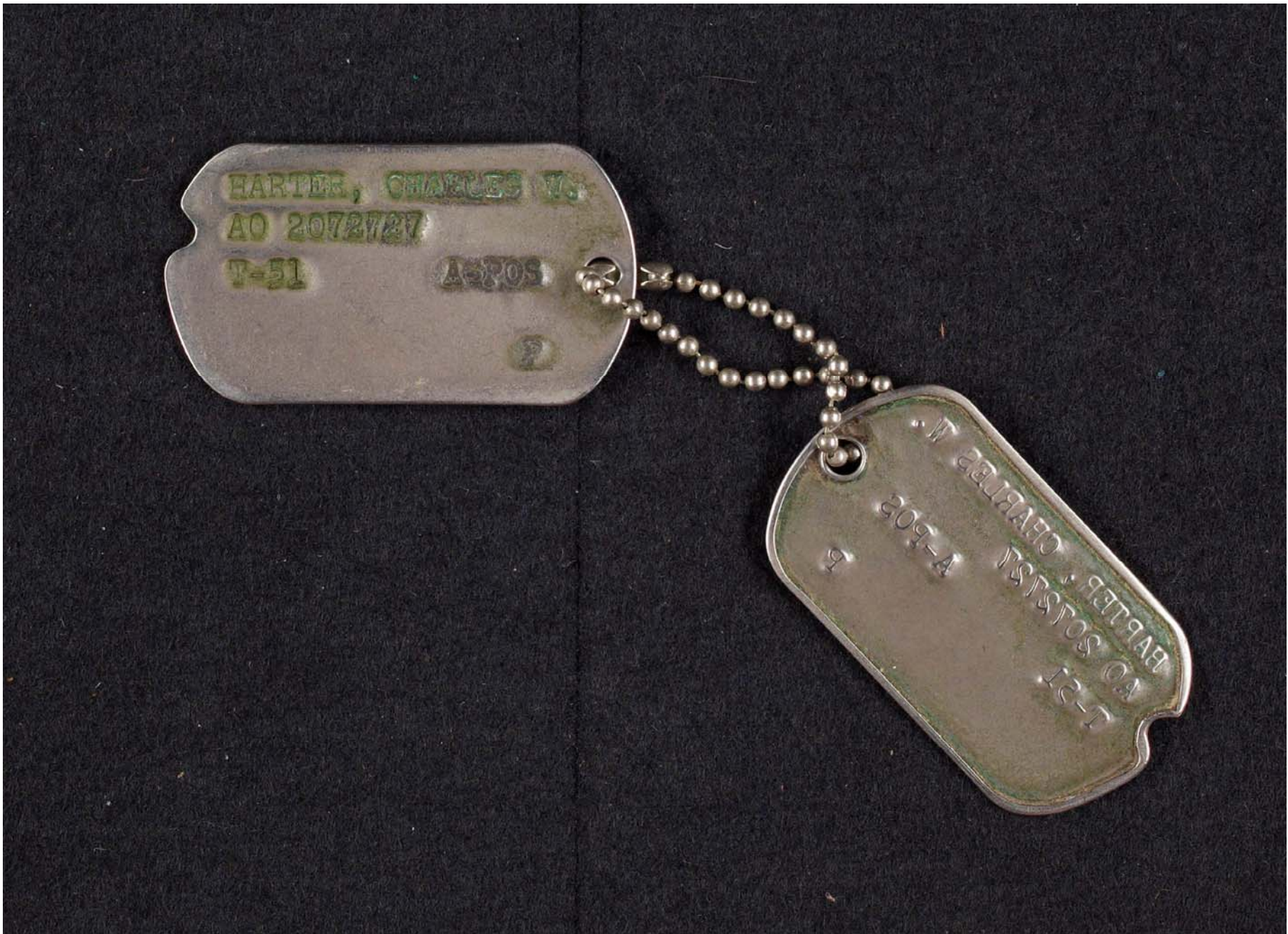


C. W. HARTER

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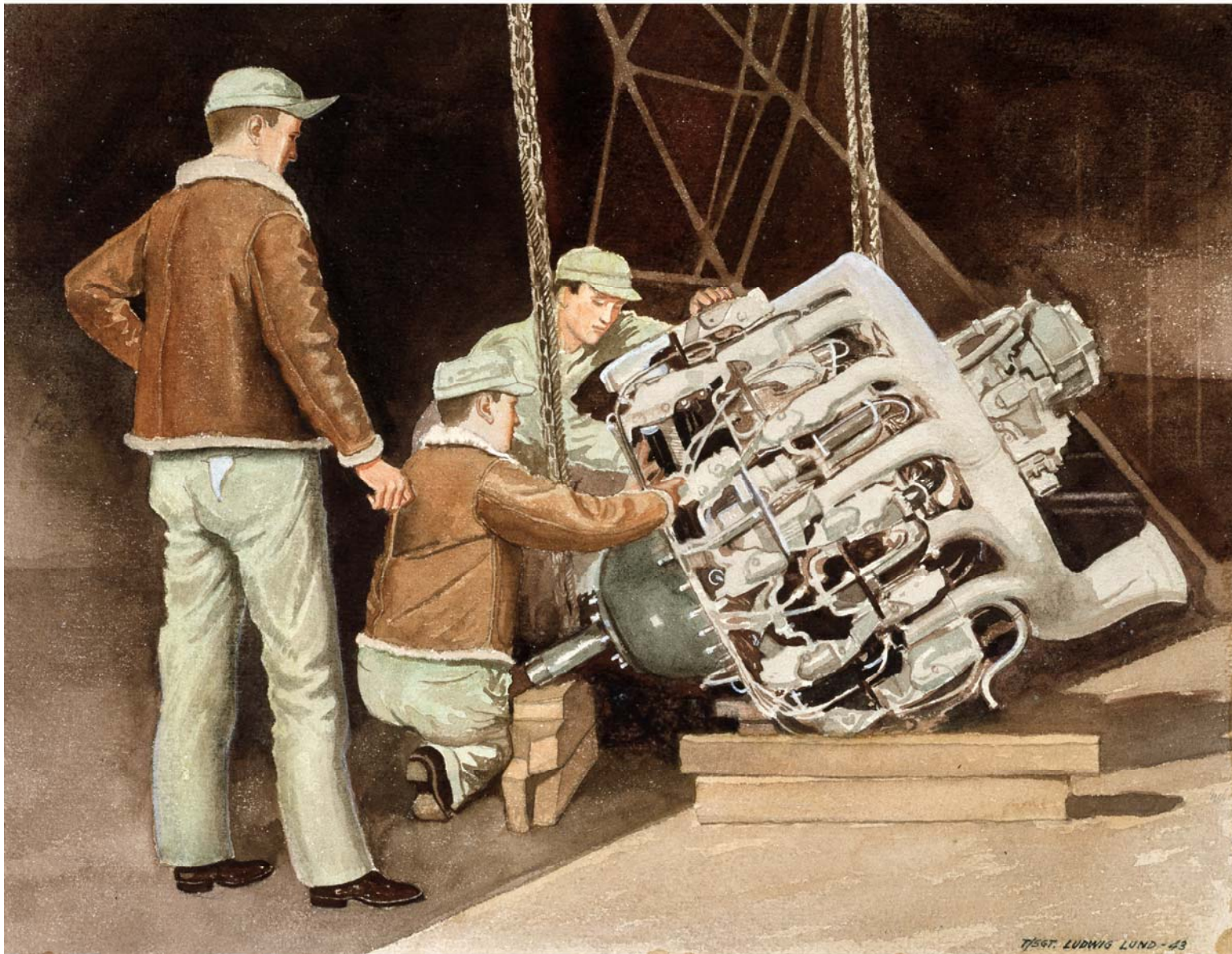


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44TH BOMB GROUP, U.S.A.A.F.

STATION 115—A.P.O. 558

# Thanksgiving Day Dinner

23RD NOVEMBER, 1944

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## MENU

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Tomato Juice

Roast Turkey, W/Sage Dressing

Cranberry Jelly

Snowflake Potatoes, W/Giblet Gravy

Candied Sweet Potatoes

Buttered Peas

Vegetable Salad, W/Mayonnaise

Pumpkin Pie, W/Sliced Cheese

Hot Rolls - Butter

Marmalade - Jam

Coffee, Milk & Sugar

Fresh Fruit - Candy

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My impression of the people was that they were deprived. They didn't have anywhere near what the American people back home had. Somethings that we had and took for granted they never had, and I remember being very surprised at this. Being kids, I guess, we thought they had, or should of had, everything we did. They were deprived in material things, but they were observed to possess an important characteristic of the soul, determination. They were bound and determined to do what was necessary to beat the enemy, and as history has shown in the greatest hour of need they rose to the occasion behind a[sic] greatest statesman that ever walked this earth, the magnificent Sir Winston Churchill. While we are on the subject of the people, I for one would like to take this opportunity to express my sentiments about the people of East Anglia. The success of the 2nd Air Division was due, in no small part, to the people of East Anglia for they received us in friendship and they did go out of their way to try and make it as comfortable for us as possible. The results of this kind of atmosphere allowed us to get on with the job that we were sent there to do. Little security personnel were required at the bases and throughout the country side. Imagine, if you will, the number of security people that the Germans had to use in France and Russia; this in turn weakened their combat strength. So, the people of East Anglia played a major role in making it possible for the 2nd Air Division to do the job it did, and to reap the accolades and the glory for a job well done. The folks of East Anglia must know that we know it was a great team effort, and they were a major part of that effort. God bless them all!

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somewhere in England

July 19, 1943

Dearest Family:

You had better sit down to read this because it's going to be a long one. First of all, I am safe, sane and happy. We had a wonderful trip, and this country is perfectly gorgeous. I've never seen such a place. Was in Scotland and believe me there is no other place like it. We have girls from nearly every state in the Union in the Battalion and all of them agreed that there was no place in the U. S. to beat the hills of Scotland. They are as green as green can be, all different shades, and each little field is outlined in hedge. It looks like a patch-work quilt, embroidered on the edges of each piece. As I wrote you in the V-Mail, it reminds me of the 23rd Psalm. I can't describe it. The houses are so neat, each one with its Victory Garden - and even they are patterned to make a pretty picture. No wonder people hire English gardeners, they know how to make the most of the land. Every spot is used, nothing is wasted. As we rode through the country, all we could do is look. My eyes were nearly worn out by the time we started to play bridge.

Watch the papers for a picture of WAAC's playing bridge on the train. Four of us playing, using a coat for a table. I had just looked up to say "I by" and he took the picture - my mouth wide open and my eye brows raised. You will know me by my open mouth. But speaking of pictures - well - this is the crowning glory. I was sitting in the mess hall eating lunch one day last week and this same photographer (1st. Lt.) came up to us - there were three of us - and said "Get your gas masks and report to Battalion Headquarters at one o'clock" and didn't say why, what for, or any thing else. We rushed back and got our stuff on and reported - and believe me what a reception. Photographers all over the place, there were about sixteen of us and we were to go on a little trip with them. They took pictures of us going out of the gate and then we met some WRENS - British girls who are in the Navy - they were on bicycles. Everybody travels by bike over here. They took pictures of us talking to them and then we all piled in a truck and started out. We stopped at a little bridge and they took pictures of us there. The funniest thing happened - we were all leaning over the edge of the bridge, smiling at the cameras, not thinking of what the rear view looked like and lo and behold, there were photographers behind us too - movie cameras, still cameras, and flash cameras and every other kind you can mention. They must have gotten some beauties. After we left the bridge, we really did get a surprise. We were taken to an English estate to tea. I've seen movies of such places but never expected to really be at one. There was a church on the grounds - a moat - but it was filled in with flowers now. The house was so old it had two or three types of architecture in it. The lawns - well - my first thought was green velvet. They had a sun dial - fashioned out of hedge - the Roman numerals were formed with hedge and flowers planted between the letters - Sweet Williams, all types of roses, poppies, and lots of flowers I've never seen before. They took pictures of us at every angle. Every time we would turn around they were focusing a camera at us. They took pictures of us greeting our hostess, walking through the gardens, through the rose arbor, through the circular garden, which had a fountain in the middle, and of us actually at tea.



It was served on the lawn by the hostess, assisted by two maids. There were all types of cakes and cookies, and tea that really was tea, it would really make your hair curl. And you know me and tea, but I drank it with a smile. They took moving pictures of us at tea and especially one still shot I want to see is where our hostess is offering me cake, that ought to be good. All the photographers took our names and home addresses so the Daily Times News should get some of the shots. The Army paper over here "The Stars & Stripes" should have some of the pictures and if it does, I'll send it to you. And if any pictures come out in the papers at home, send them over to me. We all want to see them, any other papers would be greatly appreciated too.

The first night we got here we had french fried potatoes and pork chops. What a reception. Since then we've had the best food I've had since I left home. For instance, yesterday we had meat loaf, sweet potatoes candied, cabbage slaw, raisin bread - gravy, canned peaches and coffee for lunch. For dinner we had pork roast and believe me it was good. I've never eaten such food, in all the time I've been in the Army.

Are we having a time with the English money. I wonder who in the world ever thought up such a complicated system. It is rather hard to get accustomed to thinking in pence, shillings, half-crowns, crowns, pounds, etc. But the boys say that after while you get so you don't even think of American money. You should see the pennies. They are as large as a half-dollar, only they are copper. The half crown is also the size of a half-dollar but it is silver, you have to look to see which is which.

Went to the show the other night to see "Stage Door Canteen" and when we got out at ten-thirty - the sun was just setting. It was light until I went to bed at eleven-thirty and I mean light, not twilight. The sun was actually shining at ten-thirty. I've never seen such dopey weather. The only way to get the room dark enough to sleep in is to draw the curtains.

Well, family, it's time this book came to a close. I'll write again this week and you be sure and write as often as you can.

All my love,

Mary Frances

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plus one shilling. *There is no actual coin or bill of this value in use.* It is merely a quotation of price.

A coin not shown in the above table is the gold sovereign, with a value of one pound. You will read about it in English literature but you will probably never see one and need not bother about it.

**WEIGHTS AND MEASURES:** The measures of length and weight are almost the same as those used in America. The British have inches, feet, yards, pints, quarts, gallons, and so forth. You should remember, however, that the English (or "Imperial") gallon contains about one-fifth more liquid than the American gallon.

#### **SOME IMPORTANT DO'S AND DON'TS**

**BE FRIENDLY**—but don't intrude anywhere it seems you are not wanted. You will find the British money system easier than you think. A little study beforehand on shipboard will make it still easier.

You are higher paid than the British "Tommy." Don't rub it in. Play fair with him. He can be a pal in need.

Don't show off or brag or bluster—"swank" as the British say. If somebody looks in your direction and says, "He's chucking his weight about," you can be pretty sure you're off base. That's the time to pull in your ears.

If you are invited to eat with a family don't eat too much. Otherwise you may eat up their weekly rations.

Don't make fun of British speech or accents. You sound just as funny to them but they will be too polite to show it.

Avoid comments on the British Government or politics.

Don't try to tell the British that America won the last war or make wisecracks about the war debts or about British defeats in this war.

**NEVER** criticize the King or Queen.

Don't criticize the food, beer, or cigarettes to the British. Remember they have been at war since 1939.

Use common sense on all occasions. By your conduct you have great power to bring about a better understanding between the two countries after the war is over.

You will soon find yourself among a kindly, quiet, hard-working people who have been living under a strain such as few people in the world have ever known. In your dealings with them, let this be your slogan:

*It is always impolite to criticize your hosts;  
it is militarily stupid to criticize your allies.*

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GLOSSARY OF TERMS

aisle (theatre)—*gangway*  
 alcohol lamp—*spirit lamp*  
 ale—*beer, or bitter*  
 apartment—*flat*  
 apartment house—*block of flats*  
 ash can—*dust bin*  
 ashman—*dustman*  
 atomizer—*scent spray*  
 automobile—*motor car, or car*  
 baby carriage—*perambulator, or pram*  
 baggage—*luggage*  
 baggage car—*luggage van*  
 bakery—*baker's shop*  
 bathrobe—*dressing gown*  
 bartender—*barman, or potman*  
 bathtub—*bath*  
 battery (automobile)—*accumulator*  
 beach—*seaside*  
 beer—*lager*  
 bill (money)—*banknote, or note*  
 billboard—*hoarding*  
 biscuit—*scone, or tea cake*  
 bouncer—*chucker out*  
 bowling alley—*skittle alley*  
 broiled (meat)—*grilled*  
 business suit—*lounge suit*  
 call up—*ring up*  
 candy (hard)—*boiled sweets*

candy store—*sweet shop*  
 cane—*stick*  
 can opener—*tin opener, or key*  
 carom (billiards)—*cannon*  
 chain store—*multiple shop*  
 check baggage—*register luggage*  
 checkers (game)—*draughts*  
 chickenyard—*fowl run*  
 cigarette butt—*cigarette end*  
 closed season (for game)—*close season*  
 conductor—*guard*  
 closet—*cupboard*  
 coal oil—*paraffin*  
 collar button—*collar stud*  
 cookie—*biscuit*  
 cop—*bobby*  
 corn—*maize, or Indian corn*  
 cornmeal—*Indian meal*  
 cotton (absorbent)—*cotton wool*  
 cracker—*biscuit (unsweetened)*  
 daylight-saving time—*summer time*  
 deck (of cards)—*pack*  
 derby (hat)—*bowler, or hard hat*  
 dessert—*sweet*  
 dishpan—*washing-up bowl*  
 drawers (men's)—*pants*  
 druggist—*chemist*

drug store—*chemist's shop*  
 drygoods store—*draper's shop*  
 elevator—*lift*  
 fender (automobile)—*wing, or mudguard*  
 fish dealer—*fishmonger*  
 five-and-ten (store)—*bazaar*  
 floorwalker—*shopwalker*  
 frame house—*wooden house*  
 fruitseller (or dealer)—*fruiterer*  
 fruit store—*fruiterer's*  
 fresh fruit—*dessert (at the end of a meal)*  
 french fried potatoes—*chips*  
 freight car—*goods wagon*  
 garters (men's)—*sock suspenders*  
 gasoline, or gas—*petrol*  
 gear shift (automobile)—*gear lever*  
 generator (automobile)—*dynamo*  
 ground wire (radio)—*earth wire*  
 guy—*bloke, fellow*  
 haberdashery—*men's wear*  
 hardware—*ironmongery*  
 headliner (vaudeville)—*topliner*  
 highball—*whiskey and soda*  
 hood (automobile)—*bonnet*  
 huckster—*coster, or hawker*  
 hunting—*shooting*  
 ill, sick—*ill, queer*  
 instalment plan—*hire-purchase system, or hire system*  
 intermission—*interval*  
 janitor—*caretaker, or porter*  
 junk—*rubbish*

lawyer—*solicitor*  
 legal holiday—*bank holiday*  
 line up—*queue up*  
 living room—*sitting room*  
 lobby (theatre)—*foyer, or entrance hall*  
 long distance (telephone)—*trunks*  
 low gear (automobile)—*first speed*  
 mail a letter—*post a letter*  
 mail box—*pillar box*  
 marriage certificate—*marriage lines*  
 molasses—*black treacle*  
 monkey wrench—*screw spanner*  
 movie house—*cinema*  
 movies—*flicks*  
 mucilage—*gum*  
 muffler (automobile)—*silencer*  
 necktie—*tie*  
 newsstand—*kiost*  
 oatmeal (boiled)—*porridge*  
 oil pan (automobile)—*sump*  
 okay—*righto*  
 orchestra seats—*stalls*  
 package—*parcel*  
 pebbly beach—*shingle*  
 phonograph—*gramophone*  
 pie (fruit)—*tart*  
 pitcher—*jug*  
 poolroom—*billiards saloon*  
 potato chips—*crisps*  
 private hospital—*nursing home*  
 push cart—*barrow*  
 race track—*race course*



radio—*wireless*  
railway car—*railway carriage*  
raincoat—*mackintosh, or mac, or waterproof*  
roadster (automobile)—*two-seater*  
roast (of meat)—*joint*  
roller coaster—*switchback-railway*  
rolling grasslands—*downs*  
round trip—*return trip*  
roomer—*lodger*  
rooster—*cock, or cockerel*  
rubbers—*galoshes*  
rumble seat—*dickey*  
run (in a stocking)—*ladder*  
saloon—*public house, or pub*  
scallion—*spring onion*  
scrambled eggs—*buttered eggs*  
second floor—*first floor*  
sedan (automobile)—*saloon car*  
sewerage (house)—*drains*  
shoestring—*bootlace, or shoelace*  
shot (athletics)—*weight*  
shoulder (of road)—*verge*  
rubberneck wagon—*char-a-banc*  
silverware—*plate*  
slacks—*bags*  
sled—*sledge*  
smoked herring—*kipper*  
soda biscuit (or cracker)—*cream-cracker*  
soft drinks—*minerals*  
spark plug—*sparking-plug*  
spigot (or faucet)—*tap*  
squash—*vegetable marrow*

stairway—*staircase, or stairs*  
string bean—*French-bean*  
store—*shop*  
subway—*underground*  
sugar-bowl—*sugar-basin*  
suspenders (men's)—*braces*  
sweater—*pull-over*  
syrup—*treacle*  
taffy—*toffee*  
taxi stand—*cab rank*  
telegram—*wire*  
tenderloin (of beef)—*under-cut, or fillet*  
ten pins—*nine pins*  
thumb-tack—*drawing pin*  
ticket office—*booking office*  
toilet—*lavatory, closet*  
top (automobile)—*hood*  
transom (of door)—*fanlight*  
trolley—*tram*  
truck—*lorry*  
undershirt—*vest, or singlet*  
union-suit—*combinations*  
vaudeville—*variety*  
vaudeville theatre—*music hall*  
vest—*waistcoat*  
vomit—*be sick*  
washbowl—*washbasin*  
washrag—*face cloth*  
washstand—*wash-hand stand*  
water heater—*geyser*  
window shade—*blind*  
"you're connected"—*"you're through" (telephone)*  
windshield (automobile)—*windscreen*

## THE BRITISH THINK SO TOO

THE IDEA of getting together with the British in solid friendship isn't a one-sided proposition. They, as well as we, believe in the necessity of being Allies in the truest meaning of the word if we are to dish it out in full measure to Hitler.

As a matter of fact, the British started the idea of providing soldiers with guide books to help them understand their Allies. The first RAF cadets to come to the United States for training were given a little book called "Notes for Your Guidance" which told them how to get along with Americans.

Then, too, the British Army Bureau of Current Affairs issued a bulletin, "Meet the Americans," to men in the army. For your information on how the British think about this subject, a part of that Bulletin is reproduced on the next page.

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# WHEN YOU ARE OVERSEAS

## THESE FACTS ARE VITAL

PAMPHLET NO. 21-1

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### WRITING HOME

**THINK!** Where does the enemy get his information—information that can put you, and has put your comrades, adrift on an open sea ; information that has lost battles and can lose more, unless you personally, vigilantly, perform your duty in **SAFEGUARDING MILITARY INFORMATION?**

**CENSORSHIP RULES ARE SIMPLE, SENSIBLE.**—They are merely concise statements drawn from actual experience briefly outlining the types of material which have proved to be disastrous when available to the enemy. A soldier should not hesitate to impose his own additional rules when he is considering writing of a subject not covered by present regulations. He also should be on guard against false rumors and misstatements about censorship. It is sometimes stated that censorship delays mail for long periods of time. Actually all mail (with certain nominal and very unusual exceptions) is completely through censorship within 48 hours.

### THERE ARE TEN PROHIBITED SUBJECTS

1. Don't write military information of Army units—their location, strength, matériel, or equipment.
2. Don't write of military installations.
3. Don't write of transportation facilities.
4. Don't write of convoys, their routes, ports (including ports of embarkation and disembarkation), time en route, naval protection, or war incidents occurring en route.
5. Don't disclose movements of ships, naval or merchant, troops, or aircraft.
6. Don't mention plans and forecasts or orders for future operations, whether known or just your guess.
7. Don't write about the effects of enemy operations.
8. Don't tell of any casualty until released by proper authority (The Adjutant General) and then only by using the full name of the casualty.
9. Don't attempt to formulate or use a code system, cipher, or shorthand, or any other means to conceal the true meaning of your letter. Violations of this regulation will result in severe punishment.

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7. Be on time - - - - -

If some unavoidable delay occurs, notify your friends. Be punctual, never be late!



8. Don't murder the King's English - - - - -

Slang and profanity are likely to enter into your use of words. Guard against this!

9. Don't - - - - -

Call loudly or whistle to a lady. Speak only when near enough for conversation, but do not emulate a fog-horn!



10. Conspicuous - - - - -

Never attract attention in public. Be reserved, have good time, but never b

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Somewhere in  
Northern Ireland  
8/1/44

Dear Mom —

~~As you~~ Please send \$50. am  
Having a wonderful time, only  
Young ~~once~~ sober too. seriously  
though I've been studying the English  
customs a little too freely and I'll  
be a little short this month. With  
this \$50 though I think I can stay  
ahead of the game because after I start  
operations I probably won't have  
so much time to complete my survey  
of English reactions to Yanks.

I've been having a swell time in the  
E.T.O. (European Theatre of Operations) and  
the English ~~are swells~~ treat you well  
except for prices. There are two prices —  
English & Yank. We haven't been assigned  
to our permanent outfit as yet but we  
should be shortly and I'm really  
anxious to get going. I've met another  
of my classmates who is an instructor  
here and he's finished his missions.  
We had a swell time talking over  
the old days a Hondo and I found  
that most of my class ~~are~~ either a  
prisoner of war or lost. The ones that



are left are all captains. Do you remember Ken Dougherty who called me up from Portland when I was home after I graduated. He's a prisoner of war in Germany.

→ I've seen quite a bit of England so far but I haven't hit any big towns like London as yet. I'm not supposed to voice any opinions about the English people but the countryside is a lot like the New England States and in most ~~places~~ towns the population is very crowded - with many tenement sections. All of the richer people live in large country homes. There doesn't seem to be much of a middle class here - either rich or poor. There are plenty of pubs (bars) and I'm getting so I like their warm beer - no hard liquor. There are no night clubs except in London which has become somewhat Americanized - at least that's what I've been told.

→ Our quarters are Nissen huts at this station but they're pretty comfortable in spite of their looks. The food is excellent and we have plenty of laughs with Captain Yak around. I guess I've never told you



about him. He was with us at Toros and Mountain Home and he brought an instructor crew over with us. He used to be a college football player - a great big lunk - but plenty intelligent. He's a typical college Joe and he can really keep you laughing.

Well there isn't too much more of importance right now Mom but I found out for sure that I'll be able to write you about the missions so you'll be able to sweat them out with me when I start operations. I guess you get kind of lonesome but keep your chin up and I'll be home one of these days - maybe sooner than you think.

Love,  
Rod.

P.S. About the money be sure and take it out of my account - I don't know the procedure for sending it but use the same as you did with Dave's.



Somewhere in  
Northern Ireland  
8/1/44

Dear Mom-

[As you] Please send \$50. Am having a wonderful time, only young once. Sober too. Seriously though I've been studying the English customs a little too freely and I'll be a little short this month. With this \$50 though I think I can stay ahead of the game because after I start operations I probably won't have so much time to complete my survey of English reactions to Yanks.

I've been having a swell time in the E.T.O, - (European Theatre of Operations) and the English [are swell] treat you swell except for prices. There are two prices English & Yank. We haven't been assigned to our permanent outfit as yet but we should be shortly and I'm really anxious to get going. I've met another of my classmates who is an instructor here and he's finished his missions. We had a swell time talking over the old days at Hondo and I found that most of my class are either a prisoner of war or lost. The ones that



are left are all captains. Do you remember Ken Dougherty who called me up from Portland when I was home after I graduated. He's a prisoner of war in Germany.

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Are quarters are Nissen huts at this station but they're pretty comfortable in spite of their looks. The food is excellent and we have plenty of laughs with Captain York around. I guess I've never told you



about him. He was with us at Tonopah and Mountain Home and he brought an instructor crew over with us. He used to be a college football player- a great big lunk- but plenty intelligent. He's a typical college Joe and he can really keep you laughing.

Well there isn't too much more of importance right now Mom but I found out for sure that I'll be able to write you about the missions so you'll be able to sweat them out with me when I start operations. I guess you get kind of lonesome but keep your chin up and I'll be home one of these days - maybe sooner than you think.

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Dr. Barnardo's Homes: National Incorporated Association

Patrons { THEIR MAJESTIES THE KING AND QUEEN  
HER MAJESTY QUEEN MARY

President—THE RT. HON. EARL BALDWIN OF BEWDLEY, K.G.

Head Offices—18 to 26, Stepney Causeway, London, E.1.

Memo. from

THE SUPERINTENDENT,  
Honingham Hall,  
NORWICH.

31<sup>st</sup> December 1943.

To Lieut Macdonald  
Weymouth Officer U.S.A.  
Attlebridge

Dear Sir

Please convey to all the Officers and enlisted men my deep thanks for the entertained and treat they gave the children on Christmas Eve

To those who gave their ration of candies and cookies and to all who worked in the preparing of the food. "Thank you"

It was greatly enjoyed by the children and I know it will be remembered for years.

May God bless you all, and may the New Year hasten the coming of a lasting peace

Thanking you

Yours sincerely

J. L. Leonard.



31 December 1943  
Lieut Macloughlan [McLaughlin]  
Welfare Officer U.S.A  
Attlebridge

Dear Sir,

Please convey to all the Officers and  
enlisted men my deep thanks for the  
entertainment  
and treat they gave the Children on  
Christmas  
Eve.

To those who gave their rations of  
candies and cookies and to all who worked  
in the preparing of the food 'thank you'.

It was greatly enjoyed by the children  
and I know it will be remembered for years.

May God bless you all, and may the  
New Year hasten the coming of a lasting  
peace.

Thanking you  
Yours Sincerely

F.L. Leonard

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## Begging from American Troops.

The Board of Education through their Inspectors have suggested that Head Teachers might co-operate in putting an end to this somewhat unpleasant practice. It is not suggested that the practice is widespread in this area, and in many cases it is known that children ask for no more than chewing-gum or sweets. Some children, however, go beyond this, and there have been reports of their pestering American troops for money. It is suggested that this may create an unfortunate impression, and Head Teachers of schools where there are American troops in the vicinity might consider talking informally to the children on the matter, and explaining why the practice is undesirable.

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Norwich War Charities Week

# Rodeo

by the U.S.A.A.F.



Programme  
6d.

Carrow Road Football Ground  
SATURDAY, August 5th,  
at 6.30 p.m.

For the Benefit of Norfolk and Norwich  
War Charities Fund

To all those who have helped  
to make the Rodeo a success we  
extend our sincere thanks.



### 1. Parade of Stock

### 2. Relay Pick-up Race

- |                   |          |                  |            |
|-------------------|----------|------------------|------------|
| 1. V. A. McCarty  | Oregon   | 6. Don Smith     | Montana    |
| 2. Boyd Mott      | Utah     | 7. Bob Wiltbank  | Arizona    |
| 3. Daniel P. Fons | Texas    | 8. Vaughn Davis  | Utah       |
| 4. Nick Rigano    | New York | 9. E. B. McCombs | New Mexico |
| 5. James Switzer  | Texas    | 10. Glen Regle   | Colorado   |

### 3. Bucking Horses

- |                       |         |                    |            |
|-----------------------|---------|--------------------|------------|
| 1. William Burland    | Montana | 7. Leo Batchler    | New Mexico |
| 2. Gene Pentz         | Utah    | 8. A. S. Greening  | New Mexico |
| 3. Lonny Harvard      | Texas   | 9. J. DeGinning    | Wyoming    |
| 4. Roscoe B. Schaefer | Texas   | 10. Weston Horner  | Texas      |
| 5. George Niekelson   | Montana | 11. Harry Blanchet | Texas      |
| 6. Buck Lutes         | Montana | 12. Bob Wiltbank   | Arizona    |

### 4. Costume Relay Race

- |                      |             |                     |            |
|----------------------|-------------|---------------------|------------|
| 1. Leonard Semones   | Virginia    | 5. James C. Headley | Idaho      |
| 2. Lester Brown      | S. Carolina | 6. Balke Mahler     | Texas      |
| 3. Edwin Tandy       | Wyoming     | 7. Wilbur Bogart    | New Mexico |
| 4. Joseph S. Douglas | Georgia     | 8. William Castle   | New Mexico |

### 5. Bucking Steers

- |                   |            |                     |          |
|-------------------|------------|---------------------|----------|
| 1. Ned Bernally   | Arizona    | 7. Wilbur Colson    | Oklahoma |
| 2. J. D. Morris   | Texas      | 8. Joseph Hirsch    | Colorado |
| 3. James Nelson   | Texas      | 9. Victor G. Parado | Texas    |
| 4. Ray Ary        | Colorado   | 10. G. C. Beasley   | Texas    |
| 5. Owen T. Taylor | Oklahoma   | 11. Jim Switzer     | Texas    |
| 6. Harry Blanchet | California | 12. Don Smith       | Montana  |

### 6. Wild Cow Milking Contest

- |                   |           |                   |           |
|-------------------|-----------|-------------------|-----------|
| 1. Wilburn Colson | Oklahoma  | 6. Roy Tankersley | Texas     |
| 2. John W. Dublin | Oklahoma  | 7. Lonny Havard   | Texas     |
| 3. Roy Vernon     | Oklahoma  | 8. Jack C. Minter | Louisiana |
| 4. Ken C. Johnson | N. Mexico | 9. Sam Popivich   | Texas     |
| 5. Lewis Meachem  | Wyoming   |                   |           |

INTERMISSION

### Musical Chair

- |                    |           |                           |              |
|--------------------|-----------|---------------------------|--------------|
| 1. Reo Hunt        | Utah      | 6. Kenneth Pierce         | Colorado     |
| 2. Buck Lutes      | Montana   | 7. William Burland        | Montana      |
| 3. Joe Hirsch      | Colorado  | 8. <u>Ollie C. Maple</u>  | <u>Texas</u> |
| 4. Gene Pentz      | Utah      | 9. George Niecklson       | Montana      |
| 5. Nelden McMickle | N. Jersey | 10. <u>Tom H. Ratliff</u> | <u>Texas</u> |

*Austin  
Big Springs*

### 8. Bucking Horses

- |                   |         |                     |            |
|-------------------|---------|---------------------|------------|
| 1. George Garrett | Oregon  | 7. Roland A. Joseph | S. Dakota  |
| 2. Balke Mahler   | Texas   | 8. Percy Goody      | Arizona    |
| 3. J. D. Morris   | Texas   | 9. Leo McCarty      | Oregon     |
| 4. James Wilson   | Mo.     | 10. Boyd A. Mott    | Utah       |
| 5. LeRoy Simpson  | Arizona | 11. Clint Johnson   | New Mexico |
| 6. J. L. Norwood  | Texas   | 12. Louis Meacham   | Wyoming    |

### 9. Bucking Steers

- |                              |              |                      |               |
|------------------------------|--------------|----------------------|---------------|
| 1. Vaughn Davis              | Utah         | 7. Eugene Thalman    | Arizona       |
| 2. Wilbur Bogart             | New Mexico   | 8. Pete Pelletiek    | Buffalo, N.Y. |
| 3. J. S. Douglas             | Georgia      | 9. Chas. Crackenberg | S. Dak.       |
| 4. <u>Ollie C. Maple</u>     | <u>Texas</u> | 10. Tom W. Ware      | Louisiana     |
| 5. <u>Thomas H. Ratliffe</u> | <u>Texas</u> | 11. Chas. Barrett    | California    |
| 6. Daniel P. Fons            | Texas        |                      |               |

### 10. Balaclava

- |                    |          |                           |              |
|--------------------|----------|---------------------------|--------------|
| 1. Reo Hunt        | Utah     | 7. William Burland        | Montana      |
| 2. Buck Lutes      | Montana  | 8. <u>Ollie C. Maple</u>  | <u>Texas</u> |
| 3. Joe Hirsch      | Colorado | 9. George Niecklson       | Montana      |
| 4. Gene Pentz      | Utah     | 10. <u>Tom H. Ratliff</u> | <u>Texas</u> |
| 5. Nelden McMickle | N Jersey | 11. Weston Horner         | Texas        |
| 6. Kenneth Pierce  | Colorado | 12. W. V. Williams        | Tennessee    |

### 11. Roman Ride

OFFICIALS  
 RING MASTER: CAPT. J. MAHER.  
 FIELD JUDGE: LT. JAMES MOORE  
 WRANGLERS: SGT. WILLIE THOMAS  
 CPL. FLOYD FEYEREISEN

*TEXAS  
TOOK  
THE  
CAKE  
"AS USUAL"*

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Any Correctional Notes must be written in this margin.

1945. Marriage solemnized at The Cathedral Church. in the Parish of St. Mary-in-the-Marsh in the City and County of Norwich.

Columns—	1	2	3	4	5	6	7	8
No.	When Married.	Name and Surname.	Age	Condition.	Rank or Profession.	Residence at the time of Marriage.	Father's Name and Surname.	Rank or Profession of Father.
11	24 <sup>th</sup> March.	Earl Leonard Zimmerman	21	Bachelor.	Railroad Brokerage (U.S.A.A.A.)	314 West 60 <sup>th</sup> Place Chicago 21 Ill. U.S.A.	William Pappan Zimmerman.	Cook.
	1945.	June Mary Courtenay.	17	Spinster.	Clerk Typist. R.A.O.C.	12 Spynke Road Mile Cross Norwich.	George Courtenay.	Builders Manager.

Married in the Parish Church according to the Rites and Ceremonies of the Established Church by License or after \_\_\_\_\_ by me,

This Marriage was solemnized between us, Earl Leonard Zimmerman in the Presence of us, George Courtenay Walter G. Young Jr. A. L. S. Threlk Parson

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Early in 1942, the "Yanks" arrived in East Anglia. Soon the city filled with trucks and "men on leave". Best remembered as the "Liberty Run." 5 April 1943 the 56th moved to St. Faiths Airdrome. 9 May 1943 the Officers gave the men a dance party at a local Dance Hall called "The Lido". This was a 62nd Squadrom Party. John "Red Dog" Woods and my girlfirend Connie had been dating since the Group moved to St. Faiths Airdrome. Red asked Connie to come to the party that night, and I went with her. In the middle of the dance, the Air Raid sirens sounded and I had to leave my blind date Billy Billings and run to my Depot. It was over a month later before we saw one another again. Billy was on Detatch Service to Biggin Hill London. By the time he returned, the 56th moved to Halesworth, 20 miles out of Norwich.



Billy and I were engaged Christmas 1943. Mom would not give her permission for us to marry. We had to wait till June 15, 1944 my twenty-first birthday. We set the date of June 17, 1944 for our wedding. Mom, my sister and Husband attending. Billy had no official pass. Bill Greieg his buddy in the Ordley Room made one up to look official. Lt. Joseph Gelsinger 1641 Ord. Sq. Automotive drove Billy to the church in a jeep from Boxted Airdrome. He said Billy, you're on your own, good luck! That night we had Fish and Chips for dinner. Billy stayed the night. In the morning Red picked him up in the Staff Car. When they returned to the base his papers from General Kepner were there. He was on the next train to Norwich back in time for our evening meal. A few weeks later the girls in the Red Cross Club at the base baked a Wedding cake for Billy and me. Somehow Mom and Billy got it in the house without me seeing it. What a surprise when we set down for evening tea. We still have some of the decorations of that Wedding Cake.

I also remember saving nine months of clothing coupons to buy a wine coloured suit to be married in. Billy worked for awhile in Aircraft recovery. The planes that made forced landings off the Airdrome mostly in the farmers fields. From one of the wrecks Billy bought me a parachute thinking I could make a slip or something out of it. The material was woven on a 45° angle and no matter how you cut it the slip hung down in one side.

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UNITED STATES  
ARMY AIR FORCES  
STATION 144

OLD BUCKENHAM



THE 453<sup>RD</sup> BOMBARDMENT GROUP (H)  
2<sup>ND</sup> COMBAT WING  
2<sup>ND</sup> AIR DIVISION  
EIGHTH AIR FORCE  
SERVED HERE

DECEMBER 1943  
— MAY 1945

FROM THIS AIRFIELD  
B 24 LIBERATORS OF  
732, 733, 734, AND 735  
BOMBARDMENT SQUADRONS(H)



FLEW 259 MISSIONS  
DROPPED 15804 TONS OF BOMBS  
LOST 58 AIRCRAFT MISSING IN ACTION

366 AIRCREW LOST THEIR LIVES



TO THESE BRAVE AMERICANS AND TO ALL  
WHO SERVED HERE DURING WORLD WAR II  
THIS MEMORIAL IS DEDICATED  
29<sup>TH</sup> JULY 1990

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HEADQUARTERS 2d AIR DIVISION  
APO 558

TO THE MEN OF 2D DIVISION :

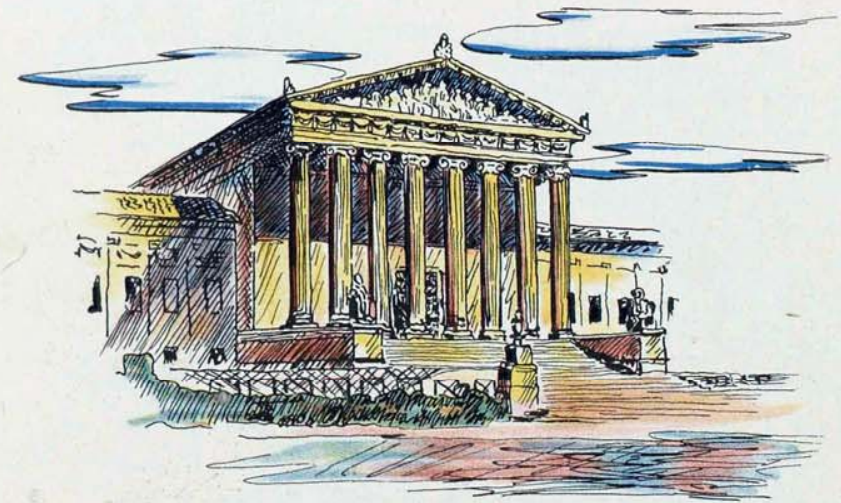
*The plan for the erection of a memorial to the men of 2d Division who have given their lives for their country has, I know, a universal appeal. All of us have friends and comrades who have been lost in action against the enemy or who have died in performance of their duty as American soldiers. These are the hard and bitter facts of war. These men live in our memory not only because of our sense of personal loss but also because of the admiration and respect we have for them and for the supreme sacrifice which they have made for their country and for their comrades. Their loss has been even more deeply felt by their loved ones at home to whom they will never return.*

*This memorial will be a shrine to which the families and loved ones of these gallant comrades, and indeed many of us, may return in years to come. It will be in every way worthy of the men whose memory it perpetuates and of the cause for which they gave their lives. The stately and beautiful hall of memory will furnish a harmonious setting for the Group plaques to be placed on its walls and for the bound volumes containing Group histories and the Group Rolls of Honor. More than that, however, it will be a memorial of living spiritual significance for, through the American Reference Library and the American Reading Room, it will bring a daily influence of American thought and ideals to the people of the Norwich community with whom we have been so closely associated during these difficult years.*

*I know that all of you will welcome this opportunity to express in concrete form what so many of you already have in your minds, and the collection of the sum required will not be difficult if the response is as enthusiastic as I expect it to be.*

*Together we have built the 2d Division into one of the greatest aerial striking forces in history. Together let us build this fitting memorial to its officers and men who have sacrificed their lives to overthrow the enemies of our country in order that the ideals of our American democracy, and indeed all democracy, shall endure.*

  
W. E. KEPNER,  
Major General, USA  
Commanding



NORWICH, ENGLAND  
1945

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# SECOND AIR DIVISION U.S.A.A.F.

## ROLL OF HONOR

1942



1945

TO THE GLORY OF GOD AND IN MEMORY OF  
AMERICANS OF THE 2ND AIR DIVISION WHO  
GAVE THEIR LIVES DEFENDING FREEDOM

**I**t is for us, the living, rather, to be dedicated here  
to the unfinished work which they who fought  
here, have, thus far, so nobly advanced."  
*Abraham Lincoln at Gettysburg*

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# Introduction

## Did you know...?

During the Second World War the United States Eighth Army Air Force dispatched 3,000 bomber and fighter aircraft on daily operations involving more than 20,000 airmen, flying from airfields in East Anglia. It was the largest offensive air force in history.

The first official bombing mission by the Eighth Air Force took place on American Independence Day, July 4th 1942, when six American crews joined No. 226 Squadron flying from RAF Swanton Morley in a low level attack on four *Luftwaffe* airfields in the Netherlands.

The Eighth Air Force was made up of three Air Divisions. The 2nd Air Division was based in Norfolk and North-East Suffolk.

At first it was called the Second Bomb Wing, then the Second Bomb Division and became the Second Air Division in January 1945.

The main role of the United States Army Air Force (hereafter USAAF) in the Second World War was to bomb the industries and communications that supported Germany's war effort.

To achieve this, the USAAF mainly conducted precision bombing on daylight missions, while RAF Bomber Command concentrated on night attacks.

The 2nd Air Division began arriving in Norfolk on 7 September 1942. It flew its first mission from England on 7 November 1942 and its last on 25 April 1945.

Targets attacked ranged from Norway in the north, as far east as Poland and Romania, while several Mediterranean countries were reached from temporary bases in North Africa.

At any one time between 1942 and 1945, there were about 50,000 American service personnel stationed within a 30 mile radius of Norwich.

For every man in the air there were another seven to 10 on the ground engaged in support work. These included cooks, clerks, mechanics, armourers and military policemen. Total personnel on a bomber station varied between two and three thousand.

Nearly 7,000 men serving with the 2nd Air Division lost their lives during the conflict. At one period the chance of an individual airman completing a tour of operations (25 missions, later 30-35) was as little as one in three.

With peace (following VE-Day on 8th May 1945) departure from the UK was rapid. Some units were gone in a few weeks and the Eighth Air Force heavy bomber groups began flying their aircraft home across the Atlantic in May 1945.



When the war ended, various memorials were put up to remember those Americans who had died. These included a 'living memorial' in the form of a library, an 'American Room', in the new Norwich Central Library, Bethel Street, which opened in 1963. Following the destruction of Norwich Central Library in the fire of 1994, a new 2nd Air Division Memorial Library was opened within the Norwich and Norfolk Millennium Library in the Forum in November 2001.

## **Documents**

### **NRO, MC 371/743**

This leaflet was widely distributed to servicemen to appeal for funds for the construction and endowment of a lasting memorial, in the form of a library, to members of the 2nd Air Division who lost their lives during the Second World War.

### **NRO, MC 376/380**

The dedication of a 2nd Air Division Memorial Room, in Norwich Central Library, took place on 13 June 1963. This photograph shows the opening of the Memorial Fountain, complete with stones from all 50 states in the United States, which was built outside the Memorial Room.

### **2AD**

Map of 2nd Air Division bomber and fighter bases in East Anglia.

### **NLIS**

Photograph of The Forum building, in Norwich, where the 2nd Air Division Memorial Library is based, 2011.

### **2AD**

Second Air Division Memorial United States Eighth Air Force brochure, revised edition 2003, printed by Alpha Press, Rackheath, Norfolk

### **NRO**

Photograph of The Archive Centre, on Martineau Lane, Norwich. The home of the 2nd Air Division Archive.



# Equipment

## Which aeroplanes did the servicemen fly and what equipment did they use?

Documents included in this section look at both the types of aeroplanes flown and the individual airmen's equipment and uniform.

It includes a detailed case study of the B-24 *Witchcraft*, a famous aeroplane which flew many successful missions with the 467th Bomb Group at Rackheath. There are also examples of the types of art which was painted on aeroplanes and information on why the crews painted these symbols and illustrations. There are also fact sheets on some of the American, British and German aeroplanes flown during the Second World War and a 'Beat that Plane' card game to play which compares key information about them.

For further information and documents which give an insight into what it was like to fly a heavy bomber aeroplane such as a B-24, please refer to the section on Missions and Incidents in this resource.

Airmen were issued with a variety of kit including their uniforms, oxygen masks and parachutes. This section includes a typical equipment list and photographs of some parts of a fighter pilot's uniform. It also contains photographs of brightly coloured uniform patches, which were sewn on to identify an airman's bomb or squadron group.

### Did you know...?

There were usually eight to 10 men in a B-24 bomber crew, depending on the type of mission they were flying. The crew usually had a pilot, co-pilot, radio operator, navigator, bombardier and aerial gunners.

The 2nd Air Division flew B-24 Liberators, a type of bomber aeroplane, which were made by the Consolidated Vultee Aircraft Corporation in San Diego, California, and the Ford Motor Company at Willow Run, Michigan.

The B-24 Liberator had a wing span of 33.5 meters (110 feet) and weighed over 30 tons. It had four 1,200 horsepower engines, a fuel capacity of 2,814 US gallons and could carry about 3,650 kilograms (8,000 pounds) of bombs. A typical bomb load would be between 1,814 kilograms and 2,722 kilograms (4,000 and 6,000 pounds).

In 1944, the 65th Fighter Wing was assigned to the 2nd Air Division. The fighters were nicknamed 'little friends' since they protected heavy bomber aircraft on their missions. Fighter aircraft flown by the American Army Air Force included P-51 'Mustangs' and P-47 'Thunderbolts'.

An airman flying in a B-24 had to endure from four to eight hours (and sometimes as many as 10 hours) in cramped conditions, exposed to constant noise and vibration. Much of the time the flight was at altitudes where oxygen masks had to be worn since aircraft were not pressurised as most are today. Temperatures reached as low as minus 40 degrees Fahrenheit and airmen wore heavy clothing to prevent frostbite.



## Documents

### ***B-24 Witchcraft aeroplane***

The *Witchcraft* was a B-24 aeroplane in the 790th Bomb Squadron, 467th Bomb Group, Rackheath. It was famous for completing 130 combat missions, which was an Eighth Air Force record. It flew in the 467th Bomb Group's first mission on 10 April 1944 and its last mission on 25 April 1945.

#### **NRO, MC 371/908/78**

Close-up of the nose-art on the B-24 *Witchcraft*.

#### **NRO, MC 376/656**

Photograph of the B-24 *Witchcraft* with members of its ground and maintenance crew, 1944, including Joe Ramirez (crew chief), Joseph J. Vetter (mechanic), Raymond A. Betcher (mechanic) and George Y. Dong (assistant crew chief).

#### **NRO, MC 371/491**

Photograph showing the B-24 *Witchcraft* in flight, signed by the aircraft's crew chief M/Sgt Joe Ramirez.

#### **NRO, MC 376/655**

Short-snorters are banknotes (real or made-up) inscribed by people travelling together on an aircraft. The tradition began in the 1920s and during the Second World War short-snorters were signed by flight crews and were believed to convey good luck to the airmen. This commemorative short-snorter features an image of the B-24 *Witchcraft*.

### ***Aeroplane Nose-Art***

#### **NRO, MC 376/352**

Photograph of a serviceman painting bomb symbols on a B-24 aeroplane.

The combat achievements of an aircraft were often represented by symbols painted on its nose or fuselage.

Vertical bomb symbols (usually painted in yellow on camouflage and black on bare metal) represented each mission undertaken. D-Day and other special missions were sometimes represented by a large or coloured bomb symbol and the low-level mission to Ploesti was often represented by the silhouette of a bomb in horizontal position.

A duck silhouette often indicated a diversion mission and a parachute with a box attached, or sack of flour, a supply mission.

The destruction of enemy fighters, known as 'fighter kills' were often recorded by painting swastikas or Nazi flags on the aeroplane.



## **NRO, MC 376/352**

Examples of nose-art painted on B-24 aeroplanes.

The airmen also painted their own designs on the nose or fuselage of their aeroplanes. Many were pictures of their sweethearts. Other designs represented America or the name of their aeroplane.

## ***Uniform***

### **2AD, Memorabilia and Display Collection: Goggles and Helmet**

1st Lt Alden Smith's flying goggles and helmet.

1st Lt Alden E. Smith of the 362nd Fighter Squadron, 357th Fighter Group, flew as a pilot in the P-51B *American Girl* (serial number 43-6637 G4-K). He flew 80 missions in *American Girl*, later named *Rubber Check*, which was destroyed in an airbase accident, December 1944.

The 357th Fighter Group, nicknamed 'The Yoxford Boys', was a 1st Air Division unit of the Eighth Air Force. They flew P-51 'Mustangs' from RAF Raydon (USAAF Station 157) and then from RAF Leiston (USAAF Station 373). Lt Alden Smith's flying goggles and helmet would have been the same as that of a fighter pilot in the 2nd Air Division and they are used here as an example.

## **NRO, MC 376/549**

Photograph of 1st Lt Alden E. Smith, fighter pilot, in his aeroplane wearing his flying helmet and goggles.

## **MC 371/840**

445th Bomb Group, Tibenham, 701st Bomb Squadron uniform patch.

491st Bomb Group, Metfield/North Pickenham, uniform patch.

## **MC 371/308**

Equipment list for clothing, oxygen mask, a parachute and other items belonging to George Dickinson of the 713th Squadron, 448th Bomb Group, Seething.



## Lesson Plan

Please find below some suggestions of how the documents can be incorporated in your lessons.

### **Starter activity** (*template attached*)

Ask the class to play the 'beat that plane' game using the cards that are included in the template below. Children can play in groups of two to four players.

### **Main activity**

Using the list of equipment ask the children to work in pairs to label the photograph of Lt Alden Smith.

Differentiation-

Lower ability/younger children can use pre-printed words of each item of equipment and stick it on to the photograph

Higher ability/older children can write the labels themselves.

Alternatively, ask the children to work in pairs to create name and nose-art for an aeroplane.

### **Plenary**

Write a diary entry of getting ready for a mission or flight. Include putting on the uniform and equipment, getting into the aeroplane and the name of the aeroplane.



# Beat that Plane!

This game can be played as a starter activity or on its own. To play the game print out the game cards on A4 paper and cut them into A6 cards.

## Game Rules

- Shuffle and deal all the cards. Each player holds their cards in their hands, face up and can only look at their top card.
- The player to the dealer's left reads out an item from their top card (e.g. 'engine power'). The other players then read out the same item. The card with the highest value wins.
- If two or more cards share the top value, then another value is selected from the same card by the player to the dealer's left until there is a win.
- The winner takes the card and puts it at the bottom of their pile of cards. They then start the game again, reading out an item from their top card.
- Players can use the information on strengths and weaknesses to play the game tactically.
- The person with the most number of 'wins' at the end is the champion.

## Historical information

- Details given for aircraft dimensions, bomb loads, speed, range and weight are typical figures. In reality, there were often considerable variations between aircraft models which were continually developed throughout the Second World War. For all aircraft their speed, range, height flown and fuel loadings were all dependent on each other. Figures have been rounded to make it easier to compare them.
- Some aeroplanes were also very versatile. For example, there may be a fighter, fighter-bomber and reconnaissance version of the same aeroplane. Also, an aeroplane's role could change. A fighter might start off as a first-line interceptor fighter and then change to a fighter-bomber or ground attack role later in its use, when its speed had been overtaken by a new generation of fighter aircraft.
- British RAF bombers carried large loads for their role of night-time area bombing. American bombers carried out daylight precision bombing and carried lower bomb loads than the British but were often more heavily armed to defend them to and from their target.
- The role of the fighter aeroplanes was to protect the bombers on their missions and chase away enemy fighters. Many American bomber aircraft were destroyed on missions until they were given a fighter



escort. Americans bomber crews called fighter aircraft their 'little friends'.

- The values of aeroplanes given in some of the fact files are based on the calculation of the exchange rate of £1.00/\$4.03 in 1940. Worth today was calculated using The National Archives currency converter at <http://www.nationalarchives.gov.uk/currency/>
- Tactics were important too. At first, allied fighters often flew in formation with the bombers but, from early 1944, they changed to attack the German Air Force (*Luftwaffe*) wherever it could be found.

### Abbreviations used

- Horsepower (hp)
- Kilograms (kg)
- Kilometres (km)
- Metres (m)
- Miles (mi.)
- Miles per hour (mph)
- Millimetres (mm)

### References

Most information is taken from Jane's, *Fighting Aircraft of World War II* (London, 2001). Other websites used are noted below and they are a useful source of further information:

- <http://acepilots.com>
- <http://www.aviation-history.com>
- <http://www.century-of-flight.net>
- <http://www.nationalmuseum.af.mil/factsheets>
- <http://www.spartacus.schoolnet.co.uk>
- <http://www.the-battle-of-britain.co.uk>
- <http://www.warbirdalley.com>
- <http://ww2warbirds.net>
- <http://en.wikipedia.org>
- <http://www.world-war-2-planes.com>

References for images of aeroplanes used in the fact files and 'Beat that Plane' game:



Avro Lancaster Mk I:

[http://en.wikipedia.org/wiki/File:Avro\\_Lancaster\\_Mk\\_1\\_ExCC.jpg](http://en.wikipedia.org/wiki/File:Avro_Lancaster_Mk_1_ExCC.jpg) Expired  
Crown Copyright image by Royal Air Force via the website/[www.raf.mod.uk](http://www.raf.mod.uk)





A Royal Air Force de Havilland Mosquito B XVI in flight:  
[http://en.wikipedia.org/wiki/File:Mosquito\\_600pix.jpg](http://en.wikipedia.org/wiki/File:Mosquito_600pix.jpg)  
Expired Crown Copyright image



A Royal Air Force Hawker Hurricane Mark IV fighter-bomber armed with RP-3 rockets in flight, August 1945: <http://schools-wikipedia.org/images/87/8754.jpg.htm>  
Expired Crown Copyright image no. MH4943 from the Imperial War Museum collections



Mk I Supermarine Spitfire, 1938: <http://en.wikipedia.org/wiki/File:SpitI19a.jpg>  
Expired Crown Copyright image no. CH27 from the Imperial War Museum collections





B-17 Flying Fortress: [http://simple.wikipedia.org/wiki/File:B-17\\_on\\_bomb\\_run.jpg](http://simple.wikipedia.org/wiki/File:B-17_on_bomb_run.jpg)  
The image or file is in the public domain



B-24D Liberator over Maxwell Field, Alabama:  
[http://en.wikipedia.org/wiki/File:Maxwell\\_B-24.jpg](http://en.wikipedia.org/wiki/File:Maxwell_B-24.jpg)  
The image or file is in the public domain



B-24 'Witchcraft' in flight (Norfolk Record Office, MC 371/491)



P-51 Mary Ann at Horsham St Faith (Norfolk Record Office, MC 371/908/91)



P-47 Peck of Trouble (Norfolk Record Office, (MC 371/908/108)



Three German Junkers Ju 87D dive bombers, 1943:  
[http://en.wikipedia.org/wiki/Ju\\_87](http://en.wikipedia.org/wiki/Ju_87)  
Bundesarchiv, Bild 183-J16050 / CC-BY-SA  
Creative commons Attribution Sharealike 3.0 Germany:  
<http://creativecommons.org/licenses/by-sa/3.0/de/deed.en>





Captured Fw 190 A in replicated *Luftwaffe* insignia. As a result the markings are enlarged and placed incorrectly: [http://en.wikipedia.org/wiki/File:Focke-Wulf\\_Fw\\_190\\_050602-F-1234P-005.jpg](http://en.wikipedia.org/wiki/File:Focke-Wulf_Fw_190_050602-F-1234P-005.jpg)  
The image or file is in the public domain



Messerschmitt Bf 109, c. 1940:  
[http://en.wikipedia.org/wiki/Messerschmitt\\_Bf\\_109](http://en.wikipedia.org/wiki/Messerschmitt_Bf_109)  
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Heinkel He 111: [http://en.wikipedia.org/wiki/Heinkel\\_He\\_111](http://en.wikipedia.org/wiki/Heinkel_He_111)  
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## Avro Lancaster

Four-engine heavy bomber in service, 1942-1950s

### Strengths

- Carried large bomb loads
- Moved well for an aircraft of its size and could overcome some German night fighters
- Strong armour allowed it to survive heavy damage

### Weaknesses

- Lancasters were not the fastest heavy bomber aircraft

### Nicknames

- The Lanc and Dambuster



### Interesting facts

- Some Lancasters were able to carry the huge 9,979 kg Grand Slam bomb
- Lancasters took part in the Dambuster mission to attack German dams in the Ruhr Valley using bouncing bombs
- Armed with:
  - ten 7.69 mm machine-guns

<b>First Flown</b>	July 1939
<b>Number of Engines</b>	4
<b>Engine Power</b>	1,280 horsepower each
<b>Crew</b>	7
<b>Bomb Load</b>	6,350 kg
<b>Wing Span</b>	31.1 m
<b>Length</b>	21 m
<b>Height</b>	6 m
<b>Number Built</b>	7,377
<b>Normal Loaded Weight</b>	30,844 kg
<b>Top Speed</b>	280 mph
<b>Normal range</b>	1,040 miles
<b>Highest Flown</b>	7,468 m





## De Havilland 98 Mosquito

**Two-engine, high-speed, fighter and fighter-bomber in service, 1941-61. These figures are for the fighter-bomber.**

### Strengths

- Light and small compared to other fighter bombers
- Its long range also made it good for missions to gather military information
- Hard to detect on radar

### Weaknesses

- It had fewer weapons than other fighters but the Mosquito relied mostly on its speed for protection

### Nicknames

- Wooden Wonder or Mossie



### Interesting facts

- Some parts of the aircraft were made of wood to make it light
- Took part in an attack on the Gestapo head quarters in The Hague and break out of more than 250 prisoners from Amiens
- Armed with:
  - four 7.69 mm machine-guns
  - four 20 mm cannons

<b>First Flown</b>	October 1940
<b>Number of Engines</b>	2
<b>Engine Power</b>	1,480 hp each
<b>Crew</b>	2
<b>Bomb Load</b>	907 kg
<b>Wing Span</b>	16.5 m
<b>Length</b>	14 m
<b>Height</b>	5 m
<b>Number built</b>	7,781
<b>Normal Loaded Weight</b>	8,845 kg
<b>Top Speed</b>	380 mph
<b>Normal range</b>	1,650 miles
<b>Highest Flown</b>	10,973 m





## Hawker Hurricane

Single-engine fighter and fighter-bomber in service, 1937-1950s

### Strengths

- Strong, stable and could survive heavy damage
- Reliable with few mechanical failures.

### Weakness

- Slower than the Spitfire and less acceleration than a Bf 109
- Less fire power than some fighters
- Overtaken by newer and faster fighter aeroplanes, the Hurricane changed to other roles including as a fighter-bomber

### Nicknames

- Hurry and Hurribomber



### Interesting Facts

- Played a key role in the Battle of Britain where it targeted German bombers
- First fighter plane to break the 300 mph barrier
- Armed with:
  - eight 7.69 mm machine-guns
  - or four 20 mm cannons

<b>First Flown</b>	November 1935
<b>Number of Engines</b>	1
<b>Engine Power</b>	1,030 hp
<b>Crew</b>	1
<b>Bomb Load</b>	454 kg
<b>Wing Span</b>	12.2 m
<b>Length</b>	10 m
<b>Height</b>	4 m
<b>Number built</b>	14,533
<b>Normal Loaded Weight</b>	3,024 kg
<b>Top Speed</b>	330 mph
<b>Normal range</b>	425 miles
<b>Highest Flown</b>	10,973 m





## Supermarine Spitfire

Single-engine fighter in service,  
July 1938-late 1950s

### Strengths

- Spitfires were fast and could turn quickly in the air
- The pilot had good visibility

### Weakness

- Fuel tank directly in front of the pilot could be a hazard
- Its armour was weaker against ground fire attacks than some other fighters
- Its range was shorter than some fighters such as the P-51 Mustang

### Nicknames

- Spit, Spitter and Bomfire

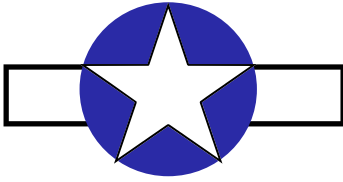


### Interesting Facts

- Key aircraft in the Battle of Britain where it targeted German fighters, especially Bf 109s
- The Spitfire's first mission over foreign soil was the evacuation of Dunkirk, 1940
- Outmatched by the Fw 190 from 1941, but improved when the Allies caught a Fw 190 in 1942.
- Armed with:  
eight 7.69 mm machine guns

<b>First Flown</b>	March 1936
<b>Number of Engines</b>	1
<b>Engine Power</b>	1,470 hp
<b>Crew</b>	1
<b>Bomb Load</b>	227 kg
<b>Wing Span</b>	11.2 m
<b>Length</b>	9 m
<b>Height</b>	4 m
<b>Number built</b>	20,351
<b>Normal Loaded Weight</b>	2,481 kg
<b>Top Speed</b>	365 mph
<b>Normal range</b>	470 miles
<b>Highest Flown</b>	11,278m





## Boeing B-17

Four-engine heavy bomber in service, 1937-1960s

### Strengths

- Strong design could survive a lot of battle damage
- Good weapons which could threaten, but not disarm, some fighter aeroplanes
- Its bombsight gave successful bombing from a great height

### Weakness

- Carried fewer bombs shorter distances, than some heavy bombers
- Slow and weak against fighter attacks, like most heavy bombers.

### Nicknames

- Flying Fortress

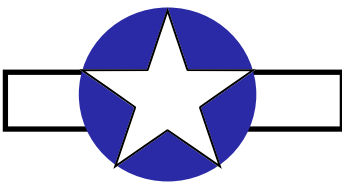


### Interesting Facts

- B-17s dropped 640,000 metric tons, out of a total of 1,500,000 (1.5 million), of bombs on Germany during the Second World War
- In wartime, it cost about \$238,329 to make a B-17 (worth about £1,689,443 today)
- Armed with:  
thirteen 12.7mm machine guns

<b>First Flown</b>	July 1935
<b>Number of Engines</b>	4
<b>Engine Power</b>	1,200 hp each
<b>Crew</b>	9
<b>Bomb Load</b>	2,722 kg
<b>Wing Span</b>	31.6 m
<b>Length</b>	23 m
<b>Height</b>	6 m
<b>Number built</b>	12,731
<b>Normal Loaded Weight</b>	22,453 kg
<b>Top Speed</b>	295 mph
<b>Normal range</b>	1,100 miles
<b>Highest Flown</b>	10,668 m





## Consolidated B-24 Liberator

Four-engine heavy bomber in service, 1941-67

### Strengths

- Carried large bomb loads over long distances at a good speed
- Its bombsight gave successful bombing from a great height
- Built in large numbers

### Weakness

- Weak against fighter attack, especially from the front
- Lighter and faster than a B-17, but had weaker armour and was at more risk from battle damage
- Dangerous to belly land as its fuselage could break apart

### Nicknames

- Liberator and Ugly Duckling

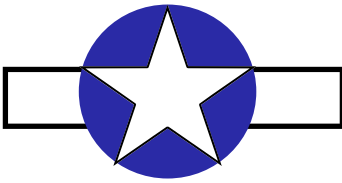


### Interesting Facts

- In wartime it cost about \$297,627 to make a B-24 (worth about £2,112,413 today)
- Mass made by the Ford Motor Company in Michigan. In 1944, one B-24 was made every hour and 650 every month
- Famous mission: The low-level strike against the Ploesti oil fields, Romania, 1 August 1943
- Armed with ten 12.7 mm machine guns

<b>First Flown</b>	December 1939
<b>Number of Engines</b>	4
<b>Engine Power</b>	1,200 hp each
<b>Crew</b>	10
<b>Bomb Load</b>	3,629 kg
<b>Wing Span</b>	33.5 m
<b>Length</b>	20 m
<b>Height</b>	5 m
<b>Number built</b>	18,482
<b>Normal Loaded Weight</b>	29,484 kg
<b>Top Speed</b>	300 mph
<b>Normal range</b>	2,100 miles
<b>Highest Flown</b>	8,534 m





## North American P-51

Single-engine, long-range, fighter and fighter-bomber aircraft in service, April 1942-1960s.

### Strengths

- Very long range made it good for protecting bomber aeroplanes and missions to gather military information
- Strong structure could survive battle damage

### Weakness

- Early models had a poor field of vision for the pilot
- Some did not perform so well at higher altitudes.

### Nicknames

- Mustang and Spam Can

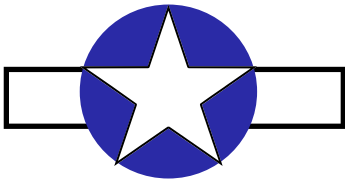


### Interesting Facts

- In wartime it cost about \$50,985 to make a P-51 (worth about £363,337 today)
- P-51s destroyed about 4,950 German aircraft, more than any other Allied fighters and including the jet powered German Me 262 fighter aeroplane
- Armed with:
  - six 12.7 mm machine guns

<b>First Flown</b>	October 1940
<b>Number of Engines</b>	1
<b>Engine Power</b>	1,695 hp
<b>Crew</b>	1
<b>Bomb Load</b>	907 kg
<b>Wing Span</b>	11.3 m
<b>Length</b>	10 m
<b>Height</b>	4 m
<b>Number built</b>	15,875
<b>Normal Loaded Weight</b>	4,536 kg
<b>Top Speed</b>	437 mph
<b>Normal range</b>	950 miles
<b>Highest Flown</b>	12,771 m





## Republic P-47 Thunderbolt

Single-engine, long-range, fighter and fighter-bomber in service, mid 1942-1960s

### Strengths

- Very strong design could survive a lot of battle damage
- It had a long range
- Good fire power and weapons

### Weakness

- It was the heaviest and largest single-engine fighter and did not move as well as some fighter aircraft
- It had a shorter range than the P-51 fighter aeroplane

### Nicknames

- Thunderbolt and The Jug

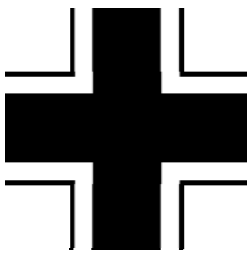


### Interesting Facts

- In wartime it cost about \$85,000 to make a P-47 (worth about £605,734 today)
- P-47s were the first fighter aeroplane to provide good protection for American heavy bombers on their missions
- Armed with:
  - eight 12.7 mm machine guns
  - some could carry ten 12.7 mm HVAR air-to-surface unguided rockets instead of bombs

<b>First Flown</b>	May 1941
<b>Number of Engines</b>	1
<b>Engine Power</b>	1,625 hp
<b>Crew</b>	1
<b>Bomb Load</b>	1,134 kg
<b>Wing Span</b>	12.4 m
<b>Length</b>	11 m
<b>Height</b>	4 m
<b>Number built</b>	15,686
<b>Normal Loaded Weight</b>	6,123 kg
<b>Top Speed</b>	435 mph
<b>Normal range</b>	790 miles
<b>Highest Flown</b>	12,802 m





## Focke-Wulf 190 (Fw 190)

Single-engine fighter and fighter-bomber in service, 1941-8

### Strengths

- Strong structure and high fire power
- Good speed and moved well, but it could not turn as quickly as a Spitfire

### Weakness

- Early Fw 190s did not perform as well at heights over 20,000 ft
- This made it less successful as an interceptor to catch other aeroplanes above 20,000 ft

### Nicknames

- *Würger* (Butcherbird or Shrike). Some models were nicknamed *Känguruh* (Kangaroo) due to their pouch-shaped design

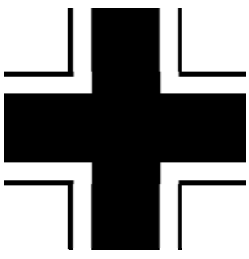


### Interesting Facts

- A 100 acre (0.40 km<sup>2</sup>) Focke-Wulf plant at Marienburg, Germany, made about half of all Fw 190s. It was bombed by the American Eighth Air Force in 1944.
- Outperformed most Allied fighters until the Spitfire IX was introduced in July 1942.
- Armed with:
  - two 12.95 mm MG 131 machine guns
  - two to four 20 mm cannons

<b>First Flown</b>	June 1939
<b>Number of Engines</b>	1
<b>Engine Power</b>	1,700 hp
<b>Crew</b>	1
<b>Bomb Load</b>	499 kg
<b>Wing Span</b>	10.5 m
<b>Length</b>	9 m
<b>Height</b>	4 m
<b>Number built</b>	20,051
<b>Normal Loaded Weight</b>	4,417 kg
<b>Top Speed</b>	402 mph
<b>Normal range</b>	644 miles
<b>Highest Flown</b>	10,302 m





## Heinkel HE III

**Twin-engine medium bomber and torpedo carrier in service, 1935-1944**

### Strengths

- Its reliability made it the main bomber of the German Air Force
- Strong and could survive lots of battle damage

### Weakness

- Not very fast
- Early HE IIIs had weak fire power
- By the Battle of Britain, 1940, it had been overtaken by new, faster, Allied fighters. Even so, HE IIIs were flown until the end of the war

### Nicknames

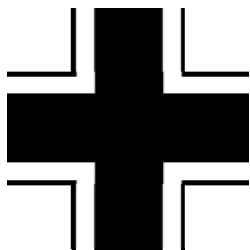
- *Spaten* (Spade)



### Interesting Facts

- Made in secret as a passenger aeroplane. Germany was not supposed to develop an air force after the First World War.
- HE IIIs were the main German bomber used for the Blitz on London
- Armed with:
  - up to six 7.92 mm MG 15 machine guns
  - one 20 mm cannon
  - rear-firing 7.92 mm MG 17 machine gun

<b>First Flown</b>	February 1935
<b>Number of Engines</b>	2
<b>Engine Power</b>	1,200 hp each
<b>Crew</b>	5
<b>Bomb Load</b>	2,000 kg
<b>Wing Span</b>	22.6 m
<b>Length</b>	17 m
<b>Height</b>	4 m
<b>Number built</b>	6,508
<b>Normal Loaded Weight</b>	12,030 kg
<b>Top Speed</b>	258 mph
<b>Normal range</b>	1,199 miles
<b>Highest Flown</b>	7,800 m



## Junkers JU 87

Single-engine dive bomber and ground attack aeroplane in service, 1937-45

### Strengths

- Very accurate bomber
- Could dive at a very steep angle
- Well designed for ground attack to break through enemy lines quickly and to destroy ships and tanks

### Weakness

- Heavy, slow and short range
- Weak fire power in early models

### Nicknames

- *Stuka* (short for *Sturzkampfflugzeug* meaning dive bomber in German)
- *Kanonenvogel* (cannon bird)
- *Panzerknacker* (tank cracker)

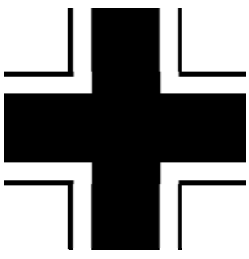


### Interesting Facts

- Made a wailing 'trumpets of Jericho' noise when diving to cause fear
- By the Battle of Britain, 1940, it had been overtaken by new and faster Allied fighters
- Armed with:
  - two 20 mm cannons
  - twin 7.92 mm MG 81z machine guns
  - three extra MG 81zs or paired 20 mm cannons for ground attack

<b>First Flown</b>	April 1935
<b>Number of Engines</b>	1
<b>Engine Power</b>	1,300 hp
<b>Crew</b>	2
<b>Bomb Load</b>	1,800 kg
<b>Wing Span</b>	13.8 m
<b>Length</b>	11 m
<b>Height</b>	4 m
<b>Number built</b>	6,000
<b>Normal Loaded Weight</b>	5,715 kg
<b>Top Speed</b>	255 mph
<b>Normal range</b>	620 miles
<b>Highest Flown</b>	7,286 m





## Messerschmitt Bf 109

Single-engine fighter and fighter bomber in service, 1937-67

### Strengths

- Advanced design for its time
- Strong fire power and good speed
- Lots of Bf 109s were built

### Weakness

- Poor field of vision for pilot
- Many accidents were caused by its landing gear
- Short range meant it could not support German bombers very far past London

### Nicknames

- *Messer*
- *Die Beule* (the bulge) for some models due to their shape



### Interesting Facts

- Began as an entry by the *Bayerische Flugzeugwerke* Company (later *Messerschmitt*) in a *Luftwaffe* fighter design competition in the 1930s
- Early Bf 109s were flown in the Spanish Civil War, 1936-1939
- Armed with:
  - two 12.95 mm MG 131 machine guns
  - one 20 mm cannon

<b>First Flown</b>	May 1935
<b>Number of Engines</b>	1
<b>Engine Power</b>	1,475 hp
<b>Crew</b>	1
<b>Bomb Load</b>	250 kg
<b>Wing Span</b>	9.9 m
<b>Length</b>	9 m
<b>Height</b>	4 m
<b>Number built</b>	35,000
<b>Normal Loaded Weight</b>	3,175 kg
<b>Top Speed</b>	386 mph
<b>Normal range</b>	350 miles
<b>Highest Flown</b>	11,549 m

## Avro Lancaster



'The Lanc'



Four-engine heavy bomber

### Strengths

- Carried large bomb loads
- Moved well for an aircraft of its size and could overcome some German night fighters
- Strong armour allowed it to survive heavy damage

### Weaknesses

- Lancasters were not the fastest heavy bomber aircraft

<b>Number built</b>	7,377
<b>Engine Power</b>	1,280 hp each
<b>Crew</b>	7
<b>Bomb Load</b>	6,350 kg
<b>Wing Span</b>	31.1 m
<b>Top Speed</b>	280 mph
<b>Normal range</b>	1,040 miles

## Hawker Hurricane



'Hurry'



Single-engine fighter and fighter-bomber

### Strengths

- Strong, stable and could survive heavy damage
- Reliable with few mechanical failures

### Weakness

- Slower than the Spitfire
- Less fire power than some fighters
- Overtaken by newer and faster fighter aeroplanes. The Hurricane changed to other roles including as a fighter-bomber

<b>Number built</b>	14,533
<b>Engine Power</b>	1,030 hp
<b>Crew</b>	1
<b>Bomb Load</b>	454 kg
<b>Wing Span</b>	12.2 m
<b>Top Speed</b>	330 mph
<b>Normal range</b>	425 miles

## De Havilland 98 Mosquito



'Wooden Wonder'



Two-engine, fighter and fighter bomber

### Strengths

- Light and small compared to other fighter-bombers
- Its long range also made it good for missions to gather military information
- Hard to detect on radar

### Weaknesses

- It had fewer weapons than other fighters but the Mosquito relied mostly on its speed for protection

<b>Number built</b>	7,781
<b>Engine Power</b>	1,480 hp each
<b>Crew</b>	2
<b>Bomb Load</b>	907 kg
<b>Wing Span</b>	16.5 m
<b>Top Speed</b>	380 mph
<b>Normal range</b>	1,650 miles

## Supermarine Spitfire



'Spit'



Single-engine fighter

### Strengths

- Fast and could turn quickly in the air
- The pilot had good visibility

### Weakness

- Fuel tank directly in front of the pilot could be a hazard
- Weaker armour against ground fire attacks than some other fighters
- Shorter range than some fighters, such as the P51 'Mustang'

<b>Number built</b>	20,351
<b>Engine Power</b>	1,470 hp
<b>Crew</b>	1
<b>Bomb Load</b>	227 kg
<b>Wing Span</b>	11.2 m
<b>Top Speed</b>	365 mph
<b>Normal range</b>	470 miles



## Boeing B-17



'Flying Fortress'



Four-engine heavy bomber

### Strengths

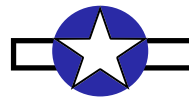
- Strong design could survive a lot of damage
- Good weapons could threaten some fighter aeroplanes
- Bombsight gave successful bombing from a great height

### Weakness

- Carried fewer bombs, shorter distances than some heavy bombers
- Slow and weak against fighter attacks, like most heavy bombers

<b>Number built</b>	12,731
<b>Engine Power</b>	1,200 hp each
<b>Crew</b>	9
<b>Bomb Load</b>	2,722 kg
<b>Wing Span</b>	31.6 m
<b>Top Speed</b>	295 mph
<b>Normal range</b>	1,100 miles

## Consolidated B-24 Liberator



'Ugly Duckling'



Four-engine heavy bomber

### Strengths

- Carried large bomb loads over long distances
- Its bombsight gave successful bombing from a great height
- Built in large numbers

### Weakness

- Lighter and faster than a B-17, but had weaker armour and was at more risk from battle damage
- Dangerous to belly land as its fuselage could break apart

<b>Number built</b>	18,482
<b>Engine Power</b>	1,200 hp each
<b>Crew</b>	10
<b>Bomb Load</b>	3,629 kg
<b>Wing Span</b>	33.5m
<b>Top Speed</b>	300 mph
<b>Normal range</b>	2,100 miles

## North American P-51 Mustang



'Spam Can'



Single-engine fighter

### Strengths

- Very long range made it good for protecting bomber aeroplanes and missions to gather military information
- Strong structure could survive battle damage

### Weakness

- Early models had a poor field of vision for the pilot
- Some did not perform so well at higher altitudes

<b>Number built</b>	15,875
<b>Engine Power</b>	1,695 hp
<b>Crew</b>	1
<b>Bomb Load</b>	907 kg
<b>Wing Span</b>	11.3 m
<b>Top Speed</b>	437 mph
<b>Normal range</b>	950 miles

## Republic P-47 Thunderbolt



'The Jug'



Single-engine fighter and fighter-bomber

### Strengths

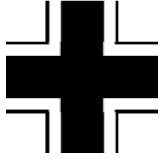
- Very strong design could survive a lot of battle damage
- It had a long range
- Good fire power and weapons

### Weakness

- It was the heaviest and largest single-engine fighter and did not move as well as some fighter aircraft
- It had a shorter range than the P-51 fighter aeroplane

<b>Number built</b>	15,686
<b>Engine Power</b>	1,625 hp
<b>Crew</b>	1
<b>Bomb Load</b>	1,134 kg
<b>Wing Span</b>	12.4 m
<b>Top Speed</b>	435 mph
<b>Normal range</b>	790 miles

## Focke-Wulf 190 (Fw 190)



*Würger*  
(Butcherbird)



Single-engine fighter  
and fighter bomber

### Strengths

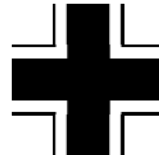
- Strong structure and high fire power
- Good speed and moved well, but it could not turn as quickly as a Spitfire

### Weakness

- Early Fw 190s did not perform as well at heights over 20,000 ft
- This made it less successful as an interceptor to catch other aeroplanes above 20,000 ft

<b>Number built</b>	20,051
<b>Engine Power</b>	1,700 hp
<b>Crew</b>	1
<b>Bomb Load</b>	499 kg
<b>Wing Span</b>	10.5 m
<b>Top Speed</b>	402 mph
<b>Normal range</b>	644 mph

## Heinkel HE III



*Spaten* (Spade)



Twin-engine  
medium bomber

### Strengths

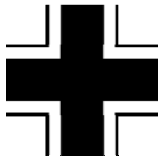
- Its reliability made it the main bomber of the German Air Force
- Strong and could survive lots of battle damage

### Weakness

- Not very fast
- Early HE IIIs had weak fire power
- By 1940, it had been overtaken by new, faster, Allied fighters. Even so, HE IIIs were flown until the end of the war

<b>Number built</b>	6,508
<b>Engine Power</b>	1,200 hp each
<b>Crew</b>	5
<b>Bomb Load</b>	2,000 kg
<b>Wing Span</b>	22.6 m
<b>Top Speed</b>	258 mph
<b>Normal range</b>	1,199 miles

## Junkers JU 87



*Stuka* (Dive  
Bomber)



Single-engine dive  
bomber

### Strengths

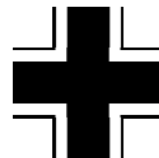
- Very accurate bomber
- Could dive at a very steep angle
- Well designed for ground attack to break through enemy lines quickly and to destroy ships and tanks

### Weakness

- Heavy, slow and short range
- Weak fire power in early models

<b>Number built</b>	6,000
<b>Engine Power</b>	1,300 hp
<b>Crew</b>	2
<b>Bomb Load</b>	1,800 kg
<b>Wing Span</b>	13.8 m
<b>Top Speed</b>	255 mph
<b>Normal range</b>	620 miles

## Messerschmitt Bf 109



*Messer*



Single-engine fighter  
and fighter bomber

### Strengths

- Advanced design for its time
- Strong fire power and good speed
- Lots of Bf 109s were built

### Weakness

- Poor field of vision for pilot
- Many accidents were caused by its landing gear

<b>Number built</b>	35,000
<b>Engine Power</b>	1,475 hp
<b>Crew</b>	1
<b>Bomb Load</b>	250 kg
<b>Wing Span</b>	9.9 m
<b>Top Speed</b>	386 mph
<b>Normal range</b>	350 miles



## Game Rules

- Shuffle and deal all the cards. Each player holds their cards in their hands, face up and can only look at their top card.
- The player to the dealer's left reads out an item from their top card (e.g. 'engine power'). The other players then read out the same item. The card with the highest value wins.
- If two or more cards share the top value, then another value is selected from the same card by the player to the dealer's left until there is a win.
- The winner takes the card and puts it at the bottom of their pile of cards. They then start the game again, reading out an item from their top card.
- Players can use the information on strengths and weaknesses to play the game tactically.
- The person with the most number of 'wins' at the end is the champion.

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## Places

### Which places in East Anglia were important to American Servicemen and women and why?

Documents included in this section concentrate on the places where American service personnel lived and worked. It includes photographs of buildings on the airbase, such as residential Nissen huts and the Control Tower. It also shows other buildings they may have visited in the course of their duties such as 2nd Air Division Headquarters at Ketteringham Hall and the Station Hospital, Morley Hall, Wymondham.

Other documents in this section investigate where service personnel went in their free time and the types of activities they did. They include photographs of prominent sites around Norwich that many service personnel mention in their memoirs.

#### Did you know...?

The Eighth Air Force was made up of three Air Divisions. The 2nd Air Division was based in Norfolk and North-East Suffolk.

During the Second World War, American occupied airbases covered about 100,000 acres of Norfolk.

Each airbase was home to one Bombardment Group (Bomb Group). In total, there were about two to three thousand people on a bomber station, including flight and ground personnel.

The 2nd Air Division Headquarters was at Old Catton between September and October 1943. It then moved to Horsham St Faith (now Norwich International Airport) where it was based until it moved to Ketteringham Hall, near Wymondham, which was requisitioned from the Boileau family, just before Christmas 1943. Headquarters remained at Ketteringham Hall until June 1945.

Leisure facilities on the airbases would usually include an officers' mess, room for enlisted men, a canteen and theatre. Servicemen also played traditional American sports, such as baseball, in their free time.

American Red Cross (ARC) workers, with the help of local volunteers, provided food and entertainment for servicemen and women on some airbases. There were also Red Cross service clubs in cities across the country, including at the Bishop's Palace in Norwich.

Service personnel were able to leave the airbase on short passes to visit local towns and villages, or spend time with local families with whom many made lasting friendships. Longer leave was also available and personnel would often travel to destinations across Britain. London and Edinburgh were popular places for them to visit.



## Documents

### *Life on the Airbase*

#### **NRO, MC 376/599**

Watercolour, 'Horsham St Faith from A-1', showing Horsham St Faith airbase, home of the 458th Bomb Group. This site is now Norwich International Airport. Watercolour painted by T/Sgt Ludwig Lund and presented to General James Pratt Hodges, 2nd Air Division Commander, by his officers and men, 1943.

T/Sgt Ludwig Lund was born 20 September 1908 in Odense, Demark. In 1920, when Ludwig was 12 years old, his Danish family emigrated to the United States. From an early age, Ludwig showed a talent for drawing and was largely a self-taught artist. During the Second World War, he served as a Technical Sergeant in the Intelligence Division where he illustrated maps as part of his work. When stationed in England, Lund was made the Official Army Illustrator of the 2nd Air Division and was commissioned to paint a series of watercolours of the Division's activities. Some of the watercolours, including the one shown here, were given to the Commander of the 2nd Air Division, General James Pratt Hodges by his staff as a present in December 1943. Framed prints of the watercolours presented to General Hodges are on permanent display at the 2nd Air Division Memorial Library in Norwich, and can be seen on their website at [http://www.2ndair.org.uk/Image\\_galleries/Impressions\\_by\\_Ludwig\\_Lund](http://www.2ndair.org.uk/Image_galleries/Impressions_by_Ludwig_Lund).

#### **NRO, MC 376/592/22**

Photograph of the interior of a residential Nissen hut.

#### **NRO, MC 376/591/13**

Photograph of a ward at the 231st Station Hospital, Morley, Wymondham. The photograph is part of some research papers compiled by Anne Hoare.

The 231st Station Hospital played a key role following the D-Day campaigns, in June 1944, when over 2,000 patients were brought there for treatment by hospital trains which arrived at Spooner Row Station, Wymondham. In anticipation of the extra casualties, the hospital had to increase its bed spaces from 834 to 1,254 beds in May 1944. Morley was also one of the few American military hospitals which was not racially segregated, with patients treatment based on their injuries and not their skin colour.

#### **NRO, MC 371/7**

Photograph of the Control Tower at Shipdham airbase, 44th Bomb Group, 1944.

#### **MC 376/334**

Photograph of 2nd Air Division Headquarters at Ketteringham Hall.

### *Leisure Time*

#### **NRO, MC 376/29**

Photograph of Norwich Market Place in 1944. Note that some of the street lamps have been covered as part of the wartime blackout.

**NRO, MC 376/599**

Watercolour, 'The Rendezvous', showing the Bell Hotel, Norwich, in wartime when it was a popular meeting place for American service personnel. Watercolour painted by T/Sgt Ludwig Lund and presented to General James Pratt Hodges, 2nd Air Division Commander, by his officers and men, 1943.

**NRO, FX 335/1**

Photograph taken from a B-24 aeroplane by an unidentified United States Army Air Force crew. The photograph shows Norwich Cathedral, the Cathedral Close and surrounding area, with fire damage to the Cathedral and bomb damage to nearby buildings. During wartime, many American Service personnel visited the Cathedral and some were married there.

This photograph is a copy of an original held by Seething WWII Control Tower Museum and it is reproduced here with their permission.

**NRO, MC 376/599**

Watercolour, 'The Cathedral Spire', showing Norwich Cathedral during wartime. Watercolour painted by T/Sgt Ludwig Lund and presented to General James Pratt Hodges, 2nd Air Division Commander, by his officers and men, 1943.

**NRO, MC 371/815**

Members of the Women's Auxiliary Corps and American G.I.s relaxing at the bar of the station 'date room' at Headquarters, Horsham St Faith, 21 September 1943. Left to right: Pfc William Blume; Pvt Hazel Bliss; Pfc Virginia A. Boudoin; S/Sgt Maurice Layfield; Pfc Evelyn Cohen and Pfc Doris L. Ogden.

**NRO, MC 376/121**

Photograph of the Shipdham 'Hep Cats' airbase band performing and a couple dancing.

**NRO, MC 376/121**

American servicemen playing baseball. Many American servicemen also learnt to play British games, such as cricket, during their stay.

**NRO, MC 376/234**

Letter to Mrs Sparks from Robert Freund (a Red Cross Club Director) letting her know that her husband had enjoyed his rest leave at one of their clubs in Scotland and that they had tried to make it 'a little bit of America in a foreign land'. Many American airmen stationed in Norfolk took leave in Edinburgh and London.

## Sound Recordings

**NRO, MC 371/882/30, 36 [Time: 1m 43s]**

Myron Keilman of the 392nd Bomb Group describing Wendling airbase including buildings on the base, the English countryside and riding bicycles [Time: 0-48s].

Lloyd West of the 389th Bomb Group describing Hethel airbase including bicycles as transport and getting used to cycling of the left side of the road [Time: 49s-1m 43s].



## Lesson Plan

Please find below some suggestions of how the documents can be incorporated in your lessons.

### **Starter activity**

Ask the pupils to work in pairs to put the images into two groups, leisure time and work time.

### **Main activity**

Using these images, ask the pupils to work in small groups to explore what took place in each of the buildings, by giving each pair a laminated copy of each of the images and asking them to circle what the people are doing in each.

### **Plenary**

Ask the pupils to work individually to compare the paintings and photographs of buildings in Norwich. Ask them to think about why they may differ and then work in pairs to discuss their thoughts.

## Missions and incidents

### What happened on a mission?

Documents included in this section concentrate on four different case studies showing the different outcomes which could result from a mission.

They show what happened on a typical mission but also illustrate how not all missions were successful and that the airmen had a range of items, such as silk maps and small compasses, to help them escape if their aeroplane was brought down in enemy territory. Other American aeroplanes crashed in East Anglia, usually due to battle damage, lack of fuel or mechanical problems. In particular, there are documents relating to the crash of B-24 *Lady Jane* in Heigham, Norwich.

Air battles also took place over East Anglia and this section contains documents relating to one of the most intense, called the 'night of the intruders', when German fighter aircraft followed American bombers returning after dark from a mission to Hamm, Germany, and shot them on landing, 22 April 1944.

#### Did you know...?

On the day of a mission, bombers would take-off from their airbase in large formations of 20 to 40 aircraft, behind their brightly painted group assembly aeroplane, while climbing to an operational height of 20,000 to 25,000 feet. They would then join with formations from other airbases in East Anglia to make a Division column of about 400-500 bomber aircraft. When the column reached its target, each formation released its bombs on the aim and signal of the lead aircraft.

Fighter aircraft flown by the United States Army Air Force included P-51 'Mustangs' and P-47 'Thunderbolts'. The role of the fighter aeroplanes was to protect the bombers on their missions and chase enemy fighters. Many American bomber aircraft were destroyed on missions until they were given a fighter escort. American bomber crews called fighter aircraft their 'little friends.' They are mentioned by Richard Vincent in his mission diary, NRO, MC 371/926.

Ground crews performed a wide variety of roles including as mechanics, engineers, armourers, military policemen, cooks and clerks. For every man in the air there were another seven to 10 on the ground engaged in support work.

Nearly 7,000 men serving with the 2nd Air Division lost their lives during the conflict. At one period the chance of an individual airman completing a tour of operations (25 missions, later 30-35) was as little as one in three.

Not all missions were successful. Some American aeroplanes were shot down in enemy territory and others crashed in East Anglia. Air battles also took place over East Anglia. On 22 April, 1944, German fighter aircraft followed American bombers returning after dark from a mission to Hamm and shot them on landing. During the air battle, called the 'night of the intruders', about 20 bomber aircraft were targeted, killing or wounding more than 60 aircrew.



## Documents

### ***Story of a Mission***

#### **NRO, MC 371/7**

Crew briefing on D-Day at Shipdham airbase, 1944.

#### **NRO, MC 376/638/1**

Photograph of brightly painted assembly ship aeroplane, *First Sergeant*, of the 458th Bomb Group, Horsham St Faith. The original model is on permanent display at the Memorial Library.

#### **NRO, MC 376/32**

Aerial view of the French coastline on a D-Day mission, 6 June 1944, taken by the Meteorology Photography Unit of the 44th Bomb Group, Shipdham.

#### **NRO, MC 371/908/91**

Photograph of P-51 'Mustang' fighter aeroplane, *Mary Ann*, at Horsham St Faith, home of the 458th Bomb Group.

#### **2AD, Memorabilia Collection : Armband**

Armband dropped into France by the USAAF before D-Day to be used by the French Forces of the Interior (FFI) to identify their fighting units as allies. It was taken from a bundle dropped over Limoges, France, in June 1944.

*Donated by Arcade Boiselle (467th Bomb Group)*

#### **NRO, MC 371/912**

Bomb damage to Cologne Cathedral, Germany. Its twin spires were an easily recognizable navigational landmark used by American aircraft raiding deeper into Germany in the later years of the war. This may be the reason why Cologne Cathedral itself was not destroyed by the bombing.

#### **NRO, MC 371/910**

Photograph of a mission debriefing after a bombing mission by the 389th Bomb Group, Hethel.

#### **NRO, MC 371/926**

Diary of Richard Vincent, 445th Bomb Group, Tibenham, describing a mission to Münster, Germany, 23 March 1945. In his description he mentions the 'little friends' or fighter aeroplanes which protected the heavy bomber aircraft on their missions. This mission was flown in the B-24 *Lonesome Lois*.

## ***Shot Down: Escape or Capture***

### **NRO, MC 376/194**

James Anslow's account of evading capture in Holland and France with the help of the Dutch and French underground movements. He describes his clothing, methods of transport, hiding and concealment and some of those who helped him. James Anslow was part of William F. 'Bill' Moore's crew in the 467th Bomb Group, Rackheath, who were flying as deputy group lead on a mission to Friedrichstraße railway station, Berlin, Germany, when their B-24 aeroplane was badly damaged by flak, 29 April 1944. The crew bailed-out over Holland. Anslow hid on various farms in Holland before making his way through Belgium and France to Limoges airport. With the help of the Maquis (a French resistance group) he was able to board an Allied aeroplane flying back to London.

### **NRO, MC 371/680**

Caterpillar Club badge issued to Lt John A. Reitmeier, navigator, 492nd Bomb Group, North Pickenham. He flew on the crew of 2nd Lt M.L. Simon. Their B-24 was shot down during an encounter with a troop train at Bois de Brattes, France, 5 May 1944. Lt Reitmeier parachuted out to safety, making him eligible for Caterpillar Club membership. Reitmeier and his crewmate, bombardier John B. Mead, evaded capture.

The Caterpillar Club is an association of people who have had their life saved by using a parachute after bailing-out of a disabled aircraft. It was founded by Leslie Irvin of the Irvin Airchute Company, Canada, in 1922. The name 'Caterpillar Club' is derived from the silk threads that made the original parachutes and its motto is 'Life depends on a silken thread.'

### **NRO, MC 371/680**

Caterpillar Club membership certificate issued to Lt John A. Reitmeier, navigator, 492nd Bomb Group, North Pickenham. For further information, see the entry above.

### **NRO, MC 371/260**

Goldfish club card issued to William P. Kane, pilot, 445th Bomb Group, Tibenham. Returning from a bombing mission to Mannheim, Germany, he was forced to ditch in the English Channel.

The Goldfish Club was founded by Mr. C.A. Robertson in November 1942. Robertson was chief draughtsman to Messrs P.B. Cow and Co., a large manufacturer of air-sea rescue equipment. Anyone who successfully avoided death at sea following an aeroplane crash by using their emergency dinghy could be awarded membership of the Goldfish club. Members received a card and fabric patch, showing a upside-down, white-winged, goldfish over two blue waves.

### **NRO, MC 371/260**

Goldfish club patch issued to William P. Kane, pilot, 445th Bomb Group, Tibenham. For further information, see the entry above.

### **NRO, MC 376/52**

Photographs of Jack Feingold, Ben Madamba, Whitfield Brooke, Miller and George Harlow of the 93rd Bomb Group, Hardwick, to be carried in case their aircraft was shot down or they were captured. The photographs could be used to create forged identification documents to aid their escape.



## **2AD, Memorabilia Collection: Silk Map**

Silk escape map of France, with map pouch.

During the Second World War thousands of maps were produced on silk, thick cloth and tissue paper. The idea was that a serviceman captured or shot down in enemy territory could use the map to help avoid capture or find his way to safety. Silk maps were issued specifically to airmen so that they could sew them into their clothes or wear them around their necks. They could also be cunningly concealed in a cigarette packet or within the hollowed-out heel of a boot, and they would not make a suspicious rustling sound if the captive was searched.

## **NRO, MC 376/125**

Memoir of Capt. Merrill S. Olson, who served as a pilot in the 389th Bomb Group, Hethel. His account, 'Tell us or You'll Die,' explains how he bailed-out of his aeroplane over the Netherlands, his capture and period as a German prisoner of war.

On Olson's 30th mission, his B-24 aircraft *Betty Jane* was hit by German anti-aircraft fire over Hanover, Germany, and he bailed-out over Zuider Zee, Netherlands, 12 September 1944. He was wounded in action and held as a prisoner of war.

Olson describes conditions at a prisoner of war camp near Nurnberg (Nuremberg), in Bavaria, Germany (*Stalag XIII-D*). At that time, prisoners held there included Russians, Serbians, French, Belgians and several hundred American ground troops. After two weeks, the *Luftwaffe* (German Air Force) were put in charge of the part of the camp for American airmen and living conditions improved a little.

Between Autumn 1944 and Spring 1945, the number of prisoners at *Stalag XIII-D* was greatly increased by the arrival of men evacuated from other prisoner of war camps, including American airmen from *Stalag Luft III* (near Sagan, Lower Silesia, now Zagan, Poland). They were some of over 80,000 Allied prisoners of war compelled to take part in the 'long marches' between camps westward across Poland, Czechoslovakia, and Germany, from January to April 1945, as a result of the German retreat before the advancing Russian army. Olson was marched from *Stalag XIII-D* and arrived at *Stalag Luft VII-A* in Moosburg, Southern Bavaria, Germany, in early April 1945. His experience of a long march was not too severe, but on other marches hundreds of prisoners died.

## **2AD, Memorabilia Collection: Escape Compass**

An escape compass could be concealed on the body and used to evade capture. They were issued to airmen as part of escape and evasion kits which often also included fabric escape maps.

### **MC 376/169**

Eye-witness letter expressing sympathy and gratitude to the relatives and crew of the B-24 *Lady Jane*, which crashed at Heigham Street, Norwich, 24 November 1944. It is one of several letters which were sent to Jordan Uttal, an officer at Headquarters, Ketteringham Hall, November 1944.

The Heigham Street air crash occurred on 24 November 1944, when the B-24 *Lady Jane* struck the tower of St Philip's Church, Heigham, on return from a training mission and crashed in the corporation yard, off Barker Street, two miles from the runway at Horsham St Faith. All nine crew on board were killed in the crash: Ralph Dooley (pilot), Arthur Akin (stand-in co-pilot), Paul Gorman (navigator), John Jones (engineer and top-turret operator), Paul Wadsworth (radio operator), Oscar Nelson and Don Quirk (waist-gunners), John Philips (nose-gunner) and Ralph Von Bergen (tail-gunner).

### **Norfolk Library and Information Service, NLIS, NP00001933**

Photograph of St Philip's Church, Heigham. For further images relating to Norfolk history, see the Library's 'Picture Norfolk' section of their catalogue at [www.picture.norfolk.gov.uk](http://www.picture.norfolk.gov.uk)

### **NRO, private photograph**

Photograph of the memorial plaque in Heigham relating to the crash of B-24 *Lady Jane*, 24 November 1944. Photograph taken by Record Office staff, 2011.

### ***Night of the Intruders***

On 22 April, 1944, German fighter aircraft infiltrated bomber squadrons returning after dark from a mission to Hamm, Germany. The German fighters were hidden from detection by radar echoes from allied aircraft, followed them home, and shot them on landing. The attack became known as the 'night of the intruders' and American bombers suffered their highest ever losses in a German intruder attack. About 20 bomber aircraft were attacked, killing or wounding more than 60 American aircrew in one of East Anglia's most intense night air-battles.

For a more detailed account of the incident, see McLachlan, I. *Night of the Intruders: The Slaughter of Homeward Bound USAAF Mission 311* (Barnsley, 2010).

Copies available from Norfolk Library and Information Service. Books can be requested and sent to any library in Norfolk using the Norfolk Online Catalogue.

(<http://norlink.norfolk.gov.uk>)

### **2AD, Memorabilia Collection: Control Tower**

Photograph of control tower workers watching for aeroplanes to return.

### **NRO, MC 371/910**

Ground Crew of the 389th Bomb Group maintaining a B-24 aeroplane at Hethel airbase.

### **MC 371/755**

Account of the return of B-24 aeroplanes to Seething airbase under fire from German fighter aircraft on the 'night of the intruders', 22 April 1944. The account is taken from the war diary of a member of the crew of the B-24 *Ice Cold Katie*.



## **2AD, Roll of Honor entry for Pvt Daniel E. Miney**

Extract from the 2nd Air Division Roll of Honor, held at the 2nd Air Division Memorial Library. Note the entry (right column, fifth entry) for Pvt Daniel E. Miney, 1229 Quarter Masters Company. He was the only member of ground crew in the 2nd Air Division who was killed in action and appears on the Roll of Honor. Miney was cycling at Rackheath airbase when it was bombed during the German 'night of the intruders' attack on 22 April 1944.

A digital version of the Roll of Honor is available online on the 2nd Air Division Memorial Library's website at:

[http://www.2ndair.org.uk/Library\\_resources/Roll\\_of\\_Honor/index.htm](http://www.2ndair.org.uk/Library_resources/Roll_of_Honor/index.htm)

## **NRO, MC 376/194**

Eye-witness account of the 'night of the intruders' by Allen Welters who was on Rackheath airbase during the German 'night of the intruders' attack on 22 April 1944.

## **Sound Recordings**

### **NRO, MC 371/882/46 [Time: 4m 48s]**

B-24 aeroplane flight and instrument checklist counted down as it would be before a mission by the pilot, John Stanford, of the 448th Bomb Group, Seething [Time: 0-2m 18s].

John Stanford describes the take-off of a B-24 aeroplane and formation behind a brightly painted assembly ship over East Anglia mentioning The Wash, Hemsby, Great Yarmouth and Lowestoft [Time: 2m 19s-4m 48s].

### **NRO, MC 376/221 [Time: 2m 51s]**

Charles Domek of the 458th Bomb Group, Horsham St Faith, gunner, describes the physical effects of flying including low air pressure, tiredness and extreme cold, particularly when opening the window to fire his gun. Mentions oxygen masks, heated flying suits and knitted skull caps and scarves. Also notes how the rank of enlisted men was temporarily increased to an officer's rank on a mission. This was to ensure that the men received better treatment if their aeroplane was shot down and they were captured by the enemy.

### **NRO, MC 371/882/19 [Time: 4m 16s]**

Robert Dubowsky of the 44th Bomb Group, Shipdham, describes landing in Alsace-Lorraine, France, following flak damage to his B-24 aeroplane during a mission to Dresden, Germany. He describes putting the aeroplane into a steep dive to put out the fire in an engine and eventually flying the B-24 on one out of its four engines. Dubowsky describes his fears and flying alone over Germany; ditching equipment including armour, radio and escape kits into the sea, trying to cross the Rhine River into friendly territory and all 13 crew members bailing-out of the aeroplane. He relates the story of Col Snavely's 50th mission hat, which was in the aeroplane when it crashed in France, being returned to him in England by the French troops who found it. Dubowsky explains that, after bailing-out, he was not sure whether he had landed in enemy territory and meet members of the French Forces of the Interior (FFI) who were allies and took him to their village for a drink of schnapps.

This sound recording refers to the French Forces of the Interior, and links with the fabric armband (2nd Air Division Memorial Library memorabilia collection).

## Lesson Plan

Please find below some suggestions of how the documents can be incorporated in your lessons.

### **Starter activity**

Ask the pupils to work in pairs to put images of D-Day into chronological order.

### **Main activity**

Ask the pupils to work in groups. Give each group an extract from the story by James Anslow or from one of the accounts of the 'night of the intruders' and ask them to draw the scene. All of these drawings can then be put together to create a story board (this could be used with numerous topics within the section).

Differentiation- older pupils can draw several images and create their own storyboard.

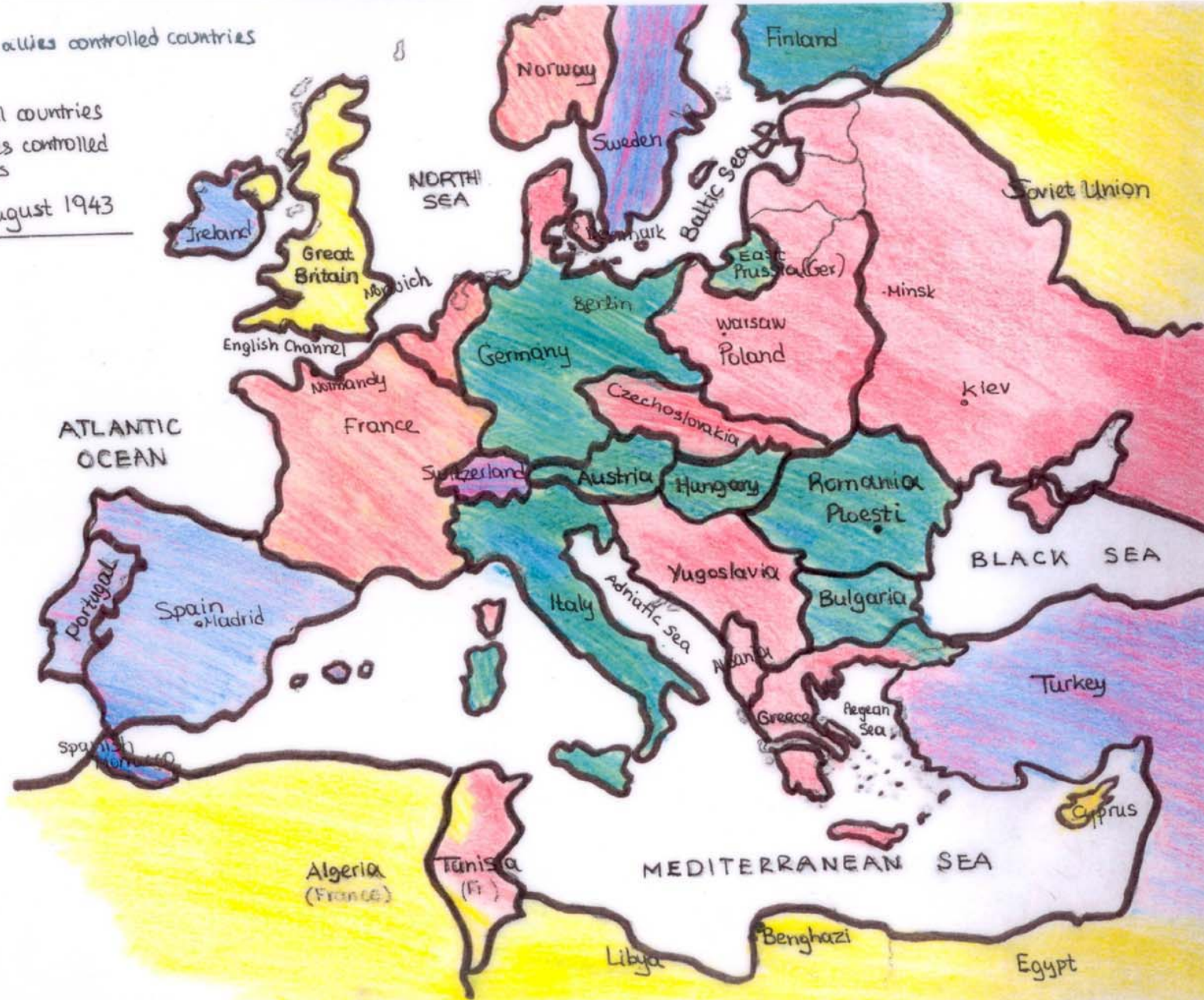
Alternatively, pupils can create their own escape map, using fabric paints on material. Template included below.

### **Plenary**

Ask the pupils to work individually to create their own club and badge for people who escaped. Use the caterpillar club and goldfish club images as examples.



- allies & allies controlled countries
  - axis
  - neutral countries
  - countries controlled by axis
- August 1943



# **People**

## **What was life like for American service personnel in East Anglia?**

Documents included in this section look at the structure within the United States Army Air Force, relationships between American service personnel and local people, differences in culture and how the 2nd Air Division were remembered in East Anglia after the war.

The 'Who's who?' section contains documents about the structure of the bomb groups, squadrons, crews and individual service records. It also looks at some of the other groups serving in the 2nd air Division, such as ground personnel and the Women's Auxiliary Corps.

Many American servicemen stationed in East Anglia were very young and had never been abroad before. They were issued with guides advising them on how to behave in England and on differences in culture and language. The section on cultural differences looks at some of this advice and other documents which show some of the traditions, such as celebrating Thanksgiving, which American service personnel brought with them to East Anglia.

It was sometimes thought that the American had more, earning higher wages than British servicemen and having come to a country which had been at war for several years and where rationing was already in place. However, many American service personnel made lasting friendships with local people. The section on relationships looks at some of these through events put on by American servicemen for local people, such as children's Christmas parties and a Rodeo show, at Carrow Stadium, to raise money for British war charities.

With peace (following VE-Day on 8th May 1945) departure from the UK was rapid. Some units were gone in a few weeks, and the Eighth Air Force heavy bomber groups began flying their aircraft home across the Atlantic in May 1945. However, this section also looks at some of the lasting relationships formed between American servicemen and local people, including those who married British women and left to begin a new life in the United States.

This section of the resource also looks at the different ways in which American service personnel have been remembered in East Anglia, including the living memorial in the form of the 2nd Air Division Memorial Library.



## ***Who's who?***

### **Did you know...?**

Each airbase was home to one Bomb Group. In total, there were about 2,000-3,000 people on a bomber station, including flight and ground personnel.

At full strength, the 2nd Air Division had 14 Bomb Groups. Each group had a numerical designation and often a nickname given by the men themselves. For example, the 93rd Bomb Group, Hardwick, was nicknamed 'Ted's Travelling Circus' after their commander Colonel Edward 'Ted' Timberlake.

Each Bomb Group usually had four Bomb Squadrons. One Squadron had 12 to 16 B-24 aeroplanes and about 200 combat airmen.

There were usually eight to 10 men in a B-24 bomber crew, depending on the type of mission they were flying. The crew usually had a pilot, co-pilot, radio operator, navigator, bombardier and aerial gunners.

For every man in the air there were another seven to 10 on the ground engaged in support work. These included cooks, clerks, mechanics, armourers and military policemen.

During the Second World War, around 150,000 American women served in the Women's Auxiliary Corps (WAC). About 10,000 served abroad, including in Norfolk, where they usually undertook clerical and communications work. At any one time during 1943-5, there were about 200 American servicewomen in Norfolk.

## **Documents**

### **NRO, MC 376/592/22**

Photograph of Maj. General William E. Kepner (left), the new 2nd Bomb Division Commander, being shown around the facilities (presumably at Headquarters, Ketteringham Hall) by Maj. General James Pratt Hodges (right), the outgoing Commander, 31 July 1944.

General William E. Kepner was commanding officer of the 2nd Air Division, Eighth Air Force, from August 1944 until the end of the Second World War. He was also an aviation pioneer in stratospheric balloon flight. In the late 1920s and early 1930s, with the threat of another world war increasing, the United States Army Air Corps began to participate in aviation research and high-altitude flights. In 1934, Kepner, Captain Albert Stevens and Orvil A. Anderson, reached 60,613 feet in the balloon *Explorer I* but had to parachute to safety when the balloon ripped. On 11 November 1935, the balloon *Explorer II* launched from the Stratobowl near Rapid City, South Dakota, piloted by Anderson and Stevens, reached 72,395 feet and set an altitude record which lasted for 21 years.

For further information about stratospheric balloon flight, see the United States Centennial of Flight website:

[http://www.centennialofflight.gov/essay/Lighter\\_than\\_air/race\\_to\\_strato/LTA11.htm](http://www.centennialofflight.gov/essay/Lighter_than_air/race_to_strato/LTA11.htm)

**NRO, MC 371/77**

Photograph of the 67th Bombardment Squadron, 44th Bomb Group, Shipdham, on the wings of a B-24 'Liberator' aeroplane.

**NRO, MC 371/680**

Photograph of the crew of 2nd Lt M.L. Simon (pilot), 492nd Bomb Group, North Pickenham. Their B-24 was shot down during an encounter with a troop train at Bois de Brattes, France, 5 May 1944. The crew's navigator, Lt John Reitmeier, parachuted out to safety and, with the crew's bombardier, John B. Mead, evaded enemy capture.

**NRO, MC 371/89**

Photograph of 2nd Lt Clement S. Bertolino who flew as a navigator in the 328th Bomb Squadron, 93rd Bomb Group, Hardwick. His crew were nicknamed 'Roy's Boys'. The Memorial Library has a copy of a filmed interview with Clement on DVD, which can be viewed on the library catalogue as Roys Boys of 93rd Bomb Group, Hardwick, by Clement 'Buzz' Bertolino, 22 March 2007.

**NRO, MC 371/87**

Certificate issued to 2nd Lt Clement S. Bertolino, 328th Squadron, 93rd Bomb Group, Hardwick, for 15 missions completed, giving the mission name and date.

**2AD, Memorabilia Collection: Name Badge, Dog Tags and Medals**

Name badge, dog tags and medals belonging to Charles Harter. 1st Lt Charles Harter served as a navigator in the 790th Bomb Squadron, 467th Bomb Group, Rackheath, on the crew of George L. Crump. The crew flew 24 combat missions between 9 February and 14 April 1945.

**NRO, MC 376/599**

Watercolour, 'One for the Depot', by T/Sgt Ludwig Lund, presented to General James P. Hodges, 2nd Air Division Commander, by his officers and men, 1943. This illustration shows engineers working on an aeroplane engine.

The 2nd Air Division's 3rd Strategic Air Depot, based near Watton, contained about 4,800 officers and men. It was responsible for servicing, repairing and modifying all B-24 Liberator aeroplanes in the 2nd Air Division. The Depot also recovered crashed B-24s from any location in the United Kingdom and ran other supply functions for the 2nd Air Division.

T/Sgt Ludwig Lund was born on 20 September 1908 in Odense, Demark. In 1920, when Ludwig was 12 years old, his Danish family emigrated to the United States. From an early age, Ludwig showed a talent for drawing and was largely a self taught artist. During the Second World War, he served in the Intelligence Division where he illustrated maps as part of his work. When stationed in England, Lund was made the official illustrator of the 2nd Air Division and was commissioned to paint a series of watercolours of the Division's activities. Some of the watercolours, including the one shown here, were given to the Commander of the 2nd Air Division, General James Pratt Hodges by his staff as a present in December 1943.

**NRO, MC 371/815**

Women's Auxiliary Corps, including Evelyn Cohen (back left), training at Ketteringham Hall. After the war, Evelyn Cohen was one of the founding members of the 2nd Air Division Association, which helped to set up the 2nd Air Division Memorial Library.



## **American Culture**

### **Did you know...?**

Many of the servicemen stationed in East Anglia were very young and had never been abroad before. They were issued with guides advising them on how to behave in England. In particular, they were warned not to complain about the food rations, beer, or cigarettes of a country which had been at war since 1939 and never to criticize the Royal family.

Many wrote letters back to their families in America explaining differences in language, culture, money and the landscape, but their letters had to be censored to ensure that they did not leak any information to enemy forces.

Many American service personnel stationed in East Anglia shared their cultural customs with Norfolk people. Some celebrated the feast of Thanksgiving with local families, often giving away some of their rations for the meal.

Thanksgiving Day is a harvest festival celebrated in America on the fourth Sunday in November. Traditionally, its origins are said to stem from a shared autumn harvest feast between the Plymouth colonists and Wampanoag Indians in 1621, but the real date of the first Thanksgiving celebrations is unknown.

### **NRO, MC 371/43**

Menu of a Thanksgiving Day meal at Shipdham airbase . On 23 November 1944, the Commanding Officer, Eugene Snavely, and other officers, sat down to a Thanksgiving meal of tomato juice, roast turkey with a sage dressing, cranberry jelly, snowflake potatoes with giblet gravy, candied sweet potatoes, buttered peas, pumpkin pie with sliced cheese, and fresh fruit and candy for desert.

### **NRO, MC 371/43**

Photograph, taken by Lt Col Goodman G. Griffin, an officer in the 44th Bomb Group, showing the Thanksgiving Day celebrations at Shipdham airbase, 23 November 1944.

### **NRO, MC 371/741**

Memoir of John Rex, Military Policeman, 987th Company, Detachment B. Military policemen were nicknamed 'Snowdrops' because of their white helmets. Rex was stationed at the 77th, later 231st, Station Hospital, near Morley Hall, Wymondham. On D-Day, he acted as a road guard along the route from Spooner Row Station, where hospital trains carrying wounded casualties arrived.

### **NRO, MC 371/882/6/2**

Photograph of John Rex, Military Policeman, 987th Company, Detachment B, in uniform.

### **NRO, MC 371/807**

Letter from Mary Frances Elder to her family describing her arrival in the United Kingdom and life in England. S/Sgt Mary Frances Elder served in the Women's Auxiliary Corps, assigned to the 1st Separate Battalion, in England, 1943-5. Later, she was selected for Officer Candidate School and transferred back to the United States, where she was promoted and served in the Air Intelligence Office at the Pentagon, until she was discharged from military service in November 1945.

**NRO, MC 371/494**

List of 'Do's and Don'ts' for American servicemen arriving in the United Kingdom. They are taken from a United States Armed Forces publication, *A Short Guide to Great Britain*. This copy belonged to Dean Shuey of the 467th Bomb Group, Rackheath.

**NRO, MC 371/494**

Glossary translating American words into English for American servicemen arriving in the United Kingdom. Taken from a United States Armed Forces publication, *A Short Guide to Great Britain*. This copy belonged to Dean Shuey of the 467th Bomb Group, Rackheath.

**NRO, MC 371/574/8**

*When You Are Overseas. Pamphlet no 21-1*, giving regulations for writing home and the censorship of letters. This copy belonged to 1st Lt Robert Nyman 'Bob' Doyle, a pilot in the 489th Bomb Group at Halesworth. After completing a 32 mission tour, he transferred to the training department as an instructor pilot and training officer.

**NRO, MC 371/574**

Extracts from a training manual, *You're an Officer are you a Gentleman?*, on how American servicemen should behave in England. This copy belonged to 1st Lt Robert Nyman 'Bob' Doyle, a pilot in the 489th Bomb Group, Halesworth. After completion of a 32 mission operational tour, he transferred to the training department as an instructor pilot and training officer.

**NRO, MC 376/153/1**

One of several letters written by Rodney Ives to his mother, Mrs Carol Ives, of Centralia, Washington, about his life in service, 1942-4. This letter is written from Northern Ireland, where many airmen went for training exercises. Rodney Ives never received his mother's reply to his last letter, postmarked 26 November 1944. He was a senior navigator in Capt. Ray Conard's crew which, on their way to a mission to bomb a railway viaduct outside Bielefeld, Germany, crashed a few miles from their airbase at Kenninghall, 26 November 1944. Conard was posthumously recommended for the Distinguished Service Cross (DSC) for crashing the aircraft in order to avoid striking nearby houses.

**MC 376/153/1**

Photograph of Rodney Ives.

## Sound Recordings

**NRO, MC 371/882/19 [Time: 4m 16s]**

Robert Dubowsky of the 44th Bomb Group, Shipdham, describes landing in Alsace-Lorraine, France, following flak damage to his B-24 aeroplane during a mission to Dresden, Germany. He describes putting the aeroplane into a steep dive to put out the fire in an engine and eventually flying the B-24 on one out of its four engines. Dubowsky describes his fears and flying alone over Germany; ditching equipment including armour, radio and escape kits into the sea, trying to cross the Rhine River into friendly territory and all 13 crew members bailing-out of the aeroplane. He relates the story of Col Snavely's 50th mission hat, which was in the aeroplane when it crashed in France, being returned to him in England by the French troops who found it. Dubowsky explains that, after bailing-out, he was not sure whether he had landed in enemy territory and meet members of the French Forces of the Interior (FFI) who were allies and took him to their village for a drink of schnapps.



This recording links with the photograph of a Thanksgiving meal (NRO, MC 371/43). Colonel Snavelly is pictured at the head of the table.

This recording also links with This recording links to the following sections of this resource: Missions and Incidents/Story of a Mission

## ***Anglo-American Relationships***

### **Did you know...?**

The rate of missions flown by crews was intense, but many servicemen still found time to get to know local people. They met at their nearest pub and through dances, or other entertainment, on the airbases and in the community. Some made lasting friendships and continued to keep in touch with local families after the war.

It is estimated that more than 70,000 British women went to the United States with their American husbands after the war as their G.I. brides. In early 1946, as part of 'Operation War Bride', the United States Army transported thousands of war brides and children from Britain to America, the first group arriving in February 1946.

### **MC 371/731**

Letter sent to Newton McLaughlin, Welfare Officer, from the Superintendent of the Dr Barnardo Children's Home at Honnington Hall, thanking him for the wartime entertainment provided by men from the 466th Bomb Group, Attlebridge, 31 December 1943.

### **NRO, MC 371/912**

Photograph of a children's Christmas party at Attlebridge airbase, 466th Bomb Group.

This is one of many Christmas entertainments run by American servicemen for children. At another event on Christmas Eve, 24 December 1944, the 453rd Bomb Group at Old Buckenham held a Christmas party for over 1,250 British children, many of whom had been orphaned in the London Blitz. At the party, it was decided to make and deliver toys to the children of Paris, and the Group was given special permission to take them to the American Red Cross Club, Rainbow Corner, Paris. The crew chosen for this special mission were all French-speaking, T/Sgt Reuben Brockway was dressed as Santa Claus and the B-24 chosen for the delivery was brightly decorated. As part of the mission, the B-24 previously nicknamed 'Shoo Shoo Baby', but never officially painted with its name, was named 'Liberty Run' by Judith McDavid, an 11 year old orphan of the Blitz. The B-24 'Liberty Run' also had Santa Claus painted on it as nose art. Later in the war, 'Liberty Run' was shot down over Germany.

### **NRO, C/ED 19/15**

Letter issued by the Norfolk Education Committee to head teachers asking children not to beg from American service personnel.

### **NRO, MC 371/910**

Photograph of children visiting Wendling airbase, home of the 392nd Bomb Group

### **NRO, MC 376/336**

Photograph of an American style rodeo show, staged by the United States Army Air Force (USAAF) at Carrow Road stadium, August 1944. The rodeo was a fund-raising event for the benefit of the Norfolk and Norwich War Charities fund and it included events such as riding bucking steers and horses, pig wrestling, fire breathing and car pulling.

### **NRO, MC 376/162**

Programme for the Rodeo show staged at Carrow Road stadium, August 1944.

### **2AD, Memorabilia Collection: Sweetheart Jewellery**

Sweetheart jewellery was made by servicemen to send back to girlfriends or wives in America. This example shows a Perspex heart with small gold wings embedded. In this case, it was made by an American airman for an English woman, Mrs Bridget Cuthbert. The airman used to visit her family during the Second World War.

### **NRO, PD 499/12**

Marriage register entry, 24 March 1945, showing the marriage of Earl Zimmerman (a radio operator in the 389th Bomb Group, Hethel) to June Mary Courteney (an English woman) of Spynke Road, at Norwich Cathedral (the parish church of St Mary in the Marsh).

On 14 January 1945, just two months before their wedding, the B-24 *Lassie Come Home* (458th Bomb Group, Horsham St Faith) piloted by Lt Diehl, crashed into June's house on Spynke Road, Mile Cross, Norwich, due to battle damage. The aircraft landed in a nearby garden, killing most of the crew and two local children.

### **NRO, MC 371/814**

Photograph of the wartime wedding of Jean Young to G.I. Joe Majors. Also pictured are Hal Hoerner, best man, and Virginia Boudoin, bridesmaid.

### **NRO, MC 376/273**

Sybil Neale Billings's memoir of her life as a 56th Fighter Group war bride. Sybil met her husband, Billy Billings, on a blind date at *The Lido* dance hall on Aylsham road, Norwich. They were engaged at Christmas, 1943 and married in June 1944.

As the war progressed clothing, as well as food, was rationed. Since no extra clothing rations were available, many British brides borrowed or hired their wedding dress. Also, few brides had wedding cakes, since sugar was heavily rationed.

## **Sound Recordings**

### **NRO, MC 371/882/29 [Time: 1m 32s]**

Marvin Kite of the 44th Bomb Group, Shipdham, describes his leisure time cycling to towns near his airbase, including East Bradenham, where he visited an English family. Describes meeting his future wife, Doris, in London and their marriage by transatlantic telephone after he had returned to the United States (he was in Georgia and she was in London) on 10 November 1946. Kite mentions her arrival in America and their formal wedding ceremony in Georgia, March 1947.

### **NRO, MC 371/882/60 [Time: 2m 16s]**

Joseph Whittaker of the 392nd Bomb Group, Wendling, describes his interaction with local people and experiences of England. Whittaker describes sharing candy and sweets with local children and being called a 'Gum Chum'; attending church services at Beeston; the dangers of travelling under the black-out; train travel to London, Cambridge, Lincoln and Ely; poor weather for missions and leisure activities; his love of the English countryside, pubs and markets and the help given to servicemen by auxiliary services such as the Red Cross and Salvation Army. He explains the lack of fresh eggs caused by rationing and getting supplies of them from local farmers or by flying to Ireland, which was illegal. Whittaker mentions being given fresh eggs only on mission days, the scarce but occasional supply of ice-cream, liking English fish and chips, drinking warm beer and the scarcity of alcoholic spirits.



## ***Remembering the 2nd Air Division after the War***

### **Did you know...?**

The end of the war was celebrated in Norfolk and, in Norwich, there was a large 'Wings for Victory' parade and service of Thanksgiving in the Cathedral on 13 May 1945. American service personnel took part in the event but, following VE-Day on 8th May 1945, their departure from Britain was rapid. Some units were gone in a few weeks and the Eighth Air Force heavy bomber groups began flying their aircraft home across the Atlantic in May 1945.

Since the war, the American presence in Norfolk has been remembered in a variety of ways. These include memorials relating to individual bomb groups on the site of former American airbases and plaques at the site of local air crashes.

There is also a 'living memorial' in the form of a Library. An American Room opened in the Norwich Central Library, Bethel Street, in 1963. Following the destruction of this Library by fire in 1994, a new 2nd Air Division Memorial Library was opened within the Norwich and Norfolk Millennium Library in the Forum in 2001. The Library houses the Roll of Honor which includes the names of American service personnel from the 2nd Air Division killed in action during the Second World War.

### **NRO, MC 371/49**

Photographs of the 'Wings for Victory Day' celebrations in Norwich, 13 May 1945, including the crowd in the 'People of Norwich' area on Guildhall Hill.

### **NRO, MC 376/638/1**

Photograph of the memorial stone at Old Buckenham airbase, 453rd Bomb Group.

### **NRO, MC 371/743**

This leaflet was widely distributed to servicemen to appeal for funds for the construction and endowment of a lasting memorial, in the form of a library, to members of the 2nd Air Division who lost their lives during the Second World War.

### **NRO, MC 376/380**

The dedication of a 2nd Air Division Memorial Room took place on 13 June 1963. This photograph shows the opening of the Memorial Fountain, complete with stones from all 50 states in the United States, which was built outside the Memorial Room.

### **NLIS**

Photograph of The Forum building, in Norwich, where the 2nd Air Division Memorial Library is now based, 2011.

### **2AD: Roll of Honor**

Extract from the 2nd Air Division Roll of Honor. The Roll of Honor is held as a permanent memorial in the 2nd Air Division Memorial Library at the Forum in Norwich. The Roll of Honor gives the names and military units of 2nd Air Division service personnel who were killed in action during the Second World War. It was first compiled in the early 1950s.

A digital version of the Roll of Honor is available online on the 2nd Air Division Memorial Library's website at:

[http://www.2ndair.org.uk/Library\\_resources/Roll\\_of\\_Honor/index.htm](http://www.2ndair.org.uk/Library_resources/Roll_of_Honor/index.htm)

## Sound Recordings

### **NRO, MC 371/882/52 [Time 1m 16s]**

Leo Ruvoli of the 392nd Bomb Group, Wendling, remarks on his mixed emotions about military service including sorrow for friends who died, pride in serving his country and gratitude to the English people. Ruvoli also explains his reasons for making the recording: to keep alive the memory of his crew and to express his admiration for the English people.



## Lesson Plan

Please find below some suggestions of how the documents can be incorporated in your lessons.

### **Starter activity**

Ask the pupils to work as a small group and use the documents to think about all the different people that the Americans would have interacted with. Come up with a list or brainstorming sheet.

### **Main activity**

Ask the pupils to work in pairs to produce a leaflet on what it is like in Britain. This can include bullet points, and a slogan for the Americans to remember to remind them of the differences. Also ask the pupils to include cartoons/drawings as part of the leaflet.

Alternatively, write home as a recently arrived American telling your family what life is like in England. Include cartoons or drawings and American words etc. Ask pupils to remember their letter will be censored. Pupils could work in pairs- each writing a letter which is handed over to the other who acts as censor.

### **Plenary activity**

Ask the pupils to work individually to write a letter to an American who is just about to come over to England and explain what to expect. State they are enclosing a leaflet with it.

## Further Information

### Books

The books listed below are a small selection of titles available from the 2nd Air Division Memorial Library, and can be borrowed by anyone who is a member of Norfolk Library & Information Service. These can be requested and sent to any library in Norfolk, using the Norfolk Online Catalogue at <http://norlink.norfolk.gov.uk>.

The library also holds unit histories which are useful in researching your local Bomb Group. Just type the number of the Bomb Group into the catalogue keyword search box (for example "44<sup>th</sup>") for a list of available books.

- Bodle, P. *The 44th Bomb Group in Norfolk* (Liberator Publishing, Stoke Ferry, 2005).
- Bodle, P. *The 93rd Bomb Group in Norfolk* (Liberator Publishing, Stoke Ferry, 2008).
- Bodle, P. *The 389th Bomb Group in Norfolk* (Liberator Publishing, Stoke Ferry, 2006).
- Bodle, P. *The 392nd Bomb Group in Norfolk* (Liberator Publishing, Stoke Ferry, 2007).
- Bodle, P. *The 445th Bomb Group in Norfolk* (Liberator Publishing, Stoke Ferry, 2009).
- Bodle, P. *The 446th Bomb Group in Norfolk* (Liberator Publishing, Stoke Ferry, 2008).
- Bodle, P. *The 448th Bomb Group in Norfolk* (Liberator Publishing, Stoke Ferry, 2008).
- Bodle, P. *The 453rd Bomb Group in Norfolk* (Liberator Publishing, Stoke Ferry, 2009).
- Bodle, P. *The 458th Bomb Group in Norfolk* (Liberator Publishing, Stoke Ferry, 2007).
- Bodle, P. *The 466th Bomb Group in Norfolk* (Liberator Publishing, Stoke Ferry, 2009).
- Bodle, P. *The 467th Bomb Group in Norfolk* (Liberator Publishing, Stoke Ferry, 2010).
- Bodle, P. *The 489th Bomb Group in Norfolk* (Liberator Publishing, Stoke Ferry, 2010).
- Bodle, P. *The 491st and 492nd Bomb Group in Norfolk* (Liberator Publishing, Stoke Ferry, 2006).
- Bodle, P. *The 3rd SAD and the 25th Bomb Group in Norfolk* (Liberator Publishing, Stoke Ferry, 2007).
- Daniel, P. *Bartram, the Blitz and Beyond* (London Borough of Bexley, 2010).  
A children's story woven around archive illustrations and other material about Sam Bartram, Charlton Athletic and evacuation to Norfolk where 2nd Air Division airmen were based. Includes children's activities. (Also available in PDF format, download from <http://www.bexley.gov.uk/index.aspx?articleid=10768>).
- Freeman, R. *The Mighty Eighth: A History of the Units, Men and Machines of the US 8th Air Force*, (Cassell & Co, London, 2000).



- Freeman, R. *The Mighty Eighth War Diary* (Arms and Armour Press, London, 1990).  
A day-by-day operational record of the US 8th Air Force.
- Freeman, R. *The Mighty Eighth War Manual* (Cassell & Co, London, 2001).  
Details the operational techniques and procedures; the technology armament and equipment; and the bases in England.
- Meeres, F. *Norfolk in the Second World War* (Phillimore & Co Ltd, Andover, 2006).  
This book uses archive evidence to look at what life was like both for men serving overseas and for those at home.
- Mighty Eighth Air Force Heritage Museum, *Honoring the American Past: the stories of America's World War II veterans* (Prentice Hall, Needham, 2003).  
Photographs, images and text from the Mighty Eighth Air Force Heritage Museum.
- Millgate, H. *Got any gum Chum? GIs in wartime Britain 1942-1945* (The History Press, Stroud, 2009).
- Perkins, P. and Crean, M. *The Soldier, Consolidated B-24 Liberator* (Ian Allen Publishing, Shepperton, 1994).
- Pons, G. *8th Air Force, American Heavy Bomber Groups in England, 1942-45* (Histoire & Collections, Paris, 2006).
- Snelling, S. *Over here: the Americans in Norfolk during World War Two* (Breedon Books, Derby, 1996).
- US War Department, *Instructions for American Servicemen in Britain 1942* (Bodleian Library, Oxford, 2005).  
A guide for GIs arriving in Britain, offering down-to-earth facts about the place, and advice on how to behave originally issued by the US War Department 1942.
- Veale, P. *Wartime Childhood Memories, 1939-1945* (Norfolk and Suffolk Aviation Museum, Flixton, 2008).  
Museum members experiences as children during the Second World War.

## Websites

To find out more about the 2nd Air Division in Norfolk during the Second World War, start with these pages on the 2nd Air Division Memorial Library website.

<http://www.2ndair.org.uk>

Explore 2nd Air Division History

[http://www.2ndair.org.uk/Lifelong\\_learning/Explore\\_2nd\\_Air\\_Division\\_history](http://www.2ndair.org.uk/Lifelong_learning/Explore_2nd_Air_Division_history)

Second Air Division

[http://www.2ndair.org.uk/Second\\_Air\\_Division](http://www.2ndair.org.uk/Second_Air_Division)

Other websites

<http://www.2ndair.org.uk/Links/index.htm>



## Glossary of Terms

Assembly Airplane/ Assembly Ship	A brightly painted aeroplane behind which other aeroplanes got into formation ready for a mission.
Bailed-out	Parachuted out of an aeroplane which was about to crash from battle damaged or a mechanical problem.
Barracks	A building used to house soldiers or other military personnel.
Bell Hotel	A hotel in Norwich which was a popular meeting place for American service personnel during the Second World War.
Candy	An American word for sweets.
Caterpillar Club	A club, founded in 1922, for people who have had their lives saved by using a parachute after jumping out of an aeroplane which was about to crash.
Censorship	The checking of letters written by service personnel to ensure they did not give any operational information to the enemy.
Chutes	Parachutes.
Control Tower	A tower on an airbase from which air traffic is watched and given instructions.
Cookies	An American word for biscuits.
D-Day	The day Allied forces invaded France during the Second World War, 6 June 1944.
Dog tags	Metal tags worn by airmen to identify them in case of accident or death.
College Joe	Someone who is like everyone else; an average person.
E.T.O.	European Theatre of Operations. The Second World War as it took place in Europe.
Feathered	A pilot could feather a failed engine, by turning the propeller blades at right angles, so that there was minimal drag from the oncoming wind. This would stop the propeller from rotating which could cause further damage.
Flak	Anti-aircraft fire.
G.I.	General Infantryman. Also used as a general term for an American serviceman.

G.I. Bride	A British woman who married an American airman, soldier or sailor during or just after the Second World War.
Goldfish Club	A club, founded in 1942, for anyone who avoided death at sea following an aeroplane crash by using their emergency dinghy.
Headquarters	The offices of a commander or military unit from which orders are given.
Joe	A secret agent sent into enemy territory.
Little Friends	Fighter aeroplanes which protected bomber aeroplanes on their missions.
Long marches	When Allied prisoners of war were marched between prison camps westward across Poland, Czechoslovakia, and Germany, from January to April 1945, as a result of the German retreat before the advancing Russian army from the East.
Maquis group	A group of French resistance fighters.
Marshalling yard	A railway yard where carriages are shunted and made-up into trains.
Nissen hut	A half-cylinder shaped building, usually made of ridged steel, used to house military personnel on an airbase.
Nose-art	Art painted on the nose of an aeroplane.
Pfc	An American military rank: Private First Class.
Pvt	An American military rank: Private.
Revetment	A barricade against explosives on an airbase.
Rodeo	A public show of cowboy skills such as riding and rounding up cattle and horses.
Short-snorters	Banknotes (real or made-up) inscribed by people travelling together on an aircraft. They were thought to bring good luck to airmen.
S/Sgt	An American military rank: Staff Sergeant.
<i>Stalag</i>	German term for a prisoner of war camp.
<i>Stalag Luft</i>	German term for a prisoner of war



	camp for airmen.
Station Hospital	A military hospital which gives treatment to service personnel stationed in its immediate area.
Strafing	To attack military targets or people on the ground with a machine gun or cannon from a low-flying aircraft.
Sweetheart jewellery	Jewellery made by servicemen to give to their girlfriends or wives.
Swell	An American term for good or great.
Thanksgiving	A harvest festival holiday usually celebrated in the United States on the fourth Thursday in November.
Tour of duty	The time spent by a military personnel working in a foreign country. For an American airman this was usually between 25 and 35 missions.
T/Sgt	An American military rank: Technical Sergeant.
VE-Day	Victory in Europe Day, 8 May 1945, when the war in Europe officially ended.
Victory gardens	Vegetable, fruit and herb gardens planted at home and in public parks to produce food during wartime. Also called allotments or food gardens for defense.
WACs	Women's Auxiliary Corps.
Winston Churchill	British Prime Minister, 1940-5.