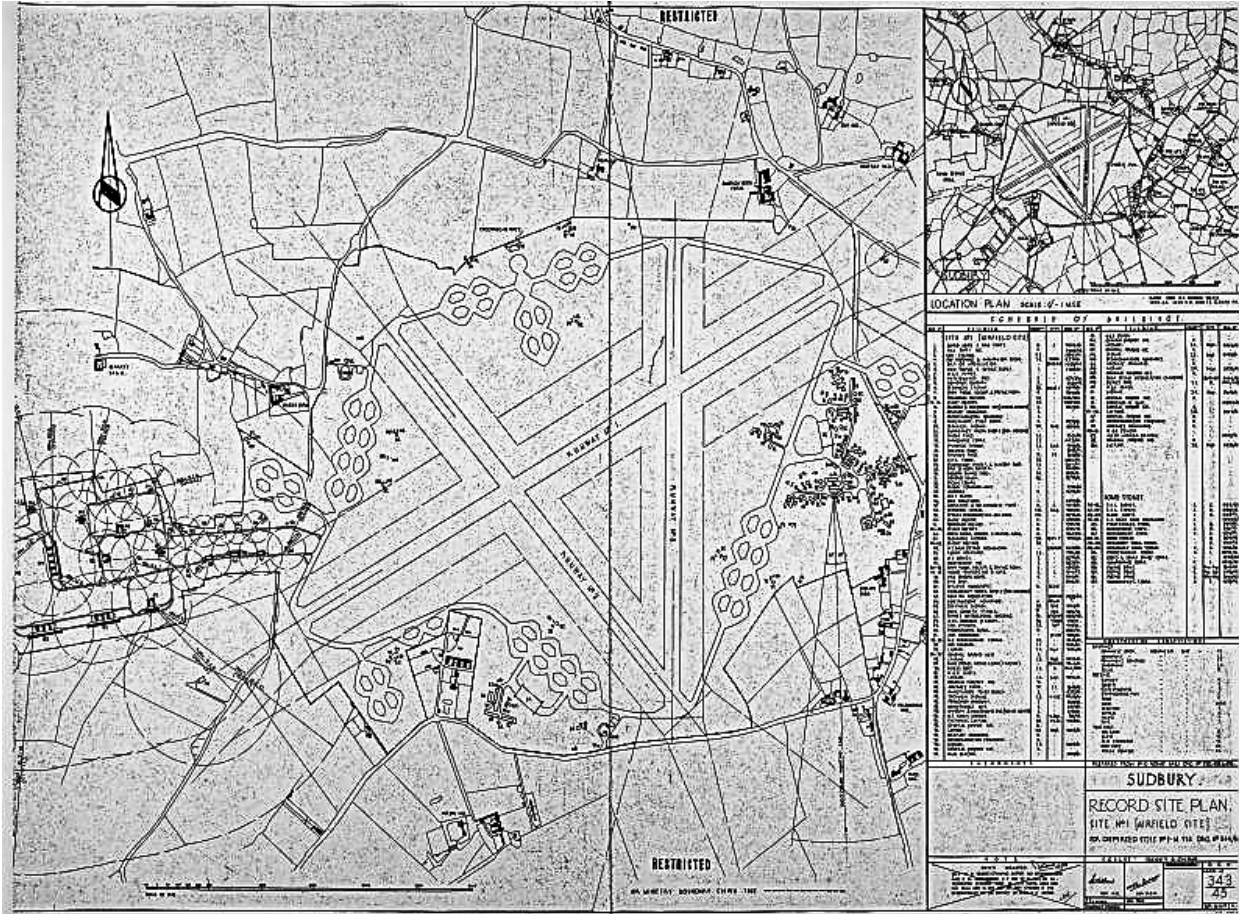


# **THE 486<sup>TH</sup> BOMB GROUP & PHILIP S. BRINKMAN**

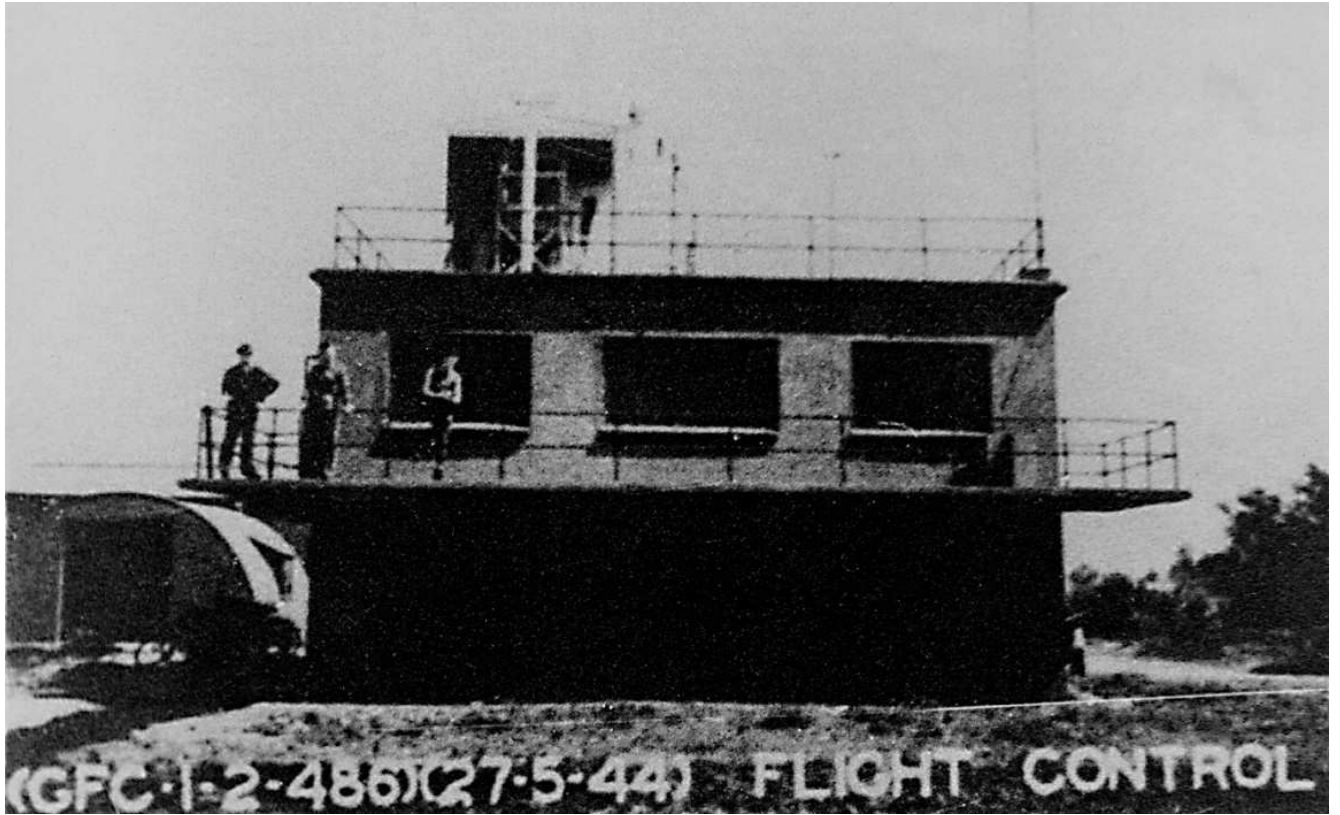


This sketch was completed by nose artist Phil Brinkman at 8<sup>th</sup> Air Force Station 174, Sudbury, England. The station was located between the villages of Great Waldingfield and Acton, two miles north-east of the village of Sudbury. The heavy bomber base had three intersecting concrete runways and fifty hardstands for the American bombers. The 486<sup>th</sup> Bomb Group flew 188 missions from this base beginning on 7 May 1944, to Liege, Belgium, and the last on 21 April 1945. This is the briefing of the 486<sup>th</sup> B. G. for one of those missions however the date was never recorded by Brinkman. It is very possible a color painting was completed from this sketch. The first 49 missions

were flown in the B-24 Liberator and I strongly believe that is the time period this sketch was completed.



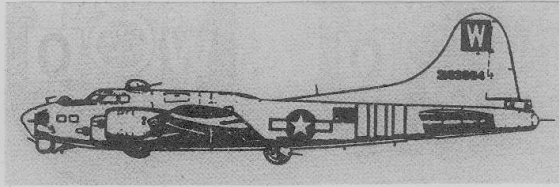
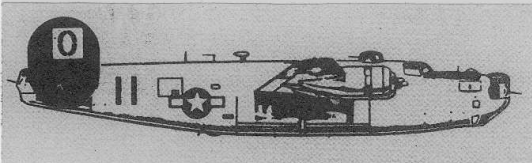




**Station 174, map and Control Tower, from Roland A. Andrews collection.**

## 486th BOMBARDMENT GROUP

Constituted as 486th Bombardment Group (Heavy) on 14 Sep 1943 and *activated* on 20 Sep. Moved to England in Mar 1944 and assigned to Eighth AF. Entered combat in May 1944 with B-24 aircraft but soon converted to B-17's. Operated chiefly against strategic objectives in Germany until May 1945. Targets included marshalling yards in Stuttgart, Cologne, and Mainz; airfields in Kassel and Munster; oil refineries and storage plants in Merseburg, Dollbergen, and Hamburg; harbors in Bremen and Kiel; and factories in Mannheim and Weimar. Other missions included bombing airfields, gun positions, V-weapon sites, and railroad bridges in France in preparation for or in support of the invasion of Normandy in Jun 1944; striking road junctions and troop concentrations in support of ground forces pushing across France, Jul-Aug 1944; hitting gun emplacements near Arnheim to minimize transport and glider losses during the airborne invasion of Holland in Sep 1944; and bombing enemy installations in support of ground troops during the Battle of the Bulge (Dec 1944-Jan 1945) and the assault across the Rhine (Mar-Apr 1945).



Returned to the US in Aug 1945. *Inactivated* on 7 Nov 1945.

SQUADRONS. 832d: 1943-1945. 833d: 1943-1945. 834th: 1943-1945. 835th: 1943-1945.

STATIONS. McCook AAFld, Neb, 20 Sep 1943; Davis-Monthan Field, Ariz, 9 Nov 1943-Mar 1944; Sudbury, England, Mar 1944-Aug 1945; Drew Field, Fla, 3 Sep-7 Nov 1945.

COMMANDERS. Col Glendon P Overing, 20 Sep 1943; Col William B Kieffer, c. 13 Apr 1945; Lt Col James J Grater, Jul 1945-unkn.

CAMPAIGNS. Air Offensive, Europe; Normandy; Northern France; Rhineland; Ardennes-Alsace; Central Europe.

DECORATIONS. None.

INSIGNE. None. Col Glendon P Overing.



835th: Green H8 Nitedress

Station 174—Sudbury, England 1944-1945

Squadrons: 832nd: Yellow 3R Trappist; 833rd: Blue 4N Pebbly; 834th: Red 2S Deepseat;

**The 486<sup>th</sup> Bomb Group had no WWII group badge, above insignia was created postwar [1985] for the association newsletter. The only 8th A.F. group to have two code letters, "O" [B-24] & "W" [B-17].**



## SQUADRON INSIGNIAS

### 832nd Sq. Insignia, Bat Out of Hell:

Andrew Russell 832nd Sq. H2 Officer, contributed such a patch to Ben Williams. Roland Andrews has one contributed by Allen Sawyer, 832nd Sq. Pilot. This reproduction made from photo submitted by Andrews.



### 833rd Sq. Insignia:

Information is lacking on this one. What it depicts, or if an actual patch exists is in question. This one also done from photo submitted by our English Contact.



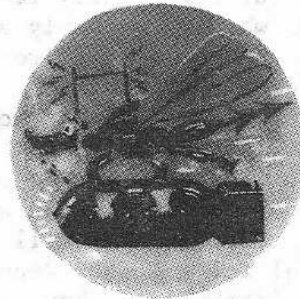
### 834th Sq. Insignia, Scorpion:

"This is the Official Squadron Insignia, adopted in May-June, 1945. The Scorpion, as I recall, had something to do with the desert training, along with the conotation of it's lethality. A contest was held and a number of we more arty types submitted insignia designs. My memory dims here. But I am most certain that the winner was a Tech. Sgt. of the Administration staff." (George Bollinger, 834th Tail Gunner.) This reproduction was done from an 834th Sq. Victory Party Program dated June 11, 1945, submitted by Bollinger.



### 835th Sq. Insignia, Green Hornet:

Fred Newman, 835th Sqdn. C. O., donated a patch. Robert Nolan, 835th Naviator and Squadron Representative, has a patch which he says survived after the jacket it was attached to rotted away. Both Nolan and Andrews submitted pictures of the Green Hornet.



There is no evidence that a Group Insignia ever existed, but the possibility of having one made up is under consideration.

**The 486th was activated at McCook Army Air Field, Nebraska, on 20 September 1943, and moved to Davis-Monthan Field, Arizona, on 9 November 1943, to begin training in the B-24 Liberator bombers. This is the 834th [Zodiac] Squadron roster Victory party held 11 June 1945, mostly B-17 members.**

# "SQUADRON ROSTER"

MAJOR S. E. MATTHEWS

Commanding

MAJOR G. E. WEIGAND

Executive Officer

1st LT. C. R. PRICE

Adjutant

A. P. GIRARD

First Sergeant

## OFFICERS

Capt. Gerald E. Aspholm	2nd Lt. Joseph R. Fadden
Capt. Daniel D. Bemis	2nd Lt. Glen H. Hartmann
Capt. Robert M. Dennis	2nd Lt. Fred T. Heinritz
Capt. Harold Holland	2nd Lt. Charles J. Hipp
Capt. John P. Hunt	2nd Lt. Darrell D. Hopkins
Capt. Dowe S. Rhodes	2nd Lt. James M. Howell
Capt. Robert F. Baker	2nd Lt. Edwin R. Jones
Capt. Burton A. Puquin	2nd Lt. Robert L. Jones, Jr.
Capt. Clarence H. Steen	2nd Lt. Elmer J. La Roque
Capt. Harold A. Timreck	2nd Lt. Robert C. Lowther
Capt. David H. Bowman	2nd Lt. Robert L. Mc Call
1st Lt. Michael J. Bonagura	2nd Lt. John W. Mc Cauley
1st Lt. Alfred P. Coury	2nd Lt. Ward F. Martin
1st Lt. Sam T. Crews, Jr.	2nd Lt. Thomas L. Mogren
1st Lt. Nathaniel W. Holman	2nd Lt. Edward J. Morrill
1st Lt. Leonard Horton	2nd Lt. Louis C. Naham
1st Lt. Robert E. Jones	2nd Lt. Frank M. O'Connor
1st Lt. Joseph Miller	2nd Lt. Vernon L. Pahl
1st Lt. Warren E. Moline	2nd Lt. Robert J. Parsons
1st Lt. Kenneth Moss	2nd Lt. William Plasman, Jr.
1st Lt. Kenneth G. Oberly	2nd Lt. George L. Roberts
1st Lt. Billy B. Ozier	2nd Lt. Terrence A. Roberts
1st Lt. Charles R. Price	2nd Lt. Morgan S. Seal
1st Lt. William P. Ronan	2nd Lt. Arthur C. Shepherd
1st Lt. Raymond E. Schraeder	2nd Lt. Clifford Ward
1st Lt. Raymond G. Smith	2nd Lt. Jerome Weiss
1st Lt. Willis P. Smith	2nd Lt. Arnold W. Woelf
1st Lt. Leo F. Stang	2nd Lt. Allan R. Wolter
1st Lt. Walter C. Wannos	2nd Lt. Charles W. Yeager
1st Lt. James A. West	F/O Edmund A. Boczkiewicz
1st Lt. Frank D. Wood	F/O Aubrey L. Carpenter
2nd Lt. Richard C. Allen	F/O Erwin M. Davis
2nd Lt. Edmund Barmusse	F/O Wilfred J. Ezold
2nd Lt. Jerome M. Berndt	F/O Emilio Fatuch
2nd Lt. George R. Bowman, Jr.	F/O James D. Flecker
2nd Lt. Fleming H. Boyd	F/O Ivy J. Oubre
2nd Lt. Robert P. Bradley	F/O Mario R. Regalado
2nd Lt. Ray M. Brandstein	F/O Robert F. Roe
2nd Lt. Robert J. Burns	F/O William E. Rush
2nd Lt. Harold Clapp	F/O William J. Sakowich
2nd Lt. Vincent T. Colletti	F/O Edward H. Schenkel
2nd Lt. Howard P. Cooper	F/O Robert I. Schwarz
2nd Lt. Robert P. Cox	F/O Michael Szewczyk
2nd Lt. Paul J. Dougherty, Jr.	F/O Walter W. Unger
2nd Lt. Morton Ellerstein	F/O Gustav B. Wiklund
2nd Lt. Clarence Ellis	CW/O Joseph B. Agee



## ENLISTED PERSONNEL

### MASTER SERGEANTS

Marzell Allen  
Allegra K. Allen  
Henry A. Brown, Jr.  
Joe N. Bruce  
Charles D. Butler  
James F. Chadbourne  
Steve T. Gurdak  
Arthur D. Hatcher  
William K. Hodge  
John H. Lambert  
Edward N. Long  
James Newton  
Leo J. Rohde  
Joseph Roman  
John Romanchak  
James F. Ryland  
Marshall Schell  
Benjamin E. Villareale  
Marvin H. Wickline  
James M. Williams  
Andrew Zaluzny

### TECHNICAL SERGEANTS

Gene S. Ackles  
Shefton S. Adams  
Leo F. Aubel  
George Babyak, Jr.  
Frederick C. Barlow  
Arthur R. Beach  
David Beacon  
Allen R. Brown  
Henry R. Dargie  
John F. Fellows  
John Guinn  
Robert E. Harris, Jr.  
Roland Haygood  
Homer F. Hilton  
John R. Hoke, Jr.  
Eugene Judd  
Neil Krisch  
Andrew A. Lalikos  
Keith F. Linn  
Robert R. Luther  
Karl N. Marx  
Landolt Milliard  
Robert S. Moore  
Ignatius Nalewaja  
Ovila J. Pichette  
Walter F. Polchowne  
Robert J. Scane  
Henry G. Sessler  
Dean W. Shepard

John Stoyle  
Robert E. Vosseller  
Oscar E. White  
Sidney A. Willis

### STAFF SERGEANTS

Anthony J. Allegrini  
Carrol J. Baker  
Edward Banks  
Herbert F. Basener  
Ronald R. Buddenberg  
William P. Brown  
Charles H. Callison  
Joseph S. Campbell  
William Chababa  
Claude Collins  
John L. Convery  
Samuel R. Demedio  
Francis E. Dolley  
Dave H. Eagle  
Thomas J. Felr  
John E. Garlitz  
David R. Ginglend  
Ralph F. Gibson  
Constantine T. Giatas  
Thoran D. Gatterman  
Howard P. Haines  
Anthony T. Guercia  
Leo J. Harlow  
John W. Handren  
Ralph W. Hillman  
George A. Hilliard  
Jack D. Howard  
Joseph S. Kaufman  
Enrique M. Huerta  
Mason F. Jones  
Frederick A. Kornblum  
Robert A. Laban  
Bruce K. Logan  
Elmer Langdon  
Lawrence A. Lyster  
Robert G. Martin  
Paul Martz  
James K. McAleer  
Harry L. McDaniel  
Mitchell R. P. Mitchell  
Robert F. Messerly  
Charles McWilliams, Jr.  
Jack Newsom  
Joseph M. Moreau  
Franklin P. Parker  
James Osenga  
Pat R. Patterson  
Clyde D. Parkin

Russell Pichette  
Thomas W. Phillips  
Willburn C. Ponder  
Harry Piro  
William F. Ransone, Jr.  
Lincoln H. Pope  
John P. Rausch  
Emery D. Rush  
Wayne O. Redman  
Grant R. Schoonover  
Raymond Schultz  
Denton J. Sensinger  
Jesse V. Shans  
William R. Solomon  
Arlie D. Smith  
William D. Somerville  
William Steinberg  
Jesse D. Stubblefield  
James D. Sullivan  
Leon K. Weatherly  
Timothy F. Warren  
Matthew V. Vacante  
Clarence E. Wells  
Gerald R. Wenzel  
Grover R. Wimberly  
Clifford E. Wines  
John E. Wood  
Orville B. Woods  
Samuel Zusmer

### SERGEANTS

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Shannon E. Applegate  
Floyd O. Baker  
James H. Baker  
Samuel D. Balden  
Edward S. Barrett  
Harry V. Bartlett  
Max Binder  
Edwin D. Blazowicz  
Eloy J. Blea  
C. F. Bollinger  
Lawrence A. Bonn  
Thurman J. Boyher  
Loyal R. Brown  
Burton A. Bruhn  
Albert B. Brusckke  
Leroy Burroughs  
Alexander S. Campbell  
Carmen Caputo  
Norman D. Clark  
Carroll G. Cole  
Harold W. Crandell  
John J. Crosson  
Samuel R. Curbow

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Paul F. Deicke  
Anthony J. Depalma  
Luther Derham  
Odis B. Dickinson  
Vito Diprima  
Theodore A. Dobrovolsky  
Russell E. Donaldson  
Albert F. Doyle  
Robert E. Dunkelberger  
Harold C. Emerson  
Wallace B. Farrish  
Joseph Ferainola  
Jack L. Fischer  
Francis Fitzgerald  
Hugh R. Forester  
Paul C. Forrester  
Frank C. Fowler  
Harold E. Freadling  
Thomas Garos  
Aldo J. Gaspardi  
Will F. Germany  
Harvey L. Golden  
James G. Gonderman  
Grant Norsleet  
Grover R. Graves  
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Roy E. Haddox  
George E. Hageman  
Chester Haggard  
Merlyn D. Hall  
Roy G. Hamilton  
Robert W. Hanni  
Daniel F. Haughey  
John C. Hester  
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Tolbert W. Howe  
Willie James  
Walker W. Jones, Jr.  
Alexander P. Keckeley  
Leroy Kieser, Jr.  
John H. Kilgore  
Walter L. Kinsella  
Wilfred T. Klug  
Leroy E. Kober  
John E. Koempel  
William J. Koester  
Julian Kraus  
Edward L. Kurt  
Virgilio Ladurini  
Leroy H. Larson  
Wilson M. Latkovic  
Joseph J. Lerman  
William M. Long  
Galen K. Lough  
Raymond A. Lund  
William F. Lyczko



Robert A. Maakestad  
Paul W. Mack  
Frank J. Majewski  
Sam J. Marcus  
Ernest W. Martikainen  
James M. Martin  
Oscar B. Martin  
Albert S. McClain  
James W. McGarity  
Harold L. McKenzie  
James B. Metcalf  
Daniel Milaeger  
Warren G. Morgan  
Olin W. Murphy  
Leonard D. Najder  
Chrisley H. Nave  
Levi A. Nichols  
Allen Noyes  
Merle I. Noyes  
Howard E. O'Brien  
Arthur J. O'Connor  
Dan H. Osborn  
Mack S. Page  
John B. Paris  
Harry W. Peck  
Manuel D. Pestana, Jr.  
Robert V. Pickard  
John J. Powers  
Alexander Pozzi  
Jasper Purtell  
Frank A. Rufalski  
John M. Reck  
Robert A. Reid  
Robert J. Resau  
John Roman  
Wallace Rosser  
Ross T. Roth  
Joseph B. Ruchinsky  
Henry W. Russell  
Joseph F. Russell  
Yancy B. Sandlin  
Joseph A. Santacroce  
Thomas R. Sapsner  
Matthew T. Shay  
Eugene R. Sherseth  
Albert Schrock  
Leonard E. Sims  
Thomas W. Smelker  
Philip M. Spitz  
David Stevens  
Stanley H. Stewart  
Willard S. Swanson  
Jack D. Sweet  
Joseph T. Thompson  
James M. Titterington  
Clayton W. Turner  
Richard D. Walker  
William Ward

Vincent J. Waydelis  
Morris E. Weissman  
Lee H. Wells  
James T. Westbrook  
Lyndall C. Williamson  
Alfred J. Wilson  
Harry C. Wisdom  
George W. Wong  
Leroy Wright  
Bernard Yeager  
Martin Zuckerman

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James G. Applin  
Francis A. Baker  
Austin A. Bell  
Donald R. Benedum  
Joseph J. N. Berg  
Jessie W. Black  
Philip L. Blankenship  
Frederick W. Bodensiek  
Jack L. Breitenbach  
Philip S. Brinkman  
George S. Burgard  
Harold E. Burton  
Raymond L. Cantrell  
Glenn R. Carder  
Elmer H. Combs  
Loyd Corn  
Cleo L. Crookham  
Donald R. Curtin  
Louis E. Delgado  
Carrol C. Dobbins  
Joseph Dolan  
Michael S. Duda  
Garfield A. Duplissey  
Henry J. Elliot  
Roy J. Ewing, Jr.  
Charles L. Fuchs  
Ralph C. Gage  
Edward A. Garvin  
Dante J. Giancola  
Godfrey V. Goldman  
Frédéric J. Gransee  
Willie Greenbaum  
Henry T. Guittard  
Henry C. Hardman  
Joseph F. Heyduk, Jr.  
William J. Hickey  
Frederick L. Himes  
Cecil C. Holland  
Paul E. Huber  
Thaddeus A. Jagielo  
Mihran H. Joboulian  
John E. Johnson  
Edmund P. Julius



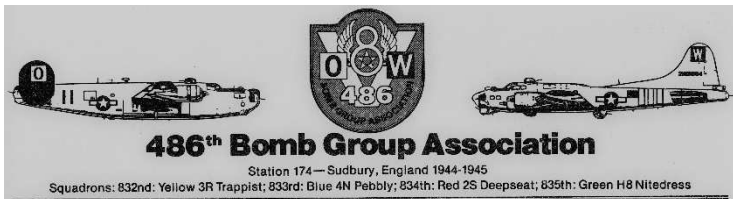
Lloyd O. Kirtley  
 Donald J. Kittilstad  
 Edward J. Lampert  
 Orville K. Lesser  
 Ray L. McCauley  
 Paul R. McNabb  
 Henry F. Madsen  
 Paul J. Markos  
 Edward J. Martin  
 Robert K. Meier  
 Fred M. Melone  
 Paul K. Meyer  
 Harry A. Miller  
 Robert E. Milroy  
 Eugene R. Murchland  
 Robert M. Pangburn  
 George F. Paul  
 Henry B. Payne  
 Wilbert R. Pickard  
 Stephen Preteska  
 Stanley F. Raymond  
 John Ripper, Jr.  
 Michael J. Roback  
 Herman C. Rogers  
 Ralph Rothacker  
 Frank S. Ruclas, Jr.  
 Louis A. Sanker  
 Edward Schwartz  
 Anthony Senison  
 Paul R. Sheff  
 Donald E. Shufelt  
 Harry J. Shum  
 Zygmund M. Sieradzki  
 Ralph W. Skinner  
 Stephen R. Smith  
 Archer G. Smock, Jr.  
 Seymour Sobel  
 David H. Sorotsky  
 Robert B. Starkey  
 Chester D. Starr  
 Charles A. Tatom  
 Leo J. Valliere  
 Charles Wessell  
 Charles J. Whyman  
 Alexander Wowk  
 Chester L. Zelechowski

## PRIVATES FIRST CLASS

Francis A. Anderson  
 Francis A. Burke  
 Karl K. Butler  
 Corydon J. Clemens  
 Jack W. Corum  
 Loring T. Craft  
 Joseph B. Criscouli  
 Robert L. Davis  
 Norman P. Dickinson  
 Thomas W. Dugan  
 Walter W. Durkovich  
 Wilson W. Johnson  
 William J. Lucarrelli  
 Herbert B. Kypfer  
 Adam Macek  
 Herman J. McDonald  
 Paul Marr  
 Harold J. Marshall  
 Theodore J. Meyer  
 Glen C. Miller  
 Lawrence Miller  
 Albert A. Newman  
 William A. Nivens  
 Carl I. Nowakowski  
 Joseph A. Salvo  
 Albin V. Sandell  
 George W. Schinckeck  
 William D. Sexton  
 Guy W. Sherrill  
 Charles T. Smith  
 Joseph Vancs  
 Lawrence L. Welker  
 Howard E. Wilkinson  
 Thurl E. Wolf  
 Alfred G. Yarger  
 John Yagusesky

## PRIVATES

Allen J. Baird  
 Henry D. Buser  
 Richard L. Cochrane  
 William A. Dickey  
 James W. Donaldson  
 Brient R. Lookabaugh  
 Louie G. Viano



**Roster list from Pilot Charlie Macgill, 834th Squadron Representative 1983.**

In 1975, the 8th A.F. Historical Society was a newly formed organization created by Lt. Col. John H. Woolnough, an ex-B-24 Liberator pilot, who flew the skies over Germany and survived. John understood the need to preserve the history of the USAAF "Mighty Eighth" in England during WWII, and the need to save the nose art which had been painted on so many aircraft. I wrote to John in the fall of 1975, expressing my interest in the 8th A.F. nose art and ask if I could become an associate member. The answer was yes, and for the next twenty years I would enjoy the 8th A. F. News publication, and the friendship of so many American WWII veterans, who shared their history with me.

8th AIR FORCE HISTORICAL SOCIETY NO. 644A

C. A. SIMONSEN  
is a member in good standing

Membership paid through December 19 76

Aida V. Kaye SECRETARY Robert W. Burns PRESIDENT

8th AIR FORCE HISTORICAL SOCIETY NO. 644A

C. A. SIMONSEN  
is a member in good standing

Membership paid through December 19 77

Aida V. Kaye SECRETARY Robert W. Dodd PRESIDENT

8th AIR FORCE HISTORICAL SOCIETY NO. 644A

C. A. SIMONSEN  
is a member in good standing

Membership paid through December 19 78

Aida V. Kaye SECRETARY Joe Wazth PRESIDENT

8th AIR FORCE HISTORICAL SOCIETY NO. 644A

CLARENCE SIMONSEN  
is a member in good standing

Membership paid through December 19 79

Aida V. Kaye SECRETARY Joe Wazth PRESIDENT

**In 1976, the 8th A. F. News advertised the search for WWII images for a new photo collection book the Historical Society was publishing, and it would include nose art. The book authored by Col. Woolnough came out in April 1978, containing 258 nose art images, including four paintings called the “Zodiac’s.” That was my first look at Brinkman nose art, but the artist name was still unknown, the Bomb Group was incorrect, and the donator Dave Mayor could give no further information. I knew at once this artist was very talented and just hoped to learn more in the future. The publication of The 8th A. F. Album was a total success which triggered a second book titled “The 8th A. F. Yearbook’, published spring 1981, also containing thousands of new photos including nose art. On page 161, a short history of the unknown “Zodiac” artist appeared for the first time with the other seven B-24 nose art paintings he completed in England. The brilliant artist was Philip Brinkman and he painted the bombers in the 834th Bomb Squadron of the 486th Bomb Group. The names of the Zodiac photo donors, Love, Andrews, Macgill, and Krieger, had no meaning to me, however that would soon change.**

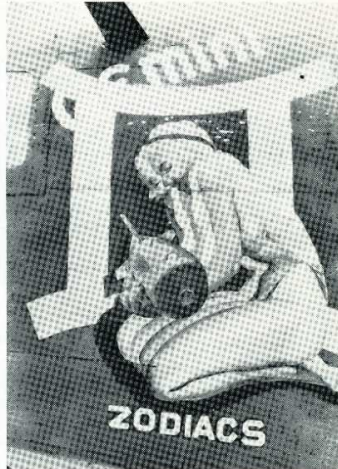


**ARTIST PHIL BRINKMAN and the Zodiacs**

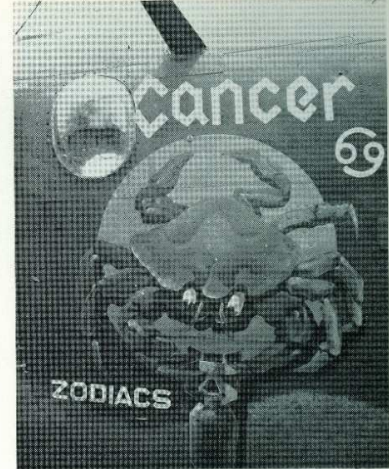
Phil, an advertising artist in Chicago and St. Louis before the war, was stationed at Davis Monthan for 2½ years. He painted everything on the base, including the large history of flight mural in the base recreation center.

W. D. Howell, C. O. of the 834th BS, 486th BG, arranged to have Brinkman transferred to the 486th BG for work in the 834th Operations Section. Of course, most of his time was taken up with decorating NCO and Officers Clubs, recreation halls, USO stuff, etc. Howell and Brinkman dreamed up the idea of the Zodiac paintings on Squadron aircraft.

We pictured Brinkman's Aries, Leo, Libra, and Capricorn in "The 8th Air Force Album," page 159.



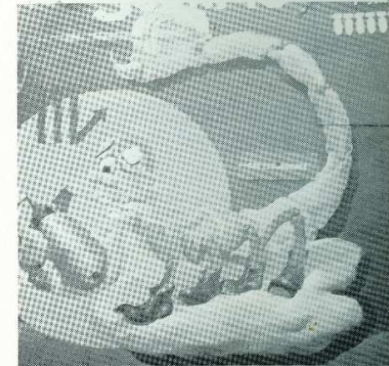
Gemini Arnold



Cancer Andrews



Virgo MacGill



Scorpio Andrews



Aquaria Love



Sagittarius Krieger



Pisces Andrews

**Phil Brinkman was 28 years of age, D.O.B. 30 March 1916.**



**In 1981, Col. John H. Woolnough gave me my own nose art column in the quarterly publication of the 8th Air Force News, and soon the letters from WWII veterans began to arrive. The following year, I made contact with Mark Brown and obtained his 35 mm Kodak color slide film, including the seven images of the Zodiac squadron, and the artist himself painting “Aries.” [B-24H-15-FO, serial 42-52693, 2S-O] This was possibly the second “Aries” he completed, Sudbury, England, July 1944.**





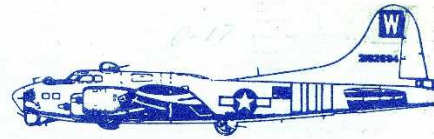
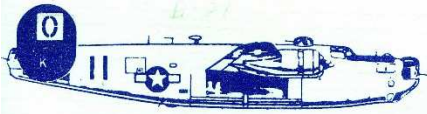




Even in this black and white image, it becomes obvious that Brinkman was at the same level or better than his “fine” art colleagues, and he still deserves to be recognized by the high-art-world of today. He served his country in time of war, painted eleven huge murals in England, painted outdoors on at least 22

**bombers, and his innovation of the “Zodiac” art was very innocent, [good taste] showing very little nudity. I would later learn he was trained at the Washington University School of Arts, St. Louis, American Academy of Fine Arts, Chicago, and Grand Central Academy of Arts, New York City. He was in fact a highly trained “Fine” artist, but his girl nose art is totally forgotten, and that is wrong.**

**My next huge break came when I made letter contact with the pilot of the B-24 Virgo, Charlie Macgill.**



## 486<sup>th</sup> Bomb Group Association

Station 174—Sudbury, England 1944-1945

Squadrons: 832nd: Yellow 3R Trappist; 833rd: Blue 4N Pebbly; 834th: Red 2S Deepseat; 835th: Green H8 Nitedress

801 Revere St.  
Aurora, CO 80011  
USA

8 September 1983

Dear Clarence,

Do Canadians use the same expression that Americans do... "the streets of Hell are paved with good intentions"? If they do, you are going to see the number one example of it before you finish this letter!

What I am about to say is true - please believe it. For two years I have intended to send a letter off to you. When your letter to me arrived yesterday, I almost fell over.

So - since I have put this letter off for two years, I am going to make up for lost time by just letting my thoughts come as they will and put them down on this paper with my very poor typing (I hope that you will forgive what might turn out to be many typing errors) and this should end up a long, rambling letter with a fair amount of information in it which you might enjoy. Put the letter aside until you have time to read it and try to figure out my ramblings. I think that you will find that you will want to read it several times so that you won't miss some of the info.

Clarence (hope you don't object to first names - I insist on them) I'm not an expert on very many things in this life, but one thing I do say for sure... there is no one else who, as a single source, is more knowledgeable on 834th Squadron ZODIACS than me. I was an original ZODIAC <sup>AF</sup> Aircraft Commander, I knew Phil Brinkman personally, and I have had occasion to do quite a bit of research on these ~~plans~~ planes. (Told you my typing was bad!!!) (But my sense of humor is good!)

Now, back to the second paragraph and why have I intended to write to you. I have seen - and enjoyed - your articles in the 8thAFHS News, and about two years ago I thought that a story from you on the "mystery of the two Leos" would make interesting reading. But to send you the material would require pictures of the two Leos, and although I am probably the only person who has pictures of the two, I kept putting off getting copies made for you. I won't go into detail as to why it is so hard for me to get prints of these made, but just let me say that I do not do my own photo work, and since I have only one print each of the planes (no negatives) it takes some time for me to get such work done. With the many other things that I have to do, this was put off until last January when I was made Group Commander of the 486th Bomb Group Association and believe me, from then on I haven't had time to wind my watch!



486th business takes just about all of the little spare time that I have, so my letters to other people has about stopped. This makes me unhappy because since I started "bringing back 8thAF memories", I have been in touch with many interesting people. But all of this must be put off until the next Group Commander takes over. Then I hope people will still answer my letters.

However, your letter shook me up enough to make me find the time and spend a morning giving you some random thoughts. By the time you finish this, you may be sorry that I ever got started!!!

Back to my ramblings: Some time ago I had a poster made up which showed all twelve ZODIACS. I sold these at cost and no longer have any on hand. I have not ordered any more because I have to make such a large order that the cost is not worth it in the event that I get stuck with some left over. Some time in the future I may place another order and if I do I will make certain that you receive a complimentary copy. OK? In the meantime, write to the

INTERNATIONAL B-24 LIBERATOR CLUB

P. O. Box 841

( San Diego, CA 92112 )

USA

and ask them if you can buy a copy of their Fall 1982 issue, number 27. My poster is featured as the center fold of that issue. It is a chance for you to have a complete set of ZODIAC pictures! Also, with this letter I am enclosing a copy of the ZODIAC history which I sent with the poster. This will save a few words in this letter because it pretty well tells the story.

I am also enclosing a print which I feel sure that you will find interesting. It IS NOT a photograph of Virgo. It is a photo of a painting of Virgo, authentic in every detail. The painting was done to my specifications and all markings, etc., are correct. Example: the serial number was 42-52532, but on Virgo it was shortened to 252532 (no 4) The squadron marking was K-2S, which in voice transmission was "Deepseat K for King".

I have a color picture of Virgo which I bought from Mark H. Brown, 815 Russell St., Storm Lake, Iowa, 50588, USA. You might want to order one from him. He is not in the business and will get a copy printed as soon as he can, but if you have to wait it is worth it. The last figure I heard was about \$6.00 which includes postage, for an 8X10. He was stationed at an Air Depot in England and he has some really beautiful pics which he collected as the planes came in to have work done. You might want to ask him for the list of what he has. Those that I have seen are great.

The thought just occurred to me - as a collector, you might like it if I signed the pic I'm sending of Virgo... so its on the back.

The letter which you saw in Air Force Mag stated that I have found all but one of my flight crew and my Ground Crew Chief. This info still stands as I have received no further word on these two men. What I wouldn't give to find those wonderful guys! (I don't subscribe to Air Force, so I hope that no one has answered my plea and I haven't seen it. What a shame that would bbe)

There is a picture of our crew taken next to Virgo, but I'm not sure who has the neg. If its important to you I will try to find out. I'll list the crew - which you said you wanted - on the next page. I WARNED YOU THAT I WOULD RAMBLE - ARE YOU BORED???



The crew of Virgo, of the 834th Bomb Squadron ZODIACS

J. Charles Macgill	Pilot
Willard R. Nestle	Co-Pilot
Raymond K. Leonard	Navigator
Clifford A. Bodin	Engineer/Top Turret
Alfred V. DeMistry	Radio Operator
James H. Baker	Nose Gunner
Paul J. Jacobson	Waist Gunner
Bill C. Nelson	Ball Gunner
Vester Wilson	Tail Gunner
Marvin H. Wickline	Crew Chief

THE BEST DAMNED CREW IN THE 8th AIR FORCE

Forgot - please keep the enclosed picture of Virgo.

Also forgot - I made one error on the picture of Virgo: The word Virgo and Zodiacs <sup>was</sup> white on the plane (the painting has Zodiacs yellow - wrong)

Reference your letter: When we changed to B-17s we did not take the nose art with us. Kind of interesting - we liked our B-24 so much, we thought it would be clever to paint the outline of a B-24 on the nose of our B-17 and call it "The Liberator" - I regret that we never got around to doing this, or for that matter, never giving the B-17 any name at all.

Do you know the story of the "O&W"? There were other Groups which changed from B-24s to B-17s, but the 486th was the only Group in the 8th to change the Group letter- from O to W. 8th Air Force Headquarters was afraid that when we went to B-17s, the "O" might be mistaken for a "D" which was on the B-17s of the 100th BG... so were we! We didn't want to be mixed up with the "Bloody 100th"!

I am sorry to have to tell you that, as of now, we have not been able to find McCabe or any of his crew - the crew of Aries. I won't forget to let you know if we ever find him. I believe Aries was B-24 42-52693, in case this info is of any use to you.

Random thought: There was no "s" on our Aquaria, the plane flown by Sig Jensen. Don't know why Brinkman painted it that way.

Your mention of Woolnough's 8th Air Force Yearbook alerts me to caution you that all information on page 159 of his 8th Air Force Album is incorrect. Mayor and I have written to each other about his mistake and we have become friends through the mail!

I will close with this page, so let me make an apology in advance. You may have other questions concerning the Zodiacs, and I think that I have the answer to any "answerable" question - so if you do write to me, I can be reasonably sure that, 1. there will be a delay in my reply, or 2. my reply might have to be very short. In either case, I apologize. But always glad to help when I can.

Now, Clarence, aren't you sorry that you got me started? I do hope that this has not been too much of a bore to you, and most importantly, I hope that you have received some info that will help

I'm sure that ~~as~~ soon as I mail this, I will think of other things to tell you - so drop me a line. Sincerely,

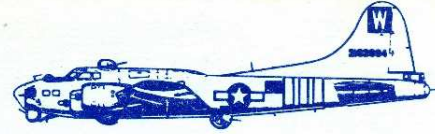
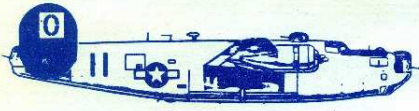
*Charlie*







Virgo B-24H-15-FO, serial 42-52532, 2S-K.



## 486<sup>th</sup> Bomb Group Association

Station 174—Sudbury, England 1944-1945

Squadrons: 832nd: Yellow 3R Trappist; 833rd: Blue 4N Pebbly; 834th: Red 2S Deepseat; 835th: Green H8 Nitedress

14364 E. Warren Place  
Aurora, CO 80014

December 3, 1983

Dear Clarence,

I'm so very sorry for this long delay in answering your letter of 3 Oct. There are many reasons for the delay, but please don't think that lack of interest is one of them... I am interested in sending you more information as time permits in the future. But one of the reasons for the delay was a move I made, so please make a note of the new address at the top of this page.

This letter must be very short, so what I will do is give you a short answer to your questions in the order they come in your letter, then, later on, as time permits, I'll "fill in the blanks."

As stated in my other letter, I am unable to send you the pictures of the two LEOs at this time - but will do so when I can. Both LEOs have lions but one has also a girl. The one with girl I believe is 41-29605 and the one without girl could be 42-52768. Both were flown by Bill Hilfinger (who I can't get to answer my letters or to attend one of our reunions - yes, I knew him in '44) at one time he told someone that he simply could not remember why there were two LEOs. I hope to start my ZODIAC research again next year and if I do I will keep you informed.

I hope the enclosed is what you wanted. If not, let me know what you want me to say and I will be pleased to help.

I flew 17 missions in VIRGO, and 13 in B-17s. I have tried to find out what happened to both planes but have not come up with an answer. Intend to keep after this and will let you know if I find out. I have also tried like hell to find the complete serial number of my B-17 but as yet - no luck. I know that the last three digits were 996. I once saw a picture of a B-17 4337992, and since the last three numbers are so close to mine I wonder if that was the same first four.. Both of my planes were 2S-K, although I have seen 996 given incorrectly as 2S-A .... or could it have been changed after I returned to the States?????

I will be happy to give you Phil's address, but I must warn you that he can be mighty hard to get an answer from. He remembers me well, and yet I very seldom get an answer. When an answer does come, however, he is most helpful and friendly.

Phil Brinkman  
6472 S. W. 85th Street  
South Miami, FL 33143

Can't start another page, Clarence, so will close now but you can expect more letters - if you want them!

Sincerely,

*Charlie*



The next letter gave me the address of Brinkman, however the three letters I addressed to him were never answered, as Charlie had warned. I pressed on regardless.





**From 1983 to 1986, I continued to received letters, new 8th Air Force contacts, photos of the Zodiacs, information, and the new republished poster by Charlie. My new friend became a life-long partner in the research of the Zodiac squadron and we would meet in 1996, and keep in contact until his passing. There is so much more to tell about Charlie, but I do not have the space.**

## Tail Gunner Sgt. Robert G. Arnold



*Three photos from Bob Arnold collection – 1982-84.*

My next important letter and photos came from Sgt. Robert G. Arnold, the tail gunner who flew 29 missions in B-17G, serial 42-98008, with nose art “American Beauty” by Phil Brinkman. They nicknamed her “Rose-Lady” and this will be covered in detail later in the B-17 section. Robert had made contact with artist Brinkman in 1981, and for some reason he always received a reply letter with good information. He also completed a color painting of his



**B-17 in 1979, [from the above image] and this possibly put him in good favour with Phil Brinkman. [That's just a guess on my part, but artists tend to support each other] Bob copied and sent me all his Brinkman letters from 1981, and later in 1986, copied my questions and sent a letter to Brinkman to answer. A most unusual method of conducting research, but it worked and 486th history was slowly saved. Bob Arnold was another important historian who experienced B-17G combat over Germany and then did his best to save and preserve it.**

**The Phil Brinkman letters provided me with good background information and the type of person he was.**

①

Bob Arnold

March 16/81

As you say memory can fade after 35 yrs.  
So I'm going to try to set your memory straight  
and explain a few basic thoughts - once  
you recall basic procedures of that era  
then these "nit picking" details you all  
bring up - might fall in place

1st of all - any one who had a professional  
back log prior to service - backlog in any of  
the three arts - Music, literature or  
graphic arts - was quickly screened and  
assigned to special services. Special Services  
was a very large outfit - they produced all  
of the training manuals, printed material  
music, books, athletics etc. Walt Disney  
studios were greatly expanded and hundreds  
of artists were assigned to him. In or on  
each base in the U.S. the Special Services  
put out the local news, cartoons, columns  
all printed material. It was the only  
segment of the armed forces where an Artist  
fit in. In all other segments the word  
Artist was not recognized - no specification -  
no number.



(2) I basically speaking about G.I.s  
I was late in being drafted (because of bad eye sight). I found all of the special services outfits were over loaded — so I just painted murals and anything that stood still long enough.

True Truth — 99% of all nose art was done by some crew member who bought a brush (the 1st brush he ever had) and a can of paint — he then smeared or hand lettered on the nose — the name they all agreed on. If he had enough guts or enough to bribe he might in his feeble way attempt to copy some picture — to approximate the name.

I knew every one who might resemble an artist at Three Mouths — ideas but one — a long haired portrait painter who took 3 months to do one. I knew every similar one at Sudbury Ave. — one base sign painted and one architect — we were all dear friends. I found one senior artist in Sudbury — a great man.

Step all this nit picking. These were no artist — I was at wing head quarters + 3 other groups — no artist.

I was a marine and couldn't find a hole to fit in.



3) My C.O. sent me to Wing head quarters to do  
murals in officers club - had time to check out  
these places - no nose art other than crude  
lettering - If there was an artist there - I would  
not have been doing the murals. I went to  
? two other groups - again doing murals - again  
no nose art - as we know it.

I was a trained commercial artist for  
years prior to the war - where you going to  
find another me like me in the Air force  
as we know it.

I only regret not pursuing the free hand my  
C.O. gave me - and producing a lot of better  
art - I felt I had so little to offer to the  
war effort - compared to those flying crews and  
those top mechanics who kept the planes flying.  
The Army, Air force and what have you did not  
even had a number or classification for an artist  
- the closest thing they could come up with was  
a draft man.

anyhow - Bob I'm sending these old beaten  
up sketches to you and you can maybe get  
them into the Sth A.F. Museum -

Thank you again  
The Brittain



**Philip Brinkman was born in St. Louis, MO, 30 March 1916, and attended three 'fine' art schools, Washington University School of Art, St. Louis, American Academy of Fine Arts, Chicago, and the Grand Central Academy of Arts, New York City. He was a master in painting any subject in a grand mural scale, and he knew his painting style was the best. For a short time, he was employed by advertising agencies in St. Louis and Chicago, then he hit the open road. He admits he was a maverick, spent six years travelling around the eastern seaboard painting, and drinking, then he was drafted into the service, and had no place to fit. The Special Services was the only place an artist fit in, and it was full of men producing local newsletters, cartoon art, and training manuals. Brinkman was in a class by himself, stating – "They were all round holes, and I was square or vice versa", so I ended up with guard duty or K.P. I was stationed at Davis-Monthan Army Air Field at Tucson, Arizona, in mid 1942. I was stuck in an Air Force Guard Squadron, so I immediately began to convince the Commanding Officer the base needed some large mural art, and this eliminated the guard and K.P. duties. I answered only to the C.O. and painted murals in the NCO mess, the officer's club, recreation hall, USO stage backgrounds, and just kept out of sight and active. On 9 November 1943, the 486th Bomb Group arrived at Davis-Monthan Field to begin B-24 training. The mural art of Brinkman was everywhere and his creative talent caught the eye of Captain W. D. Howell, Squadron Commander of the 834th Bomb Squadron. After meeting with Cpl. Brinkman, Capt. Howell ask if he would like to become a member of his squadron and paint nose art, but he would be required to leave for England when the squadron finished their training. Phil wanted out of Davis-Monthan and jumped at the chance to go overseas as a member of the 486th Bomb Group. Capt. Howell arranged for a transfer under his command, and**

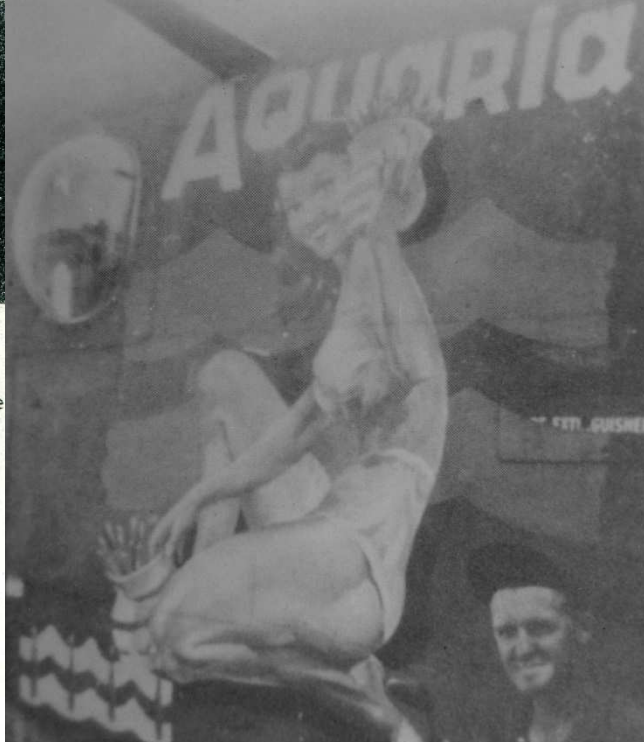
**Brinkman became a member of the 834th Bomb Squadron. This was where the idea of B-24 "Zodiac" Squadron all began at Tucson, Arizona, and possibly two were painted.**



\* Here is a photo of "Aquaria."  
The Zodiac ships and other 486 a/c  
arrived at Sudbury, March 1944. The  
Zodiacs arrived sans clothes of any  
kind. For some reason the artist  
had to go back to his paint brushes  
and put a few clothes on each. I  
wish we could locate the talented  
artist that did this work.

Harold N Love-486BG

*(8th AF Album, p159, 5-2/16 and  
5-4/5 picture seven other Zodiacs.  
We are still looking for Taurus,  
Cancer, Scorpius and Pisces. Ed)*



**In 1982, Crew Chief Harold Love sent this information to the 8th A. F. News, however it was only half right and half wrong. [B-24H-15-FO, serial 42-52545, 2S-M]**





**Pilot Lt. Sigurd L. Jensen Jr. Commander of B-24H-15 serial 42-52545, "M", confirmed his Liberator nose art was started at Davis-Monthan Field by Phil Brinkman, but the water sign lady was never painted in the nude. This image was taken in early March 1944, just before the air echelon moved to England. The lady "Aquaria" is wearing panties and bra for her trip using the southern route to Africa, then north to England. The nose art was finished by**

**Brinkman at Sudbury, England, possibly the second “Zodiac” painting completed. The order of painting from this point on is unknown, but thirteen were completed by July 1944. Two Leos, two Aries, and no Taurus.**



**This clear B & W image was sent to me by pilot Lt. Jensen Jr. in 1983. On 24 May 1944, the 8th Air Force flew mission #367, and the Third Bomb Division despatched 490 Liberator bombers on visual attacks of German airfields around Paris. This was the 7th mission flown by the 486th Bomb**



Group, who reported to their bomber stations at 04:25 hrs and started engines 10 minutes later. Take-off began at 05:00 hrs and 39 bombers were airborne for St. Cyr, France Luftwaffe airfield led by Major Norton. Twenty-eight B-24s hit the primary target and eleven hit the secondary target, dropping 33 tons of bombs. Pilot Jensen in Aquaria and pilot Macgill in Virgo flew next to each other. They would remain true friends for the rest of their lives and Jensen kept a copy of the Form 483 M, showing the tail view of the formation to Paris on 24 May 1944. It contains a good amount of information on this one mission. The copy was passed on for my research in 1983.

GP OPS FORM 16

Lead Spare: 401 A  
 Spares: Springer 669 C  
 Smith 601 505 D  
 Delanois 510 B 753 F  
 Extra: H 7490

Burkhardt 991 R White 695 L  
 Barry 613 J  
 Sather 764 D Weatherly 631 G  
 (Rex)  
 Roper 752 F

Dickerson 523 D Goettel 681 H  
 Fellmeth 751 E  
 DeWitt 838 P 3 Wole 639 B  
 Huff 758 N  
 Andrews 732 M

Van Camp 517 G Sowers 454 N  
 Hillfinger 755 K  
 Fairhead 400 H 2 (Howell)  
 Livingston 650 H  
 (Norton)  
 Reed 107 R 490 D  
 1 Farrell 762 J  
 SDFC  
 Foy 1800

Jensen 545 M ✓  
 Kite 744 L 3 Macgill 532 K

McCabe 693 O  
 Sandblom 573 G

Dala 245 B Sanders 630 L  
 Hicks 300 R  
 McKown 682 H 2 Fitzsimmons 664 G  
 (Thomas)  
 Koonce 621 E  
 Stewart 683 C 1 Lewis 716 H  
 Kurbium 692 A  
 3  
 Price 714 N Senseney 712 D  
 Goats 644 J  
 4  
 Zukor 760 O

Paris - 5-24-44

SIGNED L. JENSEN Jr.  
 1095 LAKE WOODMOOR DR.  
 MONUMENT, CO. 80132

TIME AT:  
 STATIONS: 4:25  
 START ENGINES: 4:33  
 TAXI: 4:45  
 TAKE-OFF: 5:00

Two names on a piece of paper - from another time, another day, another world. Two names out of thirty nine, first seen in the early morning hours of the 24th of May 1944. Who could have known, in the dark of that English morning, a friendship was born between those two names which would last these many years!





**Phil Brinkman was always seen carrying his sketch pad and when he saw something he liked, or an idea came to him, he would stop and capture the moment with his pencil. Later this sketch was turned into a beautiful painting. I wonder who Verva Whitehorse was, and if her painting remains forgotten on a wall in England today? Most of the B-24 Zodiac nose art began in his sketch pad, which shows the amazing talent he processed in creating a nose painting from a pilot's simple idea, expressed to him at Sudbury, England. On 16 March 1981, Phil sent this sketch pad to Rob Arnold and ask him to donate it to the 8<sup>th</sup> Air Force Historical Society, where I guess it still remains? Bob then made copies and sent them to me.**



On 13 February 1984, my friend Charlie passed on the address of Zodiac  
"Cancer" pilot Col. Harry Paynter, USAAF Retired, Arlington, Virginia.

NOTES

May 15, 84

Dear Mr. Simonsen,

Sorry for the delay in  
responding to your letter  
of 26 Mar.

Attached is a copy of  
the first Brinkman sketch  
of Cancer. Also, on the  
back of a sketch he did  
of me awaiting my first  
mission, was a rough sketch  
he had done of TAURUS. A  
copy of both of these sketches  
is also attached.

Jerry Paynter  
June 19, 1983

A.G.A. Executive Conference  
Tarpon Springs, Florida



**When Harry Paynter talked with Phil Brinkman, they were standing in front of his B-24H-15-FO, serial 42-52650, and Phil was sketching away as per normal. Harry told him his sign was Cancer and he didn't want a sexy nude, but something with the crab sign. This is a copy of the very first sketch which was rejected by pilot Paynter, for the simple reason it had two bombs. Phil ripped the sketch out and gave it to him, then went to work on a crab holding a single bomb and that was approved by Harry. The painting was completed**



**on his bomber just days before they would fly their very first mission, 7 May 1944. This date would also become the first day target #342, where over nine-hundred 8<sup>th</sup> Air Force bombers would attack Belgium, and only the second time over 1,000 American fighters and bombers took to the air war over Europe. Thirty-six B-24's from the 486<sup>th</sup> dropped 55 tons of bombs on Liege, Belgium, and all returned safely to Sudbury, England.**

Dear Mr. Simons

8/7/84

Please excuse the note paper. It's all that's handy here at home and if I do not respond to requests such as yours immediately, they seem to get mislaid.

The info you ask for is:

Serial # of Cancer - 42-52650

Code letter - I can't remember.

Mission #6 must have been around D Day. I have mislaid my list of missions. Sorry.

Brinkman and I worked out the post. Concept was my idea and he suggested two or three approaches. We agreed on the "Cub" dropping of bomb. I gave him original sketch somewhere around the house.

Sorry I can't have all the info you need.

Regards.  
Helen Payne







Harry Paynter believes these two images of fueling "Cancer" were taken on the 5 May 1944, just two days before they flew their first mission. That gives a little time frame for Brinkman's painting of Cancer.

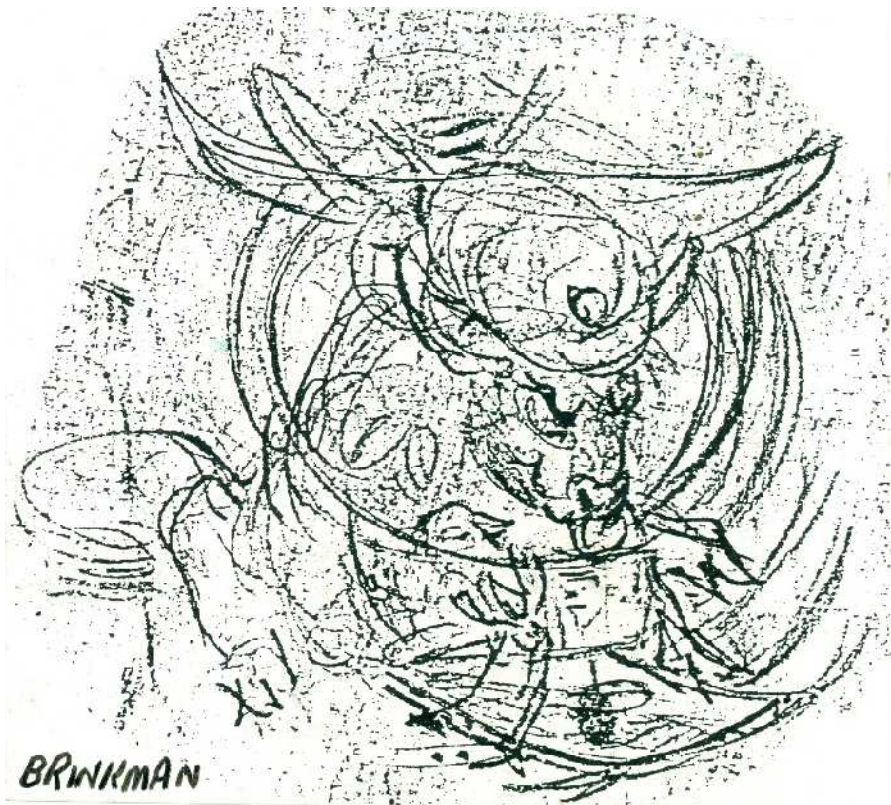


The 834 th Bomb Sqn. flew its first operational mission on 7th May 1944.

It was a Sunday, and Harry Paynter the pilot of "Cancer" was waiting under the wing of his B-24 for the start of the mission. Brinkman was near with his sketch pad and did a sketch of Paynter which he gave to him and he still has it today. The above is a copy sent to me by Paynter.

Brinkman wrote -- Paynter awaiting 1 st. mission. Sunday 7.





This “Taurus” the Bull drawing was on the back of the above Harry Paynter sketch.



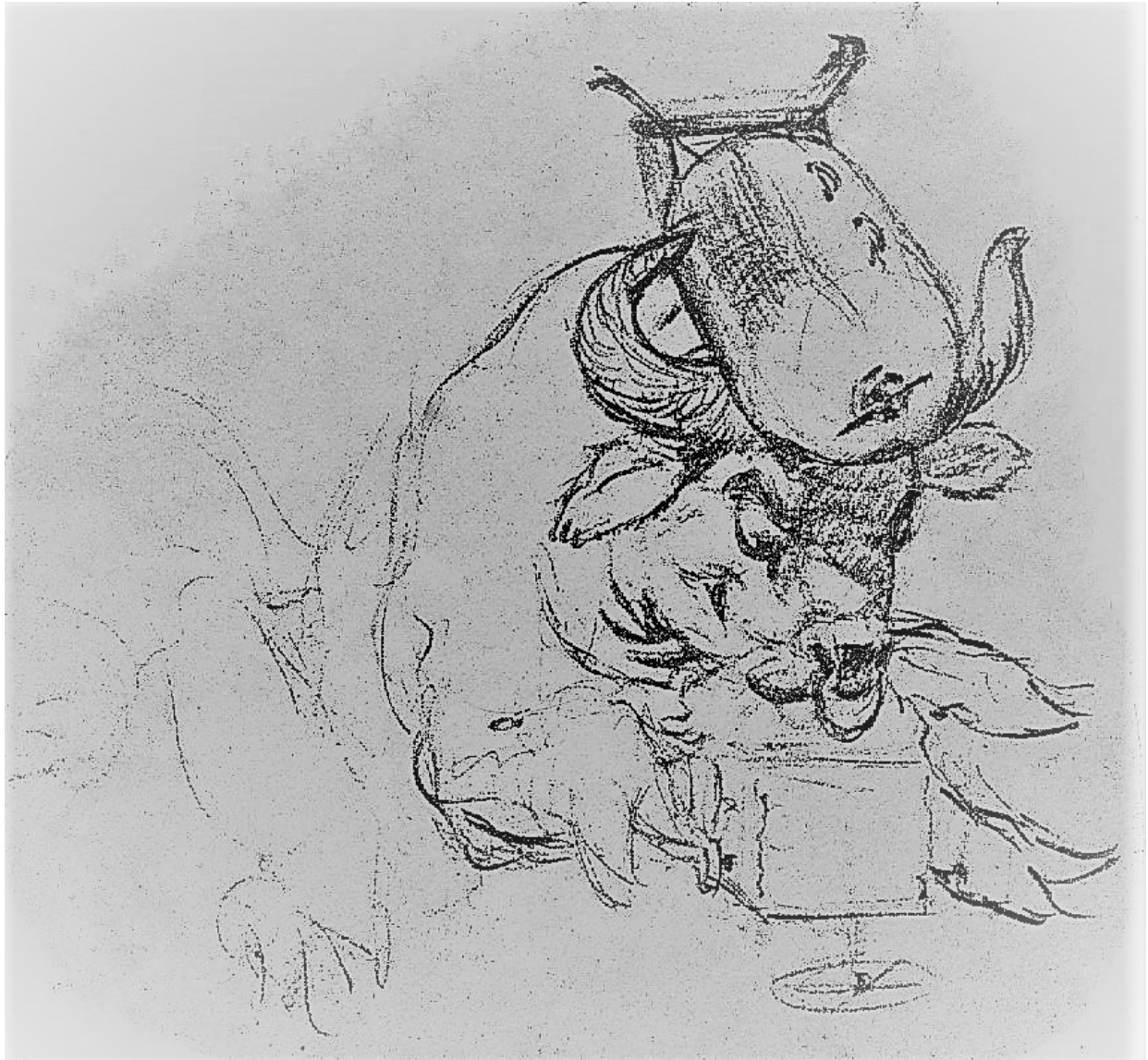


The sixth mission was flown to *Etampes Mondesir*, France, on 23 May 1944, and this slide image [showing six white bombs] was recorded by Col. Mark Brown possibly that same day. Cancer was one of 465 Eighth Air Force B-24s which struck the target, 39 from the 486<sup>th</sup> B. G., who dumped 111 tons of bombs on the target. This marked the first time 8 A.F. P-51 fighters [14 aircraft] escorted the American bombers to and from the target area, with one fighter shot down.

The sketch of "Taurus" on the backside of the Harry Paynter [under wing sketch], indicates Brinkman was painting his Taurus the Bull nose art around the end of May 44.

as I recall the seemingly missing zodiac  
was Taurus the "Bull". all I remember was  
I started this one sign 3 times - then it would  
take off and never return. all the others always  
returned - never did any other sign twice.  
about that time we changed to 179. and the zodiac  
thought was dropped. Only 295 had zodiacs  
that is a fine painting  
you did

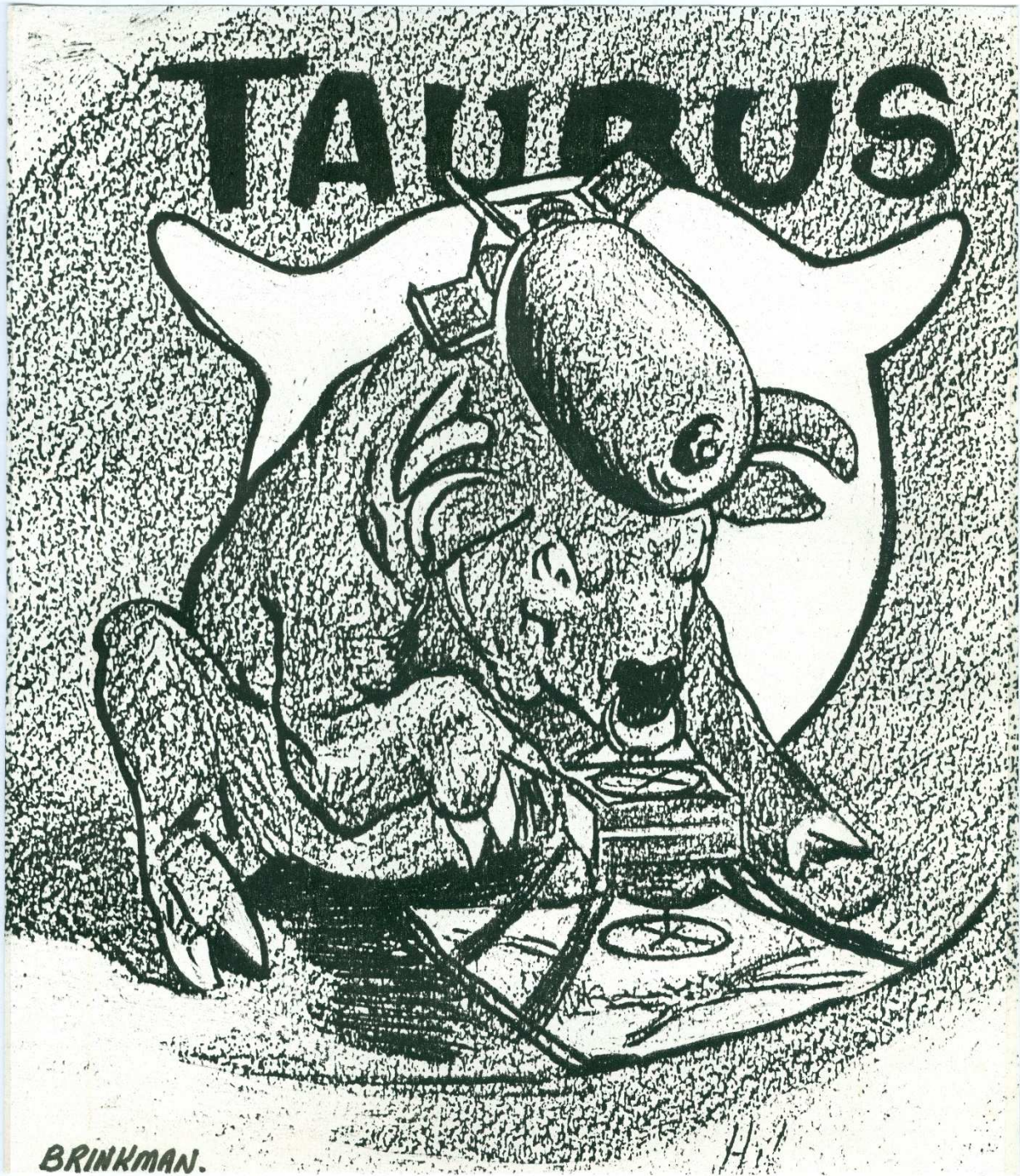
~~Sincerely~~  
Phil Brinkman



**Brinkman began his Taurus nose art painting three times on three different B-24s, but they never returned, and his bull art was never finished. Three of his Taurus drawing images survive, two in his sketch book, and this is the second, possibly done for his second attempt at painting his bomber nose. The 834 Bomb Squadron set an 8<sup>th</sup> Air Force record with no personnel or aircraft lost on their first 100 missions. So, that means the three missing Taurus B-24 aircraft were possibly transferred to the other 486<sup>th</sup> B. G. squadrons, containing the Taurus half finished Zodiac nose art.**



**On 20 May 1944, two B-24s crashed on take-off, serial 726 and 691. This was followed on 28 May 44, with two more lost to German anti-aircraft fire, 42-52764 and 345. On 8 June 44, another B-24 crashed at Gosfield. I believe three B-24s from the 834<sup>th</sup> B. G. were transferred to other squadrons as replacements and that is why they never returned. At least the Brinkman sketch book contains a third, and the very best image of the missing “Taurus” the Bull looking down doing target study.**



I recall this sketch was first believed to be a bombardier looking at his aiming point, however it was also pointed out, the bull could also be a member of the 8<sup>th</sup> A. F. photo interpreters doing target study. These members spent long hours studying strike photo images [the reason for the pillow] and drawing



**new target maps of Germany. Brinkman wrote the word “Hi!” I will leave the final conclusion to readers.**



**These are 446 Bomb Group 8<sup>th</sup> A. F. photo interpreters at work conducting “Target Study” in 1944. I believe the original pilot wanted to honor these men and that is the reason behind the Brinkman sketch.**

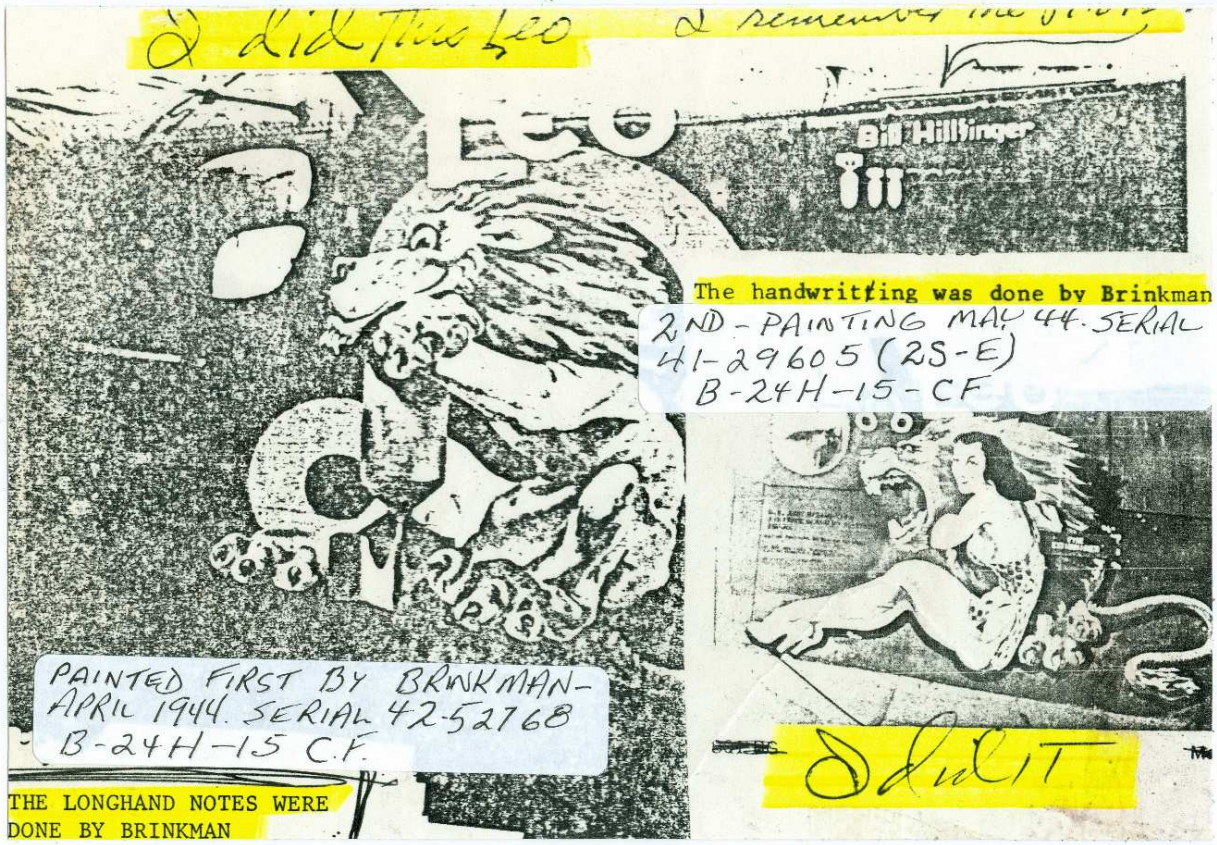
**Between 1939 and 1945, five factories produced 18,482 Liberators which were always being modified from time to time, and this needed some form of overall control for identification. The factories assigned each bomber a set of block numbers in multiples of five and this allowed for the later changes at modification centers. The first assigned was the letter B- then 24- model H-**

block number 15- and letters for plant it was constructed in. The five plants were assigned letters which were applied to the identification code, Consolidated/San Diego – CO, Consolidated/Fort Worth – CF, Douglas/Tulsa – DT, Ford/Willow Run – FO, and North American/Dallas – NT. The 486<sup>th</sup> B. G. were assigned B-24H in olive and grey factory finish camouflage from block 15 and later B-24J aircraft in natural metal finish. The 834<sup>th</sup> Bomb Squadron bomber aircraft were all assigned in camouflage paint and should be identified by each identification number data stencil painted on the nose area of each bomber. For some reason all these data sections, which were painted on in the factory, were painted over when the aircraft arrived in England.

This identification data block shows up many times in the image of the aircraft nose art, but not in the 834<sup>th</sup> Bomb squadron, and that caused problems when two Leo images turned up.







In 1981, Bob Arnold sent the above images to Phil Brinkman who wrote he had painted both and he knew the pilot, but he had no idea why there were two “Leo” nose art paintings on two different bombers, with the same pilot. The answer would be contained in a Mark Brown 35 mm color slide.



**This is possibly the second Zodiac painted by Brinkman in April 1944, with serial 42-52768. She was a B-24H-15-FO, built at the Ford/Willow Run plant. The third mission was flown on 23 May 44, and this image was taken by Mark Brown on or after that date. The name Zodiac was never painted. The next mission on 24 May, pilot William Hillfinger flew 42-52755, 2S-K, to Paris.**





**The painted over squadron 2S can be seen while the tail marking, X in square, is that of the 493rd B. G. at Debach, England. Leo was just transferred and has now completed 15 missions.**



**Phil Brinkman completes a new sketch for Hillfinger and a new sexy lady appears with her Leo the Lion. Serial 41-29605, she is a B-24H-15-CF built at Consolidated/Fort Worth.**







**The first Pisces sketch which Brinkman completed and was rejected, so he did a second sketch. This was drawn on very thin [onion skin] copy paper, from pilot Van Camp collection.**



**This sketch contains the same idea, just a different pose, again rejected.**





**B-24H-15-CF, serial 41-29517, what a beauty.**









**I must admit, I prefer the original sketch of the “Twins” much better. B-24H-15-CF, code 2S-D, pilot Fuller.**



**Scorpio B24H-15-FO, serial 42-52762. 2S-J, photos sent to Bob Arnold by Phil Brinkman.**







**Phil Brinkman images – sent to Bob Arnold 27 March 1981.**

**The Official 834<sup>th</sup> Squadron “Scorpion” Insignia was adopted after the end of the war, May or June 1945. At the 11 June 45, Victory Party Program, a Brinkman sketch appeared, plus a cloth badge of the Scorpion design. [Sketch from 1983 – Bob Arnold]**



I am positive this was the Brinkman nose art sketch, which was later adopted as the official 834<sup>th</sup> Badge or Insignia. The cloth badge was submitted from a Tech/Sgt. in the Administration staff by name of George Bollington, who also flew as a tail gunner. Brinkman confirmed his original sketch in March 1981 letter to Bob Arnold.

March 27/81  
I'll be 65 on the 30<sup>th</sup>  
Let Jim older than you  
Robert. 1916

Dear Bob -  
You are one hell of a guy  
Your enthusiasm is magnificent.  
as we acknowledged before, memory grows faint.  
That 834 Victory party is very faint in my head -  
but must of been - and for sure that scorpion  
patch is mine. too - you know I would have  
sworn we were over there 2 years - but  
according to that Victory party write up - I was  
but a year. I was a great fear - I loved  
England - I loved the people.  
I don't write letters - this is the





**Information for historians. This is the only 486<sup>th</sup> Squadron Insignia created from an original Phil Brinkman nose art sketch, which became B-24H nose art. I feel this insignia should be credited to artist Phil Brinkman and I don't care who submitted the design [copied] or whatever. It's Brinkman copyright.**

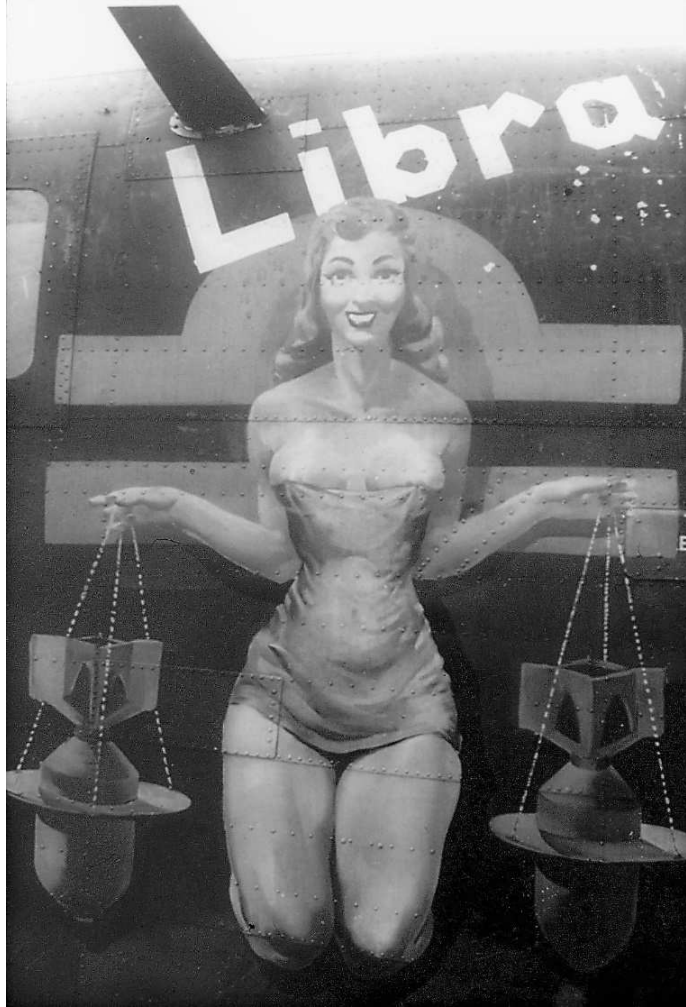
*this needs a little  
yours sincerely  
Phil Brinkman*



**Libra, B-24H-15-FO, serial 42-29605. 2S-E, pilot Lt. Foy.**



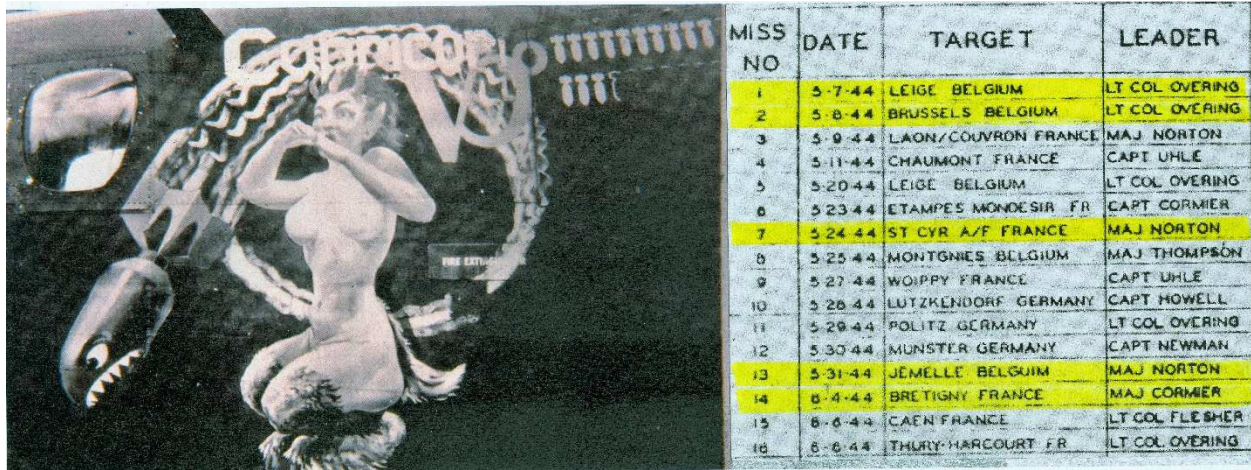








**B-24H-15-FO, “Ding Dong Daddy from Dixie” had completed two missions.  
Top of bomb on left.**



Louis Armstrong recorded “I’m A Ding Dong Daddy from Dumas” in July 1930, and the hit was re-recorded by other famous artists during the war years. The song title was altered to appear as nose art on B-24H-15-FO, serial 42-52744, and became “Ding Dong Daddy from Dixie.” When Brinkman began his nose art painting of Capricorn, the B-24 had flown [painted two bombs] two missions, which possibly indicates the date around 11 May 1944. During this period the 483<sup>rd</sup> did not fly any missions for nine straight days, which was a perfect time for aircraft painting. Brinkman then painted five more mission bombs, for a total of seven. As Brinkman completed his painting the bomber had flown thirteen missions, with a possible date around early June 1944.

This is the only group of photos which gives a possible time-frame for starting and completing a B-24 nose painting by Brinkman in England. I believe Phil worked on two or three nose art paintings at one time, walking back and forth from bomber to bomber. It appears an aircraft oil painting took from seven to ten days to complete, using regular brush and standard oil paints.



Stored at Davis Mouth in Tucson. No color tip  
just good taste. The painting was done with  
regular art brushes - paint purchased in nearest  
city. Women were chosen, same as most  
boats have female names - all military men  
are hard up anyhow.  
No fees were charged for your own squadron  
but could be for other squadrons, say \$40-\$50  
- all in all it was a good experience.

**Painting notes from letter 10 November 1986, last letter received from Robert  
Arnold.**



The fine art of Phil Brinkman created for the crew, who picked “their” design, and the women portrayed as they wanted her topless, but as Phil stated – “In good taste.” This painting was created on an aircraft outdoors, in the “real” world of England at war, not in the safe confines of some art community in the United States. It was created to show the appealing image of a half-women, because the crew wished to claim her as their good-luck lady, and also attract the attention of other 8<sup>th</sup> Air Force bomber crews. It boosted morale for thousands of Americans, plus Allied aircrews who flew off and



never returned to base. It was not created in today's high society warped fashion world of stone faced, robotic, starved girls, or in a distorted feminism idea which Hollywood has created due to male control, power, and sex. It was created by a rigorously trained artist who was a genius in painting a rich technique, but today bureaucrats are afraid to show this 'fine' nose art to children in our military museums. Horse "Apples." It's the very same as 'family approved' nude fine art.

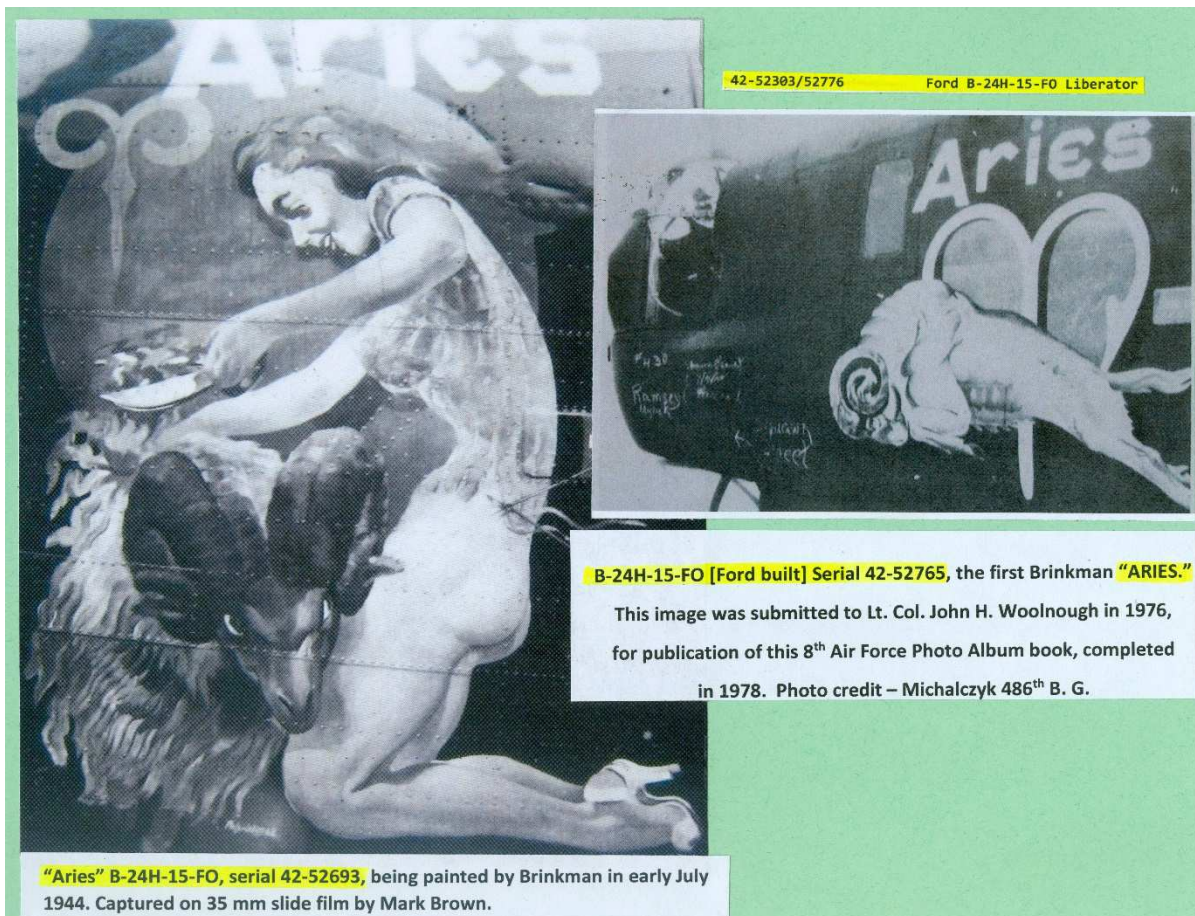




**Sagittarias, B-24H-15-CF, serial 41-29400, pilot Reed, one of 738 built by Consolidated at Fort Worth, but her nose art spelling should read SAGITTARIUS. Brinkman later corrected the spelling.**

**Did Brinkman paint twelve or thirteen Zodiac B-24H nose art images during WWII?**





Phil Brinkman started his Zodiac paintings in Tucson at Davis Monthan, and then concluded his nose art painting at Sudbury, England, around early July 1944. When the 486<sup>th</sup> Bomb Group were assigned bombers they received aircraft from the Ford production plant B-24H-15-FO, between serial 42-52303 to 42-52776, which constructed 1,780 B-24H models. Other aircraft assigned came from the Consolidated plant at Fort Worth, where 738 B-24H-15-CF models were constructed with the 486<sup>th</sup> assigned block H-15 within serial numbers between 41-29336 to 41-29606.

**The B-24H was the first model Liberator to be equipped with an electric nose turret on the production line. In 1976, Lt. Col. John H. Woolnough received the above [right] image of B-24H, serial 42-52765, from a Mr. Michakczyk of the 486<sup>th</sup> B. G. The image was taken at Tucson, when the new B-24H bombers were being painted by Brinkman, and it was identified as the first “Aries.” This image appears to be a very new B-24H with the factory chalk marks still present on the nose area. This bomber arrived in Sudbury, England, on 24 March 1944, and flew with the 486<sup>th</sup> B. G. on 7 May 1944. While the lettering and Ram painting clearly show the style of Phil Brinkman, he could never recall ever painting this nose art. This research was conducted back in 1981-1984 and both Roland A. Andrews [486<sup>th</sup> B. G. expert in England] and Bob Arnold [tail-gun] expressed to me that Brinkman had a drinking problem, and that is why he could not recall some historical things, which he called “nit-picking.” At one time the 833<sup>rd</sup> Squadron was formed as a special “Lead Crew” Pathfinder Squadron, and a few Zodiac bombers were transferred, and I believe this involved the first painted Aries 42-52765.**



## "The 833rd in essence became a double Squadron..."

*Our thanks to Col. LIONEL CORMIER, USAF (Ret.), for the historically significant information included in his letter to readers of the O&W Newsletter. As a Major, he was Commanding Officer of the 833 Pathfinder Squadron.*

In the earlier days of the now 486 Bomb Group Association, I received a mailing which included a roster of former 486 Bomb Group members with their current addresses. My name appeared on this list (furnished by whom I do not know). Following this I received letters "out of the blue" from former associates and acquaintances which I appreciated very much. So, as sort of a return favor, I am giving you this experience of receiving a letter "out of the blue."

By way of introduction, I was a "charter member" of the 486 Bomb Group as the first CO of the 833rd Bomb Squadron. I served in that capacity from Tucson (OTU) to Sudbury (combat) until January 1945 when I returned to the U.S. on "flak leave" after my first tour of 25 missions. Coming back in February 1945 for a second tour, I then served as Group Operations Officer until shortly after VE Day when I was transferred with a cadre of 8th Air Force Officers destined for the 20th Air Force in Guam.

The "charter membership" I mention above can be traced to its embryonic stage in the 80th Bomb Squadron, 45th Bomb Group (A-20's) where I reported here at Grenier Field, Manchester, N.H. in December 1941 to then Capt. OVERING, Squadron CO in a group of eight pilots, the first to be assigned to that outfit. The 80th Bomb Squadron was the basic source for the nucleus which provided the leadership of the 486 Bomb Group. Original members of the 80th Bomb Squadron were Overing (later 486 Bomb Group CO), Dick Uhle (later 486 Bomb Group Air Exec. Officer,) and myself (later 833 Bomb Squadron CO and 486 Bomb Group Operations Officer). The 80th Bomb Squadron was later designated the 9th Anti-sub squadron, greatly expanded, converted in succession to B-18's, B-25's and B-24's and moved to a series of bases from Dover, Del., Langley Field, Va., Miami, Fla., Trinidad, B.W.I. and back. The entire cadre of air leadership of the 486 Bomb Group emanated from this outfit.

My purpose in writing is several fold. First, I want to express my appreciation and extend my congratulations for the wonderful work the Association is doing in perpetuating the history and memory of the great 486th. I have been kept in touch by CHARLIE MACGILL, your 834th representative (a co-pilot of mine way before the birth of the 486th) and ED COGAN (former 833 Operations NCO) who have attended all reunions. And, above all, by the Newsletter which is getting to be great and really professional. It is something I enjoy finding in my mailbox — which leads to my second reason for writing.

The spirit of comradeship and enthusiasm which the newsletter exudes is getting to me. As a result, I am coming out of hiding and joining as a regular dues paying member. By separate letter I am mailing a check to McCabe for formal enrollment.

Last, as long as I decided to write I thought I might as well inject a small note of history from first hand knowledge.

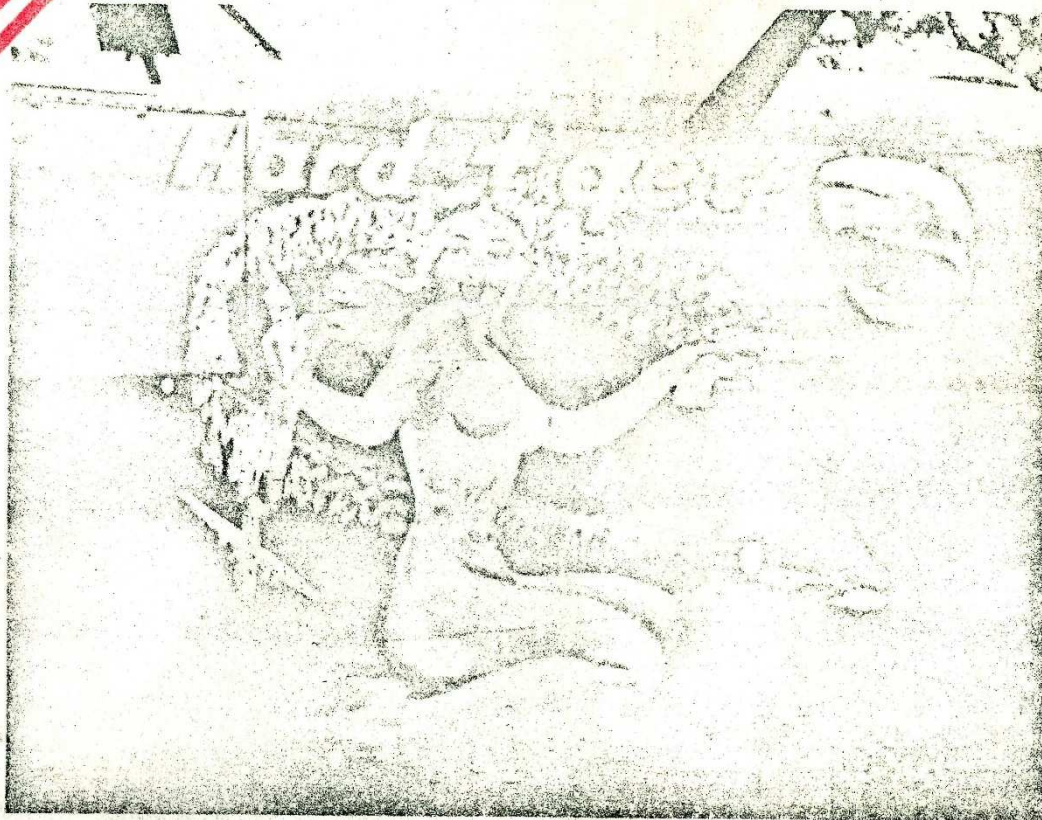
I am pleased to note that the sobriquet attached to the 833rd is "Pathfinder." This is most appropriate as it focuses on the unique role of the 833rd which distinguished it from all the other squadrons. When radar bombing ad-




varied to the point where missions could be flown regardless of weather conditions over the target, each group in the 8th Air Force was ordered to form a Pathfinder Squadron. This task and honor went to the 833rd. The significance of this was that the 833rd in essence became a double squadron with two Ops sections — one Pathfinder and one normal. More important, all lead aircraft were placed in the 833rd for maintenance and supervision and training of all lead crews became the responsibility of the 833rd. The objective of *all* efforts in the 8th AF of ground and air personnel were geared to getting bombs on the target. In that success to that end was directly related to the proficiency and performance of the lead crews and its aircraft, the unique role of the 833rd should be obvious. However, to this day I believe many members of the group did not realize this. That is why I would like to see the sobriquet "Pathfinder" perpetually attached to the 833rd.

One more remark — your rundown on the evolution of the 833rd patch was accurate to the letter. All I did was to tell Capt MORRIS, S-2, to come up with something in the way of a squadron insignia. He and his men did all the rest. I was exceptionally pleased with the resultant product. I still have an original as the centerpiece of a plaque in my "war room" — my den at home.

(Signed) LIONEL J. CORMIER, Col. USAF (Ret.)



NOT HARD TO TAKE — She might be "Hard t'get", but she's not hard to take! PHIL BRINKMAN'S interest in the signs of the Zodiac waned long enough for him to complete this beauty with the twin '44s for some fortunate combat crew. Does anybody out there have a masterpiece similar to this painted on the fuselage of a B-17? 



*Message by Phil*

**P.S.**  
*I found this photo of  
"Hard to get"*

**27 MARCH 1981**

**BOB ARNOLD RECEIVED  
PHOTO OF "HARD T" GET"  
FROM PHIL BRINKMAN.**



**From the private collection of Phil Brinkman.**



**“Hard T’ get”**



**The little red haired lady with a pair of Colt 44's was B-24H-15-FO, serial 42-52753, Lt. Simmons, hardstand #3, Sudbury, 535<sup>th</sup> Bomb Squadron, code F6-**



H. This nose art was completed for another squadron and for that reason Brinkman would charge \$40 to \$50 to the members of the 535<sup>th</sup> Squadron.



This replica painting was started in Mexico in the winter of 2014, however I have not yet finished it. It was painted on the original B-24J skin from serial 42-78579, which served as a training bomber at Walla Walla Army Air Base, Walla Walla, Washington. On Sunday, 30 September 1944, it was on a night training flight when the crew of six flew into the 5,500 ft. summit of Mission Ridge and all perished. In July 2013, Mack Parkhill's brother and grandson

**hiked to the site of the crash and recovered a few sections of original Liberator skin. Two skin panels were mailed to me, and on one, I completed a reproduction of Charlie Macgill's "VIRGO for his friend Mack Parkhill. This is the unfinished second panel, which I have dedicated to nose artist Phil Brinkman and to the original crew of six who were killed in the mountain crash 30 September 1944.**

**While I do not have the talent of Phil Brinkman, I hope it gives some idea of what the little red haired lady with two six shooters [pair of 44s] looked like. Pun fully intended.**



486<sup>th</sup> BOMB GROUP "H"  
STATISTICAL SUMMARY OF OPERATIONS—B-24

MISS NO	DATE	TARGET	LEADER	A/C T/O	A/C BOMBING					TONS ON TARG	A/C NOT BOMBING FOR					SOR TIES	
					PT	ST	MISC	FAIL	WEA		ENG	ARM	PERS	MISC			
1	5-7-44	LEIGE BELGIUM	LT COL OVERING	36	19				17	85	12				4	38	
2	5-8-44	BRUSSELS BELGIUM	LT COL OVERING	36	30				8	91		2	2		2	34	
3	5-9-44	LAON/COUVRON FRANCE	MAJ NORTON	36	36					81						36	
4	5-11-44	CHAUMONT FRANCE	CAPT UHLE	37					37						37	35	
5	5-20-44	LEIGE BELGIUM	LT COL OVERING	40					40		30	2			2	37	
6	5-23-44	ETAMPES MONDESIR FR	CAPT CORMIER	39	37				2	111		1	1			38	
7	5-24-44	ST CYR A/F FRANCE	MAJ NORTON	38		11			26	33		1	1	1	25	36	
8	5-25-44	MONTIGNIES BELGIUM	MAJ THOMPSON	26	23				3	89			2		1	26	
9	5-27-44	WOIPPY FRANCE	CAPT UHLE	39	36				3	89		2	1			36	
10	5-28-44	LUTZKENDORF GERMANY	CAPT HOWELL	28	12				16	27		3			2	11	23
11	5-29-44	POLITZ GERMANY	LT COL OVERING	38	23				15	57		4	1			10	33
12	5-30-44	MUNSTER GERMANY	CAPT NEWMAN	27	24				3	66		2	1				25
13	5-31-44	JEMELLE BELGIUM	MAJ NORTON	28					26		26						26
14	6-4-44	BRETAGNE FRANCE	MAJ CORMIER	13	8				4	29		4					9
15	6-6-44	CAEN FRANCE	LT COL FLESHER	24					24		24						24
16	6-6-44	THURY-MARCOURT FR	LT COL OVERING	26					26		26						26
17	6-6-44	LISIEUX FRANCE	CAPT THOMAS	13					13			11	2				
18	6-7-44	ANGERS FRANCE	MAJ UHLE	39			37		2	111			2				37
19	6-8-44	CINQ-MARS FRANCE	MAJ NEWMAN	39	37				2	111			1			1	37
20	6-11-44	ARDENTAN FRANCE	MAJ NORTON	26					26		26						26
21	6-12-44	BEAVIS-NILLERS FRANCE	MAJ THOMPSON	39		38	1			115							39
22	6-14-44	LILLE-VENDEVILLE FR	MAJ UHLE	38	35				3	83		2	1				36
23	6-15-44	BUC A/F FRANCE	MAJ NEWMAN	39	19	13			7	96		5	1	1			34
24	6-18-44	ILLIERS LENEQUE FR	MAJ THOMPSON	41	12				29	30	25	2			2		39
25	6-17-44	A/F BOURSE FRANCE	CAPT WILSON	39	38				1	99			1				38
26	6-20-44	MISBURG GERMANY	MAJ CORMIER	39	34		1	4		102		3			1		36
27	6-20-44	MEVILLE BELGIUM	MAJ HOWELL	40			32	6		77		5	1	1	1		38
28	6-22-44	NOBAL TARGETS FRANCE	CAPT GUTHRIE	39	36				1	99			1				36
29	6-24-44	ESSAY FRANCE	LT COL FLESHER	39	32				7	80		5	2				34
30	6-25-44	BOURGES A/F FRANCE	CAPT WILSON	26	25				1	82			1				26
31	6-25-44	BRIDGE LA FERTE FR	CAPT THOMAS	13	10				3	30			1	2			12
32	6-27-44	DOMLEGER FRANCE	CAPT GUTHRIE	25	8				17	20	11	5				1	20
33	6-26-44	COULOMMIERS FRANCE	CAPT THOMAS	26					26		25	1					
34	6-29-44	FALLENSTEBEN GERMANY		27					27		23	3			1		
35	6-30-44	CONCHES A/F FRANCE	CAPT F M REX	27	24				3	72		2			1		24
36	7-1-44	MONTLOUIS FRANCE	CAPT MUNDORFF	26	9				17	21	12	4			1		13
37	7-2-44	VIGNACOURTY FRANCE	CAPT MUNDORFF	26	24				2	56		1	1				26
38	7-4-44	CRIEL FRANCE	CAPT GUTHRIE	26	5				21	12	16	1				2	25
39	7-5-44	EINDHOVEN HOLLAND	CAPT MUNDORFF	13					13		13						13
40	7-8-44	FIEFS FRANCE		13					13						13		13
41	7-8-44	ST VALERY EN CAUX FR	CAPT FULLER	26	13		11	2		59		1			1		25
42	7-9-44	ST GEO SUR FONTAINE FR	CAPT WILSON	26					26		23	3					23
43	7-12-44	HOUEVILLE FRANCE	CAPT SMITH	27					27		26					1	26
44	7-14-44	PERRONE A/F FRANCE	MAJ HOWELL	35	20				15	72	14	1					34
45	7-17-44	GLEN R/W BRIDGE FR		13	13					39							13
46	7-18-44	FRENOUVILLE FRANCE	MAJ NEWMAN	26	13				13	34					12	1	25
47	7-19-44	SAARBRUCKEN GERMANY		12	10				2	30		1				1	11
48	7-20-44	RUSSELHEIM GERMANY		6	6					16							6
49	7-21-44	KEMPTEN GERMANY		6			6			16							6
				1405	874	62	68	561	2263	351	75	18	35	102	1257		

The summary of 486<sup>th</sup> Bomb Group B-24 missions in WWII, the last flown in Liberators. It is believed fourteen [confirmed 13] of these B-24 Liberators carried red nose art painted by Phil Brinkman. They attacked the ball-bearing industry and airfields in S/W Germany, 8<sup>th</sup> A. F. Mission #486, same as the bomb group. On 1 August 1944, the 486<sup>th</sup> B. G. began flying the B-17G from



block 75-BO, and new Brinkman nose art would appear on at least eleven Flying Forts in the 486<sup>th</sup>.

Next time, part three.....

**PART THREE**  
**PHIL BRINKMAN**  
**AND HIS B-17G**  
**NOSE ART**

