

NEWS OF THE ASSOCIATION

FROM THE EDITOR'S DESK

I added my remarks to the B-24 Serial Number Story regarding fuel management problems, because in reviewing crash photographs, many were caused by lack of fuel. My own crew almost suffered the same fate as the one shown on the front cover when we landed after one mission with less than 100 gallons sloshing in the tanks. The fuel tank selector valves could be set to engine to cross feed. When the fuel was used up in the crossfeed manifold, the engine would quit. From a design standpoint the fuel system on the B-24 had left a lot to be desired. As a result many of our boys died in unnecessary crashes.

YOUR TORRETTA FLYER

It's difficult sometimes to know what our readers want to see in the Flyer. I respond to the ideas and stories sent in from our members and that is good as far as it goes, but my concern is the silent readers. What are your needs? How can we improve the publication to serve all members? Use the tear slip, drop us a line, or telephone us at (213)316-3330.

DUES REMINDER

Association dues are still \$15.00 per year and are payable on the 1st of January each year. Please check your membership card for 1986 date, and send in your membership renewal if required.



THE TORRETTA FLYER

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Association is distributed several times a year to members of the Association.

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The Association welcomes stories and photos for use in future issues. Direct all inquiries to Editor, Torretta Flyer, 1122 Ysabel St., Redondo Beach, California 90277. Phone (213) 316-3330.

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Fuel Selector Valve

OUR GROUND CREW

Here's to the men with greasy hands
Who fuel our planes when we
come in to land
Who fix the flak damage and
stop the leaks
Who change the tires and oil
the squeaks
Tend to the controls to make
them fly straight
Wait for the planes when the
pilots are late
Who smooth the scratches,
rivet the panels
Check "Loud and Clear" on
the radio channels
Who read the writeups and
make the repairs
Check the lines for chaffing
and tears
Who pull the chocks and
check the wings
And do a million other things
That make an aircraft safe and
ready to fly
So here's a salute to those hard
working guys
From a group of fliers who too
seldom ponder
About the men who keep us up in
the wild blue yonder

From the Royal Canadian Air Force Magazine Via "Post San Giovanni" 454th BG Publication.

ASSOCIATION CAPS NOW IN STOCK

We still have both mens and ladies style hats in stock now, but orders are being received at a steady pace, so to avoid disappointment send for yours today. Caps are shipped same day orders are received. Please use tear slip (next to page 14) to order.

BOMBARDIERS ATTENTION

We received a letter from E. C. "Ned" Humphreys Jr. a Bombardier of Midland Class 43-1(7-Jan 1943) who would like to get in touch with other Bombardiers. Contact him at Star Route #1 Box 254, Eagle Harbor, MI 49951 Tel.906/289-4440.

THE AIRBASE PROJECT

MEMBERS SENDING IN MATERIAL

The Technical Training Command consisting of schools and airfields scattered over most of the continental United States during World War Two, accomplished an unprecedented training record that has yet to be equalled. The airmen and specialists of an air unit required training in hundreds of different skills. The huge build up of the Army Air Corps at the onset of the war required men and flyers to man these new planes. Our generation not only manned these planes but used them with great effect to defeat the enemy. To recall this great endeavor, the Association is gathering historic documents and material to display at the 1986 reunion. We are asking all members to join in the Air Base Project by sending in documents, photographs, post cards, and memorabilia pertaining to training they received prior to overseas deployment. Please mark each piece with your name and squadron so that proper identification can be made. So far we have received material issued on March Field, Santa Ana Army Airbase, Keesler Field, and Kelly Field. Dig into those trunks in the attic and in the basement.