



Home from our last mission, Rod Stewart on the right.

11, take the lead." I did and we went back to Italy. All the way home I wondered about what had happened to Able and Baker flights. I was puzzled too about Easy flight, who were supposed to fly off my right wing, getting so far ahead of us.

It all came out at the debriefing. Seven aircraft from Able and Baker didn't make it back to the base (at least that day). When Able and Baker got shot up, all of the remaining planes broke off the bomb run and came back alone, except for the lone B-24.

How did Easy get so far ahead? The flight leader saw the destruction of Able and Baker ahead, dropped his bombs 22 miles short, rallied and headed home when we caught up with him.

It wasn't till then that my crew and I learned we had gone to Vienna with all of six airplanes, Dog flight.

The leader of Easy flight and my tail gunner (both to remain nameless) never flew another mission and were quickly returned to the states.

Inspection of the planes of Dog flight revealed six holes total, one for each aircraft over the target. So ended the day, "We went West to East.

Part 2

Some Comments on Torretta Flyer No 15

Torretta Flyer No 15 Winter 87/88 brought back many memories. Referring to page 8 Line 31 right side, member Herbert Weber is quite correct, August 22 & 23, 1944 were two rough missions. I know because they were my first two missions flying as co-pilot. I have one correction if I may, Markersdorf and Lobau are a lot closer to Vienna than Linz.

On the bomb run to Markersdorf, I saw a B-24 on my right wing, (Baker 12) go up on one wing, then resuming straight and level momentarily and then split S out of the formation. I did not know who was on board, but years later in 1969, I was the base commander at Loring AFB, an officer came by my door, stopped and looked in. I asked if I could help him. He said I looked familiar. Over coffee, we discovered he was the pilot off my right wing. He was a silver haired Lt Colonel now. He described his months as a POW and eventual rescue.

I remember the debriefing now after the mission, a ME-109 came in from 8 o'clock high shooting at us holing our rudder and stabilizer. David Hahn, our tail gunner from Los Angeles, reported he'd fired about 30 rounds per gun. Later we

found he'd fired close to 300 and burned out the barrels of both guns.

In any event the ME's burst got Baker 12 off my right wing. The clincher was this Lt Col actually got incensed that he got shot down instead of us. The Loring paper made a big spread of our "reunion" and maybe they still have a copy. Markersdorf and Lobau were not "Milk Runs" by any definition.

On Page 16 the article by Fred Roessler, "The Milk Run" and your editors note regarding the glass sight gages on the aft bulk head behind the pilot, you are so right about the sight gages on a B-24. No one told us about the pet cocks. On our mission over Augsburg a piece of flak came up through the floor and broke one of the sight gage tubes, and the one thing most feared by any flight crew member, a fire aboard ship. My top turret engineer/gunner Sgt "Stud" Sowers, Hayward, California, dropped quickly down from the top turret, turned off the fuel pet cocks and put out the fire that was now raging on the flight deck. He saved our bacon that day and again on a later mission.

Page 19. Regarding the article about "Salvo Sally", I have a little information about Floyd R Creasman, (Pilot 826 Squadron). When I got to Beale AFB, California in late 59, Floyd was base commander. One Saturday night, he, his wife and the base procurement officer went for a drive. Floyd wanted to show off his record player mounted in the glove compartment of his new Chrysler Imperial. He took off down an old aero club air strip on the base doing about 100 MPH to show his guests that the bumps wouldn't snake the needle off the record. At the last minute John, the procurement officer yelled to Floyd to remind him of the ditch at the end of the strip. Floyd slammed down the binders and laid 233 feet of constant skid marks and 342 feet of partial skid marks, until he gently went into the ditch. They were all too busy climbing out of the car to notice if the needle did jump off the record. I know all this because the 14th Air Division commander Brig/Gen Charles M Eisehart had me investigate. Every one including me thought the world of Floyd, but there was no way to cover the incident. The new SAC Wing Commander, then Paul K Carlton, later a four star general and commander of MAC, suggested to Floyd