

Coconut Creek, Florida

Dear Bud.

The enclosed photos were taken some time ago when the B-24 "All American" was at a local airport. You will note, in Photo 1, the command pilot is none other than our own Reed Sprinkel of the 825 squadron. Photo 2 is a shot of me in my old nose turret.

Best Regards.

Adolph Marcus 824 Sq



Photo 1



Photo 2 Back in my old nose turret

Dear Friend Bud;

I want to express my gratitude and extend my thanks for myself and others involved for the efforts and organizing you have done to put together the 461st & 484th Association.

You formed a group of 49th Wing people that certainly has been appreciated. The organization has brought together a lot of people for reunions and friendship.

With the organization of the separate 461st organization, I found a group I could more associate with since that was the people I flew with and was acquainted with.

Because I can't belong to all the associations involved, I plan to continue with the 461st and drop my membership in the 461st & 484th.

Because of the great success of the 461st Association, it seems the natural thing to do would be to form a 484th only group and have separate organizations for each group.

Thanks again for your efforts.

Best regards,

Ted Ahlberg 766 Sq.

Editors Note: Ted Ahlberg was dropped from the membership rolls on May 10, 1990.



Port Jervis, NY

Dear Bud:

I read with great interest Joe Hebert's letter in Flyer #18 regarding the amulets he traded his undershirts for, in Dakar, French West Africa, now Senegal. We too flew our new B24H, (Puss in Boots #64) to Italy via Lincoln, Nebraska; to Morrison Field, West Palm Beach; Florida, Waller Field, Trinidad; Belem, Brazil; Fortaleza, Brazil; and across the Atlantic to Daker.

Our radio operator, Al Petrillo had a somewhat similar experience. He traded a couple of undershirts to a very tall Senegalese civilian for a native made hunting knife with a very colorful leather sheath. The handle of the knife was bound in bright colored leather. We were leaving the next day for Marrakech, Morocco, Al put the knife in a barracks bag with his laundry, and put the bag in the luggage racks in the bomb bay.

A few days later, after flying from Marrakech to Djedeida, Tunisia, we unloaded some of our luggage and moved into tents as we were to fly practice missions from there for two weeks. When Petrillo opened his barracks bag in the tent, the most awful stench came out. Apparently, the knife handle and the sheath had been made from untanned green hides. I don't recall how Al disposed of the knife. It was never seen again.

The Berlin Airlift article brought memories of our pilot, Lt Robert R Nichols who stayed in the service and flew in the Berlin Airlift. Later on, he flew transport aircraft, attaining the rank of Major. He was killed in a plane crash in Greenland in 1956.

Also am enclosing a photo of the B-24J "All American" which appeared at the Orange County Airport, Montgomery, NY.

This airplane which was mentioned in Torretta Flyer #15 is billed as the only B-24J now on flying status anywhere in the