

the big bomber to climb the high rim.

Captain Darden ordered his crew to bail out, the co-pilot and radio man slipped through the bomb bay doors and parachuted to safety. The two men found afterward, gave an account of what happened. The Captain and the other five crewmen crashed with the plane, probably unable to get free in rapid loss of altitude.

Captain Darden attended Portsmouth public schools, graduated at the Churchland High School in 1936 and entered the Virginia Military Institute. Entering the air service in 1940, he was commissioned a first lieutenant and given his wings at Maxwell Field, Alabama. He was immediately assigned to active service in the Army Air Force.

Besides his parents, he is survived by two sisters, Mrs Anne Odom of Arlington, Virginia, and Mrs Otis E Mason of Portsmouth, Virginia

End of story.

Editors note: The story of Capt Darden's crash was reported in Torretta Flyer No #11 Winter 84 edition page 23. In that story the crew members who died in the crash besides Capt. Darden were: Samuel J Schlosser-(N), Franklin C Nyuswonger-(E), Richard Spangler-(G), Donald V Vander Plasch-(G), and Richard E Mayo-(G).

Enclosed is my crew photo



Crew photo of Douglas L Robertson 766 squadron crew #48 photo taken December 17, 1983. They are from left standing: Merlin Thomas-(E), J Piat-(P) who was deceased before deployment overseas. He was replaced by Douglas L Robertson. Paul R Smith-(C/P), James C Laulis (Deceased)-(N), and James Jones-(B), Kneeling from left: Kenneth Gray-(E), Bernard Berry-(E), Donald B Bryant-(R/O), Frank C Manna-(G), and James V Scott-(G). Crew's aircraft was #436 " Down 'n Go."

Richard L Berry 766 sq



Huntington, NY  
Mr Bud Markel

Your letter inviting me to join the 461st & 484th Bomb Groups Association was most welcome and I plan to attend the reunion in Nashville.

I was a Radar/Bombardier on Vincent G DeMaio's crew, 824 squadron. and flew on the last mission when the war ended.

I elected to go through pilot training in grade as a 1st Lt after the war, finishing up at Williams AFB, Arizona in 1948, as a P-51 pilot. I returned to civilian life, but still continued flying with the Air National Guard for 5 years. Your letter sent me to the attic to locate some old papers which had been all but forgotten. This search revived old memories of service in Italy, as they were a big part of my early life.

Sincerely,  
John E Tynan 824 Sq.



Tipton, Iowa  
Dear Bud

I have been trying to locate the surviving members of my brother's bomber crew. He and three other enlisted men of the crew died very tragically in a train wreck near Terre Haute, Indiana, September 14, 1944. The crew had completed their missions and had returned home for leave. The accident occurred when they were returning to duty to a distribution center for reprocessing. At the time of the accident I was serving aboard a ship as a gunner's mate, United States Coast Guard in the South Pacific and wasn't able to attend the funeral. My brother's name was Arthur D Fitch, he was the engineer on Charles E Nash's crew, 826 squadron. The last I heard Lt Nash was living in San Diego. I know it will bring up old wounds, but being able to talk to some of the guys who knew Art will give me some comfort.

Sincerely,  
Forrest D Fitch

**Editor Note:** Charles W Kowalski, the ball gunner, is a member of the association and lives in Henderson, Nevada. Readers who may know of the other crew members, as shown in the accompanying photograph are urged to contact the editor.



Crew photo of Charles E Nash 826 Squadron. From left, top row standing: Wallace F Doefler (D) -Radio Operator, Andrew Lopez-N/G, Arthur D Fitch (D)-Engineer, Charles W Kowalski-B/G, Robert C Hecht (D)-E, and Robert Pardue (D)-G. Bottom row kneeling from left: Charles E Nash-P, John Fenick-C/P, L Ponick-N, and Emil Maniak-(B).