

About this Issue.

One of the fears your Editor always faces when starting a new issue of the *Flyer* is that there won't be enough material to fill up the pages, and invariably I always seem to end up with more than enough. Through the generosity of Martin Bowman two fine stories appear in this issue,

Glenn Miller Story

Glenn Miller, Missing, Presumed Murdered, and B-24 Liberators in RAF Service. I picked the Glenn Miller story because the controversy over his disappearance continues to interest many people from around the world. His popularity seems to have grown way beyond what would have occurred had he lived his normal life span. The fact is, his music was universally loved not only by the British, and the Americans, but by the people of the axis powers as well. How else can you explain the many airings of his music by Axis Sally?

Liberators in RAF Service

British Liberators is another interesting story from WWII because their experience with the aircraft was different than ours. Remember how we all smoked in our aircraft and why it would have been impossible not to smoke with the stress of some of those missions. Well, the British had the ash trays stripped from their ships and they were forbidden to smoke in the air. What a brave lot they were. See the story that starts on Page 15

Chester C Busch

We had a chance to enjoy a visit with Chester C Busch, deputy CO 484th BG and his wife, Betty, at the Dearborn reunion. He graciously loaned me his scrap book that included the No 1 copy of the 484th BG Statistical Summaries of Combat Operations written by Chester C Busch himself. It is time to include this work in the *Flyer* and so it appears starting on page 22. A Photocopied version of the Summaries has been on display at the reunions.

John Beitling's Contribution

John Beitling has been a B-24 historian for many years. His interest has been the tracking of every B-24 built. The story that appears on pages 6 to 10 is a result of his pouring over countless Missing Air Crew Records. The reports did not always show the aircraft name which accounts for the many missing ones. I added a few serial numbers to this list from looking at photographs in the Association's collection of crash photos. In the course of responding to John's many requests for information, I finally was able to add a list of the B-24 Serial Numbers that appear on Movement Orders that members have been sending in to us these many years. The complete list will be published in a future issue. As you can see we have run out of room in this issue.

I want to thank Martin Bowman and John Beitling for their generosity in sharing their work that took many hours, months and years to complete. This issue is dedicated to the two of them from a grateful editor.

The 484th Bomb Group Missions

We have published for the first time the mission list of the 484th Bomb Group as it appeared in the Statistical Summaries. See page 27. Members submitting stories of their war experiences for publication in the *Flyer* can use this list as well as the Combat Losses List to help establish the dates and targets for their narratives. It is hoped these lists will jog the memories a bit so that more material will be available for publication.

The Torretta Flyer Itself

It was my intention when the organization was formed that when time permitted a history of the 484th Bomb Group would be written. As you can tell, time never permitted. But as it turns out, the *Torretta Flyers* already contain much that would be included in a history, this issue especially adds to this. So do continue to send in your diaries, and war stories.

The Torretta Flyer



Issue No 23 Fall-Winter 1992

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Contributions of stories, articles, memorabilia, and graphic materials to the *Torretta Flyer* are always welcome. Clean typewritten manuscripts and Microsoft Word disks are preferable. Other forms are acceptable also. Please contact the editor for further information.

The *Torretta Flyer* reports primarily on the history of air warfare during WWII and the accomplishments of members of the 484th Bomb Group during WWII. From time to time the magazine will cover other subject matter related to aeronautical events as material becomes available. Readers are encouraged to submit their own stories or material from other sources.

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