

## The Legend

The aircraft list that appeared in the last issue has been enlarged to include all aircraft known to be assigned to the 461st and 484th Bomb Groups. Remember that the bulk of the information was gleaned from Missing Aircrew Reports by our contributor John Beitling. Additional information came from members and movement orders where an aircraft number was listed. There may be aircraft listed here that were not operated by either the 461st or the 484th Bomb Groups.

The two groups were known to have operated the B-24 G to the B-24 M models in the little over a year that both groups were operational with the Italian based 15th Air Force. As a rule aircraft were assigned to crews prior to movement overseas. They came from all of the B-24 factories producing this 4 engine bomber. Training aircraft

were left behind in the states. In the beginning of combat operations aircraft maintenance was difficult because much of the Air Corps supplies lay on the bottom of Bari Harbor due to the attack by the Luftwaffe.

The aircraft numbers taken from movement orders may not have had ultimate assignment to either of our two groups. You will note that most aircraft did not return to the ZI (Zone of the Interior meaning Continental United States). You will note also that aircraft were transferred (Tx) between air forces and groups.

Aircraft sent down from the 8th Air Force were generally heavier because of addition of extra armor plate and bullet proof glass to cockpit window segments. This was a result of the Luftwaffe's head on tactics for if the pilot dipped his nose slightly

so that the top turret gunner could get a clear shot, the cockpit windows made of 1/4" plexiglass were more vulnerable as the idea was to disable the pilots first so that an uncontrolled plane in a tight formation would take out additional aircraft. It was assumed during manufacture of the B-24 that most attacks would come from the rear such as in a pursuit curve, consequently armor plate was placed behind the pilot in a solid sheet or in the form of the coffin shaped seat assembly.

Because the Italian based 15th Air Force was created after the 8th Air Force, fighter attacks were less frequent in the Mediterranean as the course of the war by then was tilting heavily towards an Allied victory.

## Abbreviations

ABD -Abandoned	FLK-Flak	TX -Transferred	GRE -Greece
BD -Battle Damage	FTR -Fighters	WEA -Weather	HUN -Hungary
C/L -Crash Landed	HBB -Hit By Bombs	ZI -Zone of Interior	IT -Italy
CON -Condemned	HBD -Hit By Debris	AD -Adriatic Sea	MED -Mediterranean Sea
CR -Crashed	INT- Interned	AUS -Austria	POL -Poland
CTO -Crashed-Take-Off	MAC -Mid Air Collision	BEL -Belgium	RUM -Rumania
DIT -Ditched	MF -Mechanical Failure	BUL -Bulgaria	RUS -Russia
DOG -Destroyed On Ground	OOF -Out of Fuel	CHK -Czechoslovakia	SWI -Switzerland
ENR -Enroute	RAM -Rammed By EA	FR -France	TUR -Turkey
EXC -Excess	SAL -Salvaged	GER -Germany	YUG -Yugoslavia
	SBD-Salvaged Bomb Damage		

Serial	Squad	No	Gr	Ship Name	Date	Disposition	Pilot
41-28670	766/767	63	461	Malfunction-Sired by Ford	4/17/44	SBD	
41-28679	766	47	461	Heaven Can Wait	6/26/44	FLK-CR/Durnkrut	Lt. Samuel M. Zive
41-28680	765	42	461	Ten Aces and a Queen	5/23/44	CON	
41-28681	764/767	23	461	Hard Guy	12/2/44	CR	
41-28683	766	69	461		3/11/44	CR	
41-28685	765	24	461	Leading Lady	5/31/44	FLK-CR on Korcula Island	Lt. Samuel N. Norris
41-28689	767 /766		461	Sweet Chariot	8/23/44	MF-CR at	Lt. Gordon W. Rosecrans
41-28693	764	1	461	War Eagle	7/25/44	FLK-CR near Linz	Lt Richard E. Freeman
41-28708	766	55	461	The Mountaineer	8/16/44	CON	
41-28717	765	30	461	Big Stinky	4/24/44	FLK-CR near Kavaja	Lt. Forrest D. Nixon
41-28724	767	71	461	Jizzy Outch	4/23/44	CR	
41-28725	765	27	461	Invictus	8/4/45	SAL	
41-28726	764	6	461	Mister/ Mister Period	6/10/44	C/L	
41-28732	764	18	461	Swee Pea	7/25/44	CR Torretta, SAL	
41-28734	764	15	461	Nov Schmoz Ka Pop	12/4/44	SBD	
41-28737	765	20	461	Rhode Island Red	8/15/45	SAL	
41-28740	765	36	461	The Bat		TX to 451st BG	