

St. Louis, MO  
Dear Bud:

I am writing this letter to fill in a few gaps in our group history.

In the Torretta Flyer No. 24 and in the article on "Aircraft Operated by the 461st & 484th Bomb Groups," in the compilation on page 15, we would like to add that plane No. 22 had no known name. However, on the right side of the nose was painted a girl sitting on a pillow. (See photo). The pilot on this mission was H. Keith Ridgway. We were returning from a mission to Blechammer, Germany. I was the bombardier on this mission. Date - August 7, 1944.

Two engines were lost on final approach due to lack of fuel, the other two died shortly after. We crashed in a small farm field near Torretta Field. Donald W. Spinney (TG) and Seymour J. Bomson (R/G) were both killed in the crash. The rest of the crew came through with various injuries, some minor and some serious. The plane shown in the picture on page 19 was definitely the plane we crashed that day.

Robert J. Dieker. 824 Sq.



P. S. Enclosed photo of old No. 22 in better days. From the left, Ross Applegate, C/P, Stanley J. Gaworecki, N, Robert J. Dieker, B, and Richard C. Wood, T/G. All members of Keith Ridgway's crew.

Alexandria, VA  
Dear Bud & Bea:

I have to tell you that I feel you are doing an excellent job on the publication "Torretta Flyer." The Winter-Spring issue was one of your best. It was interesting to read about the thirty missions I flew between July 43 and April 44. It brings back many happy and also many sad memories of our experiences during WWII.

Betty and I are sorry we have to miss the boat cruise. We made the same trip a few years ago and really enjoyed the cruise and of course the seven meals a day. We do plan on the 95 reunion at Wright-Patterson. We toured the museum years ago and found they have a B-36 in which I have a few thousand hours. A little bit larger than the B-24.

Sincerely,  
Fred Dierksmeier 826 Sq.

Acworth, GA  
Dear Bud:

Read about the 484th BG in the fall issue of the "Der Clarion." I was a member of the 484th from its founding in Harvard, Nebraska, or should I say from its selection process in Boise, Idaho.

I was assigned as a navigator on a flight commander crew, with pilot "Ole" Sylest Olson, Romus Brandehoff co pilot, and Glenn Smith the Bombardier. The enlisted men on our crew were all tech seargents. They are: Eugene Servis-engineer, Harold Seitz-radio operator, Vincent J Costanzo-tail gunner, Charley V Glass assistant engineer-nose gunner, Christopher A Pollack-upper gunner, and Dale Cato-ball gunner.

I was commissioned a bombardier in class 43-9 San Angelo, Texas -then one of the few to be shipped to San Marcus, Texas

to attend class 43-15 Navigator School.

After phase training at Harvard, Nebraska we flew the southern ferry route to Torretta where we trained on practice missions before actual combat. Flew 26 mission with the same crew and aircraft, 2 more with the squadron and wing commander as one of the three Bombardier-Navigators on the lead plane. Shot down on 29th mission on June 13, 1944, bailed out simultaneously with the co pilot, and was captured June 19th one year to the day of our marriage in San Angelo, Texas. Was a prisoner in Stalag Luft III, then to Stalag 7A at Mooseburg. Worked for Westinghouse after the war thirty two years and retired in 1982. At present I am serving as chapter commander in AV-DOW.

Regards.  
Ben Huckins, 825 Sq.

Morristown, FL  
Dear Bud:

I saw this article in our local paper about old Mountbrook Florida airport (Morriston Field) where 484th aircraft departed using the southern route to Italy.

Alfred Koch, brother of George Koch

*The City of Williston has owned the former Montbrook Army Air Field for almost 50 years. How much longer would Hull suggest the city "sit back and watch" it become more valuable? The unanimous decision of Williston City Council to consider negotiation of a sale for development of the airport/industrial park was a clear demonstration of vision and foresight for the good of the people.*

*There is no guarantee that a sale will be consummated and it may be another 50 years before another opportunity to negotiate a sale arises. The city council, as the corporate decision makers for the incorporated City of Williston, acted wisely and with due diligence on behalf of the city taxpayers. I am confident they will continue to put the good of the majority ahead of the limited self-interest of a few.*

Sincerely,  
George Sandora  
Executive Director Levy County  
Development