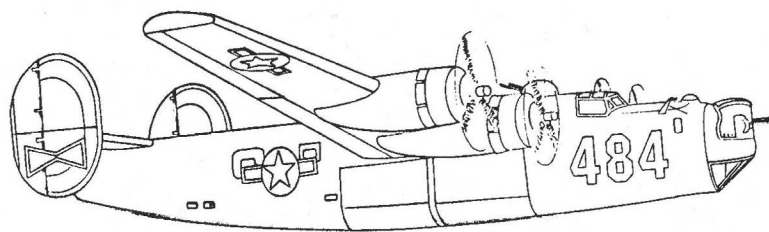


The Torretta Flyer



Torretta Flyer No 28

484th Bomb Group Association

Summer Fall 1995

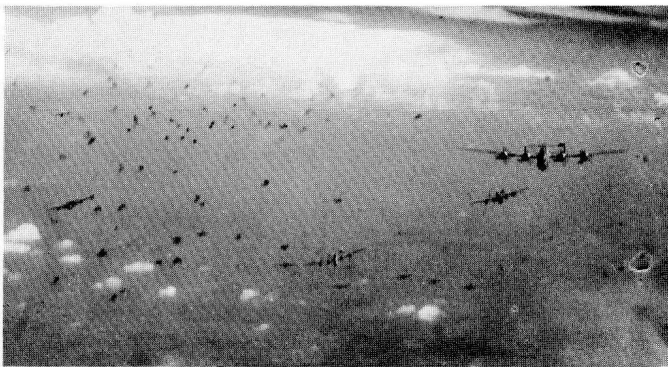


In this Issue

The year 1995 marks the 50th anniversary of the end of WWII. It was a struggle of immense proportions, unlike any war of recent memory. The job of the Allied Air Forces was to weaken the enemies war-making potential. Although air power alone could not win a war, it certainly could make it expensive for the Axis Powers. Expensive in manpower, material, and transport. The story starting on page 10 sums up the war effort of the RAF and the USAAF. The material was supplied by member Tillman Gressitt

Bob Collings, of the Collings Foundation which rebuilt the B-24 "All American" flying around the country, supplied the information on the surviving B-24's. It isn't likely that any more whole B-24 aircraft will be discovered in the future.

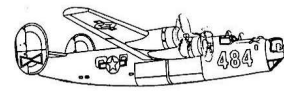
King Beach, one of the 484th B G photographers passed away recently. Through the efforts of his widow, Harriet Beach, we were able to obtain many of King's photos. We have used a selection of his photographs in this issue, including the cover photo of downtown Cerignola. I have also used his photos to illustrate many parts of this issue. See the index below for a listing of his work.



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The Torretta Flyer



Issue #28 Summer Fall 1995

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The Torretta Flyer is the official publication of the 484th Bomb Group Association. Normal distribution is limited to members only. Requests from nonmembers for copies should be directed to the Editor.

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 also are acceptable. 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.

Editor, Bud Markel

Associate Editor, Bea Markel

Board of Directors 1994-1995

484th Bomb Group, Bud Markel.

Bea Markel, Frank Valdez, John Billings, and Charles McKew.

Scholarship Committee,

Dick Muscatello, Chairman, Joe Hebert, Ross J Wilson

Membership Committee

Charles McKew, Al Kline, Vernon Janke, Adolph Marcus, Leonard Nucero, Jack Robson, Harold Toomey.

Publicity Committee, Clark Ecton

Adolph Marcus, Harold Toomey, Bud Pressel, John Billings, Jack Robson.

Direct all inquiries to the Editor, Torretta Flyer, 1122 Ysabel St. Redondo Beach, CA 90277-4453-13, USA Phone (310) 316-3330

New Members

CD-Rom Technology Used in New Member Search

You Can Help Find New Members

The search for new members continues. Many methods have been used in the past, but the most successful is the use of CD-Rom disks.

Many Libraries Provide CD-Rom Service

Some libraries provide the means to do this work. Charlie McKew a longtime member and supporter uses his local library and has been very successful. With the prices of computers falling many people have equipped their own homes to do this work right at home. This is one area where a home computer works well, and quickly.

The use of the CD Rom disks has proved quite helpful in searching for new members. Where a phone listing is an exact match namewise and occurs in the same state or general area of a last known address, the search can be short. Now when a member moves an exact match still can be very helpful. Common names pose more difficulty as the listings can be quite long. We also search by nick name or initials and different last name spellings. Often when a contact is made, we find that the person sought has passed away. Some of the names in the Last Mission come from this source. If the technology had been available when the Association was formed our membership rolls would be greater. We have to speed up our search as the rate of passings is rising because of advancing age. You can help.

Jack Robson, the son of member John Robson created a phone list and sorted it by area code reducing long distance charges. These sorted lists are available for many area codes when doing phone searches. Just send in your name and area code stating that you want to help in the phone search.

CD-Rom Works on Either an IBM Compatibles or Apple Macintosh

Members who have access to a CD Rom drive either IBM or Macintosh can borrow a set of disks from the Association and help in this new member search. You may even find your own buddy. Flight crews can look over their old orders for last known addresses of crew members or other crews you were friends with.

We have found most people that we talk to are very kind and will offer help if they can be of service.

Other Methods available for members who wish to work by Mail

Drop us a line if you wish to help by using the written word. There are several proven ways to work this way.

A Hearty Welcome to our Newest Members !

| | | | | | | |
|---------|-------------|-------------|-----|-----|-------|----------|
| | Douglas W | Anderson | 826 | 157 | P | Ruby |
| Cpt | Martin | Andrews | AM | 003 | P | Jean |
| Sgt | Sal | Badalamenti | 824 | 250 | M | Ida |
| Cpl | Robert C | Baker | 824 | 248 | G | |
| | Edward J | Berry | 826 | 152 | PH | Marlene |
| Sgt | William J. | Bowes | 825 | 189 | | |
| S/Sgt | James E | Cain | 826 | 158 | E | |
| Sgt | James F | Carney | 824 | 242 | B/G | Mary Lou |
| Capt | Floyd R | Creasman | 826 | 153 | P | Betty |
| Sgt | Allan L | Davidson | 826 | 156 | U/G | |
| | John P | Dorobis | 827 | 207 | B | |
| S/Sgt | William M. | Gracey, Jr. | 825 | 187 | U/G | |
| | Frederick T | Haase | 827 | 206 | G | |
| | Justine | Hadden | AM | 002 | RC | |
| | Edith F | Hansen | 824 | 245 | | |
| | Jack H | Jacobs | 826 | 154 | N | Irma |
| Cpl | Albert F | Kline | 824 | 243 | T/G | Shirley |
| | LeRoy | Leach | 825 | 186 | Gr/Ra | |
| T/Sgt | John S | Lopinsky | 824 | 251 | R/O | |
| 1st Lt. | Israel B. | Markowitz | 824 | 249 | N | Marilyn |
| | Jeanette | Marshall | 826 | 155 | R/O | Jeanette |
| Pfc | Pitacio S. | Martinez | 827 | 209 | Arm | Mary |
| Cpl | Francis C | Mathis | 824 | 189 | B/G | Margaret |
| S/Sgt | Donald O | Maves | 826 | 156 | G | Betty |
| | Dorothy | McGuire | 825 | 184 | | |
| F/O | William G | Meeder | 824 | 244 | N | |
| 1st Lt. | George C | Mynchenberg | 827 | 075 | B | |
| | Joe | Nedela | AM | 001 | | |
| S/Sgt | Clem | Nolan | 827 | 170 | E | |
| | Stephen | Ondeck | 825 | 188 | N | |
| Cpl | Arthur G | Ouellette | 824 | 246 | B/G | |
| S/Sgt | Ralph E | Parkhurst | 827 | 208 | G | Linda |
| | Richard F | Peth | 827 | 211 | G | |
| T/Sgt | Charles J | Renfro | 825 | 181 | E | Joyce |
| | Vincent J | Scarpuzza | 827 | 171 | T/G | |
| 2nd/Lt | Harry | Schultz | 825 | 185 | P | Darlene |



Donations to the Scholarship & Plaque Funds

Scholarship and Plaque Donations received after publication of Torretta Flyer No 27

Scholarship Donations

| | | | |
|---|---------------|-----|-----|
| Arthur | Aldene | 827 | 124 |
| Frederick A | Baldinger | 824 | 220 |
| John M | Billings | 825 | 001 |
| Joseph C | Bott | 825 | 100 |
| Lee E | Boydston | 825 | 180 |
| Robert P | Bush | 827 | 157 |
| James F | Carney | 824 | 242 |
| Richard E | Conroy | 826 | 131 |
| Raymond T | Cromer | 825 | 048 |
| Allan L | Davidson | 826 | 156 |
| William J | Delonga Sr | 824 | 209 |
| Frederick A | Dierksmeier | 826 | 047 |
| Colin E | Dye | 826 | 093 |
| <i>In memory of IMOF brother Keith H Dye</i> | | | |
| Jack | Ferris Jr | 824 | 107 |
| Ellsworth | Goodell | 826 | 039 |
| <i>In memory of (IMOF) Alice Goodell</i> | | | |
| Tillman J | Gressitt | 827 | 147 |
| LLoyd C | Hanson | 826 | 008 |
| Robert S | Havlik | 827 | 205 |
| Joe | Hebert | 826 | 006 |
| Mike | Hendrickson | 824 | 005 |
| Evan H | Houseworth Jr | 827 | 114 |
| Harry K | Hubertz | 824 | 183 |
| Harold C | Jacobs | 825 | 078 |
| <i>In memory of (IMOF) Isaac W "Bill" Smoke</i> | | | |
| John D | Jacobs | 827 | 144 |
| Dan | Joba | 826 | 031 |
| Mike | Karwoski | 824 | 167 |
| Robert M | Kelliher | 765 | 008 |
| Albert F | Kline | 824 | 243 |
| Joseph F | Malloy | 827 | 117 |
| Adolph | Marcus | 824 | 008 |
| Loe V | Matranga | 825 | 102 |
| Charles A | McKew | 824 | 010 |
| <i>In memory of (IMOF) of Carm McKew</i> | | | |
| James F | Mitchell | 826 | 022 |
| William A "Bill" | Mordica | 826 | 027 |
| Louie W | Odom | 826 | 118 |
| Sidney | Ostrovsky | 827 | 040 |
| Mrs Willard I | Pearson | 826 | 003 |
| <i>In memory of (IMOF) Willard I Pearson</i> | | | |
| Lynn | Pennington | 825 | 096 |
| Harold D | Pressel Jr | 825 | 121 |
| Mrs. Walter | Rix | 824 | 156 |
| <i>In memory of (IMOF) Walter Rix</i> | | | |
| Harry | Sarmanian | 824 | 214 |
| Claude F | Schroeder | 827 | 002 |
| Dexter C | Shultz | 824 | 022 |
| <i>In memory of (IMOF) Arlis Foster</i> | | | |
| Raymond L | Snyder | 826 | 066 |
| Reed | Sprinkel | 825 | 007 |
| Stanley | Szemrelyo | 827 | 079 |

| | | | |
|--|-----------|-----|-----|
| Robert W | Tissing | 824 | 133 |
| Carl H | Voss | 826 | 016 |
| Jos G | Walter Jr | 826 | 036 |
| <i>In memory of (IMOF) Thomas G Reiner</i> | | | |
| David R | Ward | 826 | 087 |
| Orville L | Wildman | 826 | 017 |
| Ross J | Wilson | 824 | 137 |
| Merle P | Yanney | 824 | 037 |
| Richard A | Yunghans | 826 | 107 |

Plaque Donations

| | | | |
|--|-------------|-----|-----|
| Arthur | Aldene | 827 | 124 |
| Walter W | Bondarchuk | 825 | 057 |
| Bernard | Bossick | 824 | 178 |
| Lee E | Boydston | 825 | 180 |
| Robert P | Bush | 827 | 157 |
| James F | Carney | 824 | 242 |
| Richard E | Conroy | 826 | 131 |
| Raymond T | Cromer | 825 | 048 |
| William J | Delonga Sr | 824 | 209 |
| William M. | Gracey, Jr. | 825 | 187 |
| Gordon | Graham | 824 | 024 |
| Joe | Hebert | 826 | 006 |
| Harry K | Hubertz | 824 | 183 |
| Mike | Karwoski | 824 | 167 |
| Charles W | Killen | 825 | 153 |
| Albert F | Kline | 824 | 243 |
| LeRoy | Leach | 825 | 186 |
| Adolph | Marcus | 824 | 008 |
| Charles A | McKew | 824 | 010 |
| <i>In memory (IMOF) of Carm McKew</i> | | | |
| William A | Mordica | 826 | 027 |
| Rev John H | Nicolai | 827 | 125 |
| Louie W | Odom | 826 | 118 |
| Thomas F | Parker | 824 | 219 |
| Lynn | Pennington | 825 | 096 |
| Robert C | Quinlan | 825 | 049 |
| Charles D | Rowe | 825 | 013 |
| Harry | Sarmanian | 824 | 214 |
| Claude F | Schroeder | 827 | 002 |
| Edward | Schwartz | 826 | 058 |
| <i>In memory of (IMOF) of George Kolbe by his whole crew</i> | | | |
| Dexter C | Shultz | 824 | 022 |
| Kenneth L | Smith | 827 | 107 |
| Raymond L | Snyder | 826 | 066 |
| Reed | Sprinkel | 825 | 007 |
| Harold T | Toomey | 824 | 023 |
| Jos G | Walter Jr | 826 | 036 |
| <i>In memory of (IMOF) Boyd Woodall Jr</i> | | | |
| William F | Wilson | 825 | 148 |
| <i>In Memory of (IMOF) George Kolbe, and Vincent O'Shea</i> | | | |
| Merle P | Yanney | 824 | 037 |
| Richard A | Yunghans | 826 | 107 |

News of the Association

The 1996 Reunion



In keeping with the diversity of holding reunions in different places, the Association has chosen a site for the 1996 conclave. We look for interesting places to bring our guests to.

Some members make a vacation out of the reunions visiting places along the way and enjoying the attractions in the host city. One criteria

we try to hold to is that of finding a military installation nearby that our members would find of interest. Another criteria is seeking a time and place where the weather is mild and pleasant.

After the reunion in New Orleans in August when the temperature and humidity were unpleasant, the members directed the Association to hold reunions in the cooler months of September and October. The fall is becoming the peak season in many parts of the country, making it difficult to find moderate priced accommodations. In some cities, the downtown hotels have priced themselves out of our budget range which is under \$70.00 per night.

Other factors then come into play, 1) such as complimentary transportation to and from the airport to the hotel, 2) free and secure guest parking 3) Alternate eating places within walking distance of the hotel, 4) and nearby shopping. With all of this in mind, we chose the Mission Valley Hilton Hotel in San Diego for the 1996 reunion as it meets most of the requirements as described above.

San Diego has many attractions, Balboa Park with its 13 museums, including the San Diego Aerospace Museum in the Ford building, built for the 1935 World's Fair, is minutes away. Sea World at Mission bay, and the world famous San Diego Zoo and Wild Animal Park. The Point Loma Lighthouse at the entrance to San Diego Bay: get there over the curving Coronado Bridge, and of course the Red Trolley to the Mexican border. There is Old Town and the San Diego waterfront, seafood dining at Anthony's and the giant United States Naval base.

The dates are: October 3 to 6, 1996. The weather then is ideal. The room rate is still \$67.00 per night. Mark these dates on your calendar

We have already starting thinking about 1997 too. At the annual business meeting we will talk about the possibilities for 1997 as to the site and our planned activity.



Shamu and Friends at Sea World



San Diego Zoo



Scholarship Report

By Dick Muscatello
Chairman, Scholarship Committee

I have been corresponding by phone and mail with Umberto Albanese, the professor who screens all candidates for the Association's Scholarship Program. From the applicants he selects those who fit the high standards of academic achievement agreed upon between the Scholarship Committee and Professor Albanese. In addition he arranges for the ceremony, notifies the press and invites distinguished guests from various government functions such as: Rossella Rinaldi, the Vice Superintendent of schools, Guisepppe Tenor, Justice of the Supreme Court, Teodato Labia, Counselor, Raphael Tortora, attache from the University of Rome, all of whom were present this year as described in the newspaper translations following this report.

Professor Albanese carries a full workload as a working academician with all the duties therein. In addition to his teaching, and work related to the scholarship program, he finds time to write books and essays. He of course is an honorary member of the association, and gives his time freely to the Scholarship Program. We are most grateful for his service to the Association and to the Scholarship Program.

This year three full awards were given, and one award was shared by two students. Each student has written letters to the Association that accompany this report as well as two newspaper stories that appeared in central Italy. The newspaper story translations are mine.

"A Ceremony which is Repeated for 14 Years"

Study Scholarships Given by American Veterans

CERIGNOLA—For 14 years, the veterans of the 484th Bomb Group Association of Redondo Beach, California, an aviation bomb group stationed in the Cerignola area during World War II, has honored in a beautiful manner the memory of their comrades who died on combat missions.

The \$600.00 scholarships were awarded to students who achieved superior grades in their studies.

This was initiated by a group of former U.S. flyers who in appreciation of the hospitality and friendship accorded to thousands of them by the Cerignola population during the time the Americans were engaged in bombing German targets. The scholarships are a concrete example of gratitude and friendship. The annual meeting at which the scholarships are awarded has been organized each year by Professor Umberto Albanese. The presentations have often been witnessed by groups of former U.S. pilots and flyers visiting Cerignola.

This year's ceremonies took place in the council chambers of the city. Many distinguished guests were present, including: P.I. Rossella Rinaldi, the Vice Superintendent of schools, Guisepppe Tenor, Justice of the Supreme Court, Teodato Labia, Counselor, Raphael Tortora, attache from the University of Rome. A telegram congratulating the group was received from the U.S. Counsel General, Clarke N. Ellis.

The scholarship winners were: Loris Genovese and Elena Calice in classical studies; Dalila Frisani, science; Annarita Bancone and Monica Nigro, social studies.

"Newspaper article from Cerignola Journal"

Scholarship Awards by American Aviators

On March 16th, five scholastic scholarships were awarded to students in the presence of the Superintendent of Schools, Dr. G. Tenore and other dignitaries.

The scholarships are given annually by the 484th Bomb Group Association of Los Angeles. The six hundred dollar scholarships were awarded to Elena Calice and Loris Genovese in classical studies; Dalila Frisani in science; and Annarita Bancone and Monica Nigro, social studies.

The scholarships are in memory of the many young American aviators who failed to return to their home base in Cerignola during bombing missions in World War II.

Professor Umberto Albanese well known Roman studies scholar thanked the 484th Bomb Group Association on behalf of the local board of education and those of adjoining communities.

Telegram from the American Counsel General

Prof. Umberto Albanese
Honorary President of Scholarship
Committee of the Cerignola School District

Please accept my most sincere good wishes on the 14th anniversary of the formation of the committee to supervise the scholarships awarded by members of the 484th Bomb Group who were stationed in Cerignola in 1943.

Clarke N. Ellis American General Counsel

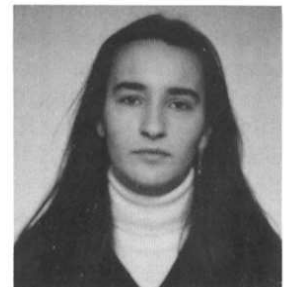
Students' Letters:

Stornara, Italy
Honored Sir:

We send you our sincerest thanks for giving us the opportunity to receive the scholastic awards (purse) sponsored by the 484th Bomb Group Association.



Monica Nigro



Annarita Bancone

It has been an experience which is morally beneficial for our group and equally so for us.

There is no words capable of describing the emotional impact felt by us during the award ceremony. The presentation of the scholarships was really marvelous.

We thank you with great respect and gratitude.

Respectfully,
Monica Nigro*
Annarita Bancone*

* They shared one scholarship grant.

Cerignola, Italy
Mr. Richard Muscatello

Dear Mr Mucatello:

My name is Elena Calice. I attended the last year of the classical school in Cerignola and am one of the five prize winners of the awards given by the 484th Bomb Group Association.

I thank you sincerely as a member of the 484th Bomb Group Association for this important reward given to me.

This grant wasn't for me only a simple appreciation of my diligence, but also to remember events that American bombers (soldiers and airmen) lived through (experienced) in the last world conflict.

I read about historical events at school on handbook pages, instead you lived them. Your witness is for me a source of reflection and a moment of growth on human and cultural levels.

In this period when all values seem to lose their real importance, the presence of the Bomb Group Association is a symbol of moral significance. Thanks not only for the grant but also the message that you send me.

I'll try, notwithstanding my limitations, to be worthy of the honor you show me, now and in the future. I will always keep those values without which any society makes no sense.

Thank you again.

Most affectionately,
Elena Calice

Cerignola, Italy
484th Bomb Group
Association

Dear Sirs:

I am Dalila Frisani, one of the five students who received on 16, March the Memorial Scholarships which you assign every year to youth from Cerignola.



Elena Calice



Dalia Frisani

Thank you for all you have done over the years for our town, very different from the village of your memories.

Thank you for reminding us, both young and adults of Cerignola that there are ideals in life which men should never forget, because they really give sense to our existence and that war, not withstanding its deaths and destruction can be the occasion for birth of year long friendships among soldiers and with people of another country.

It is a big honor for my four fellow students and me that you have considered my schoolmates as a means to remember your soldiers and that you trust in the youth to confirm your ideals.

We students from Cerignola hope to deserve the trust you have in us and to be the proof that time can wipe out everything as it goes by, it can not take away good feeling in man's heart.

Our grandfathers remember what you did for them during the war and they are very proud of having known such courageous and generous men.

So it is not a simple thanks that I give you, but is the voice of all Cerignola who express their gratefulness. Loyalty, courage, friendship: this is the message which we get from you and we want to continue.

Thank you again,
Dalila Frisani

PS It would make me really happy to receive a letter from you and to know your feelings about Cerignola and about the time you spent here.

Italy
Dear Mr Muscatello:

When I heard that I was a winner of a scholarship from U.S.A. I couldn't believe it. I was asking myself, why do they help sons of people that once were the enemy?

Then I knew about the veterans' gratitude to inhabitants of Cerignola. This gratitude is reciprocal of course! Through American forces they have been rescued from oppression.

On the day of the prize giving, a marvelous ceremony was organized with some teachers and with the representatives from Italy and of the 484th Bomb Group Association, Mr. Umberto Albanese who handed the parchment and the allowance over to us.

At the end of the ceremony, Mr. Albanese said to us that this prize isn't to be considered a goal, but a stage of our study.

I hope to live up to your expectations.

Your grateful,
Loris Genovese



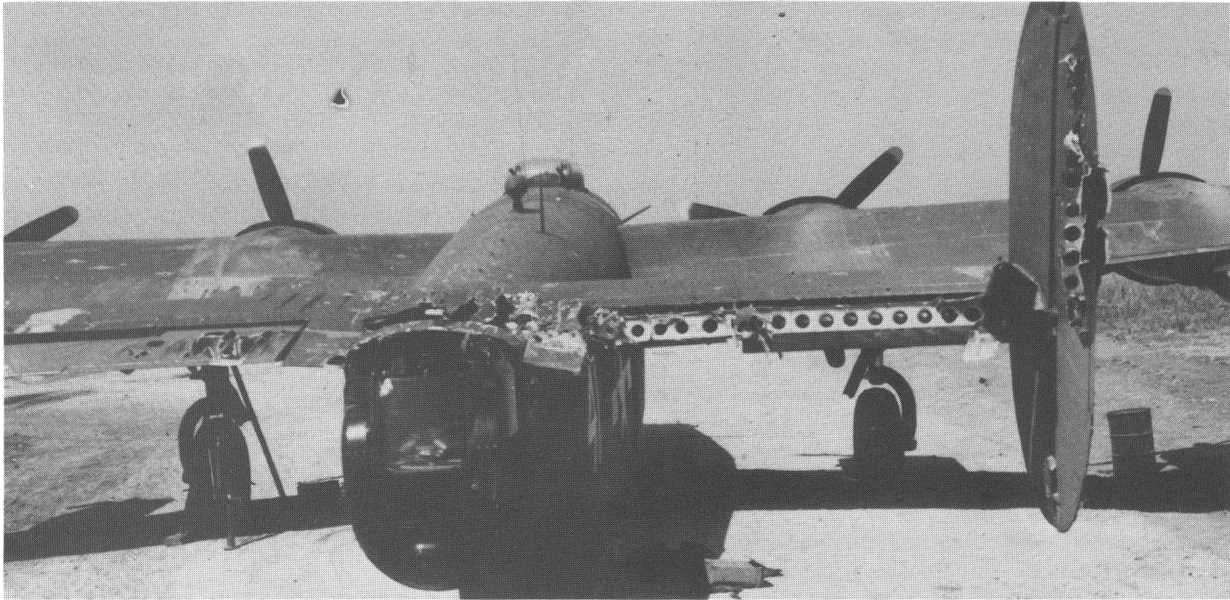
Loris Genovese

Surviving Liberators

by
Bob Collings, Collings Foundation

Legend

RAF= Royal Air Force, Great Britain. RAAF=Royal Australian Air Force, Lib=Liberator,
CAF=Confederate Air Force, IAF=Indian Air Force, RCAF=Royal Canadian Air Force,



LIB I/LB-30B AM927

Confederate Air Force registered as N12905 Flyable condition. Based at Midland Texas LIB I It is identical to the B-24A. The 25th Liberator built. Built for the RAF. Damaged in a landing accident on 7/24/41 at Albuquerque, New Mexico. Rebuilt and flown by the USAAF and Consolidated Aircraft Corp. during WWII as a quasi C-87 transport. It was flown by Consolidated as NL24927 until November 1948 when it was sold to Continental Can Company. It was re-registered as N1503. In April, 1959 it was sold to Petroleos Mexicanos (PEMEX) and given the Mexican registration of XC-CAY. It was acquired by the Confederate Air Force (CAF) in May 1968 and registered as N12905. Currently fitted with a greenhouse nose and painted as "Diamond Lil", a Ploesti veteran B-24D that served with the 9th Air Force, 98th Bomb Group.

LIB I/ LB-30 AL557

Alaskan Historical Aviation Society Kalikat Creek, Alaska N92MK Partial crash remains. The 62nd Liberator built. Built for and used by the RAF. Ex-Scottish Airlines G-AGZI. Ex-Hellenic Airlines SX-DAA "Maid of Athens." Ex-Morrison-Knudsen Construction Company. Used to haul cargo during the building of the DEW Line radar sites. Crashed at Kalikat Creek approx. 3 miles south of Galena Alaska in 1958. It was bulldozed into a ravine and the rear fuselage aft of the wing was destroyed. It has remained there ever since. It is on Government land in a very remote area. Plans are to

retrieve the remaining parts by helicopter.

B-24D-C0 40-2367

U.S. Government N58246. Partial crash remains. May be under the control of the National Park Service. The 19th B-24D built. American Veterans Museum, Atka Island, Alaska Served with the 11th Air Force, 21st Bomb Squadron. While on its 18th combat mission on 12/9/42. It ran out of fuel because of bad weather at Adak and was belly landed on the beach at Bechevin Bay on Atka Island which is now part of the Aleutian Islands National Wildlife Refuge. It has remained there ever since. Now on the National Register of Historic Places.

B-24D-60-C0

42-40461 Military Aircraft Restoration owned by Dave Tallichet. Partial nose section only. Identity uncertain. May be Ex-RAF BZ734, or Ex-RCAF 599 "Nanette" Chino, California Unrestored outside in storage yard. It is believed that the greenhouse nose now on the CAF's "Diamond Lil" came from this aircraft part.

B-24D-70-C0

42-40557 U.S. Air Force Museum Partial nose section only. March AFB, California Identity uncertain. May be Ex-RAF LIB GR. V BZ755, or Ex-RCAF 600. May have been owned by David Tallichet.

B-24J-40-CF

42-50506 Northwest Arkansas WWII Museum Association. Partial crash remains. Combat veteran with the Eighth Air Force, 445th Bomb Group, 703rd Bomb Squadron and possibly the 491st Bomb Group, 855th Bomb Squadron. While returning to the U.S on 6/16/45, the crew encountered bad weather and abandoned the aircraft after running low on fuel. It crashed in the woods in a remote part of Labrador Canada.

B-24D-160-C0

42-72843 U.S. Air Force Museum. Complete museum display Dayton, Ohio. Flew 59 combat missions with the 15th Air Force, 376th Bomb Group, 512th Bomb Squadron. Named "Strawberry Bitch."

B-24M-5-C0

44-41906 U.S. Air Force Museum. Complete museum display. Castle AFB, Merced California. Served with the U.S. Navy as PB4Y-1 Bu. No. 90155. Ex-N4970L Ex-Bolivian CB-76 and CP-576. Currently painted as an aircraft with the 8th Air Force, 93rd Bomb Group, 329th Bomb Squadron.

B-24M-10-C0

44-41956 Owned by George Toye. Partial fuselage only Moe, Australia Ex-RAAF A72-176,IA-5.

B-24J-85-CF

44-44052 Collings Foundation. N224J Flyable condition Bob Collings Foundation. Ex-RAF LIB B. Mk VI KH191. Stowe, Massachusetts Ex-Indian Air Force T-18. Currently painted as 15th Air Force, 461st Bomb Group, 765th Bomb Squadron "All American"

B-24J—90-CF

44-44175 Pima Air Museum, Phoenix, Arizona N7866. Complete museum display. Ex-RAF LIB GR Mk VI KH304, Ex-Indian Air Force HE 877"A" of No. 6 Squadron, ex-"Pima Piasano" Right side currently painted as "A" of No. 6 Squadron IAF. Left side currently painted as 7th Bomb group, 454th Bomb Squadron "Shoot You're Covered."

B-24J-90-CF

44-44213 Indian Air Force. Complete museum display. Museum Ex-RAF New Delhi, India. Ex-Indian Air Force HE 924"L" of No. 6 Squadron.

B-24J-95-CF

44-44272 Military Aircraft N99459 Flyable condition Restoration Corp. Dave Tallichet. Ex-RAF LIB B. Mk VI KH401 Ex-Indian Air Force HE 771 Sold to Kermet Weeks "Delectable Doris"

B-24J-20-F0

44-48781 U.S. Air Force Museum. Complete museum display Barksdale AFB, Louisiana "Laiden Maiden"

B-B-24L-1-F0

44-49112 Michigan Historical. Partial nose section only Museum Ex-RCAF 11120. Lansing, Michigan.

B-24L-20-F0 44-50154 Canadian National. Complete museum display. Aviation Museum Ottawa, Ontario, Canada. Ex-RAF Lib B. Mk VIII KN820 Ex-Indian Air Force HE 773. Currently painted as RCAF. Liberator GR Mk VIII. 11130

B-24L-20-F0

44-50206 Royal Air Force Museum. Complete museum display RAF Cosford, England Ex-RAF LIB B. Mk VI KN751, Ex-Indian Air Force HE 807. Currently painted in the markings of No. 6 Squadron, IAF.

B-24M-20-FO

44-51228 U.S. Owned by the Air Force Museum. Complete museum display Lackland AFB, San Antonio, Texas. Last USAF active duty B-24. Currently painted in 93rd Bomb Group markings.

Editors Note: In Europe where aviation archeology is an on-going activity, heavy components such as engines, propellers, landing gear parts have been unearthed in England and other parts of Europe. In the South of France, our correspondent Phillippe Castallano a diver has discovered crash sites on the sea floor as well as on land. (See his letter on page 21)



50 Years Ago World War II Ended

Strategic Bombing in Europe played a big part in winning a war that had to be won.

If the Nazi menace of world domination was not checked, the future of the free world was in doubt. There are some today who may question the methods (The Hiroshima controversy) used in gaining final victory, but there is no doubt who won it: the free world's Soldiers, Sailors, and the Airmen of the RAF and the Army Air Forces.



Ploesti Concordia Vega Refinery, the largest natural oil center in Europe with nine refineries, was responsible for a third of all Germany's war requirements. This complex was attacked 20 times by the 15th Air Force between April and August 1944. Production was reduced 70 % by the time it was captured by the Russians.

The Proof of Strategic Bombing

In past wars it has always been necessary to dispose of an enemy army before being able to destroy, occupy or dictate terms to the enemy nation, which, in the last analysis, is the real foe. The European war was unlike all others in that this time the enemy nation was destroyed almost ahead of the army which was supposed to defend it.

For the second time in a generation Germany has been defeated by a coalition of Allied powers. For the second time her armies have met their opponents in a series of huge and bloody engagements on two fronts, have won notable victories, but in the end have been vanquished. In these respects the two wars were similar. Fundamentally, however, they were utterly different. In the first none of the fighting was done on German soil. German civilians, except for suffering hunger and deprivation as the result of blockade, were untouched by war. Their cities and factories emerged unscathed. Their armies marched home with bands playing and flags flying, and were able to launch the illusion that they had not been really defeated, an illusion which was to be of inestimable value in preparing the people for the next adventure. But this time they had no such luck. They were faced with a weapon which could leap over battle lines and frontiers and smash at the ultimate enemy (the German workman who fed and equipped the German soldier) in his own home. The home front felt the shock of bombs soon after Britain entered the war. These shocks multiplied in intensity thereafter, continuing almost daily for five and a half years, at the end of which time Germany had literally ceased to exist as an organized industrial community.

A Small Slow Start The concept behind this campaign of destruction was born a long time ago. It existed in very crude form in the last war. In fact, so crude was bombing then that the idea of developing it to play a leading part in the military planning of nations was largely discarded in the nineteen twenties. This does not mean that nations were not airminded. Far from it. The major powers, Britain, Russia, France, Germany, Italy, Japan, and the United States, all had air forces. As technical advances were made these air forces became larger and more versatile. Generally speaking, however, they continued to remain mere adjuncts to the ground and naval forces, and the design and employment of aircraft were such that those air forces could only supplement ground and naval operations. In other words, they were primarily tactical, not strategic, weapons.

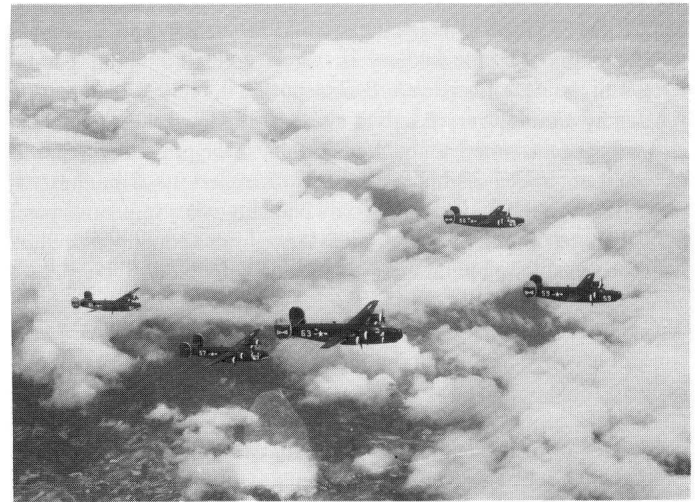
There were two notable exceptions to this. The British, sensing

the potentialities of air, created an independent air force. But being more concerned with defensive than with offensive plans, they concentrated mainly on fighters. It was only in the United States that the germ of strategic bombing was kept alive. It is hard to realize today how feebly the flame of life flickered in that germ. The American Army was small and lacking in influence, considering the size and importance of its mother country. Within that tiny army was an even tinier Air Corps to which nobody paid much attention. Finally, within the Air Corps itself was a handful of "fanatics" who were not as interested in being hot pilots (in those days you were a hot pilot or nothing) as they were in the problems of constructing aerial freight cars which would carry a load of bombs to a target and drop them on that target. Even less attention was paid to them.

But they stuck to their knitting. They procured a bomb sight which satisfied their requirements for accuracy. They wangled an appropriation for a four-engined bomber, the B-17. When it was built they went on good will flights to see how it stood up on long missions under trying conditions. And all the time they applied their growing experience to the evolution of a wild and woolly theory which, if it proved valid, would revolutionize warfare. That theory bluntly stated that sooner or later it would be possible to build a fleet of bombers which by themselves could reduce the vital industries of an enemy country to ashes.

And that is just what they did, launching their attacks from England in the north and Italy in the south. The Germany of 1945 presents a spectacle which defies description. Her bridges are down, her canals ruptured, her harbors clogged her rail yards pitted, many of her factories blasted and silent, her cities gutted. Wherever Germans gathered to build things or even to live together in large numbers may now be found scenes of desolation like those on the face of the moon. It is safe to say that at no time since the locust like days of the Tartars has the physical property of a nation been ground into such small and useless fragments.

Germany declared war on us on 11 December 1941. At that time the whole of Europe had either been conquered by her or was dependent on her economically. An efficient but savage program of exploiting the manpower and resources of this vast area was strengthening her daily, and it was clear that she could beat off conventional ground attacks indefinitely from the west, even assuming that it were possible to launch such attacks. It was in this difficult and unpromising atmosphere that American and British leaders met to formulate a



program for defeating Germany.

The Island Air Base The location of England provided the key. England lay within flying distance of enemy country. It had lived through one invasion threat during the Battle of Britain and could probably resist others. It was planned to convert it into a vast air base, and to launch streams of bombers from it against German industry until they had so weakened the enemy's ability to equip and maintain her armies that a direct ground invasion would have some chance of success. It sounds easy, but this decision was reached at a time when the German failure to bomb England out of the war had convinced many military minds that bombing could never be conclusive. The British themselves did not believe that daylight bombing could be carried out without prohibitive losses, and as a result the planes of the RAF Bomber Command were modified to fly at night. Inasmuch as it is very difficult to pick up pinpoint targets at night with conventional visual sighting equipment, they evolved a doctrine calling for saturation attacks against large cities, which can be located in darkness by various methods. By attacking such areas they hoped, through the laws of chance, to damage or destroy many of the industrial installations which are crowded into all large cities. Further, they hoped so to interfere with the normal life of the German workman that his value as a producer of war equipment would go way down. This was expected to occur when houses and local transportation systems were destroyed, when cooking and food distribution ran into snags, when lighting, water and sewage facilities were crippled, when sleep was interfered with night after night, and, finally, when part of the labor force was itself killed by bombing. This is not the most economical way to expend a given quantity of bombs, but under the limitations mentioned above, it was the only way the British could

hit back at their enemies. It was not long before they had become wondrously efficient at blotting out large targets. To supplement this work, the Americans undertook to fly against Germany by day. Their bombers would be heavily armed and armored to defend themselves against the Luftwaffe, their range would be greater, and as a result they would not be able to carry as heavy loads as the planes of the RAF. But the Americans were confident that they could compensate for this by aiming every bomb at a selected industrial pinpoint. The real virtue of the American method was that if the proper targets were chosen it might be possible to cripple German industrial and military power through the destruction of only one or two key industries (such as oil or transportation) without which the military economy as a whole would be unable to operate. It was seriously doubted in many quarters that the Americans could fulfill their half of the commitment.

Nevertheless, the Combined Bomber Offensive was laid on. In concept it was something more than mere day and night operations. Each air force was expected to do something that the other could not do as well. American heavies would destroy the major industries on the fringes of a city, and the RAF would destroy the city itself, together with a substantial number of smaller factories situated in it. As

the two bomber forces grew in size, this is exactly what happened. The combined effort resulted in the virtual elimination of place after place as producing centers. At Magdeburg, for example, the 8th went after the top-priority synthetic gasoline plant at Rothensee, the Junkers aircraft engine plant, the Krupp armament works at Buckau, and an ordnance depot at Friedrichstadt where the weapons produced at Buckau were collected for distribution to the 6th Panzer Army and other combat units on both the Western and Eastern fronts. The RAF followed this up by destruction of the urban core. This final phase not only destroyed the houses of the factory workmen and snarled up transport, but, more important still, leveled a very large part of the remaining factories in this highly developed industrial center. In an armament city of this kind, most of the industries are interdependent, one upon the other, using common sources of power, raw materials and transport, with many smaller plants making parts for final assembly of weapons in the larger ones. It takes a joint pinpoint-saturation technique to knock out such a place.

It is interesting to observe that these two great air forces, which started out with such entirely different ideas as to how they should operate, became more and more alike as each began to recognize its own shortcomings and the virtues of the other's methods. By the use

of flares dropped by a master bombardier, special sighting equipment, and individual bomb release, the RAF gradually developed a bombing technique which no longer could correctly be called area bombing. Many rail centers, canals, and the shattered hearts of city after city bear eloquent testimony to this. In fact, after the threat of the Luftwaffe had been eliminated, permitting the lightly armed Lancasters and Halifaxes to operate



in safety during daylight, the RAF flew some enormously damaging pinpoint missions against the German synthetic oil plants. Its practice of having each plane fly separately and bomb separately multiplied the problems of enemy flak gunners. As a result, losses from flak were very low, considering the rugged defenses around oil targets. On the other hand, in the days when the Luftwaffe was still strong, RAF Bomber Command losses to enemy aircraft ran higher than the AAF, even though they were flying at night expressly for the purpose of avoiding such losses. This merely proves the old rule that in all wars weapons automatically breed their antidotes, in this case the night fighter. Germany's night fighter organization was at one time so potent that there was grave concern in the RAF as to whether or not night operations could continue. They had become more dangerous than the daylight attacks which, at the start of the war, were regarded as suicidal.

The Campaign Opens But, to get back to the story, the island air base mentioned above had geographical disadvantages as well as advantages. Every bomb we proposed to use there, every soldier, every drop of gas, every replacement part, everything but the bombers themselves, which could be flown had to be shipped over 3,000 miles

of ocean from the United States. As a result, the first task of the infant 8th Air Force was to bomb German U boat yards, for the submarine was then such a menace to shipping in the Atlantic that, unless it could be controlled, it would take us forever to build up a bomber force large enough to be effective. Accordingly, the 8th got its first real taste of warfare during attacks at Lorient, St. Nazaire and Brest, coordinating its blows with missions by the RAF to Kiel, Wilhelmshaven and Bremen. These in themselves were not conclusive. Germany had great numbers of submarines. Her construction and repair were done largely in huge concrete pens which were almost impervious to the type of bomb which the Allies were then using. All together, the campaign cost Germany something under 15 percent in submarine construction, plus a general lowering of the number of subs operational at any given time, by lengthening the time necessary for reconditioning and refitting. The real payoff, also by air, came from the provision of an umbrella of protective planes over the convoys themselves, which, together with the blows at construction and the activities of the RAF Coastal Command, enabled our ground and air forces in England to grow. However, it was not until the summer of 1943 that the 8th was large enough to set out on missions against critical targets deep in Germany itself. By November 1943 a growing 15th Air Force was based in southern Italy.

Aircraft Factories The first target system of fundamental importance which was assigned to the 8th and 15th was the German aircraft industry. The enemy, belatedly realizing the disaster awaiting him if our bomber forces could carry out their proposed program, had begun to expand his production of fighter aircraft in an effort to knock us out of the sky. If we were to proceed with the dismantling of her industry, the Luftwaffe would have to be disposed of first. This called for pinpoint bombing of the highest order, because most aircraft plants were located in the suburbs of large cities or else out in the country, and were not seriously affected by the saturation attacks of the RAF. The ensuing struggle for the mastery of the air went on for about a year. We absorbed some fearful pastings and for a time were consuming our entire 8th Air Force in battle at the rate of two and a half times a year. By the spring of 1944, however, just in time for the Normandy invasion, the Luftwaffe was done for. It never seriously interfered with our ground operations in Europe. Our plane losses due to enemy air action dwindled to insignificant proportions.

Transportation Next In March 1944 aircraft production ceased to be No. 1 priority. Further attacks being largely of a policing nature. Its place was taken by transportation. In addition to clogging the movement of enemy troops to parry our invasion thrusts the blows at rail centers had the benefit of being indirect blows at all industry. This is because, in a highly industrialized nation like Germany, coal, steel heavy chemicals, petroleum and many other products must be shipped to the manufacturing centers before any production of finished goods can be achieved. The effects of the transportation cam-

aign were slow in making themselves felt, due to the fact that the rail network in northwest Europe was the most highly developed in the world. It took many months of slogging through excess capacity both, in trackage and rolling stock, before the Germans began to experience serious difficulties in moving goods from one place to another. However, the statements of captured military and industrial leaders testify to the overall effectiveness of a campaign which for a long time appeared to be wasted effort. Germany kept her rail system in operation until the end of the war, but only through the most superhuman efforts, all of which meant the withdrawal from the army and other industry of an enormous amount of manpower and materiel, at a time when all of these could least be spared. And, despite these sacrifices, Germany fought the last six months of the war with a rail system wholly inadequate to her needs.

In May 1944 transportation fell to second priority for the American Air Forces, its place being taken by oil. As a matter of actual fact, this meant only a slight reduction of the effort expended on rail yards. The reason for this is that these targets are easy to find, easy to hit and hard to defend. As a result, on many days, rail yards were hit as secondary targets by formations which had been weathered out of their primary targets. And all through this period the RAF continued

to deal out tremendous blows of its own against rails.

Finally Oil The oil campaign proved to be the most immediately catastrophic of all to German hopes. It immobilized the remnants of the Luftwaffe. It stalled the Wehrmacht. It forced the home front, already clogged by the rail campaign, to rely on charcoal-burning and horse drawn vehicles. It was the most fiercely protected of all German industrial sys-



tems. Refineries were ringed with dense concentrations of flak, and the dying GAF seldom rose to oppose our missions unless when they were directed at oil targets. In view of the immense success of this campaign it is reasonable to ask why we didn't go after oil earlier. The answer is that it was necessary to beat down the Luftwaffe before we could strike at other targets. If we had not done so, our battle attrition might well have been so high that the assembling of a large enough bomber force for decisive daily blows might have been deferred indefinitely. Therefore, oil could not be considered for first priority until the spring of 1944. It might then have been put ahead of transportation, but the demands of the ground forces for a rail campaign to implement the looming Normandy invasion deferred it for another two months. Rail attacks could be expected to have immediate tactical results, whereas destruction of refineries and synthetic plants would be effective only when several months' stocks of already produced fuel were exhausted.

As a sort of somber undertone to this symphony of air craft-rail-oil destruction, the Allies conducted a continuing campaign against German manufacturing in general. The Ruhr, which was one expanse of heavy industry and heavier flak, became known as "Happy Valley"

to the RAF, whose bombers visited it several hundred times in the course of the war. In addition they sapped the energies of factories and machine shops of all kinds in the cities they were methodically erasing. The 8th and 15th went after the rest. Ball bearing production at Schweinfurt was attacked. So were tank and truck plants, rubber plants, ordnance plants scarcely touched, in accordance with American strategic doctrine. It was thought to be, and it proved, unnecessary to launch continued attacks against aluminum production, electric power, chemicals, machine tools and other industrial systems. The dry rot in the bombed systems was affecting the entire tree. German production began to take sudden and terrifying downward swoops. By the fall of 1944 the economy as a whole was badly shattered. It absorbed even more grievous blows during the winter by which time the German armies were suffering from so many shortages that they were to offer up only disorganized resistance, once their final effort in the Ardennes had been defeated. The country at their backs had become an industrial graveyard. Reeling under the hammer blows of Allied ground and tactical air forces, they retreated across the Rhine, falling back through one ghost city after another. They were out of food, out of gas. Out of ammunition, out of transport. They surrendered in droves, a wrecked army in a wrecked nation.

Nobody who was not there, when the roof fell in, to see it for himself can grasp the scope of the destruction which was meted out to the Germans. Of their 50 largest cities, all were from 30 to 80 percent destroyed. Dazed citizens wandered through crooked little paths which they had cleared between the mountains of rubbish. Looting was wide spread, until the Allied military took over, emphasizing the universal shortages of food, fuel and clothing. The factories the patched and repatched factories were silent, their twisted metal guts slowly rusting in the sun. Children played on the tracks of the otherwise motionless rail yards. Sheep grazed on the airfields. Of the complex and wonderful edifice on which countless Germans had labored for generations, little remained but the bare bones.

Attack on German Fighter Production With the plain precept in mind that first things come first, the Combined Chiefs of Staff early in 1943 ordered the first intensive bombing campaign against strategic targets to be aimed at the German aircraft industry. Opposition from the Luftwaffe had grown increasingly fierce. In our earliest attacks—many of them against German sub pens—eight to ten percent of our heavy bombers were being shot down on every mission. At the rate of ten missions a month, an entire bomber force could be knocked out in 30 days. The young 8th Air Force was fighting for survival. With the limited number of planes we had on hand, something had to be done, quickly and where it would hurt most.

It was clear, too, that the success of future strategic campaigns and invasion of the continent depended on eliminating the Luftwaffe. The aircraft industry was then centered in a few big complexes. By hitting assembly plants, the number of planes the Luftwaffe could put in the air would be reduced in a matter of weeks. And time was of the essence.

At the start, numerical inferiority and the lack of long-range fighter escort put the 8th Air Force behind the eight ball. But there was no question that our planes and crews were more than equal to the task. The history of U. S. air power will always honor the bloody summer of 1943.

At Warnemunde on 29 July, for example, the fighter aircraft and assembly factory, making mostly FW-190s, was attacked by 54 B-17s. Eighteen of 27 buildings were destroyed. We lost only two B-17s. One day earlier at Oschersleben, on the deepest penetration into

Germany up to that date, 28 B-17s found an important fighter plant which turned out 50 FW-190s a month—21.7 percent of the total output. We destroyed 48 enemy fighters in combat. We lost 15 B-17s. Fifteen out of 28.

Beirne Lay Jr Speaks But the feel and flavor of those first battles are best summed up in a transcript of an extemporaneous interview given at AAFSAT by Lt. Colonel Beirne Lay, Jr., who was a copilot and special observer on the Regensburg mission of 17 August. (The Me-109 assembly shops at Regensburg accounted for 30 percent of German fighter production.) This doubleheader mission made history because it was the largest force sent out by the 8th AF to date, and because it was the first big shuttle mission. The larger part of the force hit the ball bearing plants at Schweinfurt, then returned to its base. The other task force (147 B-17s) hit Regensburg, then wound up in Algeria.

Here are some excerpts from the interview: "We were to operate with three groups in the first combat wing, two groups in the second and third combat wings. I was in the low group in the third wing. We were told we'd have P-47 escort picking us up at Eupen and carrying us through the fighter belt. The P-47s were not yet carrying 300 gallon belly tanks—they had just started using belly tanks and were carrying only 100 gallons—so that meant we wouldn't have support at the target".

"We assembled on time. As soon as we got up to base altitude (17,000 feet for the third wing), we were well within the German RDF (Radio Direction Finder) screen, which has a range of about 50 miles at that altitude. So the whole German defense machinery was beginning to warm up in front of us".

"To counteract our diversionary feints the Germans had set up a fluid defense. By the time we crossed the enemy coast, they were reporting us once every minute, and could get a pretty good idea where we were headed; furthermore, they knew we had to follow a rather direct course coming home, because of our fuel limitations. So they could pull fighters from as far north as Denmark and from down around Paris, Poix and Lille, and send them after us".

"We encountered the first fighter opposition at Eupen, just inside Germany, which was where our fighter cover was supposed to be. We didn't see any fighter cover; it must have been awfully high. Our column was about 15 miles long and the fighters may have been giving protection up around the first two combat wings. They certainly weren't helping us any in the trailing wing".

"Shortly after we were supposed to have made a rendezvous with the P-47s, the attacks started. Focke-Wulfs and Messerschmitts came in from every direction, making coordinated attacks. Therefore, there could be very little evasive action within the group. I believe those attacks were more intense than any we had met up to then. There were more than 200 fighter attacks from there to the target".

"They used 20-mm time-fused cannon shells. They made the first fairly large-scale use of rockets. And there was some air-to-air bombing. Flak was negligible. By the time we got close to the IP we had lost 17 planes, nine of them shot out of my group, which took more than half the loss of the whole force, giving some indication of where those fighters were making their attacks".

"Weather at the IP was perfect . . . The fighter opposition died off just before we got to the target; I don't know why, unless they just ran out of fighters. The bombing was excellent. I saw only one bomb wasted".

"The boys of the 1st Division (bombing Schweinfurt) took a terrific shellacking. They lost 35 bombers from their nine groups. The

Regensburg boys lost 25, making a total of 60".

"The things that went right with the mission were that we did hit the target, air discipline was good (I don't believe that many of us would have got through that fighter opposition if it wasn't good) and navigation was perfect".

"I think the conclusion which can be drawn from that mission is that without fighter escort all the way to the target and all the way back, heavy bombardment can't operate in daylight against that type of opposition without excessive losses. Look what happened a month or so later when they sent a second force to Schweinfurt. They lost 60 bombers again, which, added to the 35 they lost on the first mission without destroying the target, makes a total of 95".

"The other conclusion is that heavy bombers cannot be stopped from getting to a target and destroying it. I don't believe we will ever run into greater opposition than we did on the Regensburg mission. Our success there showed that we are training the best damn crews in the world".

Such were the problems, and such was the fighting spirit that prevailed in 1943. Early in 1944 as the 8th Air Force grew stronger, more battle-wise, and as the Luftwaffe itself grew weaker, the picture changed. The lesson at Regensburg had been well learned, particularly in regard to fighter escort. First the P-47s were equipped with larger tanks, then came the P-38s, and then the P-51s. By 11 January 1944, a 200 mile string of 720 heavy bombers flew over heavily defended territory, 300 of them revisited Oschersleben—and fighter escort was provided all the way.

The winter offensive hit its peak in the Big Week of 19-26 February. Combined USSTAF-RAF Bomber Command figures for this week are:

| | |
|-----------------------------------|--------|
| Bombers dispatched | 8,148 |
| Bombers lost | 400 |
| Fighters dispatched | 4,454 |
| Fighters lost | 39 |
| Tons of bombs dropped. | 19,177 |
| Enemy fighters lost (in air only) | 642 |

During this same week the 8th AF, joined by the 15th AF, paid a return call on Regensburg. Since the August attack, strenuous repair work had been done, and a nearby glider factory at Ober Traubling was converted to Me-109 manufacture. Hit by 613 heavies, both factories were practically wiped out—one of them for the second time. By now some aircraft complexes were being hammered out of existence. Disperse or die was the order of the day, and disperse they did. The campaign continued until September 1944. Thereafter, it tapered off, with only a few policing missions, and new attacks on jet factories in the winter and spring of 1945. But what had actually happened to aircraft production inside Germany? A few statistics will point up the story.

In the second half of 1943 only 400 tons were dropped monthly by USSTAF on German plants, while in 1944 an average of 6,500 tons a month was dropped. In 1943, 58, a/c plants were damaged as against 146 in 1944. Single engine fighter a/c bore the brunt of our attacks. It is estimated that by 30 September 1944 the GAF was deprived of 10,000 new planes which would have been produced.

When we started the campaign in July 1943, German production of operational types had jumped to about 1,740 monthly, including 910 single-engine fighters. And the GAF planned to produce 3,000 a month late in 1944. But our bombs reduced output 1,320 planes in

March, less than half of planned production. From March 1944 onward, however, the GAF production rose sharply. It reached 1,950 in September, of which 1,400 were single engine planes. This, of course, reflected the dispersal policy. Production was spread out into countless small plants, including unused textile mills. GAF airfields were used for assembly. Underground. Bomber plants were converted to fighter production.

But all this effort came too late. The reduced output of defensive fighter planes due to Allied bombing, forced upon the GAF a policy of conservation simply to retain an air force in being. Lack of adequate resistance in turn made possible the successful bombing of Axis industries producing oil, bearings, and other vital war materials. The whole interlocking structure of German industry began to topple and one disaster seemed automatically to start another.

The loss of aircraft production at bombed factories, estimated at 10,000 planes between 1 August 1943 and 30 September 1944, was roughly half of the somewhat more than 20,000 lost in combat during the same period. But, in one way or another, the bomber offensive accounted for a large part of these losses. Bombing of GAF airfields and repair depots accounted for many more, and lowered serviceability. The remainder of GAF wastage resulted largely from aerial combat with tactical air forces, and strafing and capture of airfields cluttered with immobilized aircraft.

While the dispersed GAF succeeded in increasing its aircraft production despite our campaign, it did not succeed in getting these planes in the air in numbers sufficient to fend off the rapidly growing AAF. The GAF was the victim of superior numbers, and overall fresher pilots because of the AAF's rotation policy. In its opening campaign USSTAF gave the first big push against industrial Germany's house of cards, and, during the process, came of age as the most formidable weapon of modern warfare.

Bombing Of Fuel Immobilized The Wehrmacht And The GAF If in waging war you can deny to the enemy something he must have in order to maintain his effort on a scale to match your own, you've got him. It is this simple fact which focused the attention of Allied air leaders on the German liquid fuel industry. Modern nations cannot fight without oil. They cannot even fight with a little oil. They must have it in large quantities readily available at all times. In a highly integrated war economy, oil was the chink in German armor. Her fuel position was traditionally unsound.

Such dependence on foreign sources is naturally unacceptable to a country dedicated to expansion and self-sufficiency. For expansion leads to war, and wars make it difficult for a continental power with a small navy to insure that her imports will not be cut off particularly since 60 % of the crude oil refined in Hamburg came from the United States. Germany's reaction to this situation was twofold. First she determined to put to use her large stores of low-grade coal. Coal and oil are closely related atomically.

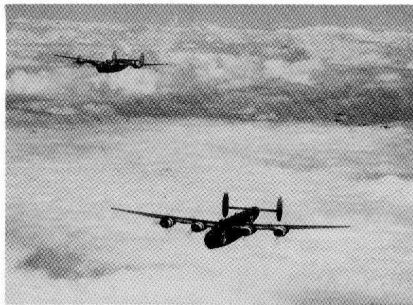
Both are hydrocarbons. Her admittedly superior chemical know-how had already evolved two processes for extracting all kinds of synthetic oils from this coal. These processes Fischer-Troesch, and Bergius are efficient but expensive. With world oil prices as low as they were before the war, only a controlled economy preparing for war could have justified their developments. All together three major Synthetic districts grew up in the neighborhood of three coal deposits, one in the Ruhr, one in Silesia, and one in the Leipzig area.

Germany's second effort to improve her oil position was in the political and military field. When the smoke cleared away from her European conquests, Germany had access to all the oil in Europe.



Total theoretical refining capacity in the area she dominated was 27,750,000 metric tons a year. Actual production was much less, due to great excess refining capacity due to the fact that many of the refineries were old-fashioned and unable to produce high octane fuels in quantity, and to the fact that her newly acquired assets represented somewhat of a hodgepodge. The best refineries were not always located near the richest oil fields. There was a deficiency of pipe lines and rail service in some places. In addition, Germany had to cope with sabotage and a certain number of recalcitrant local plant managers. As a result of all this, actual production in the summer of 1943 amounted to only about 16,500,000 tons a year. Seven million tons were from synthetic plants in Germany. Seven and a half million tons were from crude nearly two-thirds of it from Ploesti. The balance amounting to 200,000,000 tons, was made up of substitute fuels such as alcohol, coal tar, aromatics etc. Production continued at this rate for nearly a year, permitting the Germans to increase their level of stocks from a monthly average of under 3,000,000 tons in 1943 to nearly 4,000,000 tons in April of the following year.

The overall plan for the oil campaign, which started the following month called for the destruction of 24 synthetic plants and 80 refineries. The great majority of these were in six districts, the three soft-coal areas mentioned above in the Hamburg-Hanover district, a concentration of refineries in the neighborhood of Vienna, and another at Ploesti. These districts were divided three and three. The 15th Air Force was assigned Silesia, Vienna and Ploesti. The 8th got Hamburg, Leipzig and the Ruhr. Work started immediately. During May, eleven targets were hit, some of them two or three times. In June, 43 attacks were launched. The effect was catastrophic. The German High command faced with skyrocketing consumption to combat a large-scale Russian offensive in the East and the Normandy invasion in the West found their oil production cut almost in half in only two months of attacks. Their reserves which had looked so gen-



erous a few months earlier, were already shrinking dangerously. But this was nothing. By August, production was down to 37 per cent. Three weeks later, Ploesti, which had been nine-tenths destroyed by the 15th Air Force, was captured by the Russians. This freed the bombers of the 15th, who redoubled their efforts against Vienna and Silesia. The RAF was beginning to turn on the heat in increasing force. Production for September shrank to 23 percent. The enemy, now desperate, was being relentlessly squeezed between the jaws of mounting demand and dwindling supply. There was no fat to draw on. The home front had been living on starvation rations for some time. The Luftwaffe, already weakened by the aircraft campaign, was literally dying of thirst. Its training program was shaved to minuscule proportions, all gas being saved for combat operations, and even these became rarer and rarer as the weeks went by.

There were three things the enemy could do. He did them all to the limit of his endurance. First, he spent what little breath there was left in the Luftwaffe largely on the protection of oil targets. Second, he could, and did, protect them from the ground with what grew to be the densest concentration of flak the world has ever seen. Last, he could repair the plants. This he did with a doggedness and resourcefulness which is little short of amazing. But, after each attack, the job became harder and harder, and the time required, longer and longer. Almost every heavy strike destroyed some basic piece of equipment which was impossible to replace. Some plants were reduced by this to the production of only certain types of fuel. Others could be patched up to operate on a reduced scale through bypassing the smashed unit. As time went on, strains and stresses were revealed in units which were at first considered sound after attack. These often broke down by themselves. And whenever it appeared, through photo reconnaissances that a plant was again in operation, it was again bombed. The sense of frustration created in this way must have been enormous. Captured plant managers have refused to comment on this, but as early as 17 September, 1944, it was necessary for Reichsminister of War Production Speer to circulate a sort of "pep talk" telegram which reads partly as follows:

"The idea is spreading that the reconstruction of the synthetic oil plants and refineries is purposeless since the enemy always finds a suitable moment, soon after the resumption of work, to destroy these installations again by air attack. He then lists some of the plans for dispersing oil production, getting it underground, etc., and expresses the hope that impending bad weather will give the German oil industry a breather. It is therefore incorrect to regard reconstruction as a fruitless task; on the contrary, from a long-term point of view, the successful prosecution of the war depends in the final analysis upon this achievement. Heil Hitler!"

Yours, Speer."

Bad weather did come, and the situation was somewhat eased

during the fall and early winter. Nevertheless, reserves were generally exhausted, and operations of the Luftwaffe and Wehrmacht were controlled more and more by production and less and less by military necessity. Germany was cracking up. In February the Russians captured the synthetic plants in Silesia. The Ruhr was captured. Production skidded to 18 1/2 percent in March, and to an incredible 7 1/2 percent in April.

German Rail system Impaired Transportation targets are unlike others in that they are both tactical and strategic in nature. Our campaign against the enemy communications system was primarily tactical, but as a by-product we derived enormous strategic gain from it. This is because only about 25 per cent of the system's capacity was employed to carry military freight, whereas at least 50 per cent was used in the war economy. This means that any reduction in capacity had twice the impact on industrial as on military operations. As a matter of fact military freight usually carried a top priority, which had the effect of putting almost all the strain of reduced capacity directly on industry.

In addition consider the following peculiarities, all weaknesses, of any rail system: It is a fundamental industry being essential to all components of the civilian and war economies. It cannot be moved or dispersed. It is so large that it cannot be well defended. It is almost impossible to camouflage effectively. It cannot go underground. Targets are so numerous that there is almost always some part of the system which is not cloud obscured despite general overcast weather. They are also so varied that they can be attacked by all kinds of aircraft. Heavy attacks within a certain area can be compensated for in part by shifting to road or water transport, but lost capacity cannot be balanced by expansion somewhere else, as is the case in manufacturing. Finally, the effects of air attack are cumulative because the capital investment is exceptionally high and damage cannot be replaced at a rate comparable to the potential rate of new damage. As a result, policing costs are low and enemy recuperation is slow.

Balance these factors against the over all size, flexibility and initial excess capacity of the enemy system, and you have the problem. It was solved by the 8th, 9th and RAF which dropped 400,000 tons on rails in the year March 1944 to April 1945.

Not only did it require tremendous expenditures to mount the strategic bombardment campaign, but it was also necessary to overcome numerous operational difficulties peculiar to the European and Mediterranean theaters. One report aptly sums up the case. As usual we can start out by stating that unsuitable weather limited air operations.

Maintenance of heavy bombers in Europe encountered the following main weather problems: mud, rain, frost, low temperatures in flight and icing. Thanks to the excellent lend-lease constructed airdromes in England, mud did not present such a problem as it did in Italy. There, during frequent rainy spells, planes bogged down whenever they happened to leave reinforced surfaces. It likewise was impossible to prevent battle-damaged planes from overshooting runways onto soft ground. Another disrupting factor was mud being tracked into aircraft by crew members, which sometimes worked down

into cable pulleys, fairleads, guides, electrical terminals, or connectors causing failures of equipment. It was a particular nuisance in maintenance of escort fighters, where it collected in landing gear, blotted out gun cameras and in general made conditions hell to work in. Precipitation in the form of rain or snow had slight effect on air operations, but it frequently made ground crew activities well nigh impossible. Frost during winter was also troublesome, because, as any skier knows, planes are unsafe to fly until it is eliminated. This problem was satisfactorily solved by application of a special liquid which melts frost and retards further accumulation. Low flight temperatures had their greatest effect on personnel, notably waist and tail gunners who were often exposed to temperatures of 55° below over Germany in winter. Icing was a particular deterrent to operations.

At one point in January of this year the 15th AF was grounded ten consecutive days because of icing conditions either at base or enroute to targets. Included in the figure of over 9,000 heavy bombers lost in ETO and MTO are 1,097 destroyed for reasons 'other than combat.' A great number of these can be attributed to adverse weather.

Difficult as were heavy bomber missions during spells of bad weather it was even tougher for the escort fighter. In the first place, instrument flying depends largely on the airplane simulating a steady platform. The larger the plane, the less effect turbulence has on it. A pursuit not only is light, but it also has highly sensitive controls to permit greater maneuverability in combat. Rough air or slight errors in flying technique, virtually unnoticeable in a Fortress, are exaggerated in a fighter, may cause it to assume dangerous attitudes. Perfect trim, so important in good instrument flying, is also hard to achieve in a single engined plane because of torque.

Nevertheless, frequently the "little friends" went out on escort duty when the ceiling was only 600 feet and visibility a mile and a half. Cloud layers sometimes piled up to 22,000 feet, despite this, missions were scheduled and carried out. Instead of having a method of assembly on homing beacons, fighters formed their flights of four below the overcast and as soon as they were assembled. The leader would start a straight away climb up into the soup. The three wing men would nestle close like a flock of ducks and concentrate entirely on flying tight formation while the leader did the instrument flying. Not infrequently visibility became so bad that unless they virtually overlapped wings, they would lose sight of their flight commander. Thus one man had to take responsibility for three others, but our pilots were entirely up to the job. Unfortunately, on some occasions inexperienced wing men, flying their first combat missions, would become confused after long, tiring stretches of weather flying. It wasn't difficult to think that the flight leader was turning when he really wasn't. Thus, the wing man sometimes would start to turn, find himself in a cockeyed attitude, get vertigo, lose his position and reference on his lead and finally go into a spin. Several pilots were lost in this fashion. On some occasions planes got back to their home bases, only to find them socked in by the impenetrable English ground fog.

It was still possible to get them down safely by routing them to airdromes equipped with the ingenious British FIDO a method, which employed gasoline burners along the runways. These warmed the air



sufficiently to cause condensation of fog in the immediate area, raising visibility so that planes could land safely. By this device heavy bombers were able to operate against Von Rundstedt's supply lines during the Battle of the Bulge.

The problem of unexpected bad weather enroute to target sometimes caused missions to abort. To obviate this, a new role was designed for the already invaluable 8th AF escort fighter. A Scouting Force was established to act as a "seeing eye" for the heavies. The advance unit consisted of a flight of fighters manned by experienced bombardment pilots who had been retrained on single-engine planes. These men, many of whom had completed their tour of duty, preceded bomber formations, investigated weather conditions and advised wing or division commanders by VHF of the best possible courses to take. They also rendered invaluable assistance to large formations attempting assembly during hampering cloud conditions. Here is the attitude of one 8th AF group CO on their value:

"Time and again the Scouting Force was able to make the necessary exploration in advance and relay the vital information needed. Many times it has suggested changes in course and altitude which brought the formation around weather obstructions or through safe channels. On some occasions information that an apparently impenetrable cloud formation was actually 'thin' enough to be safely penetrated has been promptly forwarded by Scouting Force units."

By the war's end almost all operational problems had been overcome except that of German flak. End of report.

***Hermann Goering,
Chief of the GAF (Luftwaffe), speaks***



"I knew first that the Luftwaffe was losing control of the air when the American long-range fighters were able to escort the bombers as far as Hanover. It was not long before they were getting to Berlin. We then knew we must develop the jet planes. Our plan for their early development was unsuccessful only because of your bombing attacks.

"Allied attacks greatly affected our training program, too.

For instance, the attacks on oil retarded the training because our new pilots couldn't get sufficient training before they were put into the air.

"I am convinced that the jet planes would have won the war for us if we had had only four or five months' more time. Our underground installations were all ready. The factory at Kahla had a capacity of 1,000 to 1,200 jet airplanes a month. Now with 5,000 to 6,000 jets, the outcome would have been quite different..

"We could have trained sufficient pilots for the jet planes despite oil shortage, because we would have had underground factories for oil, producing a sufficient quantity for the jets. The transition to jets had a capacity of 1,000 to 1,200 jet airplanes a month. Now with

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5,000 to 6,000 jets, the outcome would have been quite different..

"We could have trained sufficient pilots for the jet planes despite oil shortage, because we would have had underground factories for oil,

producing a sufficient quantity for the jets. The transition to jets was very easy in training.

The jet-pilot output was always ahead of the jet-aircraft production. "Germany could not have been defeated by air power alone, using England as a base, without invasion— because German industry was going underground, and our countermeasures would have kept pace with your bombing. But the point is, that if Germany were attacked in her weakened condition as now, then the air could do it alone. That is, the land invasion meant that so many workers had to be withdrawn from factory production and even from the Luftwaffe.

"We bombed cities in England instead of concentrating on aircraft and engine factories despite my original intention to attack only military targets and factories, because after the British attacked Hamburg our people were angry and I was ordered to attack indiscriminately.

"Allied precision bombing had a greater effect on the defeat of Germany than area bombing, because destroyed cities could be evacuated but destroyed industry was difficult to replace.

"Allied selection of targets was good, particularly in regard to oil. As soon as we started to repair an oil installation, you always bombed it again before we could produce one ton.

"We didn't concentrate on four-engined Focke-Wulf plane heavy bombers after the Battle of Britain, because we were developing the He-177 and trying to develop the Me-264, which was designed to go to America and return. Because our production capacity was not so great as America's, we could not produce quickly everything we needed. Moreover, our plants were subject to constant bombing.

"If I had to design the Luftwaffe again, the first airplane I would develop would be the jet fighter— then the jet bomber. It is now a question of fuel. The jet fighter takes too much. The Me-264 awaited only the final solution of the fuel-consumption problem. According to my view the future airplane is one without fuselage (flying wing) equipped with turbine in combination with the jet and propeller.

"Before D-Day, the Allied attacks in Northern France hurt us the most because we were not able to rebuild in France as quickly as at home. The attacks on marshaling yards were most effective, next came low-level attacks on troops, then attacks on bridges. The low-flying planes had a terror effect and caused great damage to our communications. Also demoralizing were the umbrella fighters, which after escorting the bombers would swoop down and hit everything, including the jet planes in the process of landing.

"The Allies owe the success of the invasion to the air forces. They prepared the invasion; they made it possible; they carried it through.

"Without the U. S. Air Force the war would still be going on elsewhere, but certainly not on German soil."

Letters to the Editor

Radcliff, Ky
Dear Bud:

I am enclosing a photo of my crew, they are standing from left: Truman Wright-P, Bruce E Vandermade-C/P, Melvin G Oxsen-N, and John W Watkins-B. Middle row: Edward H Arnold-B/G, Antonio Jarvis-E, and Maurice K Heaton-R/O. Bottom row: James F Brown-U/G, Gordon R Jesse N/G, and Robert C Baker-T/G.

Robert C Baker 824 Sq

They are from left standing: Truman Wright-P, Bruce E Vandermade-C/P, Olsen or John W Watkins-B, and Melvin G Oxsen-N. Middle row: Edward H Arnold-B/G, Antonio Jarvis-E, and Maurice K Heaton -R/O. Bottom row: James F Brown-U/G, Gordon R Jesse -N/G, and Robert C Baker-T/G.



Branch, MI
Dear Bud:

In reference to the Torretta Flyer No 24 Summer-Fall 1993, I have additional information on aircraft I flew overseas from Topeka, Kansas to the 484th Bomb Group field, and the one we flew back to the states, 42-52037, I flew over. It went down on its first or second mission in the Adriatic because fuel couldn't be transferred from the wing tip tanks (Tokyo tanks) into the mains.



John Roe -N

The plane we flew over 42-52037



| | | | |
|---------|------|----------------------|----------|
| P 2/Lt | 1092 | Robert L Boone | 0829413 |
| CP 2/Lt | 1051 | Howard V Summerlin | 0780764 |
| N 2/Lt | 1034 | John M Roe | 02070133 |
| E Cpl | 748 | Robert J Schaefer | 42020558 |
| R Cpl | 757 | William J Neutzling | 35755950 |
| G Pvt | 612 | Vincent F Gallagher | 33797168 |
| G Pvt | 611 | Gerald A Lemieux | 37560738 |
| G Cpl | 611 | William L Kelly | 37565711 |
| G Cpl | 611 | Chandler D Porter Jr | 18037755 |

42-51818 No 41 is the plane we flew back. The homeward bound crew is listed below:

| | | | | |
|----------|-------|------|----------------------|----------|
| P | 1/Lt | 1092 | Robert L. Boone | 0829413 |
| CP | 1/Lt | 1092 | Howard V Summerlin | 0780764 |
| N | 1/Lt | 1034 | John M Roe | 02070133 |
| B | 1/Lt | 1034 | Nicholas Rizzo | 02001239 |
| E | T/Sgt | 0748 | Robert J Schaefer | 42020558 |
| R | T/Sgt | 0757 | William J. Neutzling | 35755950 |
| G | S/Sgt | 0612 | Gerald A Lemieux | 37560738 |
| G | S/Sgt | 0612 | Vincent F Gallagher | 33797168 |
| G | S/Sgt | 0612 | William L Kelly | 37565711 |
| G | S/Sgt | 0612 | Chandler D. Porter | 18037755 |
| Pass | S/Sgt | 0685 | Charles H. Dudding | 7121974 |
| 461st BG | | | | |
| Pass | Pfc | 0747 | Clifford W Pohren | 37198805 |
| 461st BG | | | | |

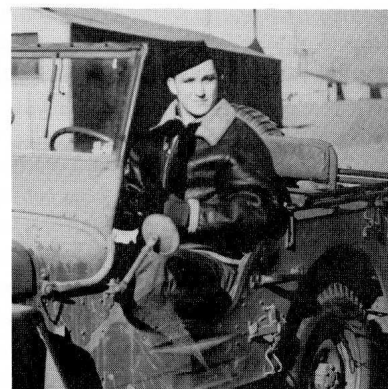
Robert L Boone, 825 Sq.

Chattanooga, TN
Dear Bud:

I read the back editions of the Torretta Flyer and took a very sentimental journey back through Italy. I enjoyed the Harrisburg reunion and plan to attend the 1995 reunion in Dayton, hope to see Clark Ecton and Harold Jacobs there.

I'm enclosing two photos, 1) Me in a Jeep in front of the 825 squadron day room at Harvard, Nebraska, and 2) Left to right: Lee Boydston and Ted Imson, 825 Sq taken in Cerignola.

Sincerely,
Lee Boydston, 825 Sq.



Editors Note; Member Frank W Carr 824 Squadron recently sent in some memorabilia regarding the loss of his crew and the aircraft on December 17, 1944.

The ship was 42-50934 "Little Joe" 824 Squadron flown by 2/Lt Charles A. Himmler was shot down by fighters on December 17, 1944 near Wenzeldorf, Czechoslovakia. The target was Odertal, Germany. Enemy fighters fired rockets damaging aircraft and killing and injuring some of the crew. The ship was burning from the waist windows aft. Crew members Kargel, Carr and perhaps Kendall bailed out. Eight men perished in this action. Carr was interned at Stalag Luft I at Barth, Germany.

Exhibit 1)

A letter written to Frank Carr from Doyle L Kargel

July 13, 1945

Dear Frank:

Just a few lines to ask you one question. Got your letter today. First of all I'm glad you made it. I'm just sorry the rest didn't.

Now you said you saw Daly on the ground dead. Were there any other bodies around, or were they all blown up? I am almost sure that Vezio Egizi, David Uber, and Alton E Douglas were dead. I could not tell for sure as I couldn't get at them, but believe so.

Now for my story. I heard you call the Bombardier (Daly) and say something, then the shells hit the back part. Kendall, myself, and Uber were all hit at once. When I got up, I looked around and the ship was on fire by the waist windows. I tried to call the crew on the interphone but could get no reply. Then I got hit again breaking both legs. I tried to get to the others but could not. Kendall hit the silk, then I tried to get back to my gun but couldn't stand up. The ship was still flying straight and level. Then just as I was crawling out it started to bounce around. When I hit the silk, I looked around could see no other chutes or the ship either. I was taken to a hospital in Czechoslovakia where I stayed for fifty days, then was sent to POW camp in Germany. I got out April 14, 1945

The mothers of the missing boys are very glad to hear anything, so let them know the truth as you know it. Mrs. Daly, the bombardier's mother called me last week. She is in pretty bad shape. It will do her good to know.

Write soon.

Sincerely,

Doyle Kargel

Exhibit 2)

On September 4, 1945 the War Department sent a casualty form to Frank Carr asking for information on John Ehnott, Charles A Himmler, Morris A Daly, and Howard C Long. Carr did not reply, as presumably he had no further information.

Exhibit 3)

Included in Carr's package was a newspaper clipping telling of the mothers of the missing boys getting together to share their grief. Following the end of hostilities German records show that the dead members of the crew were buried in Wenzeldorf, Czechoslovakia.

Although nothing was agreed on at the meeting of the mothers, Mrs. Himmler was trying to get the consent of all of the parents to bring the boys back to be buried in Arlington National Cemetery. (the article ends without further information).

Exhibit 4)

Letter from Mrs. Himmler to Mrs. Carr August 26, 1945. It expresses a mothers' anguish over the loss of a son.

Dear Folks:

You must be the happiest mother in New York and I was truly happy for you. Guess Frank is happy too. I hope everything turns out all right for him and he will get what he wants out of his September 4th return to the AAF in Atlantic City. It was a grand day for all our boys.

I had a nice note for Doyle Kargel and another from Buddy's (Charles Himmler) roommate at school. Well you know what I did, "Cried all day!"

Mrs. Carr, the folks in this town that made the most noise and had their houses decorated the most had none in it. We moms with the heartaches went to church and three of us who had real trouble met at the church door. It seemed odd too. My Sparky said they were happy and surprised too. Is your Bill still in England? Don't bother about the Kendall boy, guess he has good reasons for not contacting any of us. I know some of his records must be N.G. Must be plural women in his life. If so, he is in Denver and getting along, let's wish him well and close the book on him.

My Bill celebrated the end of the war by handing in his resignation at The Ordnance Section. Their department was finished when Japan quit, and he wants to go back to school and finish his course. He made out all right on it too.

My Dad is not so well, blood pressure is 85 and age 65. Buddy's loss hasn't helped him at all. I catch him each day looking at something Buddy had made. We have a little machine shop in the cellar and it is full of odds and ends. He won't destroy a thing. I finally packed his barracks bag he sent home before going over. It made me so sick. Mrs. Uber writes that she just received her son's belongings. Just in case Frank comes this way in his travels have him give us a call.

Write when you can.

Love

Mrs. Himmler

This crew list is made up from several sources and may not represent the crew as it flew that day. It can be assumed that ten out of the list may have flown that day as Carr says only two survived the crash and eight died.

| | | | |
|-------|-------------------------|-----|-----|
| Sgt | Frank Carr** | 824 | G |
| S/Sgt | Alton E Douglass (KIA)? | 824 | G |
| S/Sgt | J. R. Dunn | 824 | |
| S/Sgt | Vezio Egizi (KIA)? | 824 | T/G |
| S/Sgt | Doyle L Kargel (WIA) | 824 | R/O |
| Sgt | Walter F Kendall (WIA) | 824 | E |
| 2/Lt | Howard C Long (MIA) | 824 | N |
| Sgt | David Uber (KIA)? | 824 | F |
| 2/Lt | Morris A Daly (KIA) | 824 | B |
| 2/Lt | John Ehnott (MIA) | 824 | C/P |
| 2/Lt | Charles A Himmler (KIA) | 824 | P |
| S/Sgt | George R Lee | 824 | U/G |
| S/Sgt | John G Riley | 824 | N/G |
| Cpl | Alex C Pietka * | 824 | |

* While not originally shown on the crew list, he appears in the crew photograph. ** Frank Carr also appears on a crew photograph of George Patzer's crew.



Himmeler Crew photo: Standing from left: Doyle LKargel-R/O, Vezio Egizi-T/G, George R Lee-U/G, Alex C Pietka-? Alton E Douglass-G, and Walter F, Kendall-E. Bottom Row: Morris A Daly-B, Charles A Himmeler-P, John Ehnott-C/P, and Howard C Long-N.



Patzer Crew: Top row from left: Sgt William M.Waskoskie-G, Sgt Frank W Carr-G, S/Sgt James F Morrissey-G, Sgt Lionel A "Leo" La Voie-G, S/Sgt Sam Bonner-E, and S/Sgt Edward J Connaire-R/O. Bottom row: 1/Lt Eugene M Perlowin-C/P, 2/Lt George R Patzer-P, 1/Lt Israel B Markowitz-N, and 1/Lt Harry S Allen-B.

Patzer Crew, 824 Sq

| | | |
|-------|----------------------|-----|
| 1/Lt | Harry S Allen | B |
| S/Sgt | Sam Bonner | E |
| Sgt | Frank W Carr | G |
| S/Sgt | Edward J Connaire | R/O |
| Sgt | Lionel A. La Voie | G |
| 1/Lt | Israel B. Markowitz | N |
| S/Sgt | James F Morrissey | G |
| 2/Lt. | George R Patzer | P |
| 1/Lt | Eugene M Perlowin | C/P |
| Sgt | William M. Waskoskie | G |

Mandelieu, France

Dear Bud:

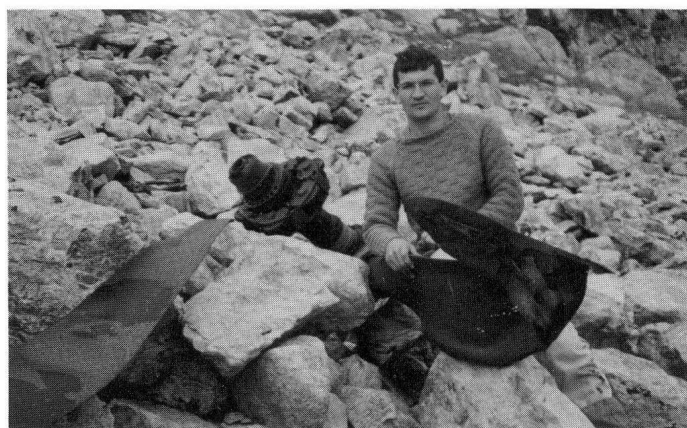
I received the Torretta Flyer and the book, Heritage of the 15th Air Force, and Libs in Action, and want to thank you for your kindness.

I just recently identified a B-24 of the 451st Bomb Group shot down by flak on August 2, 1994 near Le Pontet. Only one man was killed when his chute failed to open. The mayor of the town nearest the crash site will officiate at the dedication of a monument. Bob Karstensen head of the 451st Bomb Group organization is helping find the survivors of the crash.

I have started work on a new book that will include information on 15th Air Force sorties over France, that's why the Heritage of the 15th Air Force is so important to me. Thank you again.

I am including a photograph of me with the propeller of a Free French Martin B-26 shot down on August 4, 1944. The seven man crew did not survive the crash. Today a special plaque dedicated to this brave crew stands near the crash site.

Sincerely, Philippe Castellano



Scranton, PA

Dear Bud:

We had our crew reunion and it was a great success. Lou Gagano had T shirts made up showing our crew photo. I am enclosing a similar photo and one taken at the crew reunion.

Like 95 % of you, I entered the Army Air Force with full intentions of becoming a pilot. However, when they discovered they had a surplus of cadets and a dire shortage of gunners, I ended up at gunnery school in Laredo, Texas in April 1944. I graduated in July with a set of gunners wings on my chest and PFC stripes on my arm.

I was sent to Lincoln AAF base for crew assignment and finally met my crew 27 August 1944 on board a train for Pueblo, CO OTU. I was the baby of the crew at 18. The old man was J.W. Delk (initials only) T/G at 23. The others were somewhere in between.

Finished at Pueblo and left 3 November, 1944 for POE. I remember two things about that troop train ride. One, on a siding at some out-of-the way station, in the middle of the night, waiting for a freight train to pass, we heard that FDR had been re-elected to a fourth term. Must have been the Tuesday after the first Monday in November. And it was on that trip, I learned how to play poker, how I rue the day.

Continued on next page

At Newport News, 4,999 other men and myself boarded the U.S.S. William Gordon, leaving 12 November 1944. The crossing was uneventful; but I did learn that the enlisted men had salt water showers while the officers had fresh water showers. And you know what? You can't tell a PFC from a Major without their clothes on. It's a good thing they didn't catch us going in or coming out at 3 AM.

Our ball gunner, Lou Galgano, was a seasoned crap shooter from Brooklyn. One day he would be rich and the next day broke. It's a good thing for him we docked on the right day in Naples on 26 November 1944. We disembarked and immediately boarded a British ship for a two day trip to Taranto.

We went through the Straits of Messina at night and could see smoke and fire coming from Mt. Etna. Our ship, the Arindel Castle, was once a luxury liner, but I was never in such filthy quarters in my life. I dropped my overseas hat on the deck in the water and slop and never bothered to pick it up. At meal time they brought the mutton stew, or whatever it was, up from the galley in pots, and we ate out of our mess kits. After the first meal, another and myself got the detail to return the kettle to the galley and wash it - in cold salt water. After one look at the galley with all its grease and cockroaches, that was the last meal I ate on board that ship. We did manage to steal some loaves of bread out of a storeroom in the middle of the night. We figured that would be safe to eat.

At Taranto we were loaded on box cars for the trip to Bari - shades of 40 & 8. After a day or two at Bari, we traveled by truck to Torretta, arriving at the 484th Bomb Group 826 Squadron 2 December 19, 1944.

We flew our first two missions on 27 and 29 December, 1944. The third on 5 January, 1945 and fourth on 7 February, 1945. That gave us plenty of time to fix our tent with three foot "Tufi" (soft sandstone) walls into a home. Being a replacement crew, I don't know why we didn't get someone else's tent, but we didn't.

About the only lumber available was old bomb crates and all our nails were second or third hand. However, there was a piece of 4" x 12" x 12' kicking around the squadron that nobody could find a use for. So the six of us enlisted men ripped it three times with a hand saw. It took us a couple of days or so but we ended up with some 2 x 4's for framing the door and walls. Next came the floor (bomb crate material) and then the stove similar to the one described on pages 34 & 35 of the Flyer #26, with some exceptions. Rather than a jeep fuel can, we cut 6" off each end of a 55 gal. drum and mashed them together. The fire pot was the same as described. For a stove pipe, we cut the ends off of 75 mm casings and stacked them together. When kerosene was available we cut it 50-50 with 100 octane gas. This burned better than straight 100 octane. When using this mixture, we had a problem of soot in the chimney. We could clean the chimney by getting the fire pot good and hot, turn off the fuel until the flame went out, then turn the fuel on and run like hell. This was not too desirable because a couple of tents burned down and the wheels took a dim view of it. So we rigged up a pulley on the center pole of the tent with a beer can full of sand suspended over the chimney on a control cable which could be lowered and raised in the chimney to clean the soot.

Our next project was hot and cold running water. We fashioned a lavatory out of you guessed it - bomb crates with the end of an oxygen tank for the sink. We first made a coil of aircraft tubing to go in the stove. We figured that as long as it contained water it should be OK, like our mothers' aluminum pots and pans. But when we fired up the system it promptly melted. Too much magnesium content I guess. We scrounged up some copper tubing somewhere which worked fine.

With a 55 gal. drum of water outside and a drain to a dry well, we were in business.

In the last Flyer #27 I tabulated our 24 missions along with excerpts from my diary. So I won't go into that again. I cross-checked my list with the 484th's mission list in Flyer #25 and they are 99% in agreement.

One thing that confuses me is: my diary tells us that on the mission 17 February 45 to Trieste, 501 & 502 collided in midair and went down. In checking the aircraft list in Flyer #24, I can find no ship 501, and 502 is listed returned to ZI. Further checking shows 826 ship number 44-48828, Bells of St. Joe with Capt. Kenneth Arson as pilot, and a plane from the 826 squadron with Lt. Abner McDavid as pilot, were both involved in a mid air collision 17 February 1945. Can anybody shed any light on this?

I think our crew picked up two Purple Hearts in Italy; Odis Johnson E caught a piece of flak near the eye over Vienna 7 February 45 and J.W. Delk T/G a cut hand by flak on the Trieste mission of 17 February 45.

Sometime in the spring of '45 our crew purchased, for \$100 I believe, from a crew going home, a Harley motorcycle. I believe it is the same Harley described by Ray Surette in Flyer #14 page 24. I don't know what became of it after the war was over. It was pretty well shot by then anyway. The tire casings were repaired with fender washers and the trip through a barbed wire fence with Lou Galgano B/G aboard didn't help it any.

We left Torretta 17 May, 1945 by truck to Gioia where we picked up a brand new B-24M and flew it back to the ZI via Marrakech, Azores, and Gander arriving 30 May 1945 at Bradley Field, Connecticut. After a short train ride to Camp Miles Standish, MA, the crew split up and we went our separate ways.

Between 30 May and 2 November 1945, when I was discharged, I was in eight different army camps besides being home for a 30 day furlough and two 15 day furloughs. I didn't stay in one place long enough to get my laundry done. At one point in early Aug I was in Big Spring, TX where I volunteered for a tour in the Pacific. I was in Tampa, FL enroute to Ft. Myers and B-29 gunnery school when VJ day came.

After discharge I soon got itchy feet again, and in Feb. '46 left on a 10 week hitchhiking trip from NY to CA and back. On that trip I visited Lou Galgano B/G in Brooklyn, J.W. Delk T/G in Dallas, TX, Walt Nilson R/O in Holtville, CA, and Dana Stewart in Champaign, IL. From the fall of '46 till summer of 1950, I tried my hand at higher education at Cornell University. My goal was a Bachelor's in EE, Master's in Heat Power, and PhD in Time and Motion. But being in the reserves, in July of '50, I was invited to volunteer for 12 months' active duty. I needed a vacation so I duly volunteered and was assigned to a SAC B-50 outfit at Hunter Field in Savannah, GA. Our reason for existing there was: we were prepared if necessary to drop an A-bomb anywhere in the world in 24 hours. The only problem being, if we met our refueler on the way in, we would have enough fuel to get back out to meet another refueler. If not we had just enough fuel to reach the target. Period. But Gen. Curtis LeMay said, "he would not hesitate to lead us on a one way mission". Real comforting! When I got out in July '51, I got to thinking that when and if I finished school, I would be 30 years old.

So I quit school and went to work. Spent 30+ years as a construction electrician, retiring on my 62nd birthday.

With best wishes,

Allan Davidson, 826 Sq.



Dana Stewart's Crew 10/44 Pueblo, CO Standing left to right: Harry Mackler-B, Dana Stewart-P, Robert Reed-C/P, and Daniel Miller-N, Front row: Darrell Johnson-N/G, Odis Johnson-E, JW Delk-T/G, Walter Nilson-R/O, Allan Davidson, U/G, and Louis Galgano-B/G.

Editors Note:

In April we received a letter from England. Norman Franks wrote he is preparing a story on RAF rescue operations in the Adriatic Sea and was particularly interested in an incident that took place on May 3, 1944. It seems that an RAF "Walrus" (seaplane) of 293 squadron had picked up three men of the 484th bomb Group on that date. A subsequent letter (immediately below) was received outlining in detail how a Walrus effected a sea rescue, read on.

Surrey, England
Dear Bud:

Sincere thanks for your letter of 25 May and for the addresses of other BG Associations. I have already had very good letters from Robert Karstensen of the 451st and today Lyle McCarty of the 459th, so I am more than pleased. Will I make it three with one from Robert Cutler of the 460th? We'll see.

Thanks too for the listing of the 15th AF units, which I am delighted to have and am sure will prove very useful. As requested I enclose a photo of a Walrus doing its job, ie: picking up some downed flyer in a dinghy. Once the pilot had landed, his crewman would pop up in the front 'gun' position with a long pole and hook, attached to a

rope. The pilot would endeavor to taxi as close as possible often awkward if the sea/weather was bad - and the crewman would hope to tag the dinghy rope with his hook, bearing in mind that often the rescuee(s) would be beyond helping themselves. Once tagged, the crewman would let the dinghy drift back under the wing to the rear hatch, atop of the rear fuselage. If there was only one crewman, he would then dive back to the rear hatch and often needing superhuman strength as the men, as mentioned, might be beyond helping and be pretty water-logged too!

And of course, when picking up bomber crews of anything up to ten guys, the pilot would already be more than aware he was not going to be able to take off again, so would have either a long taxi back, or a taxi and rendezvous with launches that might or might not be on their way. The main thing was to get the men out of the water and into the amphibian, with some warm blankets and soup.

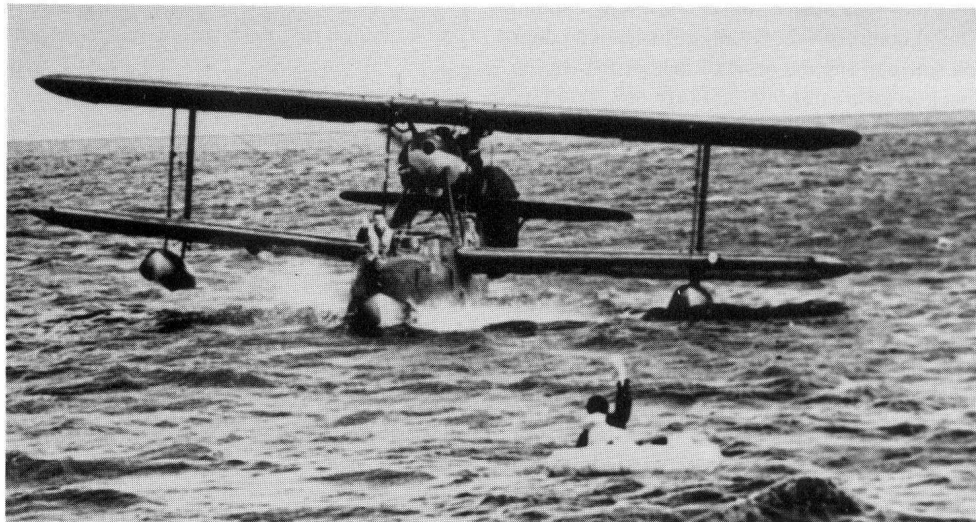
This picture is posed of course, but you can see a second crewman in the rear hatch area. There are also a number of occasions when a wing float would dig in and either be ripped off or damaged and fill with water. On these occasions, at least one crewman, and sometimes one of the rescued men too, would have to climb out onto the far opposite wing to keep the damaged wing out of the sea. But it usually worked.

So again, best wishes and thanks.

My reply following gives more information on this incident.

Norman L R Franks
Morden-Surrey, England

Dear Mr. Franks:



RAF Walrus in a practice rescue

Thanks for your letter of April 9, 1995. In regards to the incident you report that took place on May 3, 1944, I can verify that indeed it did happen as you describe, but my source says it was an RCAF Walrus that effected the rescue of three airmen from the 484th Bomb Group, 824 Squadron and may have taken place May 4,

1944.

On May 3, 1944, the 484th Bomb Group flew a practice mission to reacquaint crew members with formation flying and to practice pin point bombing. While this type of mission could not duplicate combat conditions exactly because there was no opposition, and live bombs were not used, it was a method of increasing the crews proficiency.

The crew led by 1st/Lt William Abbey in a B-24 Sq. No 21 "Rum

Runner" were returning after dropping practice bombs* on a small island of Pianosa about 100 miles Northeast of the spur of the Italian boot in the Aegean Sea.

According to Forrest Nance, Abbey's B-24 had asked for permission to fly closer to Ship 15 "Ramp Rooster" flown by Forrest Nance so that inflight photos could be taken. Nance was leading a six plane formation that day. Abbey's plane approached from its right side bringing it parallel with the left side of Nance's aircraft. The two ships collided, Abbey's plane losing about 12 feet of the right wing. Because the command pilot on a B-24 sits in the left seat (facing forward) a close in approach from the right would be awkward, because the pilot would have to look over his right shoulder and over the co-pilot through the opposite window. From later discussion on the ground, Nance accused Abbey of sloppy flying and continued to tease him from time to time so it has to be assumed that Abbey was flying at the time of the incident and not the co-pilot. After the war when Bill Abbey was sick, probably at the time when Abbey was suffering from the onset of cancer, Nance went to visit him and apologized for all the ribbing. Abbey died sometime after the visit. Bill Abbey is pictured standing on top of the wing in the photo of "Rum Runner." The man looking up from the ground is the squadron intelligence officer Bert Lange.

On impact the three crew members, 1st/Lt Myron Manhart-Navigator, 2nd/Lt Sheldon M Rutter-Bombardier, and S/Sgt Bernard R Schneider-Nose Gunner, in the nose of the aircraft bailed out quickly through the nose wheel door after seeing parts of Abbey's plane being swept away. There is some thought that the bail out bell may have sounded. The rest of the crew were pinned down as the aircraft went into a flat spin shortly after impact and could not bail out.

By adding full throttle on number three and four engines and pulling power from one and two engines, Lt Abbey was able to break out of the spin and fly very carefully back to the airfield at Torretta Italy (vicinity Cerignola) and was able to make a difficult landing using full aileron for lateral control. Nance's aircraft sustained damage to No 1 engine's oil line causing the crew to feather the engine. They were able to fly back to base safely.

Meanwhile Sgt Schneider fell deep into the water and was trapped under his parachute, using a pocket knife he was able to cut a hole in his parachute and swim through it. His life vest inflated immediately and he opened the sea marker cartridge. The bright yellow dye was visible from the air and another B-24 (possibly Nance's aircraft) spotted three crew members in the water and flew in a circular pattern around the downed men at low altitude and possibly dropping several extra Mae West life jackets.

One source quotes that several Me 109's may have flown over to investigate, and saw what was going on, but did not attack and flew off. The ME-109s were normally based at Udine, in Northern Italy. The circling B-24 was able to direct a RCAF Sea Walrus to the general area. The three crewmen were spread wide apart. Lt Manhart reported to be an accomplished swimmer was trying to swim back to Italy. The circling B-24 directed the Walrus to taxi to each man where rescue was effected by the use of a life preserver so the men could climb aboard.

By this time the sea became too rough to take off so the plane had to taxi to smother water and after three attempts to break free of the ocean surface it finally took off and brought the crew back to Italy where the men were put up at a British Field Hospital at San Servo. The men by now were quite sick due to swallowing a lot of sea water. They were put up in a malaria ward that was full of suffering British

soldiers. They were picked up the next day by Maj. Fairbanks of the 824 squadron and driven back to the airfield in a staff car. Bail out took place during daylight hours probably around noontime.

Lt Rutter was not a regular member of the crew, he had replaced the assigned bombardier Leonard Jorgenson who was left back in the States because of illness. On this day Lt Rutter was not wearing a life vest and may have had to swim to the Walrus if he was unable to find one of the dropped life vests before being rescued.

I pieced this story from several sources including phone interviews with Lt Nance and Sgt Schneider, and Edwin Turner, the crew chief of "Rum Runner" so the events may not be historically correct in fine detail, but the incident did happen basically as I have described.

T/Sgt John L Hahn the flight engineer who landed with the aircraft was not wearing a parachute harness on this day either. He would have gone down with the plane if it ditched in the ocean.

The crew flying that day were:

In Ship #21 "Rum Runner" 42-52660

| | | | |
|--------|------------------------|----------------|--------------|
| 1st/Lt | William A Abbey Jr (D) | Pilot | ASN 0808259 |
| 1st/Lt | Walter G Price | Co-pilot | ASN 0814547 |
| 1st/Lt | Myron A Manhart* (D) | Navigator | ASN 0704606 |
| 2nd/Lt | Sheldon M Rutter* | Bombardier. | ASN 0752644 |
| T/Sgt | John L Hahn | Engineer | ASN 16132156 |
| T/Sgt | David H Wolfe Jr | Radio Operator | ASN 12041457 |
| S/Sgt | Bernard R Schneider* | Nose Gunner | ASN 37288756 |
| S/Sgt | Albert K Borcharding | Ball Gunner | ASN 36718980 |
| Sgt | Scott W Larson | Tail Gunner | ASN 13059636 |
| S/Sgt | Joseph E Pemental | Upper Gunner | ASN 31137521 |

*= Bailed out

In ship #15 "Ramp Rooster" 42-52576

| | | | |
|--------|---------------------|----------------|--------------|
| Capt | E Forrest Nance | Pilot | ASN 0429844 |
| 1st/Lt | Layton W McDonald | Co-pilot | ASN 0814513 |
| 1st/Lt | Jack Gittleman | Navigator | ASN 7073981 |
| 1st/Lt | Reinhold Rickert | Bombardier | ASN 0697318 |
| T/Sgt | Andrew J Beard | Engineer | ASN 38367769 |
| T/Sgt | Robert J Dixon | Radio Operator | ASN 18071678 |
| S/Sgt | John P Hensel | Nose Gunner | ASN 16075830 |
| S/Sgt | Eugene LaPierre (D) | Upper Gunner | ASN 16079605 |
| S/Sgt | Melvin I Albert | Tail Gunner | ASN 13981890 |

Because of the narrow confines of the B-24 crew members were usually dressed with a parachute harness that a chest pack chute could be snapped in place quickly. Some pilots preferred seat packs over the chest pack. The chest pack was usually left on the floor near the crew members work station. On some occasions the chest packs were moved because of the necessity of defending the aircraft from fighter attack, so if a bail out was ordered, there was a mad scramble for whatever chute was handy. I haven't been able to determine if the life vests were worn over or under the parachute harness. Crew members such as the flight engineer having to transit the bomb bay from one end of the ship to another would tear a Mae West rendering it useless if worn. Some crews were religious in wearing survival gear, others preferred the freedom of movement and stored their gear as required.

Lt Manhart is deceased, and Lt Rutter last lived in Washington DC.

* 100 Pound thin steel sand filled bombs with black powder in the nose to give off black smoke.

Rum Runner was repaired by the service squadron and returned to duty. It is doubtful that this aircraft survived the war as at one time because of severe losses the 824 squadron was reduced to just five aircraft. Normal complement was twelve, but often was as high as 20 aircraft. "Ramp Rooster" was damaged by flak and fighters on 17 December 1944, and salvaged a few days later. On average each original aircraft was replaced three times in the one year the 484th Bomb Group was operational.

Wishing you the best for a most successful new work.

Sincerely,
Bud Markel

Cheboygan, MI
Dear Bud:

I noticed in the Summer-Fall 1994 (#26) issue of the Torretta Flyer that M/Sgt John S. Vnuk passed away. My first meeting with John Vnuk is one I will never forget. It happened in October 1943 when I was assigned to the 824th Squadron.

I came to Harvard, Nebraska from Salt Lake City Air Base via a delay enroute, which I used to go back to Cleveland, Ohio to visit my new bride of several weeks. When I reported to the 824th Squadron orderly room, First Sergeant Shein told me to take my stuff out to the nearest barracks and find a bunk. There was not a soul in sight and I began to unpack my things into a foot locker, when in comes a soldier, like I'd never seen before. This man had obviously been around for awhile, because he had stripes up one arm and down the other.

You'll have to understand my awe since I was a mere Pfc. after being in the service for all of 7 months. I learned later that John had been part of an anti-sub patrol group up in Westover, MA. I believe, and many of these men formed the cadre for the 824th Squadron and possibly others in the 484th Group.

Anyway, I introduced myself. The first thing John said to me was an inquisitive "What are you doing here"? I explained to him that I had just come from a delay enroute and was assigned to the 824th Sq.

He said "It doesn't make any difference, just go over to the orderly room and get orders for a furlough, because this will be your last for some time to come." Apparently he knew a lot more than I did about my future. I told John I couldn't afford to go on furlough because I had spent my last dollar to get back to Harvard and I was broke. Without any further discussion, John said "How much would it take for you to get back home and return." I was taken aback by his question, never having seen this man before and wondering what his motive might be.

He then told me we were assembling for "phase training" in preparation for going overseas and that there would be no more trips home. I had no idea what that "last trip" home might cost me but after some discussion, we arrived at a number. John then reached for his wallet and handed me the money (my memory tells me it was \$100). All I knew was it was a lot of money to be handed to a total stranger without a handshake or I.O.U. The money meant more to me than the monetary value printed on the notes.

How could a total stranger be so generous? I can remember saying something like "I don't know when I'll be able to pay you back on my pay as a Pfc." He said he wasn't worried and he'd see me when I

got back. With that I went back to the orderly room and got my papers for furlough and got right back on the train for Cleveland the following day.

John and I saw one another at the Harvard Air Base during the three months or so that we trained there and I paid him back a little at a time each month till I repaid him in full. I know also it wasn't very much each month because my wife came out to join me and I had to pay her room rent. Then we went over to Italy and although John worked on the flight line and I in the Operations Section, we saw one another at the squadron area practically every day for the 18 months we were over there.

This little story about my first encounter with M/Sgt. John S. Vnuk happened some 52 years ago.

Regards,
Gordon Graham

Newport Beach, CA
Dear Bud:

Mike thought you would find this article interesting, it was in one of our local papers:

"More than a half century since he and his bomber crew were shot out of the Austrian sky and taken prisoner, Mike Hartunian's World War II odyssey is finally coming to a close. The 73-year old retired Newport Beach resident, who for years has been searching for the village near Vienna where he and his comrades were captured in 1945, has recently received correspondence from an Austrian man who recalls in detail the events of that harrowing day.

The new information provided by Franz Dechant, a retired postal worker from Fels Am Wagram in Austria, gives closure to Hartunian's story, a remarkable tale of two men whose paths twice have crossed in the unlikely of circumstances.

From my residence, I saw the... hit bomber circling over Kirchberg Am Wagram and the crew bailing out with parachutes," wrote Dechant, who was 13 when he witnessed the event. "It was on Jan. 15, 1945, at noon time."

Fifty years later, Dechant would learn from Hartunian that the plane was on a bombing run toward Vienna when ground fire disabled two of its four engines. Leaping through the open bomb bay doors at 12,000 feet, Hartunian, who was 23 and a bombardier aboard the 65,000 pound bomber, recalled that he drifted for what seemed like forever before landing in a vineyard outside Kirchberg.

Hartunian stood up and saw the mountains around him, the reality dawning on him that he was now trapped miles behind enemy lines. I saw a man down the road calling to me in German, saying 'come ze here, come ze here,' " Hartunian said. "Well, I looked around and realized that I had nowhere to go, so I started walking toward him." Hartunian was disarmed and taken to a house in Kirchberg, where he was reunited with Ahearn. It was there that he first encountered the young Dechant.

After awhile, a boy whom I figured to be about 12 years old came inside with a parachute," Hartunian said. "He saw my pistol on the table and picked it up, examining it like he knew something about weapons. There were three women in the room who were terribly excited about the parachute, because it was made of nylon."

Dechant would later describe to Hartunian how the downed bomber and the materials on board were scavenged by the war

impoverished villagers, the German military, and later, the Russian army. "Two of my friends ran to the craft. They found a rubber boat with cigarettes and candy bars inside," wrote Dechant to Hartunian.

"My aunt did laundry for one Rudi Hammerschmid, who brought over a white silk cloth, which when held against the light, you can see the points of the (bomber's) target. It belonged to one member of the crew." Dechant said that the bomber was later cut into pieces by the Germans and moved to a railroad station in Kirchberg, presumably to be scrapped for metal. But the Russians moved into the region before the plane could be shipped off and later used it for target practice.

All of the bomber crew survived the bailout except the tail gunner, who Hartunian believes may have landed in the Danube river and drowned. The nine survivors were separated by rank, and Hartunian and two other officers eventually were transported by rail car to a POW camp in Luckenwalda, about 25 miles outside of Berlin.

Upon arrival, Hartunian experienced what was perhaps the most terrifying moment of his captivity. "That first night at the POW camp, they took us into a big room to be deloused," he said. "I remember looking up at the shower heads and noticing that they weren't wet. I'm not sure why, but I was thinking that we might be gassed then the water came out and I started breathing again."

According to Hartunian, he was well treated by his German captors. His real POW ordeal didn't begin, he said, until the Russians took over the camp during their drive for Berlin. Although the war ended on May 7, 1945, Hartunian was not released to the Allies until nearly a month later.

The only food we had was what the Germans had left us," he said. "I know now that the Russians were holding us hostage to force the Allies to return the Russian prisoners who didn't want to go back."

In the years following the war, Hartunian would prosper as a furniture manufacturer before retiring last year. But he always wondered about the little village in which he landed and the people he encountered there.

"I couldn't get the village location from either the navigator or the pilot as to where we came down," Hartunian said. Twice, my wife Viola and I drove through Austria trying to find that village, but with no success. I found out later that we were about a hundred miles off."

His luck finally changed when he read in a bomber group publication an account of a bomber being shot down over the city of Kirchberg on Jan. 15, 1945. Back to Austria Hartunian and his wife went, hiring a Belgian driver who had a brand new Mercedes bus to drive them to Kirchberg.

Arriving at the village city hall, the couple explained their mission to an Austrian woman named Rosi Hofbauer, who kindly offered to make some phone inquiries on their behalf. While this was going on an elderly villager was outside the building, admiring the beauty of the Mercedes bus and wondering about the presence of the two Americans.

That man was Franz Dechant. When he received a call from Hofbauer later, he suddenly realized that the American was the prisoner who's service pistol he had once held in his hands.

Frau Hofbauer couldn't find anyone who recalled the incident, so we thanked her for her time and started to leave, "Hartunian recalled. "She said that she'd still keep trying, but I figured that she was just being polite and we left. Evidently, she kept trying." Hartunian will never forget his astonishment and pleasure at receiving Dechant's initial letter of introduction. Since then, he and Dechant have maintained a warm correspondence, full of personal recollections, maps and copies of war memorabilia.

"My wife and I plan on going back there in May or June," Hartunian said. "I've already talked to a friend who's grandson lives

in Vienna, so he could be my interpreter.

I don't think I will find out any more about what happened," he added. But he (Dechant) has sent me pictures of that vineyard in which I came down, and I really want to see it. I can still remember looking up from there and seeing those mountains, and feeling bitter cold."

Regards,

Vi (Mrs Mike) Hartunian (*Editor's Note: The bomb group publication referred to was the Torretta Flyer*)

Riverdale, IL

Dear Bud:

Marion and I plane to attend the reunion, and spend some time in Brown County State Park in Indiana.

That's in the rural and once rustic part of Indiana that was immortalized by the old journalist Ken Hubbard, via his widely syndicate cartoon featuring "Abe Martin" the country bumpkin philosopher. I've enclosed a few of his sayings.

I am almost off the cane after hip replacement last March. Marion had to do most of the stoop labor in the garden this year.

Slowly and not very surely I've been making some headway on my article on the Tuskegee airmen. Their clubhouse is only a few miles from them. I attended one of their meetings and got some good responses later to a questionnaire I left with them. Hopefully the article will be finished soon.

Some of Abe Martin's sayings: (a) "No matter how a dun is addressed, it always reaches you. (b) The man who owns a home is always just coming out of a hardware store, (c) A slice of eggplant makes a dandy sink stopper, (d) It seems you can't buy anything anymore that lasts as long as the old one did, (e) Very often the quiet fellow has said all he knows, (f) A cold pancake is a total loss, (g) Sunday used to be a day of rest, but it's getting to be a day to rest from. (h) The best way out of it, is not be in it."

We'll see you in Dayton.

Bob Kelliher, 765 Sq.

Torrance, CA

Dear Bud:



Here is a picture of my crew, they are from left top Row: F/O William G Meeder-N, B, 2/Lt William L Pietzch (D)-C/P, and 2/Lt Earl C Downey-P Bottom row: Cpl Homer E Lecklitner (D)-R/O, Cpl Gabriel Fede-E, Cpl Albert F Kline-T/G, Cpl Franklin S Wiig-B/G, Cpl Orton S Linderman-U/G, and Cpl Howard R Cisna-N/G.

Also enclosed is a picture of Leonardo one of the local boys in donated clothes. We planted corn in front of our tent from pop corn sent from the states.

Al Kline 824 Sq.

Marborough, MA

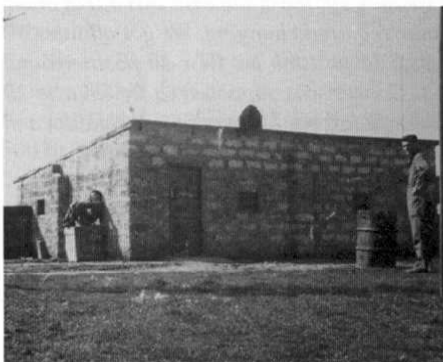
Dear Bud:

Here are a few photos I thought the boys would like. 1) From left: Ground Radio Operators, Leroy Leach and George H. Litow in front of their tent in the low rent district.

In Torretta Flyer No 14 Summer 1987 page 37 top right photo, I am shown in the center with my overseas cap with a pin pushed



Leroy Leach and George H. Litow



Ground Radio Station 484th BG

squadron.

See you all in Dayton
Leroy Leach, 825 Sq.

Editors Note: We have tried to contact Wallace H Black Elk, a Native American, who still works as a medicine man, traveling and ministering to the sick.



back on my head. In the right foreground also are shown George Litow (2nd from R) and George H MacDuffie (extreme right). The photo was taken at first day opening of the NCO club in a former sheep stable, where such exotic drinks such as "Frag Bomb" and "Engine change" were served.

I used the water bag (center right) same page many times, and was not aware that M/Sgt Leo Matranga (lower right) same page had to pay off a bet by peeling spuds, the scene throws me. The shot of the medic (center left page 37) giving a shot is obviously not Black Elk, who was the only medic I knew in the

Dear Bud:

I received the pictures you sent me. I can now give them to my son and get him off my back. I would not have been so concerned about the pictures, if I did have the negatives. But I did not. Thank you. Glad to hear you enjoyed the cruise. However, you know how Dolores and I feel about short cruises. The 461st will be going on a cruise this year. However, Dolores and I will not make it.

Dolores and I will have a busy 1995. On April 17th for a two-week tour of Germany. We will be visiting the area I spent 13 months in 1944/1945 as a POW. I tell Dolores I am going to visit my German children. She says she does not mind as long as they do not ask for money, or call her mother.

Or May 8th we leave for Cincinnati, Ohio for a reunion of former POWs of Stalag Luft III. We expect to spend about eight or nine days in Ohio.

In June we will probably travel to St. Louis for a 50th wedding anniversary of a member of my crew. He also spent 13 months as a POW with me.

Dolores and I have our 50th wedding anniversary in September and she has arranged for a three-week trip to Portugal.

You notice I do not arrange our trips. Dolores does. I just go along to sign the travel checks and the charge cards.

Again, thank you for the return of the pictures. Take care of yourself. Dolores and I have always enjoyed the time we spent with you and Bea. Give a kiss to Bea for me.

Sincerely,

Jim Love (461 BG-767th Sq.)

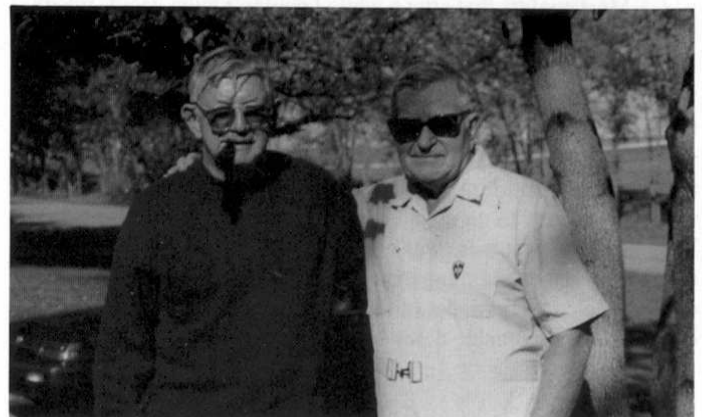
Toledo, OH

Dear Bud

Enclosed find two picture of past and present. Photo 1) was taken at Dick's house in Piper Kansas, October 1994. That's me on the left and Dick Yunghans on the right.

(Next page) In photo 2) left to right: Mike Nederostek, a recent transfer from the infantry who needed five photo missions to return to the states, next two unknown, Don Maves, Dick Yunghans, unknown.

See you in Dayton
Don Maves, 826 Sq.



Continued on next page



Willingboro, NJ
Dear Bud:

Back in 1988 I came across Bert Lange's name in the Torretta Flyer and recall that he wrote the reports that won the Unit Citations. I thought I was the only one who would remember being in S-2. He was a squadron S-2 (intelligence) I wrote him a note to thank him and received the attached letter in return. I think it is a classic. He was unforgettable.

Best Wishes
John Morgan 484th BG

6 February 88
Dear John Morgan,

No, you're wrong. I didn't simply throw your thoughtful and gracious card into the All American file. On the contrary, I kept telling myself that I had to reply, that I had to say thanks for your thanks. But this is a crazy business I'm in, the craziest of all the businesses I've been in since we last met. And it seems that every time I'm about to indulge me, that's the time another client comes through the door. Not necessarily a buyer, you understand, but a body and they always interrupt.

Your voice out of the blue was a delight. And I must tell you that it was another incredible underlining of that tour of duty. To explain, Grant Hansen, the engineering officer I lived with in that tufa stone hut, persuaded me to join that reunioning crowd, and further talked me into going to the reunion in San Antonio in '86. A ball! The first night the 484th had its own banquet. During that meal at least 20 men came to thank me for their decorations; one man insisted he had to thank me because I'd saved his life?

Must confess that after a while I couldn't quite decide whether I was nuts or might even deserve the kudos. So I approached the speaker's dais and told General (we both remember him as Colonel) Keese what had been happening. He said, in effect, isn't it a great thing to finally learn that you actually did a good job. And then insisted that I say hello to Colonel Busch there with his wife. When I said hello and told him who I was she said, I've always wanted to meet you, etc. etc.

In retrospect there was no doubt in my mind that evening was the single most exhilarating experience of my life. Your note was another so welcome reminder of that experience. Thank you and do excuse my unconscionable delay in responding.

The Best
Bert Lange

Ardsley, New York
Dear Bud,

The Torretta Flyer No 27 - Winter Spring 1995 was great as usual. It prompts me to comment on Ray Lee Jr.'s letter on page 36, as it relates to the fatal landing accident on Friday, October 13, 1944. I was co-pilot on Billie B Neel's crew and had been on final approach behind Lt. Cooker when the bomb dropped out and exploded. I kept a diary during my 35 missions and am enclosing a copy of the pages of that days terrible events, from takeoff to landing. I would like to explain that we asked Lt. Cooker why he kept opening his bomb bay doors, closing them and repeating it. He told us that a bomb had hung up over Vienna, and they were trying anything possible to get rid of it over the Adriatic. We radioed him to make as smooth a landing as possible if they could not drop it. When they landed after all attempts failed, you know the result. While my pilot blamed himself (the advice to land with it) he cannot be faulted. Many successful landings were made with bombs on board. I should tell you that my diary was turned in on my return to the States and I received it in the mail several months after WW II ended

Sincerely,
Arthur J. Scholl 825 Sq

P.S. Rosemary and I had a great time at the cruise reunion. Unless health prevents it, we will attend in Dayton.

The Diary
Friday - OCT. 13, 1944

This is Friday, Oct. 13, 1944. This morning we went to Vienna. Our trouble began before we took off, the bombsight was out of order and number 3 prop governor required changing. We got off late. We were scheduled to fly Charlie 11 position but flew all positions and ended up in Charlie 12. Lt. Cooker was supposed to fly Charlie 22 lead. The mission was uneventful except for a terrible formation and many abortions.

The weather was bad and we missed the IP. However, the target was clear and we hit it good. The flak was terrible - heavy, intense and very accurate. I saw three planes go down. One exploded in mid-air. The gunners and other crew members saw many others go down. Some chutes were seen. We followed Lt. Cooker all the way back in a 7 ship formation. There were planes all over the sky- B-24s and B-17s. I listened to the radio most of the way back and plenty of ships were in trouble. One B-17 had 2 engines feathered and the crew bailed out. I saw a few P-51s on the way back. We got to the Italian coast and heard that Lt. Cooker had a bomb hung up in the bomb bay which they could not remove. Bill suggested he land with it.

We peeled off over the field and followed Cooker in. He got on the ground all right and then the ship exploded. The bomb did it. The tail section came off first and the rest of the plane rolled along the runway and then turned off and went upside down. It was a terrible sight. We pulled up and went around. Bill blamed the accident on himself, but it wasn't his fault. We landed OK on the uncompleted East runway. I've just come back and from the stories I hear 9 men are alive. Lt. Cooker is reported to have a broken leg and severe shock. One man was killed. It's a miracle they all weren't killed.

Missions by Aaron Scharf Crew 827 Sq

- 1) 8-20-44 Target: Zolnok, Hungary, No fighters, Flak scant, Frags Loss: 1 B-24 to Frags (not ours) Damage: 1 hole in plane.
- 2) 8-27-44 Target: Bridge, Borovnica, Yugoslavia, No flak, No fighters 500 lb. bombs .
- 3) 9-1-44 Target: Ferra Bridge and viaduct, Italy, Moderate Flak, No fighters 1000 lb. bombs.
- 4) 9-3-44 Target: Smederevo Ferry Docks in Yugoslavia, No flak, No fighters 500 lb. bombs.
- 5) 9-6-44 Target: Bridge at Belgrade, Yugoslavia, no fighters, Intense flak 1000 lb. bombs, Damage: 6 holes in fuselage.
- 6) 9-11-44 Target: Lyons, France, Transported bombs, ammunition, oil and empty 55 gallon barrels.
- 7) 9-13-44 Target: Lyons, France, Same as above.
- 8) 10-4-44 Target: Bridge Casarsa, Italy No flak. No fighters. 1000 lb. bombs.,
- 9) 10-10-44 Target: Castel Franco, Italy, Scant flak, No fighters, 500 lb. bombs.,
- 10) 10-12-44 Target: Bologna, Italy, Scant flak, No fighters, 100 lb. bombs.
- 11) 10-13-44 Target: Vienna, Austria, Intense flak No fighters 1000 lb. bombs, Loss: 1 B-24 Lost.
- 12) 10-10-44 Target: Linz, Austria, Moderate flak, No fighters 500 lb. bombs, Damage: 5 holes in plane
- 13) 11-11-44 Target: Linz, Austria, No flak, No fighters, 500 lb. bombs.
- 14) 11-17-44 Target: Blechammer, Germany, Scant flak, No fighters 500 lb. bombs.
- 15) 11-19-44 Target: Vienna, Austria, Intense flak, No fighters 500 lb. bombs, Damage: 11 Flak holes.
- 16) 11-22-44 Target: Munich, Germany, Moderate flak, No fighters, 500 lb. bombs.
- 17) 12-6-44 Target: Maribor, Moderate flak, No fighters 500 lb. bombs.
- 18) 12-19-44 Target: Blechammer, Germany, Intense flak, No fighters 500 lb. bombs.
- 19) 1-5-45 Target: Zagreb, Yugoslavia, No flak, No fighters, 500 lb. bombs.
- 20) 2-21-45 Target: Vienna, Austria, Intense flak, No fighters 500 lb. bombs, Loss: 2 B-24s of Group, Damage: 2 holes
- 21) 2-22-45 Target: Donawerth, Tour of South Germany, Light flak, No fighters 500 lb. bombs, Damage: 6 Flak homes
- 22) 2-27-45 Target: Augsburg, Germany, Heavy flak, No fighters, 1000 lb. bombs, Damage: 1 Flak hole
- 23) 3-4-45 Target: Graz, Austria, Light flak, No fighters, 500 lb. bombs, Loss: 1 B-24.
- 24) 3-12-45 Target: Vienna, Austria, Light flak, No fighters, 500 lb. bombs.
- 25) 3-19-45 Target: Muhlsdorf, Germany, No flak, No fighters, 100 lb. bombs.
- 26) 3-22-45 Target: Vienna, Austria, Intense flak, No fighters, 500 lb. bombs, Damage: 4 holes.
- 27) 3-23-45 Target: Vienna, Austria, Intense flak, No fighters, 500 lb. bombs, Damage: 10 holes Forced to land at Kecskemet. Hungary
- 28) 4-21-45 Target: Attangpuciem, Italy. No Flak. No fighters. 500 lb. bombs. Last Mission.

Photo of Aaron Scharf Crew



Top Row Left to right: Clarence C. Young-B, Donald S. Rogers-C/P, Aaron Scharf-P, Leslie H. Summer-N Bottom Row: Oran Patillo-NG, John J. Jennings-G, John H Nicolai-R/O, William A. Rau-E, R.E. Gilley-T/G Not pictured: B/G Robert Reinhold

Morris, MN
Dear Bud

I would like to correct some information that appeared in Torretta Flyer No 11, page 31. The practice mission was over the Adriatic Sea and not the Aegean Sea. The target was the small island Piombino not far from the mainland. When I bailed out I could see land when I was on top of a high wave. I swallowed a lot of sea water and became very sick. I used to practice getting out of the nose turret on the ground. I never wore flying boots, only GI shoes on combat missions as the flying boots were too bulky to slide out from under the charging levers. (Charging levers were used to chamber a new round into the guns) I was asked later by the AAF Office of Flying Safety to report on how I was able to survive a parachute drop into the sea.

The picture on upper right page 31 Torretta Flyer No 11 of ship #22 is the plane our crew flew to Italy from Harvard, Nebraska. It crashed on final approach August 2, 1944. I was told that three engines quit from lack of fuel when we were enroute home from Naples to Newport News on a Victory ship.

I also want to correct Forest Parkins letter on page 24 of Torretta Flyer No 12. Ship #22 crashed on land as shown above and did not ditch in the Adriatic. In this shot the painting of the girl shows up on the right side. It was painted by by our engineer John Hahn.

In Torretta Flyer No 24 page 19, ship #22 is shown crashed on the ground and in formation in the bottom picture on the same page. She was a fine ship.

Sincerely yours
Bernard Schneider.



Walter Weiczarile L ,Bernard Schneider at Harvard Nebraska

Alberto Toreno of Montova, Italy has been corresponding with the association on a regular basis.

In an April 1994 letter he identified crash sites of Allied aircraft in Northern, Italy.

In his letter of May 1994 he made up a list of Italian places that were bombed by the 484th BG

A September 1994 letter listed B-24 Liberator books unknown to me (your editor) including "Through Darkness to Light," by Patrick Mac Donald on operations of RAF 205th Group, Foggia- based, that flew B-24s used in night operations, and "Der Krieg Aus Der Luft" by Siegfried Beer, and Karnten und Steiemark. This book deals with the air war over Southern Austria together with a list of USAF aircraft shot down there as well, along with 350 photographs. The book is in German.

Mr Torino writes in English and would appreciate receiving letters from members. He is very knowledgeable and has access to libraries and archives in Northern, Italy He can be reached at:

Alberto Toreno
Via Porto 19
46100 Mantova, Italy

Dear Bud

I am enclosing a photo of my crew taken during the 94 cruise . They are from left: Dexter Shultz-C/P, Arlis Foster-R/O, Warde Bernhardt-E, Earl Sveta-P, and Frank Mendes-U/G.

Best wishes
Dexter Shultz



Alfred Wittmann
Barlachstrabe 41
85053 Ingolstadt
Germany

Dear Mr. Wittmann:

Thank you for your letter and the post cards as well.

Our publication the "Torretta Flyer" No 27 was delayed because of some minor technical problems relating to translating the information on my computer.

Robert W Willen Lives at: 7867 Bobolink Dr. Cincinnati, OH 45224. Phone 513/521/4453. I am hoping that Robert Willen will attend our next reunion in Dayton, OH September 13-17, 1995 which is not far from Cincinnati. As a prisoner of war (POW) all of his possessions would have been taken from him.

William M Capece (Bombardier) lives at RR #1 Lincoln, RI 02865. Phone 401/728/7172. I talked with Mr Capece today by phone. He has no memorabilia, photos or documents as everything was taken from him when he was taken prisoner. He bailed out of the nose wheel opening after pushing Walker through the partially open bomb bay doors. A fire was raging in the bomb bay and he was forced to move away before bailing out. He did say that all of the crew that escaped were burned from the bomb bay fire. He also said that Walker's injuries and burns were of such magnitude that he was returned to the Americans via a prisoner exchange or repatriation. Before Capece left the ship, he heard the tail gunner speak over the inter phone that he had shot down one of the Luftwaffe fighters. He went on to say that he understood that the co-pilot left through his sliding window, but that his parachute caught on the feathered propeller (#3). The tail gunner died in the crash. At present he is not a member but might attend the reunion.

Alfred H Walker (Navigator) 1207 Winding Rd, College Station, TX 77940 Phone 409/ 696/4850. Mr Walker told me that they had to change position in the formation because they could not keep

up with #3 engine feathered, and that they were hit on one occasion by an ME 110 and that to this day he carries a bullet fragment in his ankle from the ME 110's attack. His parachute was holed from the attacks and that he came down rather hard and hoped to escape detection but his parachute was caught in a tree where it could be seen from some distance. His burns were treated by civilians who saw him descend. The crew and the Luftwaffe pilot who was shot down were all gathered in an aid station or dispensary. He relates it was an eerie feeling to meet up with the Luftwaffe pilot who had a part in the shooting down of his bomber. The Americans were eventually taken to Stalag Luft III. He does not belong to the 484th Bomb Group Association.

I might add that back at Torretta Airfield where the group was based, whenever a crew was reported missing in action (MIA) personal possessions of the crew were either gathered up by the Officer of the Day and returned to the boy's parents, or taken by other crew members when a prior arrangement was made between air crews about disposal of properties, such as radios, money or foodstuffs. Items like diaries, or correspondence were often turned in for return to parents in the states. The surviving crew members are members of a POW organization that will be holding a reunion this May in Cincinnati, OH so their attendance at our reunion in September in Dayton, Oh is not certain. Again let me thank you for your letter and interest in the matter of the June 13, 1944 attack on Innsbruck. My best wishes to you and your family and friends for the New Year. I have included a B-24 tie tack memento.

Sincerely,
Bud Markel

From a Newspaper Clipping

A H Fred Walker and his wife Nell, attended the St. Louis reunion of the Stalag Luft 111 Prisoners-of-War in April. Fred met with five former POWs that he lived with in the German camp.

He also visited with the pilot who was flying the B-24 bomber he served as navigator when they were shot down over Munich, Germany on June 13, 1944.

Flying out of Foggia, Italy with the 484th Bomber Group of the 15th Air Force to bomb the Munich railroad yard on their fifth mission, the crew ran into heavy flak and didn't make it to the target. Tracers from a fighter plane hit Fred in the left ankle, wounded the turret gunner, disabled the hydraulic system and set the bomber on fire.

"The bombardier had already pulled the pins on the bombs," Fred recalled, and the bomb bay doors were open only slightly."

Only three of the 10 crew members got out of the plane. Fred was the only one to get out through the bomb bay door

"Even with all the training we received," Fred said, his parachute was on upside down and backward. He jumped at 29,000 feet and did a free fall to 5,000 feet. He pulled the rip cord and dropped it in his leg pocket, but the pocket had been burned and he lost the cord.

Floating down, with fighters circling, he watched the cowling of another plane drop to earth. His first thought of his descent was that it was the "quietest thing in the world," but then fighters began strafing the chutes.

He looked for a place to escape, but it was futile. His parachute full of holes, he attempted to control his descent by pulling on the shroud lines although the skin had been burned off his hands.

In spite of his attempts, the parachute snagged in a tree and he

was left dangling with his feet barely touching the ground.

He feels the tree saved his life, since the damaged chute was letting him descend too fast. His experience is said to be the inspiration for the scene in the movie "The Longest Day" in which Red Buttons' parachute snags on a church steeple.

The Germans were under every bush," Walker recalls. However, a civilian got to him first and "checked to see if I had a gun." He was turned over to four German lieutenants and one told him, "Well, lieutenant, the war's over for you. I just got out of prison camp in England. You won't be as lucky."

For 17 days he was cared for by Catholic sisters at a hospital in Ingolstadt, (Germany) Bavaria. After that, he was shuffled around Germany, ending up at a hospital in Sagan, where he stayed for two months until being placed in the Stalag Luft 111 compound.

Another trip ended in Lamsdorf, where he was repatriated to Switzerland on Jan. 19, 1945.

As one of only three or four soldiers selected for repatriation from among some 1,500 prisoners because of their wounds, Fred has, to this day, fought with feelings of guilt for leaving his comrades. But, his repatriation aided the Allies' cause when he returned with a notebook filled with information about many of the prisoners.

Along with the descriptions of the POWs were descriptions of fictitious prisoners that contained coded information about the POW camp and enemy fortifications.

After the war, Walker became the first extension range specialist in the Land Grant University system and retired in College Station. He continues to manage Walker Estate Ranch, a working sheep and cattle operation in Comstock, Texas.

There really was a Kilroy

by Richard O. Donnell

James J. Kilroy served on the Boston City Council and in the Massachusetts Legislature. But during WW II, he worked at the Fore River Shipyard in Quincy-and that's where his famous saying got its start.

Kilroy was a "checker", noting the number of rivets driven by workers who did piecework and were paid by the rivet.

Kilroy would count a block of rivets, then put a check mark in chalk so the rivet would not be counted twice. But some riveters would come back when Kilroy went off duty, erase his mark and get paid again when another rivet checker came by.

One day Kilroy's boss called him into the office to complain about the wages being paid to riveters. The foreman told Kilroy to find out what was going on, and he did.

From then on, after Kilroy put his check mark on a job, he added "KILROY WAS HERE" in king-sized crayoned letters. Once he did that, the riveters stopped wiping out his check marks.

Ordinarily, the rivets, chalk marks and Kilroy's admonition against double-dipping would have been painted over before a ship shipped out. But there was a war on and ships were leaving the Quincy yard so fast there wasn't time to paint them.

Kilroy's inspection "trademark" was seen by thousands of servicemen using those ships. The slogan apparently appealed to the men, because they picked it up and spread it all over Europe and the South Pacific, adding sketches of the fellow peeing over the fence somewhere along the way.

The Last Mission

Editors Note:

The information for the flight crews shown in this section of the flyer were taken from several sources and may not be historically accurate at any one time. Often the co-pilot was elevated to aircraft commander taking the crew with him with the exception of the new co-pilot who could have come from another crew or from the pilot pool. Normal crew allotment was ten men, on some missions an observer or a photographer were assigned also so it was not uncommon to have more than ten men on board.

Due to the varying times individual flight crews members finished their tours of duty (50 missions*) and were rotated back to the Zone of the Interior (USA) because of illness or other reasons, assignment to different crews to complete mission allotments was another practice employed at the 484th Bomb Group.

Flight Crew assignments are as accurate as can be determined at the time of this writing (June 95).

* Credit was doubled for some difficult missions.

N/G = Nose Gunner, T/G = Tail gunner, B/G = Ball Gunner, U/G = Upper gunner, W/G = Waist gunner, B = Bombardier, N = Navigator, P = Pilot in command, C/P = Co-pilot, B/N = Bombardier/navigator/radar operator. f = P Photographer, (D) = deceased

Cpl Arthur Clarence Barkley 827 Sq.

Arthur C Barkley 75 mechanic on S/Sgt Jessie Hogan crew passed away on February 4, 1995. He graduated for Savona Central High School in 1940, and Elmira Aviation Ground School, NY in 1942. Before joining the 827th squadron he went to B-24 mechanic school at Keesler Field, Mississippi. He shared tent #39 with Charles Marrs, James Lowry, Frank Simmons, and Dale Woodbury. Some of the aircraft the crew were identified with are: "War Weary, Broad Abroad, Mickey ship #700, Darling Darline."

He was an owner/operator of an airplane, and worked as an automobile technician at Colburn Oldsmobile of Bath, NY before retirement.



Arthur C Barkley



Members of tent 39 top from left: Frank L Simmons, Charles C Marrs, and Arthur C Barkley. Bottom row: James C Lowry, and Dale R Woodbury.



From Left James R O'Bryant, Sgt Willard Sheldon, Cpl Walter Tubach, Cpl William King, and Cpl Arthur Barkley on leave. Doc Noland, Flight C leader, Walter Rogers, Inspector, Jim Saros flight A leader, Ray Juhel Line Chief, and George Popplin B Flight leader.

Sgt King D Beach Jr 827 Sq.

King D Beach Jr 72 passed away on March 2, 1995. He and his wife Harriet would have celebrated their 50th wedding anniversary June of 1995. He was on active duty with the Army Air Corps from December 1942 to November 1945. He was a photographer in the 827 squadron, earning three air medals as an aerial photographer. His wartime experience led to a successful photographic career in civilian life. He founded his own business and headed the Cleveland Society of Professional photographers and placed four winning entries shown at the 1963 International Exposition of Professional Photography Industrial Photographic Conference. In the mid 1970's he closed his photo business and joined the Cuyahoga Community Col-

lege photographic department. He retired there in 1984. In his later years he took up stamp collecting.

He is survived by his wife Harriet, two sons Duane and King, and three grandsons.



King D Beach Jr

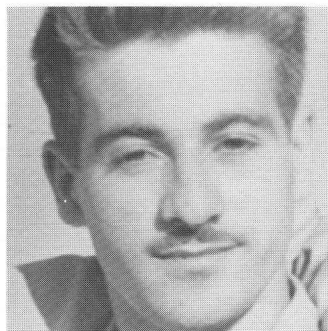
Cpl Thomas B Bowlby 825 Sq.

Cpl Thomas B Bowlby, ASN 12131606 became a member in April of 1994. He lived in Horsehead NY, and worked in the ground eschelon in squadron S-2, passed away on February 2, 1994.. He is survived by his wife Pauline.

Sgt John Brancone, 827 Sq

Sgt John Brancone ASN 36585593 passed away on July 30, 1994. He joined the Association in 1986. He always spoke well of his crew. While in Italy he got a chance to meet his aunt. He is survived by a sister Cecelia Collette

The crew, mostly identified with No 83 "The Duck" S/ N 42-94737, are listed below and are shown in the accompanying crew photo.



Sgt John Brancone

| | | | | |
|------|----------|-------------------|-----|-----|
| Sgt | John | Brancone (D) | 827 | B/G |
| Cpl | Robert V | Brown | 827 | U/G |
| Sgt | Daniel W | Chicarella Jr (D) | 827 | T/G |
| 1/Lt | Robert E | Hatch | 827 | P |
| Sgt | Jack | Lawless Jr | 827 | E |

| | | | | |
|-------|-----------|---------|-----|-----|
| 2/Lt | Isadore | Levine | 827 | N |
| S/Sgt | Rudolph S | Martino | 827 | N/G |
| S/Sgt | Kenneth L | Smith | 827 | R/O |
| 1/Lt | Woodrow W | Smith | 827 | C/P |
| 2/Lt | Raymond M | Strand | 827 | B |



Photo crew: Standing from left: Joe Levine-N, Raymond Strand-B, Crew chief, Robert Hatch-P, Woodrow Smith-C/P, Jack Lawless-E, and Robert Brown-U/G. Bottom row: Daniel Chicarella-T/G, Kenneth Smith-R/O, John Brancone-B/G, and Rudolph Martino-N/G.

S/Sgt James W Broderick, 825 Sq.

James W Broderick 70 passed away February 6, 1994. He had suffered a stroke in November and never recovered.

He attended the 1982, 1986, 1988, 1989, 1990, and 1991 reunions.



He was born August 24, 1924 in Little Rock, Arkansas. While in high school Jim worked part time at the Missouri Pacific Railroad as an apprentice machinist. He loved the roar of the engines and had an ear to tell if an engine was running smoothly; be it either a car, aircraft engine, or a giant diesel locomotive.

He enlisted in the Air Corps in November 1942. Jim & Toni were married in Bauxite, Arkansas in 1946,(bauxite ore is refined into aluminum) After the end of the war Jim returned to the Missouri Pacific Railroad working there 47 years. Jim liked horse racing and games of chance, traveling with wife Toni almost yearly to Nevada. He was well liked by everyone who knew him. He never had a bad word for anyone. He is survived by his wife, Toni, a sister and several nieces and nephews. He may have flown with any, or all of the crew members shown on the next page.

| | | | | |
|-------|-----------|---------------|-----|-----|
| S/Sgt | James W | Broderick (D) | 825 | N/G |
| Sgt | James R | Brilhart | 825 | T/G |
| S/Sgt | Raymond S | Bromberek | 825 | B/G |
| T/Sgt | James D | Coppinger | 825 | N/G |
| 2/Lt. | Joseph L | Czyl | 825 | N |
| 1/Lt | John R | Eppings | 825 | C/P |
| 1/Lt | Herman | Friedman | 825 | N |
| S/Sgt | Horace O | Long | 825 | B/G |
| | Edward E | Myllmaki | 825 | C/P |
| 2/Lt | Robert A | Painter | 825 | B |
| | Stanley W | Sheldon | 825 | E |
| 1/Lt | John R | White | 825 | B |
| 1/Lt | Aubrey L | Williams | 825 | P |
| T/Sgt | Harold M | Wynne | 825 | R/O |
| S/Sgt | Harry A | Youmans (D) | 825 | G |

Arlis L Foster 824 Sq.

Arlis L Foster 71, 824 Sq. of Lubbock, TX radio operator on Earl Sveta's crew passed away on May 7, 1995. He is survived by his wife Ann, two daughters, Cynthia Kay Foster and Linda Schraeder, and three grandchildren.



Arlis L. Foster

He and Ann were married in 1946, and were early members of the 484th Bomb Group Association attending the first reunion in Torrance, California in May 1981. They also attended the reunions in 1986, 1988, 1989, 1991, 1993, and the 1994 cruise reunion..

He was born in Lubbock, Texas, finished school there and went into the Army Air Corps. He worked as an optician.



Crew Photo: Top row from left: Earl Sveta-P, Dexter Shultz-C/P, Abraham Abramoff-B/N, and Harry Gamauf-B. Bottom Row from left: Warde Bernhardt-E, Arlis Foster-R/O, Douglas Morse-B/G, Frank Mendez-B/G, Norman Hartman-N/G, and Howard Hoffman-T/G.

M/Sgt Edward J Goodhue

Edward F Goodhue 764 Sq of Lynbrook, NY, a Crew Chief on Bubble Trouble, and Sweet Pea passed away on April 20, 1995. He was awarded the Bronze Star, Unit Badge and service medals. He is survived by wife Catherine, son Edward, and a sister Lillian.



M/Sgt Edward F Goodhue

2/Lt Edward J Kabasa 824 Sq.

Edward J Kabasa was taken in death on April 30, 1995. He went through training from classification in Nashville in July 1943 to assignment to the 824 squadron with Ken Hubertz.

They went to Maxwell Field for pre flight, then on to Avon Park, Florida for primary flight training in Pt-17's, on to Cockrau Field for basic in BT-13a's, moving on to advance training in Columbus, Mississippi for advanced flight instruction in AT-10's winning their wings in April 1944. Both Edward Kabasa and Ken Hubertz were assigned to Harlingen, Texas for B-24 instruction and ended up at Gowen Field where Ed met his wife Dorothy. They would have been married 50 years on June 10, 1995.

They sailed form Camp Patrick Henry arriving at the 824 squadron in September 1944 and even flew a few missions together.

After the war Ed went to work at GE becoming a sales-engineer. He retired to Spokane, Washington living across the street from a golf course that he visited three or four days a week. He was an ardent Air Force history buff and had a wide collection of photographs and books.

A Tribute to Ed

I met Ed 25 years ago in Boise. It was a friendly relationship, "tho" casual. When Dorothy and he moved to Spokane, it became much closer and personal. Ed's character became much more apparent to me. It goes without saying, he was a good and loving father to Pat, Jackie and his son-in-law, Steve, and he loved Dorothy dearly. It was the way he showed it that was so unique.

Here was a guy who was as masculine as they come; who when Dorothy went on frequent trips with Pat to help her in her equestrian endeavors would spif up the house from top to bottom and vacuum



Dorothy and Ed Kabasa. Photo taken during the 94 reunion cruise

the place from stem to stern, do the laundry and have supper ready for Dorothy when she got home. He also loved to bake apple pies for his friends and associates. Ed took great pride in his Polish heritage and his sense of humor showed greatly in today's paranoia of being politically correct and fear of racism. He loved to tell

Pollock jokes.

He always cracked up this Irish-mick. Ed began to acknowledge his mortality as all of us do in our age group and contacted his old WWII buddies and attended their reunions. Ed was a gallant B-24 pilot. I am certain it was his Silver Wings, Jaunty Uniform and the 50 mission crush of his hat that in part won Dorothy's heart when they first met in 1945. As I look at us gathered here, I see many of Ed's golfing friends.

Ed spent many very early mornings going to the club house to secure desired tee times for his golf mates. I am certain Ed is now playing the most beautiful course in the universe and making a hole-in-one on every green. We pray he will enjoy his eternal rest at Heaven's 19th hole. We will all miss Ed.

Mort Sullivan



William A Crawford Jr, Edward J Kabasa (D), and Albert C Hitzing (D)



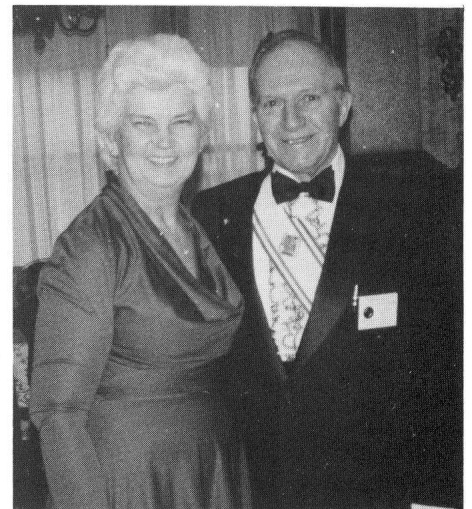
His crew: Back row from left: T/Sgt Archie E Olson-R/O, Elder D Adams-N/G, Edward J Kabasa (D)-C/P, Cecil E Wilkinson-B/B, Albert C Hitzing (D)-P, and Stanley G Zawaskas-B. Front row: Albin A Rogers-E, James K Baker-A/E, Hilton C Bowen Jr-T/G, and William A Crawford Jr-N.

Cpl George E Kolbe 826 Sq.

George E Kolbe 76, the radio operator on Bill Dipple's crew passed away on January 14, 1995. He enlisted in the Air Corps July 1942, joining the 826 squadron in January 1943 and was discharged September 1945.

Married to Theresa Malone in 1948, they had six boys and three girls. He was a good father teaching his children to play ball, tennis, and ice skating. At age 70 he was still teaching his grandchildren to ice skate.

He retired from the Ford Motor Company after 32 years service. He was a man of strong beliefs and acted on them.



Theresa and George Kolbe

On February 17, 1945 the aircraft in which George was aboard was involved in a mid air collision. The aircraft piloted by Abner McDaniel crashed on the Isle of Vis, killing most on board with the exception of George Kolbe and one other survivor. Abner McDaniel was listed KIA on that day.

George Kolbe's crew:

| | | | | |
|------|-----------|----------------|-----|-----|
| | Henry F | Clark (D) | 826 | B/G |
| 2/Lt | William C | Dippel (D) | 826 | P |
| | Donald | Gillespie | 826 | N/G |
| | William J | Hiser (D) | 826 | U/G |
| Cpl | George E | Kolbe | 826 | R/O |
| | William A | Mordica | 826 | T/G |
| | Jessie | Redifer Jr | 826 | E |
| | Edward | Schwartz | 826 | N |
| 2/Lt | Alfred J | Solomon | 826 | B |
| 2/Lt | Bernard W | Von Ehrenkrook | 826 | C/P |

Myron A Manhart 824 Sq.

Myron A Manhart 74, , the navigator on Bill Abbey's crew, 824 Squadron, died on November 1, 1994. During the war he flew 52 combat missions.



He was the Vice President of the American National Bank. He had been in failing health for many years. Upon retirement he wrote poetry, memoirs, music. Later on he wrote children's books because of his love of his grandchildren. He is survived by his wife of 49 years Erlene, a daughter

Karen, sons Michael and David, a brother Warren, and six grandchildren.

He was a member of the Association since 1983 and attended reunions in 1986 and 1989.

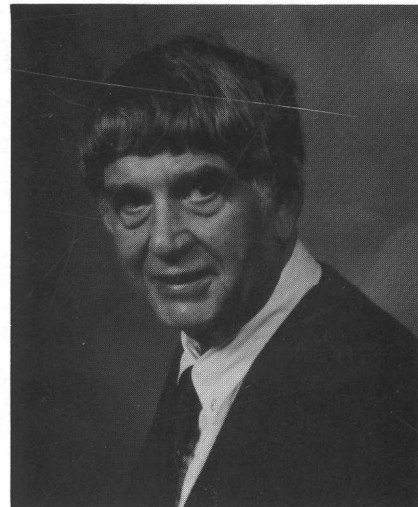
His Crew:

| | | | | |
|-------|-----------|-------------|-----|-----|
| 1/Lt | William A | Abbey Jr(D) | 824 | P |
| S/Sgt | | Axford | 824 | f |
| S/Sgt | Albert K | Borcharding | 824 | E |
| T/Sgt | John L | Hahn | 824 | E |
| | Leonard M | Jorgenson | 824 | B |
| Sgt | Scott W | Larson | 824 | G |
| 1/Lt | Myron A | Manhart (D) | 824 | N |
| S/Sgt | Joseph E | Pemental | 824 | G |
| 1/Lt | Walter G | Price | 824 | C/P |
| 2/Lt | Sheldon M | Rutter | 824 | B |
| S/Sgt | Bernard R | Schneider | 824 | N/G |
| T/Sgt | David H | Wolfe Jr | 824 | R/O |
| S/Sgt | Price F | Brookshire | 824 | G * |

* Also flew with George W Cass, Allen K McGill, and E Forrest Nance.

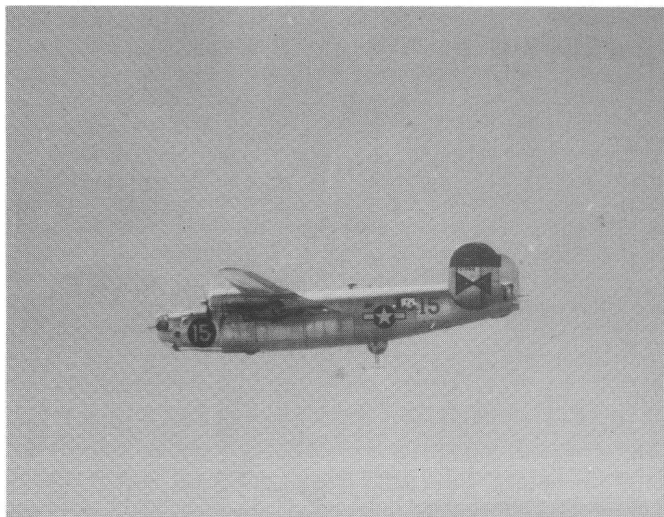
Cpl Earl J Marasko 824 Sq.

Earl Jung "Max" Marasko, tail gunner on Gracely Hartwig's crew passed away October 29, 1994. For most of his life he was a sales representative of school and institutional furniture. In 1968 he moved to Long Beach, Washington where he managed the Anchorage Motel until his death. He enjoyed skeet shooting and golf. He is survived by his wife Jaunita, daughter Karen, and a sister Mary and three grandchildren. He is buried at Willamette National Cemetery.



His Crew:

| | | | | |
|-------|-----------|-------------|-----|-----|
| 2/Lt | Walter C | Beard | 824 | C/P |
| Cpl. | Martin | Cain | 824 | B/G |
| 2/Lt | William R | Gifford | 824 | B |
| 1/Lt | Gravely W | Hartwig | 824 | P |
| 2/Lt | Earl L | Holcomb | 824 | B |
| Cpl. | Marion E | Householder | 824 | U/G |
| Cpl | Earl J | Marasko (D) | 824 | T/G |
| T/Sgt | William A | Moncrief | 824 | E |
| 1/Lt | Wayne N | Oaks | 824 | N |
| S/Sgt | Stephen A | Popolizo | 824 | R/O |
| Cpl | Erwin | Poulter | 824 | N/G |
| Sgt | Chester O | Webb | 824 | |



2/Lt David A Nickerson 824 Sq.



David A Nickerson

David A Nickerson, Bombardier on Robert Kime's crew died January 4, 1995. He won the DFC in February 1945. He last lived in Chatham, Massachusetts. He maintained his membership in the Association from 1983 until 1989.

Adolph Marcus writes that "Knickers" was a quiet man keeping to himself and did not "hang out" with the other officers. "During the incident described below, Nickerson observed a mouse creep out of my heated suit to die quickly in the freezing air on the nose wheel door. The headline in the Stars and Strips a few days later read. 'Mickey Mouse is Dead!'"

After the war he stayed in the Air Force and was based at Stewart Field, NY. Our crew had several crew reunions after the war one time at Nickerson's home just above New York. We ate and drank the night away. I was lucky not to received a ticket on the ride back home. I am enclosing a letter from Nick's mother addressed to my sister dated March 8, 1945.

The Letter

Dear Mrs. Jaffe:

I want you to know that I appreciate very much the clipping that you sent to me containing your brother's story of that horrible experience the boys went through last December.

I am enclosing a clipping which you may like to have. If only this thing (the war) would be over soon!

If you can spare the time I would enjoy hearing from you.

With the best of wishes.
Yours Sincerely,
Elizabeth E Sweatman

This News clipping was enclosed with the letter

15th AAF IN ITALY. "It seemed that more happened in those ten minutes than in all the rest of my career," said 2/ Lt David A. Nickerson, 20,118 South Main street, Sharon, Mass.

The Bombardier of a B-24 Liberator, he had just returned from a successful bombing mission on the largest oil refineries in Odertal, Germany, where he had been engaged in a violent air battle with more than seventy enemy fighters.

Coming through the heavy cloud cover, they were attacked from the rear as they approached the target. Wave after wave of fighters pressed home the assault. Firing rockets and machine guns they came in for the kill. In a few minutes ten bombers went down in flames.

Five fighters concentrated their attack on the plane. From every direction they swarmed in, After ten minutes of these attacks the aircraft was badly damaged; every turret and gun had been shot out, as well as the electrical and hydraulic systems, and part of the oxygen system.

Going into the target," continued Lt. Nickerson, "I had to go back and crank the bomb-bay doors open. One door wouldn't open so I bombed through the other door. After bombs were away the navigator, nose gunner and I had to go to the flight deck for oxygen. Our oxygen line had been shot away and our supply was exhausted."

"The pilot's oxygen line had also been shot away, but he had stretched the radio operator's line into the cockpit and had been using it. He filled oxygen bottles while the co-pilot took over the controls, until we got out of the enemy territory and went down to a lower altitude.

"It all seemed like a bad dream. However, we got out of that spot and finally landed safely, with only the memory of a tough mission."

He was recently awarded the Air Medal for "meritorious achievement during aerial flights," and also wears the Distinguished Unit Badge.

Lieutenant Nickerson was graduated from Sharon High School in 1942, and was employed by the Bird Machine Co., So. Walpole, Mass, until entering the service in April 1943. Later he was appointed an aviation cadet. After completing the bombardier's course, he received his wings and commission at Childress Texas, May 20, 1944.

His mother Mrs. Elizabeth E. Sweatman, lives at 118 South Main in Sharon, Mass.

| | | | | |
|-------|------------|-------------|-----|-----|
| 2/Lt | George | Bouras (D) | 824 | N |
| 1/Lt. | Richard E. | Brown | 824 | C/P |
| T/sgt | George E | Davis | 824 | E |
| T/Sgt | Robert L | Hughes (D) | 824 | R/O |
| 2/Lt | Robert W | Kime (D) | 824 | P |
| S/Sgt | Adolf | Marcus | 824 | N/G |
| 2/Lt | David A | Nickerson | 824 | B |
| S/Sgt | John B | O'Neill (D) | 824 | T/G |
| S/Sgt | Charles E | Ranck | 824 | B/G |
| S/Sgt | Arnold | Reiff | 824 | U/G |

Sgt Charles P Rand Jr 824 Sq.

Charles P Rand Jr an ordnance specialist on Ed Nesheim's crew passed away September 24, 1994. He is survived by his wife Virginia.

2/Lt Isaac W "Bill" Smoke 825 Sq.

"Bill" Smoke, 75 Bombardier on James R Porter's crew passed away March 2, 1995. Raised by his older brothers and sisters after their parents died, he graduated from high school in 1938 and entered the Army Air Corps. Assigned to the 484th Bomb Group he flew thirty six missions in 59 days. He was shot down over Vienna and was imprisoned in Stalag Luft III for a year. He joined the Federal Aviation Administration as an air traffic controller retiring in 1980 after 38 years service. He is survived by his wife Norma, a son John, a daughter Ruth, and four grandchildren. He and Norma attended reunions in 1988, 1989, 1990, and 1991.

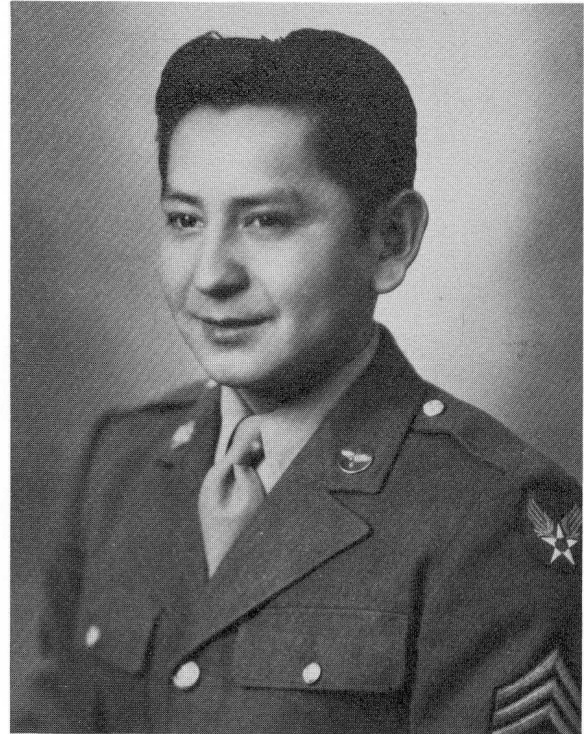


Bill Smoke

His Crew:

| | | | |
|------------------|---------------|-----|-----|
| Sgt Francis | Bangs Jr (D) | 825 | T/G |
| S/Sgt John C | Chaffe Jr (D) | 825 | R/O |
| S/Sgt Wilbur R | Dyott Jr | 825 | B/G |
| S/Sgt Clarence T | Gambill (D) | 825 | E |
| 2/Lt Lawrence | Glasser | 825 | N |
| 2/Lt James R | Porter | 825 | P |
| 2/Lt Billie R | Sanders (D) | 825 | C/P |
| Sgt Russell J | Schneider | 825 | U/G |
| 2/Lt William | Smoke (D) | 825 | B |
| Cpl George A | Van Vliet | 825 | N/G |

S/Sgt Cornelius L Wakolee 826 Sq



Cornelius L Wakolee

Cornelius L Wakolee 71 the engineer on Robert Warne's crew passed away on October 29, 1994. He entered the service from Horton, Kansas, took engineer training at Keesler Field, Mississippi, and Gunnery at Harlingen, Texas before being assigned to the 826 squadron serving overseas from May to December 1944. He received three bronze oak leaf clusters to the air medal and a purple heart.

After the war he worked as an airplane and helicopter mechanic, then joining the postal service until retirement. He is survived by two daughters, Patricia Wakolee Shinogee, Angela Wakolee, a brother Harvey Ross, a sister Norma Whitebird, and two grandchildren. He was a member of the 484th Bomb Group Association since 1983.

His Crew:

| | | | |
|-----------------|---------------|-----|-----|
| 2/Lt Earl C | Cheek | 826 | N |
| 1/Lt John L(H) | Dooley Jr(D) | 826 | N |
| Capt Kenneth D | Dowdey | 826 | B |
| Sgt Neil A | Harrington | 826 | G |
| S/Sgt Thomas G | Reimer | 826 | N/G |
| 1/Lt John H | Robson Jr | 826 | C/P |
| S/Sgt Cornelius | L Wakolee (D) | 826 | E |
| T/Sgt Joseph G. | Walter Jr | 826 | E |
| 1s/Lt Robert R | Warne | 826 | P |
| S/Sgt Boyd | Woodall Jr | 826 | E |
| T/Sgt Wesley K | Zink | 826 | R/O |

Sgt Preston Wade 824 Sq.

Preston Wade 70, a sheet metal mechanic on Fang Hansen's maintenance crew died December 15, 1994. He retired from NARF after 35 years of service and was a supervisor of apprentice training. He was active in civic fraternal affairs. he is survived by his wife of 49 years, Reba, daughters Norma, Shearline, two



Preston Wade

sisters Laura, and Barbara, two brothers Mason, and James, and eight grandchildren.



S/Sgt Harry Youmans

S/Sgt Harry Youmans 825 Sq. Gunner on William Aubrey's crew also flew with Edward Myllmaki when he was promoted to first pilot, has died after a long illness his sister, Ruth Gottaschall reported in May 1995. Information received through Adolph Marcus.

His Crew:

| | | | | |
|-------|-----------|---------------|-----|-----|
| Sgt | James R | Brilhart, | 825 | T/G |
| S/Sgt | James W | Broderick (D) | 825 | N/G |
| S/Sgt | Raymond S | Bromberek | 825 | B/G |
| 2/Lt | Joseph L | Czyl | 825 | N |
| 2/Lt | Edward | Myllmaki | 825 | C/P |
| 2/Lt | Robert A | Painter | 825 | B |
| | Stanley W | Sheldon | 825 | E |
| 1/Lt | Aubrey L | Williams | 825 | P |
| T/Sgt | Harold M | Wynne | 825 | R/O |
| S/Sgt | Harry | Youmans | 825 | G |

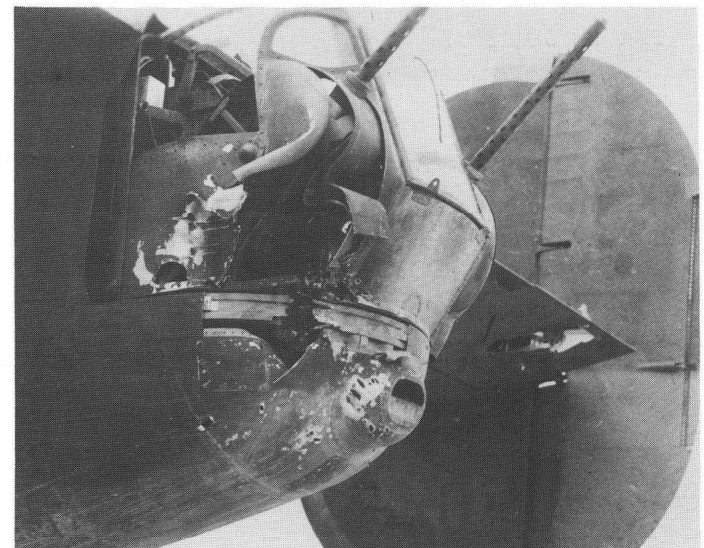


The following personnel are reported deceased by the Veterans Administration Via Adolph Marcus.

| | | | |
|-------|-----------|-----------|-----|
| S/Sgt | James E | Yons | 826 |
| | Russell | Yotz | 825 |
| | Harry | Youmans | 825 |
| Sgt | Joseph R. | Young | 824 |
| 1/Lt | Richard T | Yowler | |
| Pvt | Richard L | Yoxthimer | 825 |
| Pfc | John R | Zach | 827 |
| S/Sgt | Leon W | Zak | 825 |
| Sgt | Julius | Zamek | 826 |
| 1/Lt | Donald G | Zimmerman | 824 |

The following are reported deceased by Charles McKew

Fred C Alfred Jr
Frank A "Bill" Behrle-P, died March 1993.





484th Bomb Group Association
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