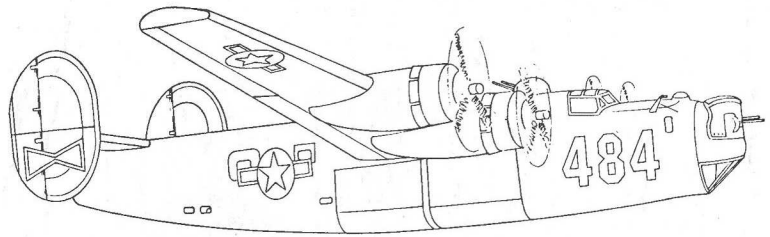
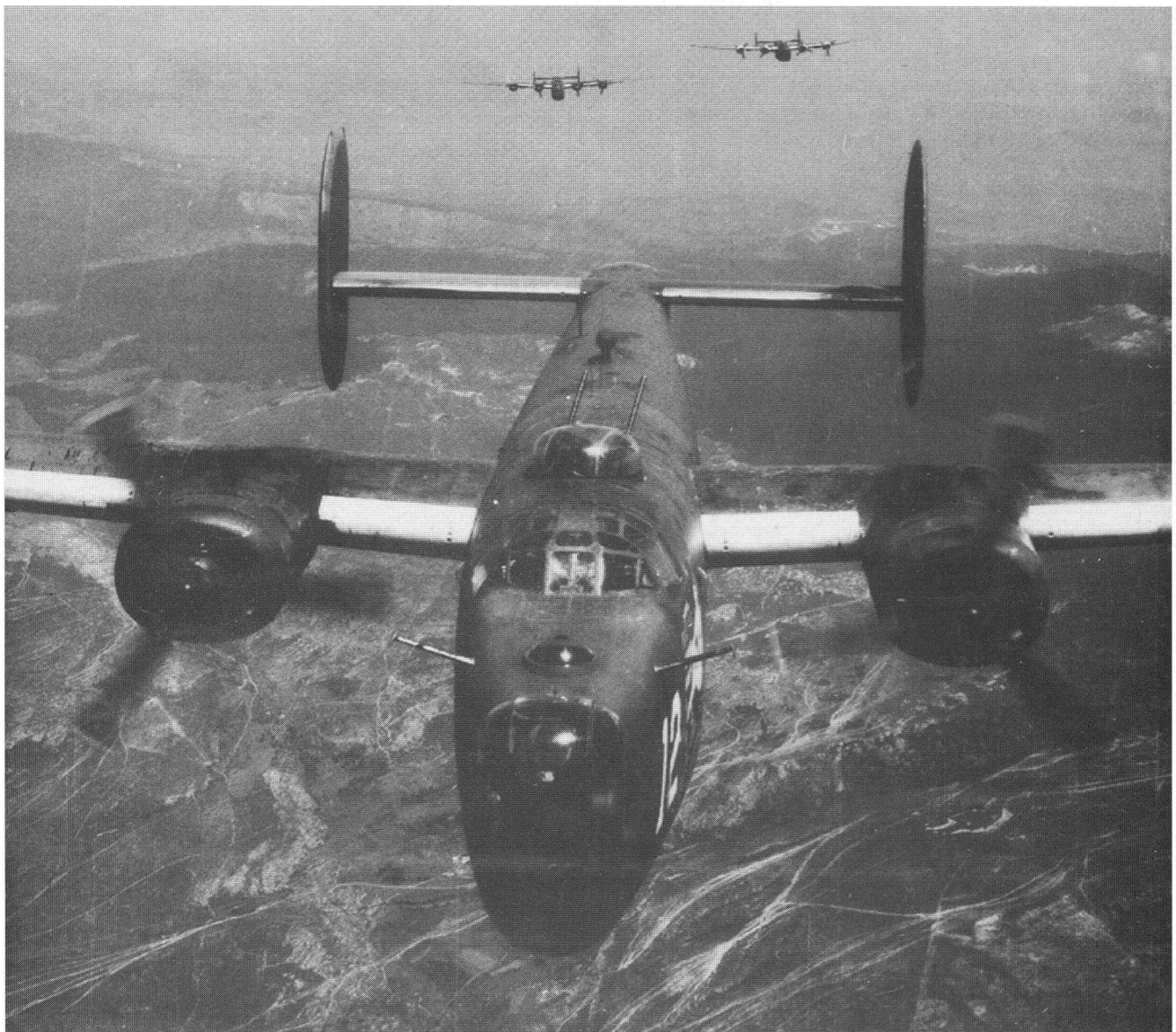

The Torretta Flyer



Torretta Flyer No 30

484th Bomb Group Association

Fall-Winter 1996



Ship #884 (12) Baker 21 flown by the Dick Calkins crew on November 16, 1944. See the story by Joe Shugrue starting on page 16.

What's in this Issue and Other Things

Welcome once again to the Torretta Flyer, the official publication of the 484th Bomb Group Association. We try to vary the stories from issue to issue depending on what is available at the time of publication.

Joe Shugrue, 827 Sq, visited the National Archives on several occasions to obtain the material for the 16 November 1944 Mission to Munich. His report of the condition of the 484th mission files is distressing. Some mission records are missing entirely as evidenced by empty file folders. Others are incomplete or do not follow a standard form making research difficult.

This issue #30 features stories of another mission flown by the 484th Bomb Group. Issue #29 featured mission #132, 17 December 1944. We are following up this story with the mission of 16 November, 1944. Story starts on Page 16.

Through the kindness of correspondent John Bybee, an aviation historian, who has investigated the Dec 17, 1944 mission, we have more information to add to the story that appeared in the last issue on that subject. He has added information on some of the other 15th AF units that participated in this mission, including the 461st and 451st Bomb Groups, the other 49th Wing groups. The story starts on page 10.

We sorted our aircraft data base to extract the aircraft that were lost or damaged during March 1944 to May 1945 while the group was active from its base at Torretta, Italy. We don't have a handle on aircraft assigned to the 484th lost during training in the USA prior to deployment overseas. Page 38

The list of books on the German Air Force (GAF) or Luftwaffe comes from a library data base and is provided in this issue for members wishing to read more about the "War in the Air" from the Luftwaffe viewpoint. We all know from our own war experiences what the American viewpoint was. The number following the author's name is the ISBN numbers (International Book Sellers Number) that identify the book and its publisher, but do not reveal the books content. Page 39

Research Activities of the 484th Bomb Group Association

US Government budget restraints hamper proper maintenance of the material, and do not provide manpower to properly index the holdings. For instance at Maxwell AFB most of the record names are in card files and very little appears in computer data base files. Use of a computer data base program with key words and other techniques can reduce file searching time dramatically. As stated elsewhere in the News of the Association, the Group morning reports are held in the National Military Records Center in St. Louis, MO. We are hoping that Squadron morning reports are held there also. One object of all of this record seeking is to complete

the roster of personnel who at one time or another were assigned to the 484th Bomb Group. We want to organize personnel and equipment rosters so that they can be given to selected museums. This will include bound volumes of the Flyer and copies of our document files when this work is completed.

The Association has its own manpower problems, we need your help at three locations to copy the files pertaining to our wartime activities: 1) St. Louis, 2) Maxwell AFB, Montgomery, AL and 3) Washington DC. Members are urged to contact us to help on this project.



Changes In Bulk Mail Requirements

The United States Postal Service is converting to faster mail sorting by the use of sophisticated devices and procedures. This change requires bulk mailers use of the nine digit zip code. Most of the addresses in the country already are assigned nine digit codes. This will be followed by the addition of two more digits. You'll notice the association's address has used the 11 digit code for some time. The other requirement is the use of bar codes. The last mailing (Bulletin No 38, Notice of Annual Meeting) was sent out meeting these requirements even though it was sent first class. Some of you will notice that this first class mail was sent at a reduced rate. What we are asking our members to do is to find their nine digit zip code by asking your postman or calling the nearest Post Office, send the information to us, and use it with your return address when sending mail to us.

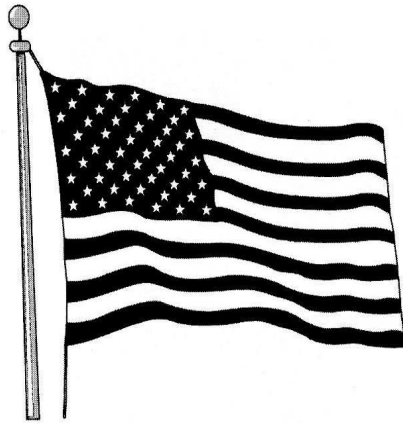
Request For Medals

Ben Franklin of the 15th Air Force Association advises 484th BG members who were awarded medals but did not receive them should contact HQ AFMPC/DPMS Att: Recog and Spcl Div 550 C Street West, Suite 12, Randolph AFB, TX 78150-4714. Be advised you should include all pertinent documentation, and ask if further data is required, and also ask for forwarding address if this office is not the correct authority.

Officers should look through their 201 Files for an order specifying military decorations, Enlisted men review your wartime memorabilia collection. All personnel should include discharge papers.

The National Military Records Center 9700 Page Blvd., St. Louis, MO 63131-5100 should also be advised if you do not have the proper documentation.

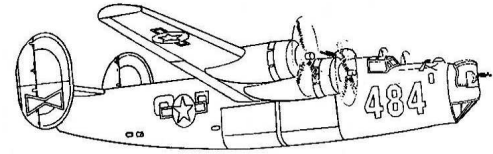
In a future issue of the Torretta Flyer, the Association will publish a list of members who were awarded military decorations, watch for it!



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The Torretta Flyer



Issue #30 Fall -Winter1996

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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

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News of the Association



Changing of the guard at Arlington National Cemetery. Visitors walking up the hill to see this ceremony will pass the 484th tree and plaque at the junction of Grant and Roosevelt Drives. Dierksmeier Photo.

484th BG Assn On the Internet

The Association is now on the Internet via American On-line, members with computers can reach us at Bud484BG@aol.com. We also have fax capacity through our computer. Query us first via phone so the computer can be turned on prior to sending your fax message.

Tree Planted in Arlington National Cemetery, Plaque Installation to follow.

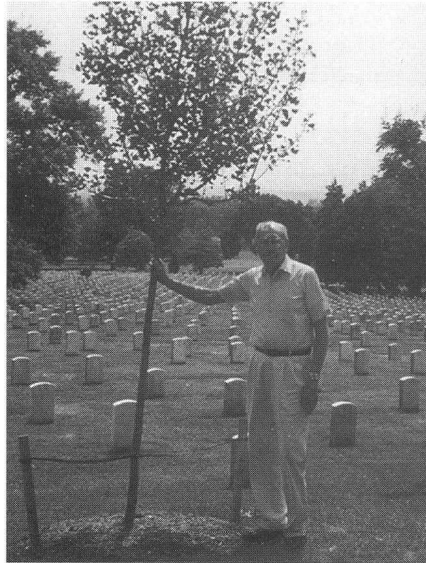
We had announced previously that the Association would install a tree and plaque in Arlington National Cemetery near Washington, DC in conjunction with the 1997 reunion. Arlington, Virginia Member Fred Dierksmeier made arrangements for Association representatives (Bud and Bea Markel, Betty and Fred Dierksmeier) to meet with the Cemetery Horticulturist Erik Diehle to select a site for the tree & plaque. After touring the cemetery grounds, site 33 was agreed upon. A Ginkgo tree was selected and subsequently installed this last spring. Site 33 is at the Junction of Grant Drive and Roosevelt Drive where pedestrians going to the changing of the guard ceremony will pass our tree and plaque, slightly on the right as they proceed up the hill.

The plaque design was changed from the Dayton Memorial plaque design to meet the requirements of the cemetery. The new design was approved and it has been sent out for casting. Installation will take part the latter part of this year.

1997 Reunion September 10 to 14, 1997

The Fairview Park Marriott Hotel, in Falls Church, Virginia will host the 1997 reunion. Guest Room rate is \$70.00 per night.

The room rates in downtown Washington DC are sky high, and slightly less in Crystal city and near National Airport, the Fairview Park Marriott offered an attractive rate that we could not pass up. The main event of the 1997 reunion will be the dedication of the tree and plaque. We have requested a full military ceremony similar to the Dayton dedication.



Fred Dierksmeier holds the Ginkgo Tree planted by the Association in Arlington National Cemetery.

Morning Reports Obtained

Member Orville Hommert, 827 Sq, who lives near the National Military Records Center in St. Louis, Missouri was able to obtain some copies of the 484th's morning reports, (April, May, and June 1944) The morning report was a form used to record the comings and goings of personnel within a military unit. It is quite valuable to us as it lists personnel serving at 484th HQ that were unknown to us previously. The reports also reveal, in general, the groups activities. The reports were inputted into a data base for ease of search, by name, date, serial number, rank, and so on. We have requested the balance of the group reports. As yet morning reports of the squadrons have not been found.

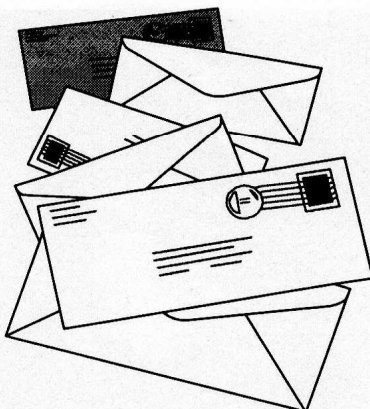


Other Organizations

Chanute Aerospace Museum

The Octave Chanute Aerospace Museum to be located at Chanute AFB, Rantoul, IL., will be the home for many aircraft that are now displayed on the base. The museum will include training equipment, machinery, instruments, historical documents, photographs, various artifacts and memorabilia. A Hands-on Discovery room will allow interaction with exhibits. There will be a Chanute & Illinois Aviation History room and a Room of Heroes, a Convention/Conference/Theater room, an Art Gallery, an Aviation Literary & Audio Visual room, a Museum Gift Shop for souvenirs and mementos, and a cafe. Museum programs will eventually include guided tours, lectures, oral and visual history programs.

Contact: Aerospace Museum Foundation PO Box 949, Rantoul, IL 61866-9900 Phone (217) 495-4200



At Last, a Museum For POWs

In the years since they returned from POW camps, many of those held captive have said they want neither recognition nor remembrance. They only seek understanding of what they sacrificed for their country. Their ranks are thinning now, with only some 75,000 still living.

For years they have sought some way to go beyond the stereotyped 'Hogan's Heroes' to tell the true story of those days of their imprisonment. Now it appears that their story will have a home at the National POW Museum to be built in the next two years at the Andersonville National Historic Site in south Georgia. The final \$1 million needed to begin construction of the \$9 million project has been allocated by the U.S. Senate and the House concurred.

The museum will lead visitors through ten phases of the POW experience, from capture through their life of captivity, and former POWs have contributed about 4,000 items for use in the displays. Andersonville was selected because of its unique ties to the POW experience as the site of a prisoner-of-war camp during the Civil War housing some 45,000 prisoners.

Pecos Army Airfield Reunion

The former Pecos Army Air Field in Pecos, Texas, is in the planning stages for an upcoming reunion. Since this is only the second reunion in over 50 years, there are still many former air field personnel that have not been contacted. Reunion Dates: September 30 to October 2, 1996.

Contact: Linda Bratland, 3100 Moore St Pecos, Texas 79772. (915) 447-2137

News Not Good For The Spruce Goose

While of a different nature, but in a forlorn condition, the world's largest flying boat that has traveled more by water than by air, three years after it was barged from Long Beach to Oregon, the Spruce Goose still sits in pieces -wings, thighs, drumsticks- waiting for a home in a promised air history Museum. The plans have been fiscally frustrated by the debts and defaults of Del Smith, the aviation tycoon who bought the wooden boat that Howard Hughes built and ferried it from its place alongside the Queen Mary in Long Beach to near McMinnville, Oregon .

Eight stories tall, with the wingspan of a football field including the end zones, the craft was made of wood to save on wartime metals. It flew just once, for 49 seconds in 1947. Hughes, who reputedly hated the "Spruce Goose" nickname, inscribed a photo of its sole flight, "I hope that some day Long Beach will regard this plane with a certain amount of pride."

Smith praised the singular wooden airship, then added, with an incendiary choice of adjectives, "We still have a burning desire to build a Museum. "

The 484th PX

484th BG Logo patch, stitched, 2 3/4 " in diameter ----- \$5.00.

B-24 three- dimensional tie tac, silver, stick pin 1 3/4 " ----- \$5.00.

Association Pin with 484th Logo 7/8" ----- \$5.00.

Baseball Cap, red & white. side view of 484th silver B-24 on front, postage inc.----- \$12.00.

Miniature Plaque 1 3/4 " with display stand, postage inc.----- \$25.00..

Back issues of the Torretta Flyer, Nos 13 14, 16 thru 29, postage inc.----- \$40.00.

The Scholarship Program

***A Stateside Candidate is chosen
Resident of Harvard Nebraska
Will study chemistry***

Those of you who were present at the business meeting at the Dayton reunion will remember that the members approved the awarding of one scholarship award of \$1,000 to one eligible student in the continental United States. (Note: The amount was incorrectly stated in the Annual Meeting report in Flyer #29) The requirement was that the student should be attending Harvard High School in Harvard, Nebraska.

Why choose Harvard Army Air Field out of all the training bases in the USA? Harvard was the base where the 484th Bomb Group was assembled for phase training before deployment overseas. In essence, Harvard, Nebraska was the birthplace of the 484th, so it was fitting to choose our birthplace for the first scholarship award in the continental USA.

What was phase training? The ten men bomber crews were assembled here in Harvard, most to meet each other for the first time. This is where the crews were taught teamwork and were molded into highly efficient machines. They were thought to share their skills with other crew members, so that in the case of emergencies, the other man could carry on the duties and prevent a total loss of the aircraft and crew.

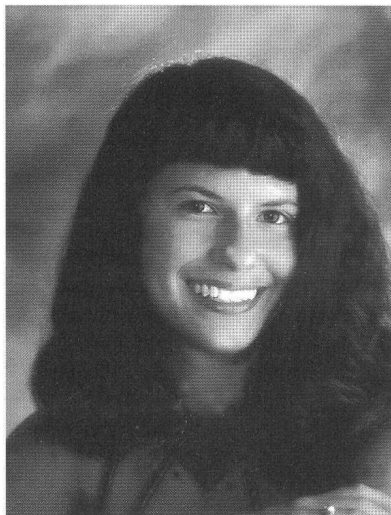
All of the men who trained at Harvard became the "Original Cadre" who shared the same instructors, and the same training techniques and were more alike than replacement crews arriving at Torretta where the group became operational. Joe Hebert of the Scholarship Committee suggested the Harvard site.

Our first stateside award goes to Jennifer Schwenk, who will use her scholarship award to study chemistry at the University of Nebraska in preparation for a degree in pharmacy. She hopes to work as a pharmacist in a hospital where she feels her chosen profession will help patients in recommending the right medication to the medical staff.

"I enjoy knowing people count on me and like to work when the pressure is on. I want to be there in the emergencies making the decisions that could save the life of a person. I want to be able to use my math and chemistry skills for the good of others. If I know that I can feel good about my work, then I know I will feel good about myself. This will cause me to be happy and have a purpose.

"Helping people, I believe is the most important part of my chosen occupation. I plan on always keeping this as my top priority. I want to be able to say that I made a difference in this world through my career," she states in her career goals form.

The Clay County, Nebraska newspaper published the story of the awards ceremony on the front page with a photograph of Vernon Janke presenting the award to the High School Valedictorian and the 484th BG awardee Jennifer Schwenk, while the school principal Brent Williamson looked on.



Jennifer Schwenk, recipient of the 484th Bomb Group's first stateside scholarship award.

Jennifer's Letter

Dear Members of the 484th Bomb Group Association:

Hello! My name is Jennifer Schwenk. I was recently honored at my high school graduation with the first 484th Bomb Group Association Scholarship to be given at Harvard High School at Harvard, Nebraska. I wish to accept this scholarship not only for myself, but for Harvard High School and all of its graduates. It is truly an honor. I personally would like to say thank you for the money which I will use for housing this fall when I attend the University of Nebraska at Kearney.

When I attend UNK next year I will be enrolled in pre-pharmacy. I will be majoring in chemistry. After two years, hopefully I will be accepted into the pharmacy school at the University Medical School in Omaha. Right now I think I would like to be a hospital pharmacist, but I realize there are many areas in

this field to choose from.

I am a third generation graduate of Harvard High School. My father is a farmer. My mother is the school secretary. I have an older brother in college and a younger brother, who is still in high school. I have participated in many areas during my school years. I have been in speech and drama, band and chorus, and athletics. I am also active in my church.

I understand that your group started this scholarship in Italy as a way to "pay back" for some of the damage that was done during the war. I know it is a coincidence that I received this scholarship, however I thought you might find it interesting to know that my paternal great-grandparents Schwenk were displaced from their home during the war by the Air Base for the rifle range. They were allowed to go back to farm after the war, but they never moved back to their house after it had been empty for 3 years. It is in that same yard that my family now lives, only in a different house.

Also, my mother says that I should tell you that my maternal great-grandparents, Vern and Isabel Frank ran the movie theater during the war. It was on the west side of the street in downtown Harvard. Perhaps some of you remember them.

In closing, I would like to once again say "thank you". Thank you for the scholarship that you have given Harvard High School, thank you for the money you have given to me for college, and most of all thank you for what you did in the 1940s to ensure that we would have a safe peaceful world. God Bless You All!

Sincerely,
Jennifer Schwenk

Harvard Army Airfield Today

*Its connection with the Schwenk Family
by Vernon Janke*



One of the hangars at Harvard Army Airfield as it looks today, now used for grain storage.

Harvard Army Airfield was constructed in 1942 from 1740 acres of Clay County farm land. Work was started on the field September 17, 1942 and completed November 16, 1942. The Army took over on December 16, 1943. The site was located three miles northeast of the city of Harvard. On July 1, 1943, the base had 278 officers and 3,030 enlisted men. From 1942-1945 seven bombardment groups were stationed at Harvard flying the B-17, B-24, and B-29 bombers. The base was decommissioned in 1945.

Today one runway remains, the one that ran parallel with the hangar line. Originally there were two hangars, but one burned down probably because it was used for grain storage. I didn't find out the cause, but it was probably started by spontaneous combustion.

Jennifer's father was a volunteer fireman at Harvard when the big fire occurred. He was on top of the roof of one of the hangars when it started to collapse. He said he managed to slide to safety before the whole building went up in flames.

Jennifer's father is a corn farmer and has a fairly large farm

west of the airfield. The corn crop has not been good the last few years, yielding 75-90 bushels of corn per acre. In a good year the yield is 150 bushels per acre. It is interesting to note that Jennifer's grandparents had their farm taken over by the government for the construction of Harvard Airfield.

Jennifer's mother, who is also the school's secretary said that

Jenny wanted the 484th scholarship more than any of the other scholarship awards. As class valedictorian with straight As except for one B, she scored over 1100 on the SAT. She is a very nice lady and we can be proud that she is our first American recipient of the 484th BG scholarship.

There were about 300 in attendance but the thing that struck me was that the great majority of the attendees were too young to have much knowledge of WWII let alone the 484th at Harvard in 1943-44.

The airfield is seldom used today, but two years ago they had an airshow here with

many WWII "Warbirds." When I visited Harvard back in May of this year there was talk of an airshow this year.



The burned out hangar at Harvard Army Airfield

The Scholarship Program, Editorial, & Contributions



The Scholarship Program of the 484th Bomb Group is unique among the 15th Air Force veterans associations. As far as is known no other 15th AF organization provides for scholarships to both Italian and American students. The membership has supported it over the years as evidenced by the latest contribution list shown on this page. As said before, we have built a bridge from our generation to today's students. It has been a great satisfaction to all of us. The letters from students make us feel good inside and often bring a emotional response of joy. The first letters received from the Italian students led us to believe that we were on the right track in providing means to help them with their continuing education.

But it is more than that alone! What our awardees treasure most is that persons unknown to them have recognized their ability. In this day when self esteem is so necessary for achievement, our boost of recognition can sometimes be the difference between success and failure.

Many children of today graduate high school without the skills needed to get a good paying job. It is obvious that more students need help more than ever before. With this in mind, additional awards to students in other schools in the USA might be considered.

The Italian scholarship grants for 1996 are slated to be given this fall (1996) in Cerignola, Italy, according to Scholarship Committee Chairman Richard Muscatello.

**Contributions to the Scholarship Fund
Received since the publication of Torretta
Flyer No 29.**

Arthur	Aldene	827/124
Clyde S	Barr	824/187
Thomas J	Bolt	825/162
Joseph C	Bott	825/100
John D	Cannon	827/018
Ralph W	Carr	825/018
James T	Chafin Jr	825/098
Allan L	Davidson	826/156
William I	Delanzo	827/116
Joseph J	Dondero	826/015
Colin E	Dye	826/093

IMOF * Brother Keith Hamilton Dye

Lloyd R	Edgecombe	826/112
Joseph J	Ercole	824/006
Chester R	Evans	826/105
Angelo L	Ferrara	767/136
Anthony	Giammattei	827/168
Howard F	Glasser	827/201
Grant V	Hansen	824/004
Edith F	Hansen	824/245
Don	Hanson	825/021
Evan H	Housworth	827/114
Harry K	Hubertz	824/183
John D	Jacobs	827/144
William	DeLonga	824/209
Robert M	Kelliher	765/008
Paul W	Kerr	826/038
Albert F	Kline	824/243
James C	Langdon	825/174
Joseph F	Malloy	827/117
Adolph	Marcus	824/008

IMOF 7 crew members now deceased

Leo	Matranga	825/102
William E	McCoy	825/195
Dorothy	McGuire	825/184
Lloyd C	McKenzie	825/020
Dave	Mitchell	824/043
James F	Mitchell	826/022
Richard P	Muscatello	824/239
Barrow F	Neale	826/055
Lynn	Pennington	825/096
Harold D	Pressel Jr	825/151

IMOF Bill Smoke

Mrs Walter	Rix	824/156
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IMOF Husband Walter Rix

John H	Robson Jr	826/120
Ernest M	Ryan Sr	826/113
Glen L	Sandberg	825/072
Harry	Sarmanian	824/214
Edward R	Schwartz	826/058
Lesley L	Seyler	827/197
Edith B	Smith	825/063
Raymond L	Snyder	826/066
Alfred	Solomon	826/009
Carl H	Voss	826/016
David R	Ward	826/087
Harry R	Watkins	827/196
Robert J	Wehner	827/165
Herbert	Weinstein	825/190
Ross J	Wilson	824/137

**Contributions to the Plaque Fund
Received since the publication of Torretta
Flyer No 29.**

James T	Chafin Jr	825/098
Mrs Walter	Rix	824/156

*IMOF= In memory of

American Airmen And Aircraft Losses At Ploesti

Submitted by E Forrest Nance, 824 Squadron

Low Level Raid August 1, 1943

53 Bombers Shot Down With 530 Men—130 Taken Prisoner

High Level Raids April 4, 1944 to August 19, 1944

314 Bombers Shot Down	3140 Men	1027 Taken Prisoner
<u>111 Fighters Shot Down</u>	<u>111 Men</u>	<u>28 Taken Prisoner</u>
425	3251	1055

8th Air Force On Low Level Raid Based In England (flying from the Libyan desert)

B-24	44th Bomb Group	51 POWs
B-24	93rd Bomb Group	18 POWs
B-24	389th Bomb Group	17 POWs
B-24	98th Bomb Group*	
B-24	376th Bomb Group*	

* Also on the High Level Raids

15th Air Force On High Level Raids Based In Italy

310 B-17 Bombers

2nd	Bomb Group	11 POWs
97th	Bomb Group	76 POWs
99th	Bomb Group	62 POWs
301st	Bomb Group	20 POWs
463rd	Bomb Group	<u>85 POWs</u>
		254 POWs

930 B-24 BOMBERS

98th	Bomb Group	59 POWs
376th	Bomb Group	84 POWs
449th	Bomb Group	97 POWs
450th	Bomb Group	133 POWs
451st	Bomb Group	62 POWs
454th	Bomb Group	26 POWs
455th	Bomb Group	68 POWs
456th	Bomb Group	26 POWs
459th	Bomb Group	67 POWs
460th	Bomb Group	25 POWs
461st	Bomb Group	31 POWs

*As a tie-in with the passing of John R Kane
(Last Mission Section) this list of Ploesti
losses further emphasizes the cost of free-
dom.*



*Lil Jughaid coming off the target at 150 feet Aug 1, 43.
Note: B-24s were not equipped with a ball turret.*

464th	Bomb Group	44 POWs
465th	Bomb Group	26 POWs
484th	Bomb Group	17 POWs
485th	Bomb Group	<u>8 POWs</u>
		773 POWs

166 P-38 FIGHTERS

1st	Fighter Group	6 POWs
14th	Fighter Group	3 POWs
82nd	Fighter Group	<u>8 POWs</u>
		17 POWs

P-47 Fighters Not Known

166 P-51 Fighters

31st	Fighter Group	2 POWs
52nd	Fighter Group	5 POWs
325th	Fighter Group	<u>4 POWs</u>
		11 POWs

Final Analysis Of Losses At Ploesti

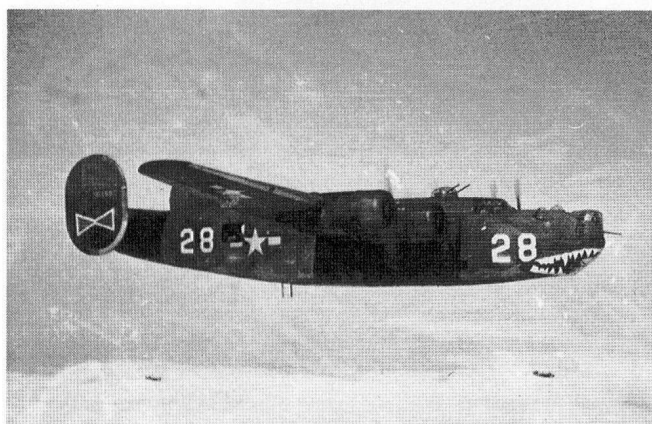
367	Bombers Shot Down With	3670 Men
111	Fighters Shot Down With	111 Men
3781	Men Shot Down	
1185	Survived and Returned Home	

More information on the Dec 17, 1944 Mission to Odertal

*Losses of the 49th Bombardment Wing Fighter Escort
by John D Bybee*

Losses of the 461st & 484th Bomb Groups

Serial	BG	Sq	Nose	Ship Name	Pilot	Disposition
41-28913	461	767	45/67		Lt Robert A Galvan	FTR-CR near Roschuiro
42-50934	484	824		Little Joe	Lt Charles A Himmler	FTR-CR near Wenzeldorf
42-50953	461	765		The Flying Finger	Lt Philip J Crossman	FTR-CR near Bruenn
42-51319	461	767	69		Lt Frederick B Capalbo	FTR-CR Berau
42-51322	461	767	66		Lt Charles V Lang Jr	FTR-CR near Gleiwitz
42-51324	461	765	2	Paulette	Lt Kenneth B Smith	MF-CR near Omsenic
42-51835	484	825			Lt Roger A. Martin	FTR-CR near Liebau
42-52025	461	765	26	Arsenic And Old Lace	Lt Gerald R Smith	FTR-CR near Bruenn
42-95304	461	766			Lt Nicholas Sidover	FTR-CR near Agram
44-41016	461	765			Lt Thomas K West	FTR-CR near Roehren
44-41158	461	767	77		Lt Max M Hailey	FTR-CR near Proesnitz



Ship # 28 "Little Joe" 484th BG Lost 17 Dec 44

In reviewing my records on bomber losses on 17 December 1944 I have additional information on Lt Himmler's aircraft that was shot down that day. The 484th Bomb Group led the mission with 29 aircraft and by 0912 was at 9,000 feet over Bovino, 1003 at angles 16 over Split, 1215 at angles 24 bombs away.

42-50934

B-24J 484 BG 824 Sq. #Ship 28 "Little Joe" Pilot: 1 Charles A. Himmler, Trafford, PA. KIA. Mission Total: 13-14. Lt. Himmler was flying in Baker 12 position, which I take to be tail-end Charlie of B-Flight. (*Editors Note:* The lead aircraft in each attack unit such as Baker which consisted of 6 aircraft in two 3 plane elements one following the other in V formation. Baker 12 would be behind the leader and either to the left or right. From the pilots flimsey page 27 Torretta Flyer No 27 Winter Spring issue, either Gaskill Baker 22 or Hitzing Baker 23 would be flying tail end Charlie. See also page 19 of the same issue for the flight diagram.)

The Wing made a northwest turn east of Bratislava towards the IP at Muglitz. At 1126 the 484th was roughly midway between Bratislava and Muglitz. Himmler's number two engine began overheating and he fell behind. At approximately 1145 the 49th Bom-



Ship # 52 "Shady Lady" 461st BG Lost 17 Dec 44

bardment Wing began the turn onto the IP at Muglitz. The Germans with exception of Himmler's B-24, bypassed the 484th and 451st and slammed into the 461st, the high and trailing group. The American documents at first seem to indicate that Himmler dumped his bombs and caught up with the formation, made it to the target and was shot down at about 1252 near Spombataly, Hungary according to Missing Air Crew Record (46-43'N, 17-20E or 47-30'N, 17-20E).

However a review of German and later American records indicate that between 1145 and 1200 noon, two FW-190s out of a gaggle of six that were sweeping past the 484th, peeled off and made an attack from six o'clock high on Himmler's B-24 at the moment he was dumping his bombs. "Little Joe" took hits in waist and bomb bay, burst into flames and fell in a flat spin. The bomber crashed near Wenzeldorf, CZ., about 14 miles northwest of Sternberg. German records also show he was down at 1200 noon, the fighter attack took place at 1145 with direct hits in bomb bay and waist. It disappeared between Vienna and Lake Balaton. Wenzeldorf, CZ 14 miles Northwest of Sternberg. 49-54'N 17-07'E. Wenzeldorf is about 300 meters of Maearisch-Schoenberg.

At the time the enemy fighters hit the 461st, Himmler called on VHF and told Lt Olson that he was going to abort. Himmler dropped his bombs just as two fighters made a pass at him. #28 reported 6 fighters at 6 o'clock high. 2/Lt Howard C. Long, navigator, shouted over the intercom "Give em hell!" over interphone as fighters attacked. The Bomber took hits in waist and bomb bay and burst into flames, went out of control, and entered a spin. 7 crewmen and Sgt. David V. Uber, aerial photographer went in with the plane. S/Sgt Frank W. Carr, nose gunner bailed out and was hidden by civilians for 10 days before he was turned over to Germans.

Another version has "Little Joe dropping his bombs and catching up with the formation then being hit by six fighters with strikes in the waist and bomb bay. The aircraft spun out of control, Eight KIA including photographer.

Letter: Ruth F Carr The mother of Frank Carr wrote the letter shown below:

"My son Frank Carr is now attending Roosevelt Aviation school and I am writing this added information for him. when he first came home he wrote to all of the boys' mothers and told them what he knew.

I am sorry he can't give you more information. He was a replacement and had never met or seen any of the boys before. The plane was blazing when he jumped and the Bombardier was apparently ready to follow him. When he was brought back to the ship by the enemy, Morris Daley was laying there dead. He did not see any more bodies, nor the two boys who were also saved. A woman discovered my son limping around and screamed. He was then taken by civilians and kept for ten days before being turned over to the Germans. If the government ever made it possible he would like to go back there and find out just where he landed.

(Mother) signed Ruth F Carr."

Statement : 1/Lt Israel B Markowitz 824 squadron

Just a few minutes before fighters attacked the 49th Wing aircraft #28 informed by radio that they were aborting and they left the formation. As we turned off the target someone said over the interphone, that aircraft #28 was back in formation. No further reports were made to me of the plane.

Statement: S/Sg George E Koch, 824 squadron.

Aircraft #28 flying Baker 12 position dropped back a considerable distance behind our box and stayed there for quite a length of time. About the same time as I noticed the enemy fighters attacking the 461st BG, Baker 12 called in on VHF and told Lt Olson that he was going to abort. Instead of aborting he dropped his bombs just as two fighters which I am unable to identify, made a pass at him. With his bombs dropped, he quickly caught up to Baker Box and there flew to the target and up until he disappeared somewhere between the Vienna area and Lake Balaton. I was unable to observe what became of Baker 12 because my attention was drawn to the sky in search of enemy fighters.

Investigation of the crash site revealed that the aircraft suffered 95% damage, with wings and fuselage burned. A hand camera was found as well as unspent ammunition cartridges, and one life raft and four parachute packs. The parts were handed over to a Naval Administration officer from the 20/XVII command. He oversaw the

salvage operations by the local citizens of Wenzeldorf that began on 29 December, 1944, and was finished 5 January 1945.

The airplane came to rest on hilly plowed ground with some timber about at Wenzeldorf, Czechoslovakia (49 degree 54'N.-17 degrees 07'E). The crewmen who were found in the wreckage were buried nearby.

Aircraft 42-50934 was a Ford built B-24J at Willow Run, June 15, 1943, Test flights were conducted in St. Paul, MN before delivery to Topeka, KS on or about 20 July 1943. The aircraft now designated a B-24J-42-FO, was assigned to the flight crew on 11 August, 1993, and departed to Granier Field, NH, where 3 more test flights were undertaken before departure on August 20, 1943 for delivery to the 484th Bomb Group.

42-52025,

"Arsenic and Old Lace" 461st, 765th Sq.#26 2/Lt Gerald R. Smith Commanding. This crew flew 11 missions between Oct 17 and Dec 17, 1944 (previous missions Vienna, Brux, etc.) No #26 was hit in the number three engine by fighters, but was still under control. It was last sighted 1145 Muglitz, Germany. (Olmutz, CZ, NE tip of CZ). Nine minutes from target.

Sgt Morris R Goldman upper gunner reported "enemy fighters at 6 o'clock level" The fighters crisscrossed from both sides of the plane, Left waist gunner Edwin L Howard fired at one of the fighters and was killed instantly by a 20mm shell in the stomach. Sgt Abraham P Abraham the right waist gunner also returned fire and was killed by 20mm shell in the chest. The bombers oxygen system was punctured.

The upper gunner tried to get out of the turret but the seat release jammed. Carlson now working without oxygen from the cockpit area from his usual position in the nose freed Goldman and they both fell to the floor unconscious from lack of oxygen blocking the exit through the forward bomb bay doors. The bombs were dropped.

The bomb bays were on fire and the nose gear doors were inoperative. In the nose compartment, Navigator Milton A Klarsfeld helped the nose gunner, David D Brewer from his turret. Escape through the nose wheel doors was blocked and the unconscious bodies



#26 Arsenic and Lace Lost 17 Dec. 44

of Carlson and Goldman blocking the exit through the bomb bay, trapping the two men left in the nose section. #26 fell off to the right side, went under Chalmer's plane, the fuel tanks exploded breaking off a wing. The aircraft now in parts fluttered to the ground.

Cap Robert T. Chalmers flying in number two position reports seeing the explosion of bomber 42-52025. The crew of Chalmer's aircraft reported seeing 10 men leave the aircraft.

Germans reported aircraft down at 12 noon. Route: "direct on a line east of Vienna." Chalmer's gunner saw Smith's aircraft crash near Brunn, CZ (Brno). Germans found five KIA, Carlson, Goldman, Brewer, Abramson, and Howard in the wreck. The Copilot Vroom L Francisco evidently escaped meeting Phillip Crossman's crew at Stalag Luft One.



Crewmen examine bomb damage on a 461st Bomb Group B-24. An anti aircraft shell entered the bomb bay from below exploding on the opposite side.

42-50953

B-24J 461st BG 765 Squadron "Flying Finger." Pilot: 2/Lt Phillip J. Crossman, Lima, Ohio, Single, 10 Missions. Last sighted at 1145, Muglitz, Germany. Shot down about 1200 about eight miles SW of Kutzendorf, CZ (CZ Police reported) Just minutes from IP. Four bodies found in the wreckage.

The "Flying Finger" was flying number three position, Capt. Robert T. Chalmers who was flying number two position reported Capt. Jack Riley (gunnery officer 0560800) was in upper turret when B-24 left formation. According to Chalmers the formation was hit by 50 plus fighters in the Muglitz area. Sgt Bernard C. Freeman, tail gunner on "Flying Finger" said, "Got him!", but sounded like he himself was hit bad. Freeman shot down an Me-109.

The Ball turret was up at time of fighter attack. Crew unable to get it into action before order to bail out came. Enemy fighters cries-crossed underneath the bomber almost at will. "Tail shot up bad, controls were very bad. Ship in very bad shape." Navigator said, I gave Crossman a heading to fly towards the Russian lines, then the interphone went out. "Aircraft riddled, went down fast." Crew started to bail out at 22,000, last one out at 1,500. Ball, tail, both waist gunners went in with bomber. Most of crew rounded up by Germans at 2 PM.

42-95304,

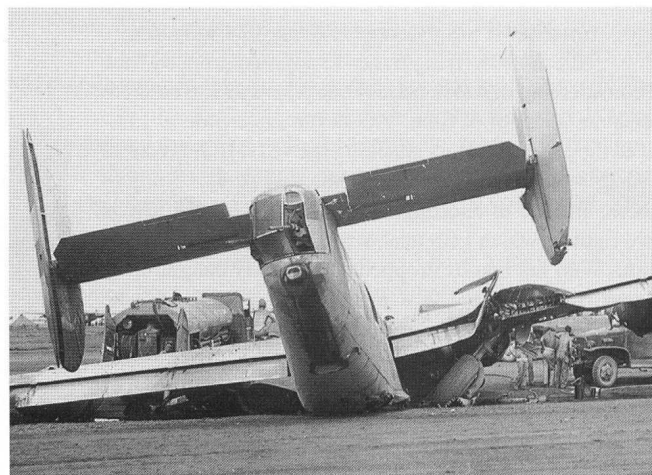
B-24J, 461st, 766th Sq. 2/Lt Nicholas Sidovar Single, Algha, NJ Commanding. Down 20 miles SW of Agram, Hungary. Last radio contact 12:45 PM. South of Bratislava, CZ bomber was hit by fighters just before target. Tried to feather one engine after leaving target, dropped out of formation. 1/Lt Jay M. Garner contacted Sidovar on "A" channel about 20 minutes after target. Sidovar reported engine would not stay feathered and was vibrating badly. Also had a slight gas leak. Sidovar called for fighter escort and finally contacted fighters by radio. At this time he was just south of Bratislava, CZ and holding at 14,300 feet. German records report Sidovar down at 2PM. Weather: 8/10, cumulus at 16,000. Entire crew survived the war and returned to the States.

42-51322

B-24J 461BG 767Sq. #66 Pilot 1/Lt Charles V. Lang Jr. Carrollton, AL, Married, Last sighted 1200, Muglitz 49-47'N 16-56'E. Down 1230

Aircraft left formation 150 miles NW of Budapest. Navigator, Arthur W. Mohlman, says we left the formation 50 north of Lake Ballaton.

S/Sgt Robert F. Miller tail gunner in lead ship in formation, #66 was 600-700 yards behind the formation at the time of the first attack. T/Sgt H.N. Ryan, in bomber #60, "#66 went under our aircraft. All engines were going and no fighters were after him--then an FW-190 went down after #66." T/S Russell H. Ritchel, right waist, #63 in number 2 position, C Flight, first section. (767), "#66 pulled up along side of us from the rear with a fighter on his tail. Fire and smoke were coming from #3 engine. Cpl. Guy V. Bosso, right waist gunner, says Lang ordered him to check on fuel leak in bomb bays and bailed out over Adony, Hungary. #66 peeled off to right and fell away. The enemy fighter on his tail burst into flames. #66 fell about 500 yards, blew up and fell in two pieces. Entire crew got out and 7 were captured about 345PM. German reports note, Cpl. James M. Rutter, "Refuses to talk!" Crewmen will not even reveal type of aircraft they were flying. Lang and 3 others were picked up by Russians and returned to 15AF. Route: W-NW of Budapest. Bomber #66, 2Lt Charles V. Lang Jr. #66 went under



461st BG B-24 hits hard coming back from a mission, causing a side load stress that collapses the landing gear. The ground crew is removing any fuel remaining in the tanks before hauling it off to the boneyard to be scrapped.

#60. T/Sgt H.N. Ryan, flying in #60, “#66 went under our aircraft. All engines going and no fighters were after him--then an FW-190 went down after #66.” #66 pulled up along the right side of #63 which was flying the number two position in C-Flight 767th. #66’s number three engine was on fire. T/Sgt Russel H. Ritchel, right waist gunner in #63 fired at FW-190. The fighter dove down and burst into flames. #66 fell off to the right and exploded .

Tail gunner S/Sgt Raymond B. Spencer on lead ship C Flight 767th, was in contact with T/Sgt Russel H. Ritchel, right waist gunner on #63 in number two position. Spencer saw one of Capt. Miller’s ships explode. Ritchel told him it was #69 (Capalbo). A minute later Spencer saw another ship from Capt Miller’s flight break up and go down. That would have to be #66 (Lang) as #77 (Halley) went down intact but in flames towards undercast.



Loading waist gun ammunition can, Every fifth round was a tracer shell as indicated by the color of the bullet tip.

44-41158

B-24J 461BG 767Sq #77 Pilot: 2/Lt Max M Hailey, KIA, Walnut Grove, MO, Married. Missions: Unknown. S/ Sgt Jacob Herman III had 49 missions . Last sighted: 1200, Muglitz, Germany, 49-47’N 56-16’ Down : Pressnitz near Bruenn.

#77 was flying number 3 position in first attack unit. S/Sgt Robert F. Miller, tail gunner, lead ship in formation, “#77 was way out in back...1,000 yards behind. Fighters made repeated attacks on both planes,#66- #77 until finally #77 was hit, peeled off and headed down.” “Hailey downed by an FW-190,” said Arthur G. Hermansen Jr., left waist, on lead ship. Sgt Albert Thomas Arrotta, ball gunner on #77, “fighters knocked out 3 engines.” Bomber fell through undercast in flames. A crewman yelled at Hailey to “feather the prop!” There was no answer from Hailey. “77, 69, were 1,000 yards behind, 66 was 600-700 yards behind, Miller reported,”#69 was attacked by an FW-190 which shot out the number three engine. ”The aircraft flying number three position was downed by an FW-190...” S/Sgt Lloyd E. Kenyon in bomber #63, number two position, C-Flight, said, Hailey’s B-24 went down with 3 engines blazing. 6 KIA.

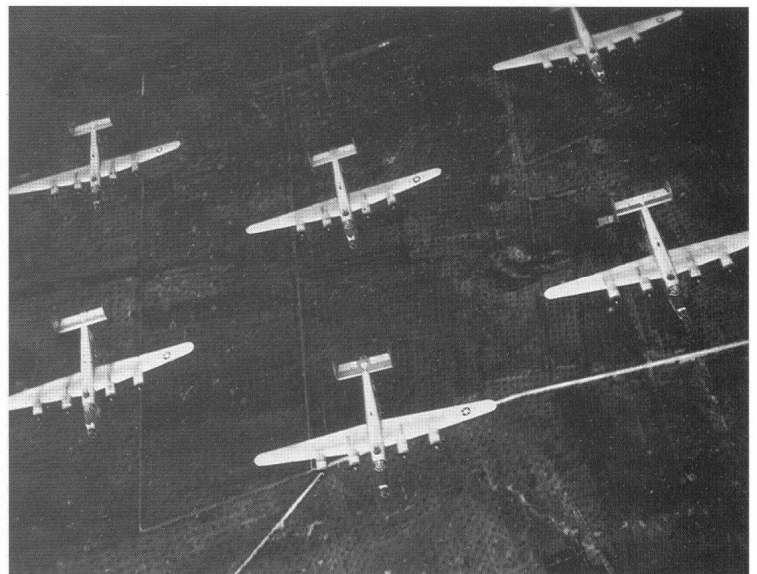
42-51319

B-24J 461st BG 767 Sq. #69 Pilot 2/Lt Frederick B. Capalbo commanding, 1st mission, Greenwich, CT. Single 2/Lt William C. Rundbaken-C/P had 33 missions. W/G John A Villars on very first mission. Left formation over Prevov,CZ. Ten or 15 minutes from IP slightly north of Prague, CZ. Last sighted at 1200, Muglitz. Down at 1200 near Prevov, CZ.

#69 left formation 10-15 minutes from IP #69 was 1,000 yards behind formation when enemy fighters struck. S/Sgt Robert F. Miller, tail gunner on lead ship said, “#69 was attacked by a single FW-190 which succeeded in knocking out number three engine, forcing the ship down toward the undercast.” Bomb bays on fire from leaking gasoline. Capalbo handed Rundbaken a screwdriver, so he could loosen throttle stops for more speed. Cpl. John A. Villars was on the flight deck setting the radar interpreter when the fighters attacked. He was mortally wounded or knocked unconscious. Copilot Rundbaken with no oxygen mask and in spite of the flames opened the bomb bay doors. He was badly burned and was overcome by the heat and lack of oxygen. Rundbaken collapsed on the catwalk of the forward bomb bay. Capalbo threw Rundbaken out to save him, but his chute was damaged by fire and did not deploy. The nose gunner Cpl. Richard McGuire was out of his turret and on the flight deck with the radio man. The bomber exploded. Rundbaken, McGuire and Villars KIA in this action.

44-41016,

B-24J, 461st, 765th Sq. 2/Lt Thomas K. West Commanding (KIA) Volin, South Dakota. Single, missions unknown. Last sighted 11:45 Muglitz, Germany. Shot down 12:30 49-27’N, 17-27’E, Prerov, CZ. According to left waist gunner, Trefry A. Ross, “We were hit by enemy fighters about 1200 o’clock on 17 Dec 1944, five minutes from the target. “Our aircraft immediately burst into flames, and I bailed out through the waist window.” West’s A/C was 1,000 feet below the formation. Sgt Thomas E Deibert, top turret gunner was killed by fighters. 2/Lt Thomas M Noesges, bombardier was struck in the head by a fragment from a German shell and had no recollection of getting out of the doomed bomber.



461st Bomb Group combat box of six ships.

2/Lt Donald J. Rhodes: At the time there were several enemy fighters around and I saw West's crew shoot down three enemy fighters. We passed them trying to catch the formation, and he disappeared behind our right wing. Thomas W. Qualman, navigator: "We were shot down about noon on our way headed north toward Germany." From a Czech woman, "One plane fell in Troubkach in Prerova; there six are buried": Deibert, Doe, Yesia, Mergo, Gaul. The other one fell in Lesne in Vel Mezirici.

42-28913

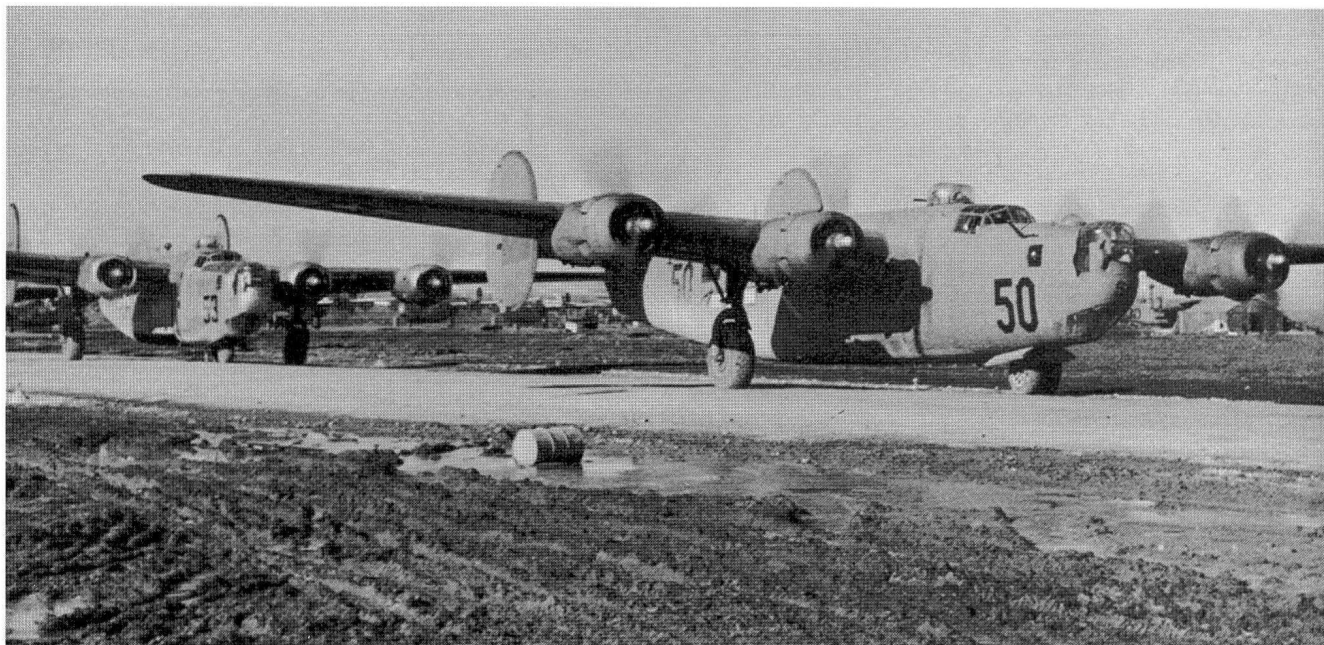
B-24H 461st, 767th Sq #67 Pilot, Robert A. Glavan, San Antonio, TX. Single Last sighted 1200, Muglitz 49-47'N 16-56'E Crash landed-Rosszyne, Hungary #67 flying in #2 position, lead flight Navigator, 2Lt Frederick C. Smith, "We were ten minutes, 20 miles south of Odertal when fighters hit us." S/Sgt Robert F. Miller (tail gunner-lead ship in formation), "67 took a hit in the #3 engine from an FW-190. #3 engine burst into flames, bomber pulled off and dropped away. Sgt Piccoli though wounded smothered fire in tail section with his body. Entire crew returned to States.

42-51324

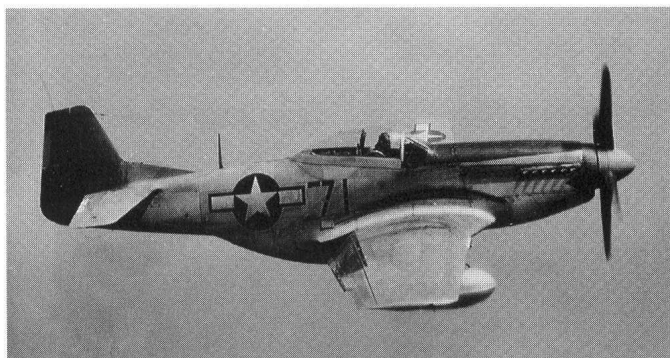
B-24J, 461st, 764th Sq. 2Lt Kenneth B. Smith Commanding 1st mission Last sighted: 50 10'N 17 00'E approx Capt Marion C. Mixson leading A flight first attack unit reports, Lt. Smith radioed at approx 1130-1145AM turbo out on number two engine, and one rough engine. (Number three?) Low on fuel. (Naturally, Smith flying number seven position-tail end charlie) Bombardier Clark C. Barritt says fighter attack at 11:40AM. Bomber # 12 was 5 o'clock low from his plane, under attack by 3 FW-190s. Pilot 2Lt James G. Taylor flying number five position first attack unit A flight reports he was one hour from target when Smith radioed his mechanical failures. Number two engine on fire, number three quit. Ball, tail turrets out of service, with loss of number three-no hydraulic power-Trumpy's top turret useless. A/C down Omsenie, CZ 1145AM.

Glossary of Aeronautical Terms

- Airfoil** - Sword used for dueling in flight.
- Airstrip** - In-flight performance by exotic flight attendants.
- Cockpit** - Area where chicken pilots are kept.
- Dive** - Pilot's lounge.
- Downwind Leg** - When a girl is standing sideways to wind, skirt will be lower on this leg.
- Elevator** - Device for raising runway thus preventing pilot from dropping in.
- Final Approach** - Last pass pilot makes at girl before giving up.
- Flaps** - Birds do it, but not recommended for fixed-wing aircraft.
- Gross Weight** - 350 pound pilot.
- Nose Wheel** - Device sometimes bent by pilot.
- Pilot's Nose** - Usually bent just after nose wheel.
- Propeller** - Fan that keeps pilot cool. Turn it off and watch him sweat.
- RPM** - Initials of large corporation that builds tachs.
- Piper Cherokee** - Flying Indian musician.
- Runway** - Place where flight attendants start the airstrip.
- Skyjack** - Device for changing tire in flight.
- Slip** - Apparel worn by some pilots.
- Stall** - Place where plane is kept.
- Supercharger** - Pilot with lots of credit cards.



The 461st Bomb Group lines up on the taxiway prior to take off for a combat mission.



15th AF P-51 fighter

15th Air Force fighter operations on 17 Dec., 1944

All fighter jocks reported the enemy A/C as aggressive and skillful. Fighter pilots also reported back that ME-109s were black, most FW-190s light blue, a few were black. ME-109s had black and white crosses on spinners?. One ME-109 had red band around fuselage forward of tail. One FW-190 had white spinner, black crosses with a red center and a white border around a red band. The center aircraft carried a belly tank under right wing.

The 2nd Fighter Group, 2nd, 4th, and 5th Squadrons, Mission And Targets

To provide area cover over the Blechhammer, Germany area beginning at 1215A hours for the bomber force consisting of air groups of B-17s of the 5th Wing attacking Blechhammer North Oil Refinery at 1200 hours. Three groups of B-24s of the 49th Wing attacking Odertal Oil Refinery at 1219A hours, four groups of B-24s of the 55th Wing attacking Blechhammer South Oil Refinery at 1221 hours, and four groups of B-24s of the 304th Wing attacking Odertal Oil Refinery at 1234A hours.

Forty-seven P-51s took off Madna at 0950A hours. Three airplanes returned early. Thirty-three aircraft were over target at 22/26,000 feet at 1215/1250 hours. 11 aircraft penetrated to 4950N 1815E at 1205/1215 hours at 27,000 feet, numerous enemy planes were encountered at this point. 43 aircraft returned to Madna at 1510.

52nd Fighter Group assembled over base at 5,000 and set course at 1002A. Base to Zirje Island, west edge Lake Balaton to target. At 4950N 1815E, 15 P-51s encountered enemy planes. 10 P-51s engaged. 4 P-51s went onto target area. One-P-51 MIA. Return course reciprocal of outward.

16 P-51s picked up B-24s at 1200A at 24,000 at 4940N 1800E and stayed with these bombers to target. 33 P-51s were over target area from 1215A-1250 at 22/26,000. 11 fighters were diverted from their briefed mission by encounters with enemy aircraft immediately north of target.

2nd Fighter Squadron led Group, 5th Fighter Squadron went high, 4th Fighter Squadron went low. Formation to target in trail. Over target P51s split up. B-24s at 23/25000, P-51s at 22/26,000. B-24s reported enemy aircraft taking off from bases in target area. Some P-51s went to 28,000 west of target area to give better cover.

Enemy Aircraft: 45 ME-109s, 30 FW-190s spotted 15 P-51s of 5th Fighter Squadron headed north and slightly east of course

at 27,000 spotted 75 enemy planes at two o'clock at 30,000 feet heading south at 1205 hours (4950N 1850E). German planes were in irregular formation. Enemy aircraft turned 180 and attacked P-51s from six o'clock. P-51s broke into enemy A/C. Some enemy a/c dived down to just above cloud deck at 9,000, others remained at 30,000. Some of the P-51s engaged at 9,000, the rest of the outnumbered P-51s continued to "break" repeatedly. 4 ME-109s, and 2 FW-190s were knocked down.

Weather:

Adriatic overcast at 12,000. Landfall to Lake Balaton overcast at 10,000. Lake Balaton to Danube scattered clouds at 23,000, to target undercast 9000/12,000 feet.

Air Sea Rescue:

Hi-Field acknowledged "Mayday W on D channel 1430/1435 hours. 2 dinghies in water, one with a number of men aboard, the other only one man. Lt. Stinchcombe circled (4335N 1540E) until a small yacht with about 200 men in khaki on board picked up the men in the dinghy.

14th Fighter Group:

48th Fighter Squadron (P-38) Wurbenthal, Germany, 1150AM Large number of enemy planes attacked formation. 2nd Lt David R. Miles (P-38J-10-LO "Coon Dog III" last seen with 4 FW-190s on his tail, P-38's right engine on fire.

37th Fighter Squadron "P-38L Melancholy Babe" 2/Lt Ernest V Roundtree at 4900N-1730E at 1215 was 29,000 and dived to attack enemy aircraft. Roundtree's P-38 skidded out of formation into path of P-51s. Not seen again.

49th Fighter Squadron Cap George T. Johnson. P-38L escorting B-24s at 1305 at 23,000 over Gyor, Hungary. Flak hit Johnson's right engine. P-38 rolled over and entered dive, wing came off—no parachute.

52 Fighter Group

5th Fighter Squadron 2/Lt Salvatore Giordino, P-51C, VF-P last seen at 32,000 at 1225 circling in target area. Last heard from at 1415 at 15,000, approximately 4350N 1550E. He asked Treadcar for a homer several times. Wingmates reported they heard homer clearly. Lt Giordino may have been on emergency course and nearer 4600N-1700E.

325th Fighter Group

318th Fighter Squadron 1/Lt Lawrence I. Schachner. P-51C "Little Bastard". At 1330 five miles west of Lake Balaton at 7,000 hit by flak. Last seen trailing smoke, 3 other P-51s in his flight turned back, but could not find him.

31st Fighter Group

308 Fighter Squadron 2/Lt George F Wilson Jr. P-51B "Mildred" shot down 1215 NW of Puerstein. KIA In Yellow flight, 5 miles SW of Komotau? at 25,000. Made right turn and overshot lead and veered off to right. Trying to get rid of drop tanks, one stayed on. Johnson pulled up and P-51 went out of control. Aircraft spun down to 10,000 then seemed to recover, disappeared into the overcast.

Fifteenth Air Force, 484 Bombardment Group Mission To Munich, Germany On 16 November 1944

by Joe Shugrue, 827 Squadron



"Little Mac" 42-50642 assigned to McCoy's crew flying Able 2 The lead of the second 3 ship element. Shown here as it returned from a later mission.

Part I Introduction

I visited the National Archives War Collections in College Park, MD 8601 Adelphi Road (495 Beltway Exit 28 b). The Archives reference Numbers are RG No 18 Stack Area 190, Row 59, Compartment 3, Shelf 4-5, for any member who wishes to review their mission records. The Archives are located not far from Arlington National Cemetery where the 484th Bomb Group Association will dedicate a plaque at the 1997 reunion.

Note: This mission is numbered 103 on the file jacket. It is numbered 113 In Torretta Flyer No. 25 p. 12. It is also 113 in the Statistical Summaries of the 484 Bomb Group done in April 1944 and reproduced in Flyer No 23, p. 30. See bottom of page.

I talked with one of my crew members S/Sg Stanley Niemczura, tail gunner. His information comes from his mission log. We both flew with Capt Albertson H Seaman's crew on November 16, 1944. We were assigned to the 827 squadron, Ship 42-



"Little Mac's" crew as shown on the fuselage side. York Lew stands at right, the others are not identified.

51173 (88S) Easy 31, I flew as nose gunner so that I could see what was going on ahead and Stan could see what followed after. The story that follows is a collaboration between the two of us.

Incidentally, Capt. Seaman received a DFC in March of 1945, in fact three members of my crew received the DFC, the two others were S/Sg Leonard Brodsky, E in March 1945 and 2/Lt Harry Peyton Jr C/P in May 1945.

Munich, Germany with 250 flak guns is the target for today in a ship that has open waist windows.* On our way to the target, the groups had a

little confusion so we were sixteen minutes late in hitting the target. The flak was heavy off to our left at another group. We bombed from 24,000 feet.

* Open waist windows were installed on early B-24s. They were less desirable than windows glazed over with plexiglas because they were much colder for waist gunners and open windows increased fuel consumption because of the increased drag.

Near the Adriatic coast of Italy we had dropped down to



Ground crew Ship 42-52658 (35) Charlie 23. From left: Anthony Mikolaitis, Les Walker, Leonard Suiter, Charles Costello, and Dwight Morse.

14,000 feet to avoid the flak suddenly popping up from the area around Udine in northern Italy, as reported by Leonard Brodsky, the engineer. The flak was moderate but very accurate. Udine also was known to have some Luftwaffe fighter aircraft based there.

Capt. Seaman took evasive action and we got away with one hole in the flight deck. Nobody was hurt. 2/Lt Charles A Beck Jr the navigator found the piece of flak. It was about two inches long and a half inch thick. Also I saw two ME 109s fly through our formation. They didn't do any shooting as the P-51s escort drove them away. We were relaxed and relieved because Munich was a tough target and we were almost home. The flak right outside our windows was a shock. Seaman dove to a lower altitude in a great piece of flying. During the dive we thought we had been hit and were going down.

The file indicates that 3 ships were MIA and one of them ditched in the Adriatic, 4 men bailed out. I don't know if this ship had been hit at Udine.

Lt John S. Howell 824th, MIA for a time, landed at Falconara, an English field in Italy. He lost two engines after being hit at Munich and got additional flak in Northern Italy at two spots where he thought guns were located to protect bridges. I spoke to Howell on the phone. He lives in Fort Worth, Texas.

He was shot down on 1 February 45, mission to Moosbierbaum. He and his crew bailed out over Hungary behind Russian lines. See escape statement Torretta Flyer No.10 p.23. John is currently recovering from a long battle with cancer.

An account of another crew whose ship went down as a result of the Munich mission is given in the Torretta Flyer No 19. p. 14. follows:

Herman J White was 18 years old when he enlisted in the United States Army Air Corps in July of 1944. He was a tail gunner assigned to the 484th Bomb Group. He participated in bombing missions over southern Germany, Austria, Rumania, and Yugoslavia.

As a Tech/Sgt White had flown nearly 25 missions before he and his crew lifted off the airfield in southern Italy on November 16, 1944, to bomb Munich, Germany. Ground anti-aircraft fire disabled number two engine and torched a fire in number three. With two engines feathered, the ship began to drop over 300 feet per

minute as the cylinder head temperatures on the two remaining engines began to climb. One engine was restarted in an effort to fly over the Swiss Alps, but the ship continued to drop, and the effort to climb was abandoned.

The crew began throwing everything out that could be pulled loose to lighten the ship when the order to bail out came. "When I opened the hatch to make my escape the other crew members just stared ahead. They weren't sure what to do, so I said 'follow me' and out I went", White declared.

As he came down, the plane appeared over his left shoulder to disappear into a mountain. "I thought we were over the Adriatic at 8000 ft, but we were at 3000 ft, 500 miles behind enemy lines. Each of us was scared and bewildered. There were 30 Germans with dogs waiting for us as we hit the ground," White said.

"The Germans began to fire at us but we were not armed. There was little to do but surrender." White said. "I was scared not knowing what would happen next. I knew the Germans were mad about the saturation bombing the Allies were doing." The Germans took them into northern Italy through the Brenner Pass to Munich and placed White in solitary confinement. "I was in a narrow cell for four days and nights," White said. "It was dark, had a narrow window and I slept on the floor."

"They tried many forms of intimidation but I gave just my name, rank, and serial number" When he was taken to a train station to be moved, a German woman noticed his unit patch on his jacket. "She was outraged," White continued. "Many of the civilians hated the heavy bombing we were doing. Before I knew it, nearly 30 to 40 civilians were gathered to hang me. The German



From left: Capt. Joe Moe flight leader of the November 16, 1944 mission in Able II, Ship 528Z stands next to F/O George "Foxhole" Adams Bombardier on Maj. James C Langdon's crew, and 1/Lt Rollen Phillips.

soldiers prevented this and I boarded the train.”

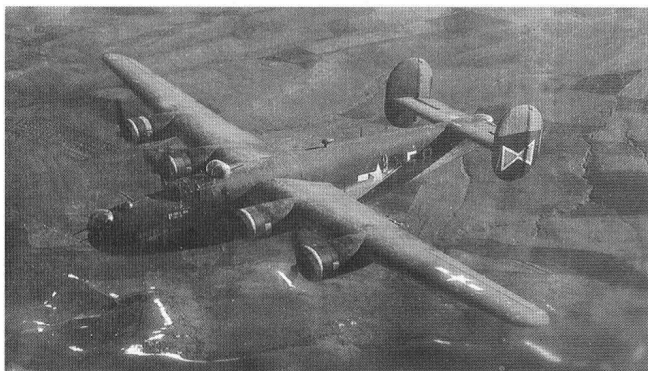
White spent the next seven days on that train, just he and the German guards. They moved him first to the Wetzlar transient camp in Germany, and then to Grostychow, Poland, where 10,000 enlisted prisoners were. Most of them were Americans; only 500 were Canadian or English. “At this time the Russians were getting close,” White said. “The Germans decided to move us to Barth, Germany, a POW camp for officers near the Baltic Sea.” “Before long we were liberated by the Russians. I thought my troubles were over, but what I saw between that time and when the RAF B-17s arrived May 15, 1945 to transport us back, I will never forget. The Russians treated their people badly. Many were displaced and starving. The Russians were only concerned with reorienting them,” White continued.

Liberated, White was on his own, he had spent seven months in prison camp and had lost 25 pounds. “Hunger is a horrible thing. You wake up in the morning and it’s right there gnawing at you. It’s there all day until you go to sleep at night from exhaustion. That’s the only time you can get rid of hunger, when you’re asleep.” White emphasized.

It was then that he was sent to Camp Lucky Strike. Prisoners of war from all over were sent there. “They fed us food without salt or pepper. Everything was boiled. We were given a little egg nog at night and no candy. It takes your stomach a long time to recover.” White concluded.

The following is a list of 484 Bomb Group Association members who were on this mission.

William M	Bloom	N/G
Jack F.	Breen	CP
Philip	Brock	TG
Leonard	Brodsky	E
Frank R.	Casagrande	TG
Joe	Crystall	N
Tracy	Denninger Jr.	N
Joseph M.	Heimerl	AG
Albert R.	Hodgson	E
Evan H.	Housworth	MN
John S.	Howell	P
John F.	Konop	P
Charles K.	Laver	B
Charies	Lowell	E
Edmund J.	McLaughlin	P
Donald F.	Murphy	N



Ship 42-52675 "Miss Fire" (58-1) Dog 23, Flown by Weaver's crew 826 squadron 16 Nov. 44 mission.



Loading bombs what appears to be a 100 pounder as two armorers handle it nicely.

Ryan M.	O'Brien	N
Dan C.	Paul	B
Amos S.	Pollard	P
Kenneth J.	Querry	E
Lester V.	Reall	E
Wiliam H.	Roennau	B
I r v i ng	Rosenzweig	N
Robert E.	Self	E
Joseph	Shugrue	NG
Robert V.	Skelton	CP
Alfred J.	Solomon	B
Rodney T.	Stewart	P
Stanley	Szemreyllo	AG
Lloyd O.	Wakefield	NG

Comments in Torretta Flyer No. 25 p 12: “484 Operational History” Mission #113 16 November 1944. Munich west M/Y Germany: “33 aircraft took off to bomb the Munich west M/Y on this date, but again operations were hampered by poor weather conditions. It was necessary to drop by instrument and once again results were unobserved.”

Explanations of terms used in this story:

(f)= bomb plot camera aboard

PDI= Pilots Direction Indicator, a standby devise manipulated by the bombardier to show the pilot course changes rather than the bombardier flying the plane directly through the C-1 autopilot in cases where the autopilot did not function properly.

PFF= Pathfinder aircraft. They employed a radar scanner in the place of the lower ball turret and it could be raised and lowered in similar fashion to the ball turret. PFF ship often displayed a three

number code for identification usually painted in all over neutral gray with squadron code number painted with black paint. These radar equipped ships were sometimes used as one plane on clandestine night missions that were manned by regular flight crews. Sometimes volunteers were sought for these flights.

SOP= Standard Operating Procedure

RDX= Explosive said to be more powerful than TNT, but rumored to be more unstable.

Intervelometer= Planned spacing between bombs as they hit the earth.

Window= Small strips of metal foil cut to determined size that were dropped from bombers to confuse enemy radar.



Unidentified photographer

Part II, The Mission Plan

The mission of 16 November 1944 had its peculiarities as most missions did one way or another. The 484th BG reported 33 aircraft were airborne, the first take off was at 0750 and the last at 0810 or one per minute plus. This hardly leaves time between take offs for the wake vortex created by air passing by the aircraft to dissipate before another aircraft was rolling down the runway. The wake vortex is strongest at the wing tips. This could cause control problems for the aircraft following if the weather conditions at the time did not dissipate the vortex sufficiently. The vortex was often seen streaming in an ever widening coil at the wing tips of fighter aircraft making a low high speed pass over the squadron tent areas as often happened when one of our gunners shot at a friendly aircraft.

The FAA in recent days has ordered greater distances between commercial aircraft landing one after another, which creates the same control problems as experienced by close take offs during the war.

Major Joel Moe in Able 11 was the group leader, Lt, Percy Kramer was deputy lead of the 33 aircraft taking off, five returned early and three failed to return.

1) Linkous 826 Squadron in 44-48828 (#501Y), Dog 11, the second attack group leader crashed at Fano, with fuel tanks shot up.

2) Jehli, 824 squadron in ship #937 (#16), Baker 31 ditched in the Adriatic Sea, four men bailed out,

3) Howell 824 squadron in Ship #668, Baker 12 landed at Falcona.

4) Roll 824 squadron, in ship #576 (#10), Baker 11 returned early.

5) Sheddon 825 squadron, Ship 44-41136 (#33) Able 13, returned early due to engine trouble, no 1 engine had to be feathered Flying time 2:20 hrs, bombs brought back. No mission credit.

6) Martin, 825 squadron in ship 44-41145 (#48) Able 23, returned early as it could not catch up with the formation, No mission credit.

7) Foss 826 squadron, in ship 44-40648 (#54E) Charlie 31, returned early due to an engine fire to crash land near home base. No mission credit.

8) Weimer 827 squadron, in ship 42-94774 (#84-O) Easy 21, returned early 2:35 hrs flying time.

9) Weaver, 826 squadron in ship 42-52675 (#58-I) Dog 23 was able to complete the mission in spite of having his oxygen system shot out.

Eight photographers were assigned to the mission they are:

1) Pvt. William G Goodlett, Ship 44-41145 (#48). Able 23, This ship returned early consequently no photos were taken from the lead attack unit.

2) S/Sgt Kevin J Moynihan, ship 694, (#24) Baker 21.

3) Pvt. Clarence G Martin, 824 squadron, in ship 576, (#15) Baker 11. This ship returned early, again no photos were taken.

4) Cpl. Wayron F Lane, 826 squadron, ship 42-51835 (#38) Charlie 21.

5) Pvt. Roy E Thomas, 826 squadron, ship 42-94774 (#84-O) Easy 21. This ship returned early, no photos.

6) Sgt Elmer A Gaerditz, 827 squadron, ship 42-52072(#72C) Easy 11.

7) Pvt. James W Taylor 42-51882 (#51B) Dog 21.

8) August Taglemonte 41-10484 (#63N) Dog 13

Quoting in part from the Pilots Flimsey First Attack Unit

Charlie Flight

11 Ripple	53 D
12 Bird	65 P
13 Spieth	26 Q
21 Dionne (f)	30 A
22 Berhle	36 G
23 Sanderson	35 F
31 Foss	54 E

Able Flight

11 Moe	528 Z (Micky)
12 Kramer	853 X (Micky)
13 Sheddon	33 D
21 McCoy	39 J
22 Kaiser	45 P
23 Martin (f)	48 S

Baker Flight

11 Roll (f)	15 F
12 Howell	10 A
13 Calkins	12 C
21 Zimmerman (f)	24 O
22 Svela	18 I
23 Goodwyn	14 E
31 Jehli	16 G

Second Attack Unit

Dog Flight

11 Linkous	828 Y (Micky)
12 Eiden	55 F
13 Mauldin (f)	63 N
21 Kelder (f)	51 B
22 Cox	52 C
23 Weaver	58 I

Easy Flight

11 Rounds (f)	72 C
12 Mann	86 Q
13 Johnson	85 P
21 Weimer (f)	84 O
22 Frobom	87 R
23 Bolton	76 G
31 Seaman	88 S

Standard Cruising Formation

Able Flight

T 11	Lead aircraft	
T 12	T 13	Deputy lead, either side
T 21		
T 22	T 23	
T 31		

The number preceding the pilot's name indicates placement of each aircraft in the formation as shown above. The number after the pilot's name is the nose number painted on the nose and tail of the fuselage sides to identify each squadron aircraft. The letter following is the radio call identification, usually not painted on the fuselage exterior of 484th BG aircraft. Some 15th AF aircraft units displayed the radio letter on the lower rudder.

Bomb Load. Eight 500lb RDX fused tail Normal two fuses Nose one second, (.1), tail one tenth of a second (.01) The exception was Kramer in ship 42-51853 (Pathfinder) Able 13, was to load delayed action fuses. It was revealed in the television series shown on PBS on unexploded bombs some years ago, that German bombs used one fuse that was placed on the side of the bomb, instead of the two used by the Americans.

Test fire guns at 1050. Target time 1205. Intervelometer setting 50 feet. Auto pilot is to be used instead of PDI (pilot direction indicator).

The targets were: 1) primary: Munich West M/Y (48-09N, 11-13E), First alternative Rosenheim M/Y, Second alternative Salzburg M/Y, Third Alternative Innsbruck M/Y.

The 484th BG will be in rendezvous rectangle (fly in a box pattern) at Candela from 0913 to 0936. and go around one and a half times. The 451st & 461st will follow SOP the 484th. Rendezvous altitudes: 484th 10,000, 451st 11,000, & 461st at 12,000 feet. The 484th will lead the attack. Bombing Altitudes 484-24,000, 451-25,000, & 461st-26,000 feet. Target elevation 1725 feet. Rally right turn.

Fighter escort, (52 P-51s) will intercept the 49th Wing for-

mation at Masseria at 1145 to provide close escort on penetration at target and withdrawal.

Maximum PFF (Pathfinder) or better known as "Micky ships" will lead units, this is SOP. The mission was a planned PFF mission, but visual bombing will be conducted if possible. 451st & 461st will load 4 cartons of window (tin foil strips). The 484th will load two carton of window, Dispensing will begin three minutes before the IP and continue at the rate of three bundles every 20 seconds.

Communications: Tower 5210 or Channel "B", Interplane-Channel "B". Fighters-Channel "A", Intergroup-Channel "C".

Flak was reported at Mestre, Treviso, Udine, Bolzano, Munich, Muhldorf, Venice, Grado, Neryesa, Innsbruck, Rosenheim, and Salzburg.

The course to and from the target was detailed in the orders that came down from group to avoid known flak areas. But as often happened the Luftwaffe Flak arm would move guns using the railroads. The guns could fire directly from their flat car mountings after swinging out stabilizer arms to the road below.

Reports filed during and after the mission

The bombing was offset using the synchronous PFF method, the actual bomb run was made using the autopilot bombing from 23,900 feet. Airspeed to the target was 160 miles per hour. Length of the bomb run 240 seconds or four minutes a long anxious time for flight crews to endure. Temperature at bombing altitude was -40.

1/Lt George W Adams in Able 11 (Maj. Moe's ship) used the PFF method, but had to turn short of the IP to keep out of the prop wash of the group in front some ten miles short of the IP.

1/Lt L E Friedman acting as group navigator in Able 11 reported that the rendezvous with the other 484th Groups was good at the key point Ancona at 1041. Actual target time was 1244, some 39 minutes late of the planned 1205 eluded to earlier in this story. The fighter escort joined the formation at 1120 just short of the Italian coast going in and coming back.

1/Lt Bracken the radar navigator reported that the target was first identified on the scope some 40 miles from the target with the approach to the IP made by PFF and was accurate. The last PFF reading for correction as made for range at 12 miles and for course at 15 miles.

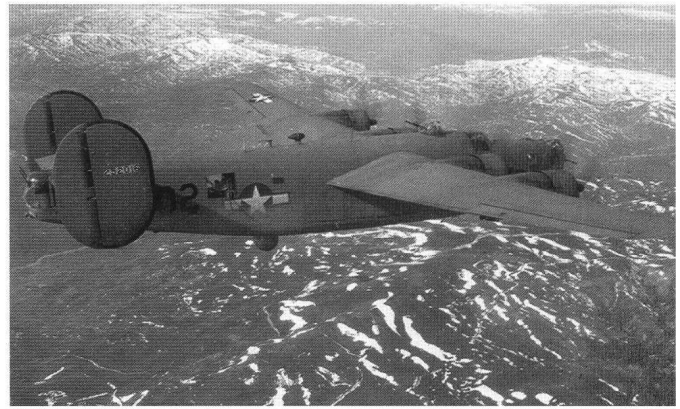


#36 Lands at Torretta

PART III

**484th Bomb Group Personnel Participating
in the Mission to Munich, Germany,
16 November, 1944**

The Airmen Shown on this and the following pages are listed in alphabetical order for each crew. The pilot in command is shown in italics. It is the pilot's name that appears on the pilot's flimsy to show each ship's attack position and are given position numbers for each flight in Able, Baker, Charlie, Dog etc. that are shown in numerical order. You will note that the squadrons listed their flight crews somewhat differently.



A PFF Pathfinder, "Micky ship", painted in overall grey with black lettering, the radome is shown in lowered position

824 Squadron Roster

Roster prepared under the Order of Maj, Derby, prepared by Maj. Claude A Trotter.

Roll 824 Early Return, no mission credit

<u>Baker 11</u>	<u>Ship 576</u>	<u>Sg No 18</u>
N 2/Lt	Fred C	Alfred Jr (D)
B 1/Lt	Ingmar O P	Anderson (D)
C/P 1/Lt	Wayne E	Dack
W/G Sgt	Nolan B.	Giere
U/G Sgt	Ira V.	Glass
E Sgt	Frederick L.	Grear
R/O S/Sg	Alfred M.	Klein
F Pvt	Clarence G	Martin
T/G S/Sg	Marshall L.	Metz
<i>P 2/Lt</i>	<i>Corliss J</i>	<i>Roll</i>
N/G Sgt	Ernest G.	Ulibarri

Howell 824

<u>Baker 12</u>	<u>Ship 668</u>	<u>Sq No 10</u>
T/G Sgt	Philip	Brock
B 1/Lt	Thomas A	Downs
R/O T/Sg	Ernest E	Eash
<i>P 1/Lt</i>	<i>John S</i>	<i>Howell</i>
E Sgt	Rhio	Metzler
N 2/Lt	Thomas	O'Sullivan
N/G S/Sg	Johnny L	Pell
U/G S/Sg	Louis X	Plude
B/G S/Sg	Howard J	Rold
C/P 1/Lt	Edgar J	Tulley Jr

Calkins 824

<u>Baker 13</u>	<u>Ship 884</u>	<u>Sq No 12</u>
B 2/Lt	Harry S	Allen
<i>P 2/Lt</i>	<i>Richard L</i>	<i>Calkins</i>
N 1/Lt	Carl	Couch Jr (D)
G Cpl	Bruce G	Crabbe
C/P F/O	E Harold	Fischbein
N/G Cpl	Harry S	Foster
R/O Cpl	Michael	Opalenik
E Cpl	Owen E	Parmeles
W/G Cpl	Dominic	Pettinari (D)
T/G Cpl	Henry R	Ronson
B 1/Lt	Paul H	Stewart

Zimmerman 824

<u>Baker 21</u>	<u>Ship 694</u>	<u>Sq No 24</u>
B 1/Lt	Dominick J.	Blanda
B/G Sgt	James F	Carney
R/O T/Sg	Edward J	Connare
T/G Sgt	Rix	Delambert
E T/Sg	Marshall	Kahn
F S/Sg	Keven J	Moynihan
B/G Cpl	Arthur G	Ouellette
U/G Cpl	Michael A.	Rainey
C/P 1/Lt	Charles R	Walter
N 2/Lt	Richard R	Woodward
<i>P 1/Lt</i>	<i>Donald G</i>	<i>Zimmerman (D)</i>

Svela 824

<u>Baker 22</u>	<u>Ship 539</u>	<u>Sq No 18</u>
N 2/Lt	Abraham	Abramoff
R/O Sgt	Arlis L	Foster (D)
N/G Sgt	Norman K	Hartman (D)
T/G T/Sg	Howard	Hoffman
B 2/Lt	Harry A	Gamouf
U/G S/Sg	Frank R	Mendes
B/G Cpl	Douglas	Morse (D)
E S/Sg	Orville A	Orsted
C/P 2/Lt	Dexter C	Shultz
<i>P 1/Lt</i>	<i>Earl</i>	<i>Svela</i>

Goodwyn Jr 824

<u>Baker 23</u>	<u>Ship 925</u>	<u>Sq No 14</u>
U/G Pvt	Morris B	Burk Jr (D)
E Cpl	Felix	DeSisto
<i>P 1/Lt</i>	<i>Hilton W</i>	<i>Goodwyn Jr</i>
T/G Cpl	George R	Johnson
B/G S/Sg	Richard D	King
R/O S/Sg	Bennie J	Kirsch (D)
R/O T/Sg	Glen L	Moss
N 2/Lt	Victor J	Seely
C/P F/O	Virgil E	Vaughn
B F/O	Stanley G	Zawaskas

Jehli 824, Missing in action this mission

Baker 31	Ship 937	Sq No 6
N 2/Lt	Norman A	Bennett (D)
U/G S/St	Fred K	Helman
B F/O	Arthur J	Hill
P 2/Lt	Walter A	Jehli (D)
R/O T/St	Bernard	Kelly (D)
C/P 2/Lt	Melvin	Rubin
N/G S/Sgt	James	Timmerman (D)
E T/Sgt	Harry G	Walsh
T/G S/Sgt	Herman J	White

Spieth 824

Charlie 13	Ship 935	Sq No 26
R/O Sgt	Kenneth P	Benedict
T/G S/Sg	James A	Burroughs
N 2/Lt	John O	Ferris Jr
F Sgt	Elmer A	Gaerditz
N/G Sgt	Donald M	Logan
G S/Sg	James F	Morrissey
E Sgt	Vaden R	Pierce
U/G Sgt	Ralph F	Russell
C/P 2/Lt	Donald L.	Soderberg
P 1/Lt	Kenneth W	Spieth (D)
B 2/Lt	John W	Watkins

825 Squadron Roster

Prepared by 1/Lt Percy H Kramer, Operations Officer

Moe 825

Able 11	42-50528	Sq No 300
B 1/Lt	George W	Adams
N 1/Lt	Daniel A	Birnkrantz
N 1/Lt	Alexander L	Bracken Jr
N 2/Lt	Louis E	Friedman
R/O T/Sg	Robert L	Furchner (D)
B/G S/Sg	Fred L	Ganshaw
E T/Sgt	J L	Leven
T/G S/Sg	Robert P	McCrary
P Capt	Joel	Moe (D)
N/G S/Sg	Andres	Quinones
C/P Capt	Paul J	Williams

Kramer 825

Able 12	42-51853	Pathfinder
N 2/Lt	Alfred J	Deneault
N 2/Lt	Ivar	Jordan
C/P Capt	Percy H.	Kramer
B 2/Lt	L U	McKensie
N/G S/Sg	Ralph G	Meza
N 1/Lt	Sigurd V	Moody
C/P 2/Lt	Dr John F	Palmer
E T/Sg	Edmund S	Piantek (D)
T/G S/Sg	James J	Thompson
U/G S/Sg	Harry W	Turner
R/O T/Sg	Robert P.	Whitworth

Sheddon 825

Able 13	44-41136	Sq No 33
B 2/Lt	D H	Doblie
R/O T/Sg	D G	Fore
U/G T/Sg	R C	Graves
B/G Sgt	S	Gross
T/G S/Sg	Ralph E	Hansen
N 2/Lt	K P	Kincade
U/G Sgt	C A	Parr
C/P 2/Lt	Jack	Scott
P 2/Lt	David	Sheddon
N/G S/Sg	Emil W	Wright

McCoy 825

Able 21	42-50642	Sq No 39
N/G S/Sg	J C	Coats
E T/Sg	Alfred W	Cooper
R/O T/Sg	J	Derbak
N 1/Lt	Yolk T.	Lew
P Capt	William E.	McCoy
C/P 1/Lt	Ray E	Patheal
T/G S/Sg	C A	Pendleton
B 2/Lt	D W	Shea
B/G S/Sg	R L	Sturtz
U/G S/Sg	E L	Tanksley



Rueben J Kaiser at left at the controls in a B-24

Kaiser 825

Able 22	42-52635	Sq No 45
U/G Cpl	Ralph	Christenson (DR)
N/G Cpl	Charles F	Elsesser (D)
T/G Cpl	Albin	Frigo
C/P 2/Lt	Chester L	Jones
P 2/Lt	Rueben J	Kaiser (D)
B B	Charles E	Laster Jr
N 2/Lt	Lane S	McKone (D)
E S/Sg	Charles J	Shanklin (D)
R/O Cpl	Calvin R	Teel
B/G	Edward	Yurochko (D)

Martin 825

<u>Able 23</u>	<u>44-44145</u>	<u>Sq No 48</u>
C/P 2/Lt	G O	Boemer
R/O S/Sg	G H	Fort
B/G S/Sg	M W	Harrington
N 2/Lt	B	Hirsch
U/G S/Sg	B M	Madsen
P 2/Lt	R A	<i>Martin</i>
T/G Sgt	L D	Ray
E S/Sg	Lacy P	Scott
B 2/Lt	R G	Sofio
N/G Sgt	A R	White

Fritts 825

<u>Charlie 21</u>	<u>42-51835</u>	<u>Sq No 35</u>
B 1/Lt	D Ross	Billger
P 2/Lt	Henry E	Dionne (D)
P 2/Lt	<i>Robert E</i>	<i>Fritts</i>
G S/Sg	Ervan J	Hestad
F Cpl	Wayron F	Lane
G Sgt	David	Leap
E S/Sg	Marcel E	Levesque
G S/Sg	Mel	Marchese (W)
R/O S/Sg	Vernon A	Oldfield (D)
N 2/Lt	S E	Ziegler

Behrle 825

<u>Charlie 22</u>	<u>42-52742</u>	<u>Sq No 36</u>
P 1/Lt	<i>Frank A "Bill"</i>	<i>Behrle (D)</i>
E T/Sg	Ralph W	Carr
B/G S/Sg	Aaron F	Corbin
N 2/Lt	Tracy	Denninger Jr (D)
C/P 1/Lt	Wallace E	Lamay
N/G S/Sg	Arre O	Lyijnen
T/G S/Sg	John J	Lyman
B 2/Lt	James F	McMahon
R/O T/Sg	Judson D	Pratt
U/G S/Sg	Jack A	Williams

Sanderson 825

<u>Charlie 23</u>	<u>42-52658</u>	<u>SqNo 35</u>
CP 1/Lt	Robert G	Davis
U/G Cpl	Lawrence V	Drew
R/O Cpl	Robert J	Hackett (D)
B/G Cpl	Charles H	Harris
E Cpl	Albert R	Hodgson
T/G Cpl	Joseph F	KourilP
2/Lt	<i>Robert C</i>	<i>Sanderson</i>
N/G Cpl	George A	Sims Jr
N 2/Lt	William	Wiegmann
B 2/Lt	Walter M	Zaharevitz (D)

826 Squadron
By Order of Maj. Paine, Capt. Abner O McDaniel Operations
Officer

Ripple 826

<u>Charlie11</u>	<u>42-51833</u>	<u>Sq No 53D</u>
B 2/Lt	James R	Brown
N/G S/Sg	Howard S	Burton
U/G Sgt	Edwin T	Clippard
U/G S/Sg	William E	Gettig
C/P 2/LT	Donald M	Gresap
R/O Sgt	Robert L	Hegarty
N 2/LT	Richard F	Mulcahy Jr
P 1/Lt	<i>Clifford M</i>	<i>Ripple</i>
E T/Sg	David E	Titus
B/G Cpl	Robert W	Walters (D)

Bird 826

<u>Charlie 12</u>	<u>42-51987</u>	<u>Sq No 65P</u>
B 1/Lt	William L.	Archer Jr
N/G S/Sg	William E	Biggs
P 1/Lt	<i>Edward P</i>	<i>Bird</i>
N 2/Lt	George K	Dickle
C/P 2/Lt	Edward W	Drislane
U/G Sgt	James S.	Harkey
E T/Sg	Michael S.	Jaroszewski
G Sgt	Oscar E.	Kough
T/G S/Sg	George J.	Scheina
R/O S/Sg	Alfred G.	Strout



The Ray Foss Crew top from left: Gaylord Carter-B/G, Kenneth Monsell-N/G, Leonard Marshall-R/O, John Bodine-E, William Robinson-W/G, Thomas Price-T/G, Front row from left: James Gough-B, WalterG Fair-N, George F DeLawton-C/P, and Ray a Foss-P.

*Foss 826, Early return, forced to crash land near home base,
No 1 engine caught fire, no mission credit*

Kelver 826

<u>Charlie 31</u>	<u>44-40648</u>	<u>Sq No 54E</u>
E	T/Sg	Johnnie E
B/G	S/Sg	Gaylord
C/P	1/Lt	George F
N	2/Lt	Walter
P	1/Lt	Ray A
B	2/Lt	James D
R/O	T/Sg	Leonard B
N/G	S/Sg	Kenneth R
T/G	S/Sg	Thomas J
U/G	S/Sg	William G
		Bodine
		Carter
		Delawater
		Fair
		Foss (D)
		Gough (D)
		Marshall (D)
		Monsell (D)
		Price Jr
		Robinson

<u>Dog 21</u>	<u>42-51882</u>	<u>Sq No 51B</u>
W/G	S/Sg	Edwin D
C/P	2/Lt	Raymond O
N	2/Lt	Jack H
P	1/Lt	William L
B	1/Lt	Jack L
U/G	S/Sg	Joe B
T/G	S/Sg	Edward C
N/G	Cpl	Hersey B
f	S/Sg	James W
R/O	Cpl	Joe
E	T/Sg	Howard E
		Courtney (D)
		Hanes
		Jacobs
		Kelver
		Mansell
		McHenry
		Mentz
		Steinwinter
		Taylor
		Toman
		Wilson

Linkous 826

Cox 826

<u>Dog 11</u>	<u>44-8828</u>	<u>Sq No 501Y</u>
U/G	S/Sg	Silas F
E	T/Sg	Coy H
N/G	Cpl	Ralph S.
N	1/Lt	Edwin T
R/O	T/Sg	James E.
B	1/Lt	Edward M
P	2/Lt	Russell E
G	S/Sg	Joseph A.
U/G	S/Sg	Maurice V
C/P	1/Lt	Russell C
		Anderson
		Argo
		Carver (D)
		Danowski
		Douglass
		Duke
		Linkous
		Pesola
		Reed
		Smalley

<u>Dog 22</u>	<u>42-52705</u>	<u>Sq No 52C</u>
N	1/Lt	Joseph F
B	1/Lt	Roderick W
C/P	2/Lt	Orgene V
P	1/Lt	William H
E	S/Sg	Stanley
G	Cpl	Jesse M
G	Cpl	Leonard P
G	Cpl	Robert W
R/O	Cpl	James H
G	Cpl	Lyle D
		Abdo
		Cambell (S)
		Colvin
		Cox
		Frankel
		Gallagher
		Grabuski
		Regennitter
		Turner
		Wiggins

Eiden 826

Weaver 826

<u>Dog 12</u>	<u>44-41143</u>	<u>Sq No 55F</u>
U/G	Sgt	William T
P	1/Lt	Everett J
U/G	Sgt	Dale E
B/G	Sgt	Hubert J
E	Sgt	Ona C
B	2/Lt	Wayne M
R/O	T/Sg	John R.
C/P	F/O	Clayton
W/G	Sgt	Gordon A
N	2/Lt	Kyle M
		Brown Jr
		Eiden
		Grimm
		Harmon
		May
		McPoland Jr
		Neall
		Schofield
		Withrow
		Yates Jr

<u>Dog 23</u>	<u>42-52675</u>	<u>Sq No#58I</u>
B	1/Lt	William G
B/G	Sgt	Steve F
E	Sgt	Harrison D
R/O	Sgt	Harold V
N/G	Sgt	Andrew J
W/G	Sgt	Martin E
T/G	Sgt	Keith L
N	2/Lt	Irving
C/P	1/Lt	Richard G
P	1/Lt	Leonard J
		Clements
		Kovacs
		Kurtz Jr
		Lloyd
		Novitski
		Raymond
		Ricks
		Rosenzweig
		Vance
		Weaver

Mauldin 826

<u>Dog 13</u>	<u>41-10484</u>	<u>Sq No 63N</u>
N	2/Lt	Charles H
R/O	Cpl	William J
C/P	2/Lt	Daniel
U/G	Cpl	William E
N/G	Cpl	Charles M
P	1/Lt	Stanley H
E	Cpl	Edward D
U/G	Sgt	John T
B	2/Lt	Raymond L
W/G	Sgt	Michael
F	T/Sg	August A
		Bowler (D)
		Dopf
		Dzioba
		Lafitte
		Lockwood
		Mauldin
		Meckley
		Moran
		Mouton
		Scorca
		Taglimonte



44-50401 825 squadron (#400) "Micky ship" meets a sad end.

827 Squadron
Roster prepared by Maj Henry B Hewitt Operations Officer

Rounds 827

Easy 11	42-52072	Sq No 72C
N/G	S/Sg	Kenneth E
T/G	S/Sg	James E
B	F/O	Howard U
U/G	S/Sg	Paul R
N	2/Lt	James R
E	T/Sg	William F
B/G	S/Sg	Sidney
R/O	T/Sg	John E
C/P	2/Lt	Milton J
P	1/Lt	Kenneth
		Crockett
		Ellis II (D)
		Heller
		Megonigal (D)
		Mercer Jr
		Novak
		Ostrovsky
		Parker (D)
		Ring (D)
		Rounds (D)

Mann 827

Easy 12	42-51804	Sq No 86Q
B/G	Sgt	Charles L
B	2/Lt	William R
N/G	S/Sg	James E
C/P	2/Lt	Grant N
G	S/Sg	Virgil L
R/O	S/Sg	Lon E
E	T/Sg	August J
P	1/Lt	James H
N	2/Lt	Robert B
U/G	S/Sg	Earl H
		Cammack
		Culver
		Donahue
		Flanders
		Hanson
		Humbard
		Kovacic
		Mann
		Pease
		Potter

Johnson 827

Easy 13	42-94751	Sq No 85P
N/G	Sgt	Herbert J
T/G	S/Sg	Robert P
W/G	S/Sg	William F
B/G	Cpl	Philip C.
R/O	Cpl	Dan
P	2/Lt	Thomas F
B	1/Lt	Arnold
N	F/O	Edward
C/P	2/Lt	Charles J
E	Cpl	William H
		Brooks
		Bush
		Hehmeyer
		Hewitt
		Hurley
		Johnson
		Magnuson
		McLeod
		Osborne
		Young (D)

Weimer 827

Early Return, No mission credit

Easy 21	42-94774	Sq No 84-O
P	1/Lt	Ensley
		Weimer

Frobom 827

Easy 22	42-95360	Sq No 87R
T/G	S/Sg	Joseph L
U/G	S/Sg	William
N/G	S/Sg	Maurice G
B	2/Lt	Jeremiah W
P	2/Lt	Leo
		Alessi
		Aubel
		Becker
		Black Jr
		Frobom

N	1/Lt	Sherwin E	Levine
E	T/Sg	Jack A	Martin
R/O	T/Sg	Lester V	Skelton
C/P	1/Lt	Woodrow W	Smith
B/G	S/Sg	Jack C	Whitaker

Bolton 827

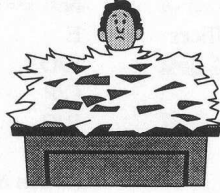
Easy 23	42-52648	Sq No 76G
P	2/Lt	Russell K
B/G	S/Sg	Arthur D
B	1/Lt	William C
N/G	Cpl	James
R/O	T/Sg	Jack B
E	T/Sg	Richard H
T/G	S/Sg	Monty R
N	1/Lt	Joseph D
C/P	2/Lt	Raymond L
U/G	S/Sg	Peter J
		Bolton Jr
		Burnett
		Cavin
		Cotter
		Hughes
		James
		Jenkins
		Krakower (D)
		Moore
		Potenza



Gioia, Italy. The first combat crew to fly a plane back to the USA after VE day are top from left: S/Sg John J Stephan, S/Sg Joseph N Shugrue-N/G, S/Sg Stanley Szemrelyo T/G, T/Sgt Leonard Brodsky-E, and S/Sgt Stanley Niemczura-T/G. Bottom Row from left: S/Sg Richard K Knott-B/G, B F Owens-C/P, Capt. Albertson H Seaman-P, Lt/ John H Vinther-N, and T/Sg Peter Heidinger-R/O.

Seaman

Easy 31	42-51173	Sq No 88
N	2/Lt	Charles A
E	S/Sg	Leonard
R/O	Sgt	Thomas R.
B/G	S/Sg	Richard C
T/G	S/Sg	Stanley
C/P	2/Lt	Harry
B	2/Lt	Robert H
P	Capt	Albertson H
N/G	S/Sg	Joseph
T/G	T/Sg	Stanley
		Beck Jr
		Brodsky
		Fitzmaurice
		Knott
		Niemczura
		Peyton Jr
		Rhodes Jr
		Seaman
		Shugrue
		Szemrelyo



Letters to the Editor

Cincinnati, Ohio
Dear Bud:

It was early in April of 1945 that the 449th flew its last mission and since I had my mission count royally screwed-up I received the typical military solution to a crisis of this nature and they got rid of it and off loaded me and the crew. They shipped us out!

When I arrived at the 484th the Colonel to whom I reported was plain that I had "no" seniority "what-so-ever" in the 484th and everyone else was higher on the totem pole. That was certainly a nice reception for a Lead Crew Pilot and superior crew!

When the orders came down for the 484th to fly back to the States - this same bird colonel assigned to me the worst looking, war weary B-24 bird which was actually lying on its side over in the tall weeds. The mechanics jacked it-up and supposedly made it like "new?" At 23:00 hours, a day or two before scheduled 'launch' - At a Crew Pilots only meeting I was called by name and the same Colonel did a soft shoe telling me the facts of military life, i.e., "That Rank Has Its Privileges!" And that this tired and worn-out B-24 they had been feverishly working on was being assigned to a Major (Hoople)?

I had no plane to fly and the whole base was dismantled - gonesville! I was under orders to sit with our luggage on the runway from 0600 hours to dusk 1930 hours as orphans - waiting to (?) be picked up.

A B-24 sailed over us at 19:30 hours at 10,000 feet and circled and landed after sundown. Relieved, after waiting the entire day we were flown to Gioia and were allowed to pick out a new, new B-24 M with a mere 25 hours on the plane. Now, that is "factory fresh!" We acquired three Master Sergeants who were all specialists and high-tech men and I flew all thirteen of us back to the States.

When we got to Marrakech in Western North Africa we learned that "the" Major in his sadder than sad B-24 war weary was being towed to the bone yard to be scrapped due to major gas tank leakage owing to the discovery of a round from an 88mm having severed the main spar of one wing. Hence the Major had been flying a gasoline- carbomb. I didn't bother to look him up either for I remembered my soft shoe lesson - well! Rank "had" its privileges! I had a new dream boat in the B-24-M that was the "piece de resistance" the Rolls Royce, if you will, of all Liberators that were built and besides I had the bombays loaded with scarce parts needed somewhere in the States.

Today my curiosity remains as to who this important Major was who inadvertently relieved me of attempting to fly the ocean blue in a pile of junk, a real time bomb! He lost his steed somewhere over the Sahara and I had heard all the scuttlebutt I needed to hear!

Dick Asbury 449/484th BG



Bone Yard 461BG

Hilton head, SC
Dear Bud

I'm commenting on Allan Davidson's letter in the Summer-Fall issue of the Torretta Flyer. He mentions a mission on 17 February 1945 to Trieste, Italy. (See page 22 Torretta Flyer No 28 Summer-Fall)

This particular mission is extremely vivid in my memory. I am alive today volunteering at a local hospital, the habitat for humanity, and playing a little golf because I wasn't on that mission. I flew as the Micky Operator regularly with Lt/Col. Abner McDaniel. However after 32 missions he sent me to rest camp that week. He had 28 missions and said that he would be even with me when I returned from rest camp.

However, when I returned from camp I went to his graveside service due to the mid-air collision mentioned in Allan Davidson's letter. When McDaniel hit the ship flown by Capt Larson he gave the crew the choice of bailing out or riding out an emergency landing with him. Those who bailed out survived, but when McDaniel landed his plane (either 501 or 502) it flipped over and most of the crew were killed. the Micky Operator who took my place was injured severely and was flown back to the states. We never found out what happened to him. He was from the Buffalo NY area.

Ken Larson the pilot of the other plane was also killed in the mid-air. he was a real fine peson and lived in the tent next to mine.

Best Wishes
John E Barth 826 Sq.

Dear Bud,

There is just no way any of us can thank you and your good wife sufficiently for all the work, care, energy and dedication you contribute to The Toretta Flyer.

I am sure that many thousands of families are uplifted and educated through your efforts, and you can certainly be proud of the publication, its aims and achievements.

Thank you for including the tribute to Tracy in your most recent issue...it sounds very much as though Reed Sprinkel had

something to do with that, and I shall be writing to him as well. Meantime you are keeping us in touch with you and with each other, and we all owe you a lot!

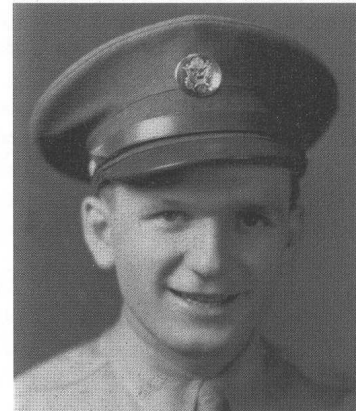
Sincerely,
Patricia Denninger
(Mrs Tracy Denninger)

Colonial Hts, VA
Dear Bud:

An interesting thing happened to me on the Fort Lee, VA golf course recently. We were short a man for our foursome. The starter assigned a Howard Baugh as a fill in.

During the course of the match, Howard and I started talking about the service. I mentioned the 15th Air Force in Italy. He also was in Italy as a P-51 fighter pilot. I mentioned our insignia being a red bow tie. He mentioned that he remembered flying escort for our group. Seems like he was still flying escort joining our foursome and all. He was one of the Tuskegee Airmen.

Sincerely
John S Lopinsky 824 Sq.



John S Lopinsky 824 Sq.

McDonough, GA
Dear Bud:

What a coincidence! In Torretta Flyer No #21 The unknown crew page 32 leading Charlie box to Odertal Oil Refinery on 17, December 1944 in aircraft No 40 (page 35), which just happened to be my 35th mission. I am submitting a picture of my crew taken stateside before deployment overseas.

Thank you for everything.
Jim Chafin 825th Sq.

My crew standing from left:

James T Chafin Jr-P
Harold J Harve-C/P
Bob C Emmons (D)-B
Elwin S Elswood-N

Kneeling from Left:

Jack D Leeth-E
Ivan K Edgett-R/O
Stanley L Krzyzanowsky-N/G
Earl K SHelley-B/G
Herbert W Abbott-U/G
George D Barnwell-T/G



Newport Beach, CA

Dear Bud:

I thought you would like this story that appeared in the Los Angeles Times earlier this year.

Best regards

Mike Hartunian, 825 sq.



Mike Hartunian at a recent visit to the San Diego Aerospace Museum.

More than 50 years after bailing out of a crippled B-24 bomber over Austria and being taken prisoner, Mike Hartunian can finally put World War II behind him.

The war did not end for the 74-year-old woodworker in 1945 when Germany surrendered and he was liberated from a prison camp. For more than five decades, Hartunian has been obsessed with finding the farm village and field near Vienna, where he landed on a bitter cold Jan. 15, 1945, after completing his 15th bombing mission over the Austrian capital.

On Tuesday, Hartunian and his family leave for Kirchberg where he will be reunited with a retired postal worker, who as a 13-year-old boy in 1945 saw the American drift down, from the sky and the B-24 Liberator crash nearby.

Franz Dechant, now 64, was among a group of villagers who apprehended Hartunian and another flier and detained the Americans until they were taken prisoner by two German soldiers. Hartunian, a bombardier in the 825th Squadron 484th Bomb Group, remembers Dechant as the young boy who ran into the farmhouse where he and the other crew member were being held, showing off a silk parachute used by one of the Americans.

After the war, Hartunian returned to East Los Angeles and became a successful furniture manufacturer before retiring in Newport Beach. His business prospered, and he and his wife, Viola, live a comfortable lifestyle. The couple's two daughters manage the business built by Hartunian, who relaxes by doing woodworking in his Tustin shop.

Despite his business success, the war left a yearning that could not be purged, Hartunian said. Over the years, the need to visit the place where his life changed in an instant became stronger. The need turned into an obsession that intensified after he finally learned in 1994 that his plane, which was hit by anti-aircraft fire, had crashed in Kirchberg.

That year, the Hartunians traveled to the Austrian village but could not find anybody who remembered the day that his shot-up plane crashed there. Disappointed they returned to Orange County not knowing that Dechant had noticed the couple in the village

square and wondered what the two Americans were doing.

Hartunian told his story to Rosie Hofbauer, a village official, who promised to ask around and write to him if she found any witnesses to that important event in his life. A few weeks later, Hofbauer wrote to Hartunian and told him about Dechant.

Dechant sent Hartunian a photo of the bomb hoist salvaged from the plane by a villager and which has been used as a winch for more than half a century. He also included photos of the field, a vineyard, where Hartunian's parachute floated to earth.

"Dechant and I have been corresponding for two years now. He's sent me birthday cards and letters. He's become a good friend. I can't wait to see him and give him a hug," Hartunian said. Until he received Dechant's letters, Hartunian had little hope of ever finding the exact place where he landed and the farmhouse where he was taken by villagers.

"I used to go to Germany every other year to buy machinery for my business and always thought about when I was shot down," Hartunian said.

He was taken prisoner about four months before Germany's surrender and taken to a Luftwaffe interrogation center in Frankfurt where he was questioned for two days by an English-speaking officer. Hartunian was amazed to learn how much the Germans knew about his life. "They told me what high school I attended in Los Angeles, and what camps I'd trained at in the United States. They impressed me with what they knew about me, but I never knew how they got that information. Of course, they also knew what air base we flew out of in Italy," he said.

The tail gunner was the only one of the bomber's 10-man crew—six enlisted men and four officers who did not survive the jump, which was the only one Hartunian ever made. Hartunian, who was a second lieutenant, has stayed in touch with only the other three officers.

More than just his pride was injured when taken prisoner, he said, when jumping out of the plane, his parachute opened and yanked his body upward, causing the straps to pull tight along the crotch, Hartunian said. Anticipating a soft landing on the snow-covered field below I landed on top of a fence pole sticking out of the snow instead.

"I landed on top of it, buttocks first. Lucky for me, my heavy flight suit prevented it from doing much damage. But I remember hurting immensely at both ends as I attempted to loosen the parachute," Hartunian said with a laugh.



Franz Dechant

The entire village is anticipating his visit. In a recent letter, Hofbauer said officials "will organize some people who remember the history of your airplane crash. We think this will be a great and interesting time for you."

P.S. The Hartunians, Mike, wife

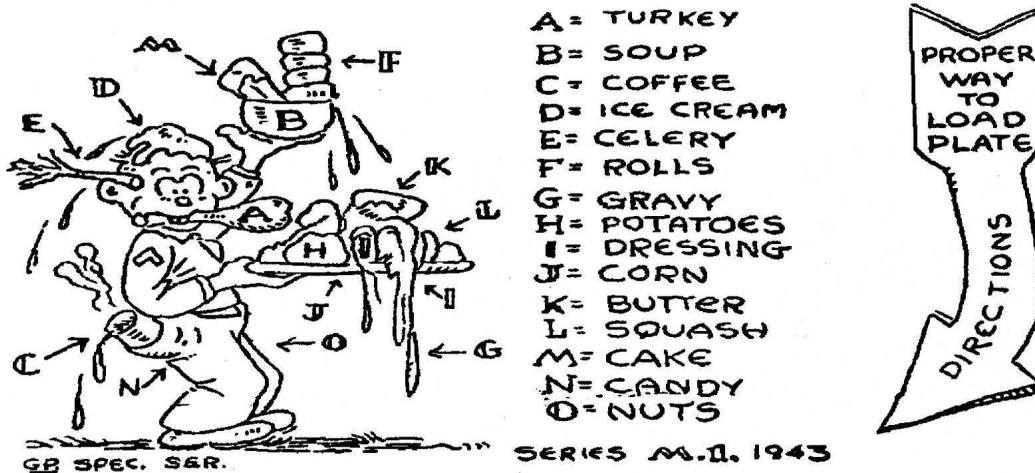
Viola, daughters Debra, and Patricia did travel to Austria and were warmly received by the Franz Dechant family. Franz who was twelve years old at the time is now a 63 year old retired post office employee.

Cheektowaga, NY

Dear Bud:

Thought you would like to see the Christmas Dinner menu from 1943 at Harvard, Nebraska Airfield.

John D Jacobs 827 Sq.



Hereford, AZ

Dear Bud:

I have enclosed a picture of our crew. We are identified with Salvo Sally, I don't recall a Salvo Sally II. I have been in contact with George Furda, and Harold Itzcovitz thanks to the phone disk search. I understand that Itzcovitz, Abbott and Deck were at Stalag Luft III. We were shot down August 28, 1944.

Thanks

Bob Leavenworth, 826 Sq.



Top row from left: Jack L Abbott-P, Joe Beyer, (checked out but never went O'seas with us) Harold Itzcovitz-N, & Henry Deck-B, William H Venn who was our C/P (is not in the photo). Kneeling from left: Elmer Hays, George Furda Jr, Bob Leavenworth-U/G, and William J Goodwyn.

Williamstown, VT

Dear Bud;

Enclosed is a photo of my crew:

Arthur Ouellette 824 Sq



Back row from left: Donald G Zimmerman-p, Charles R Walter-C/P, Walter Klus-B, and Dominick J Blanda-N. Kneeling from left: T/Sg Marshall Kahn-E, T/Sg Donald Kenny-R/O, S/Sg Michael A Rainey-U/G, S/Sg Arthur G Ouellette-B/G, James Carney-N/G, and S/Sg Rix H De Lambert-T/G.

Richmond, Virginia

Dear Mr. Markel

Thank you so much for getting back to me so quickly after my recent request for information about the 484th Bomb Group Association.

Please find enclosed my completed application for membership, along with my \$25.00 yearly dues. I am looking forward to being a member of the group. I am also hoping to attend the reunion in 1997, in Falls Church, Virginia. Would you please send me any additional preliminary information that you may have regarding that reunion.

Thanks for the additional information that you sent me about what it was like to be a ball turret gunner. You told me things that I was not aware of, and it was very interesting to learn. You are very generous with your thoughtfulness.

Would you please send a copy of the application for membership, and the flyer about the 484th to my mom in Florida so she can consider membership for herself as well. Thanks, I have included her address below.

Thanks for all of your time and consideration. I sincerely appreciate your help. I'll look forward to hearing from you soon about the Falls Church reunion.

Sincerely yours,

Irene Moxley

(Daughter of Lawrence Moxley 827 Sq)

Orville Hommert 827 Sq. sent in the photos shown below



827 Aircraft, No 1 engine on fire



A hard rally to the left just after "Bombs Away". A rare photo.

This letter was received from a friend of the Association

The morning was like any other morning., yet, it was different! A splash of cold water in the face to moisten the parched lips still recovering from the salty mackerel from the night before.

A quick walk in the cool, yet invigorating, moist air to the chow hall. Shoulders back now, breath as deep as you can. We'll be on oxygen again, today. There was the darkened server's isle dishing up the usual dry scrambled eggs and sausage and, in the shadows, pieces of toast so dry that their edges were curled up. Eat quickly now, flush it down with some hot, black coffee before the taste buds can offer their plea of rejection!

Time is relentlessly pushing the hands of the clock 'round. Must get to opt's for today's form. Again, a quick hike though the graying dawn as the moist air gives way to the stirring of a slight breeze. The first rays of the sun start to push the heavens aside as they try to break through. It's going to be a short hop today, otherwise we would still be groping our way in the dark. A crewman is lounging near the door hoping for an early revelation of where we are going so that the men can load the proper amount of ammo for the flight. At opt's they tell us it's 320 miles in and 270 out at 18000 ft. Weather over target should be opening up by the time we get there.

The crew have already pulled the props through their mandatory three turns. Quickly now- Supercharger regulator controls off, mixture controls off, Propellers- fully up, Inter cooler- cold, Gills open and locked, Air Cleaner closed. The click of switches signals action is about to begin!

No. 1 starter begins turning into a growing whine as it becomes energized. A reverse flip of the switch to "mesh" alters the whine of the starter armature as gears engage the flywheel. The crankshaft slowly starts to rotate the propeller, the tips of which swing through their graceful arc silently, at first. There is a cough as the fuel charge in the first cylinder of 9 fires, as the ignition is turned on, followed by irregular explosions as fuel charges, being injected by the primer pump, continue to find their way past the intake valves, into the cylinders. The groveling staccato of exhausted gases and unburned fuel in the form of black smoke exit the exhaust manifold only to be caught up by the turbulent backwash of the propeller blades as they spin effortlessly faster and faster keeping cadence with the faltering firing of the enriched mixture.

Finally, with a surge of triumph, all mighty cylinders fire in their designed rhythm as the throttle meters fuel through the carburetor to the appropriate opened valves. The propeller responds to the conversion of power, the blades becoming a blur in the vortex they create, clawing at the air as they rotate faster and faster.

The dance of the propeller is repeated with the other engines as they, in turn, come alive, roaring, and eventually singing in unison with each other.

Flight Leader stirs slightly, moving forward slowly at first, then faster and faster, wheels turning until their discs become a blur, reflecting the morning light. Suddenly, they no longer share the rotating black tire with the concrete strip but now part the air around them as the giant slowly retracts them, braking them to sudden stillness as they are withdrawn into their wheelwells.

It is now our turn to share the dangerous foreign skies with our leader.

Please, Lord, let us return to this miserable life!

M. J. (Jake) Pierce

Roszbach, Germany

Dear Mr Markel

I obtained your name from the Air Force Museum at Dayton, Ohio. I am a Czech staying in Germany, a history graduate doing research on the air war over Czechoslovakia during WWII, now investigating the Mission of 17 December 1944 to Blechhammer and the Odertal oil refineries.

The mission was comprised of 422 B-24 and B-17 Heavy bombers, escorted by 207 P-51s, and 93 P-38s. The B-24s were attacked by 80 German FW-190s and Me109s over Olomouc territory with the loss of 19 Liberators, including 42-52025 "Arsenic and Old Lace" 765TH squadron flown by Gerald R Smith. Smith's plane crashed near the city of Olomouc with 5 airmen KIA.

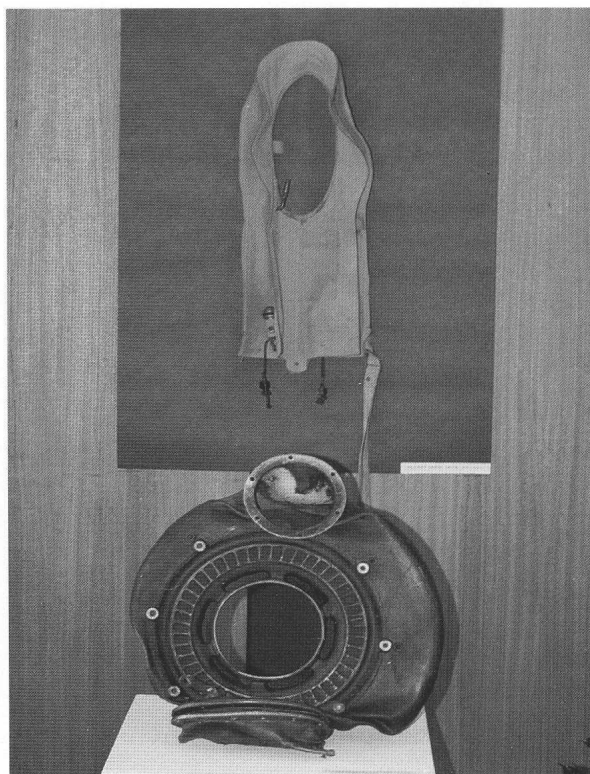
I would like to know the whereabouts of the pilot Gerald R Smith and Co/pilot Francisco L Vrooman. I hope you can help me.

Best of Luck

Michael Sisovsky

ED Note: I replied to Michael's request giving him what information I had at the time. Elsewhere in this issue is information from John Bybee who incidentally is following this same mission. He had written me back in 1991 with information he gathered from Missing Air Crew Records of the 461st Bomb Group. I am publishing his report in this issue because it follows up the Odertal Mission story of the 484th BG published in TF-29.

In a subsequent letter Michael asked for addresses of two crew members of Himmler's crew 824 Squadron that was shot down 17 December, 1944. He enclosed the photo shown accompanying this note.



A life vest and supercharger taken from a shot down US bomber. The Slavacin Exhibition Sept., 1994

Brookfield, WI

Dear Bud:

Photo caption for Torretta Flyer:

1st Lt. Bernard Bossick visits with three Italians outside the Red Cross club building in Foggia in August, 1944.

Bossick was with the 824th.

Bruce Smith



Stamford, CT

Bud Markel:

Allan Davidson asked me to send this photograph directly to you. I am in the first row kneeling. The occasion was the 100th mission of Toggle Annie.

Best Regards

Wally Menn, 826 Sq.



Lowell, MI

Dear Bud:

At the Dayton reunion last year the chaplains choice of the 23rd psalm really hit home. On every mission I flew, as we turned onto the IP and headed down the bomb run, I sat in my upper turret and recited the 23rd psalm. I put special emphasis on the verse, "though I walk though the valley of the shadow of death, I will fear no evil." I like to think that perhaps that helped bring us home safely twenty four times.

Last year after a determined search, I managed to track down nine of my crew members. We got together for a crew reunion in May of 95. All nine are relatively healthy, no canes or wheelchairs, eight made the reunion including the photographer Walter Menn. Four are widowers. See the original crew photo taken on the 100th mission of Toggle Annie submitted by Walter Menn on this same page. We didn't know the photographer's name until the reunion. He came rushing up to us after identifying himself in the crew photo on our T shirts.

Our second crew reunion in Dallas in May 96 almost ended in catastrophe when a fire in the main switchroom put out all the lights and filled the motel with smoke. At this point I thought briefly about calling the whole thing off, then I thought about the Trieste mission we flew 17 February, 1945. On that mission the lead plane and the deputy lead collided in mid air before we reached the IP. The group scattered, then regrouped and dropped our bombs on the second go-a-round. The following day of the reunion we regrouped to another hotel and continued our get-together.

I am attempting to write a history of "Toggle Annie" Nose No. #52, 42-52705, I know she rolled off the Ford assembly line at Willow Run on or about 9 January, 1944. After researching the National Archives in College Park, Maryland, I can document 83 of Toggle Annie's 107 missions. Of the original 16 planes of the 826 squadron, only Toggle Annie #52, and #50 Darling Darline survived the war and returned to the ZI. It was common practice to recycle the nose number when a ship was shot down or scrapped to complicate the research as pilots flimsey shows each aircraft assignment by nose number alone., as many National Archive files are missing. I ask the following questions of other crews who flew Toggle Annie: 1) Who can share their mission list with mine ? 2) Who flew Toggle Annie back to the States ? 3) Can any other plane top the 107 missions of Toggle Annie?

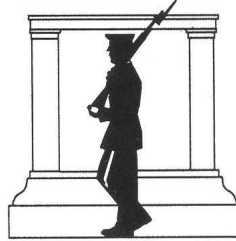
Sincerely,

Allan Davidson, 826sq.



Standing Left to right: Bob Reed-C/P, Dana Stewart-P, Odis Johnson-E, Lou Galgano-B/G, Kneeling from left: Darrell Johnson-N/G, Walt Nilson-R/O, J W Delk-T/G, Allan Davidson-U/G, and Walter Menn, photographer. Photo taken 26 May, 1996, Dallas, TX.

The Last Mission



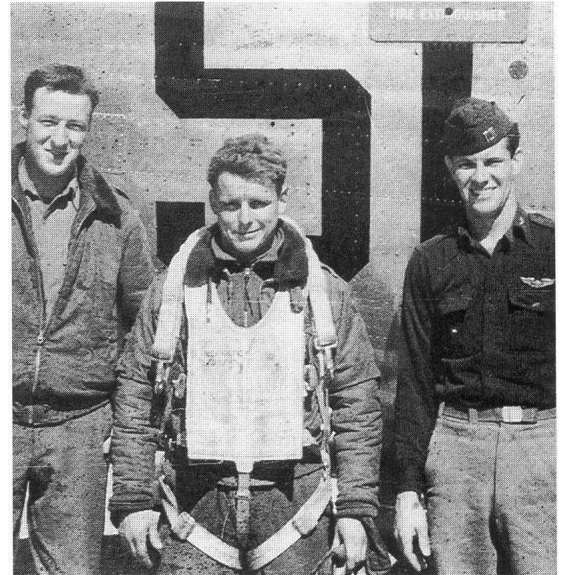
The list below is of members and friends passing on since the last issue of the Torretta Flyer. The information is compiled from notices from crew members, friends, survivor families, and the Post Office notices. Local and State Agencies, War Department, Social Security Administration, Veterans Administration,

and the National Military Records facility do not advise us of passings. This information has to be extracted by request. This suggests that there are many more of our members who are deceased than we know of. Do contact the Association office if you have any additional information on the persons listed here.

1/Lt	Ingmar O P	Anderson	824		Pvt	Frank C	Trowbridge	824	
L/Col	Raymond A	Ballard	827	B	2/Lt	Paul R	Willhide	825	N
T/Sg	Claude M	Basler	827	R/O	2?lt	Victor	Watson	827	C/P
1/Lt	Walter L	Bruesch	826	B		James A.	Williams	825	E
M/Sg	Thomas E	Collins	826	C/C	T/Sg	James A.	Williams	825	
T/Sg	George E	Davis	824	E	Cpl	Frank O.	Williamson, Jr	824	
2/Lt	Bob C	Emmons	825	B	1/Lt	George T	Wilson		P
S/Sg	Joseph H	Heck	825	N/G	2/Lt	James A.	Wilson	824	N
Sgt	Bernard J.	Kosior	826		S/Sg	Jack	Wilson	825	G
Cpl	Dominic	Pettinari	824	W/G	S/Sg	Claude G	Wilson	825	G
	Charles L	Rand Jr	824	G	S/Sg	Jack L	Wimberley		G
Cpl	Hank	Ronson	824	T/G	Pfc	Arnett W.	Wimer	825	Clerk
Capt	Roney	Stewart**	826	P	Sgt	Walter A.	Winfree	825	Mech
S/Sg	Louis H	Tatum	825	G	S/Sg	Norman E.	Winkler	827	Mech
S/Sgt	James	Timmerman*	824	N/G	1/Lt	Orville E	Wolford Jr	826	N



The crew of Walter A Jehli 824 squadron Top row : Walter A Jehli-P, Melvin Rubin-C/P, Norman Bennett-N, Arthur Hill-B, Bottom row: Harry G Walsh-E, Bernard Kelly-R/O, James Timmerman-N/G*, Herman J White-N/G, Fred K Helman-U/G, and Charles Wayshak-B/G. Crew names are not shown in order.



** Capt Rodney T Stewart shown on the right in front of a new Micky ship #502

**John R Kane, Led the First Bombing of Ploesti Oil Refinery
August 1, 1943 World, War 99, is dead at 89.**

Col. John R. Kane, who won the Medal of Honor for his role in the bombing of a refinery in Romania that supplied oil for Nazi operations in eastern Europe in World War II, died on May 29, 1996, at the Veterans Administration Nursing Home in Coatesville, PA. He was 89.

Colonel Kane, who was known to his men as Killer Kane, led what was considered one of the most dangerous raids of the war against the Ploesti oil fields on Aug. 1, 1943.

Four miles from the refinery, innocent-looking farmhouses erupted in anti-aircraft fire. The gunners aboard Colonel Kane's lumbering B24 Liberator fired back, but the plane, Hail Columbia, lost an engine and took more than 20 hits.

"It was a rough show," he said later. "Above us and around us were Junkers 88's and Messerschmitt 110's. Our guns wouldn't work. We had shot them all out going into the target, raising hell with the ack-ack batteries and machine-gun nests."

But there was an unexpected problem: Flames from the burning refinery singed the plane, dancing through the bomb bay's open doors. Before he could climb out of range, enemy gunfire hit an engine and the underside of the right wing, as well as a propeller on another engine and an aileron.

Still, Colonel Kane managed to pull up and struggle back to a base in Cyprus. "We threw out everything we could tear loose from the ship," he said. "We ditched one empty bomb bay tank, our heavy flying clothes, all our guns that were shot up, frequency-meter tools, a ladder, everything except food, water and the ammunition we would need to fire what guns we could still work."

The plane rose to 7,000 feet, and from there, he said, it was "just a case of flying home."

Except for the landing. Running low on fuel, he descended to a remote island landing strip without realizing that there was a five-foot-high embankment beside the runway. The plane hit the hump. One wheel was knocked out, and the propeller on one engine was knocked off. "We bounced about 50 feet into the air," he said, "and came straight down and managed to

level off and hit the ground with a bang." The copilot ripped off his parachute harness and bounded for the escape hatch, only to turn and say, "Oh, sorry, after you, Colonel."

Colonel Kane pushed him through the hatch and followed. They slid down the plane's nose and kissed the ground.

Colonel Kane was born in Eagle Springs, Tex., on Jan. 5, 1907, and studied at Baylor University and at Washington University, in St. Louis. He wanted to be a doctor but could not tolerate the chloroform used in the

anatomy laboratory. He tried to join the Marines as an aviator in 1931 but a recruiter said: "Listen Buddy, you don't want to learn to fly. It ain't no different from driving a truck".

He joined the Army instead and was sent to flying school at what was then Brooks Field in San Antonio. He won a Distinguished Flying Cross for a raid on Naples, Italy in December 1942 that sank a cruiser and a battleship. His plane was blown off course, and it took him 15 hours to return to his base.

Earlier that year, his bomber group had carried out an attack on the Nazis at Matruh, Egypt.

Colonel Kane is survived by a son John Franklin Kane, of Havertown, PA.



Col. John R Killer Kane ,center prior to the flight with some of his crew members posing in front of his aircraft, "Hail Columbia". He was later to crash land on Cyprus.

Books on the Ploesti Mission

Members interested in reading more about the August 1, 1943 Ploesti mission may want to refer to 1) Low Level Mission by Leon Wolff, a soft cover paperback long out of print, 2) Ploesti by James Dugan and Carroll Stewart, out of print but available in some public libraries, 3) Target Ploesti, by Leroy Newby, a narrative of later Ploesti missions flown by the 460th Bomb Group, 4) The Desert Rats, by Michael Hill, The 98th Bomb Group's participation in the August 1943 Ploesti Raid. The above books are in the Association's library, normally not circulated, but are available for loan to members on special request.

"One of the few times I cried in my adult life was after that mission. I cried because of all the fine men we had lost that day and wondered if their sacrifice had been worth it. Freedom always has a price, and we paid dearly at Ploesti."

**John R Kane
Boonville, AR**

Quoted in his letter of introduction, The Desert Rats

Col. EC. "Ned" Humphreys, Jr.

We are saddened as all veterans of World War II are, by the passing of Col. EC "Ned" Humphreys. He was the editor of the Bombardiers Newsletter, a high quality magazine that not only served the Bombardiers in his association, but other veterans as well. He featured great articles on the several bombsights used by the USAF, and other stories of bombardier activities. He always published an up to date list of bombardiers passings and maintained an up to date list of all WWII Air Force units planning reunions.



"Ned" Humphreys

Over the years, your editor had contact with him many times and he always was happy to share his news articles with us. Col. "Ned" Humphreys, Jr. USAF Ret. died at the age of 76. He was born in Memphis, Tennessee and was raised in Mississippi. A resident of Spanish Fort, AL for ten years, Col. Humphreys retired from the U.S. Air Force in 1969 with over 31 years of service. He began his military career with the Mississippi National Guard. Our hearts go out to his wife Marcia and his three sons and their families. He will be missed by many.

1/Ct Claude Basler, 827 Sq.

Dear Bud & Bea:

We are so very sorry to note in The Torretta Flyer that you had to have more heart surgery. I hope you're back to good health by now. We're looking forward to seeing you in San Diego in October. We spent most of February in Arizona as we had a lot of snow this past winter in West Virginia. Some time after Christmas, we realized we hadn't heard from Claude Basler at Christmas time. After we returned from Phoenix the end of February, we called Annette, his wife, who told us what we had feared. He died of leukemia on December 6, 1995. I asked Russell to write what he knew about "Blackie" and the following are his memories. Blackie and Annette attended the Harrisburg reunion and I met them then. We visited them in their home in Hummelstown, PA one time since then. I believe they had two sons and one daughter.

I met Claude Basler in April 1944 He had just finished radio school. We met at Kansas City for crew formation. and went to Mountain Home, Idaho for crew flying training (phase training) There was Pilot John H Wise ("Buster"), Co/pilot Ferress Jones ("Jonsey"), Navigator Elias Smith ("Smitty"), Engineer Evans, radio operator Claude Basler. ("Blackie"), Waist gunner Bob Havlick, Ball Gunner Frank Haverdick, Tail gunner Ira Whitely("Old Sarge") and myself Russell Hayhurst, nose gunner. We were a very close crew all the way through, just as brothers. We left Mountain Home in November 1944, stopped at Kansas City camp, went home for

Christmas 1944, then on to Newport News, December 31. Blackie, Frank, the old sarge, and myself went out on the town New Years Eve and met an elderly man who after the party took us all home for breakfast and then took us to our boat. It was the USS America. We were on board for eleven days, docking in Naples, Italy on January 12, 1945. We were issued winter clothes and boarded a cattle car type train arriving in Cerignola on January 14. We were transferred to 484th Field Operations Hut. It was bitter cold. On our third mission I was wounded in the leg and made corporal. On the seventh mission Blackie, Frank, Bob, and myself were made sergeants. On my 14th mission, we were presented with the Presidential Unit Citation and made staff sergeant. On May 7th, when the Germans surrendered, our crew had 17 missions. We were given ship #31 to fly back to America via Italy to North Africa to the Azores to Greenland, and finally to Fort Sumpter, Connecticut where we were sent home for 30 days leave. I never saw my crew together again after that, but we kept in touch for a few years. John S Wise died in 1990, Bob Havlick died in 1993 and now Claude Basler in 1995. I don't know about the others.

Sincerely,
Russell ("Junior") Hayhurst

1/Ct Walter Bruesch, 826 Sq

Deadwood, SD
Dear Mr. Markel:



Walter Bruesch

Thank you for your kind letter of April 4 (my Dad's birthday, by the way), offering my family sympathy on behalf of the 484th Bomb Group, for my Dad's passing. His military career played an important part in his life. I have received all of his military papers, and, since he kept everything, I have much to go through. I'm sure there is something that could be contributed to the Air Force Mu-

seum, but I need some time before I can go through same. You can include anything you'd like from the following in his obituary, and I have included photos also:

My father, Walter L. Bruesch, enlisted in the national guard on June 7, 1939, having just turned a young 17 years of age, with 3 of his friends "thanks to Wahlquist's persuasion (sic)" (his best buddy). It wasn't until March 3, 1941, that he was inducted into "the Federal Army, the mighty thing." After December 7, 1941, his group was patrolling the coast near San Louis Obispo with "75's".

Shortly thereafter, he was teaching "raw recruits from Texas" at Camp Haan. (This is one of my recollections from my youth-- my Dad telling the tale how he as a little 19 year- old was teaching big, older Texans!) After going through several different training programs (Air Corps, glider school), he ended up graduating as a 2nd lieut. on Sept. 16, 1943 from Bombardier School.

Walt was a 2nd Lt. when he met his crew in October of 1943: pilot Alton McClung, co-pilot Robert Myers, navigator John Jackson, crew chief Emery Bouchee, gunners Ruben Englesburg, William Miller, James Owhne, Robert Scott and Jack Sheppard (replaced Johnson) After final training in Nebraska, they were now the 484th Bomb group, 826 squadron. They got "their new B-24 'Miss Fire' then.

In March of 1945, they were headed for DeJeda, Africa (where he had his 22nd birthday). They started their missions in May 1944 and "his crew was lucky throughout." His crew completed their missions in Sept. and left. He finally finished up in October 1944 on "the big bombing raid against Bologne. " Of his 50 missions, the campaigns included Rome/Arno, Southern France, Northern France, Air Combat-Balkans, Germany, Po Valley and North Appenines.

Walt continued his service including completing CIC School in April '48, and served 3 years as a CIC Agent in Europe. He retired as a Major with 24 years' service in June of 1962. There were numerous commendations including the Distinguished Flying Cross.

My Dad kept every service-related paper that crossed his path. He's got every order he ever got, etc., and kept a high degree of interest in his fellow servicemen. I know he attended a number of reunions, and kept in contact with his co-pilot, Bob Myers, until Bob died. I believe he had hoped to attend the reunion in San Diego (96?), but his cancer progressed throughout the summer of '95. (He died on December 28, 1995.)

I know my family shares my pride for my Dad's military service and achievements. As young as 17 years old, he was proud to serve our country and fight, if need be, for its ideals. I can't imagine what it was like to be overseas in your early 20's, facing death by an enemy at any time.

Survivors include myself Beverly B. Havlik , Walter's wife Ellen, daughter Carol Sutton, daughter Sheri Harrison, and son Mike Bruesch.

Thank you for your interest.
Very truly yours,
Beverly B. Havlik

Enclosure: I have enclosed a letter written by my Dad to you in 1992. I don't know if he ever sent it to you or not.*

**Editors note: This letter was addressed to Ned Humphreys, editor of the official news letter of the Bombardiers, Inc, "Crosshairs."*

Dear Ned:

In your CrossHairs of March 92, I noticed that you are looking for my buddy, Seymour Fannesbeck. We both were inducted

into the 40th Division 145 Field Artillery from Utah to San Louis Obispo 7 March 41. We trained on World War I French 75 mil guns and after Pearl Harbor we transferred to Army Air Force and were sent to the "Maytag Washout School" at Santa Maria, Calif. After a short time at Santa Ana, my football hero, Tom Harmon, was a few tents down the line and I remember how we were all restricted, but he would get in his Buick convertible and go to Hollywood to see his girl friend Allisa , who he later married and his son is the actor Harmon.

After we washed out, we were sent to Merced, California and were waiting for transfer back to our Field Artillery outfit but new orders came out putting us in the Army Air Force. Our job was to lite and place all of the pots on the runways at night for the Basic Training Cadets. We were supposed to start up the motor to light up the field but it never worked and boy you should of heard the ass chewing from the OIC ("Officer in charge") down to the sergeant. We were both corporals. Late in the morning we had to blow all of these pots out and by the end pots we didn't have any breath left. I got so dam mad I went in to the 1st Sgt. and applied for (1) paratroops, (2) Bombardiers, (3) Glider Pilots. I was called for Glider Pilots and Seymour stayed at Merced until he was called to Bombardiers. In the interim, I spent 5 months in Glider training when they called us in and a Col. from Pentagon said because of our flight training we would be sent into Basic Flying. We all brought to his attention that a law said no one failing previous as pilot could get back in.

Pentagon man said otherwise. Hearing the good news, we told the upper classmen to shove it when they tried to order us about. Much to our chagrin, the Col. came back and said we could not get back in flying; hence Bombardier training. I learned later in an Air Force Times that "Tom Harmon was the only man to wash out and then allowed back in."

I 'm sorry I bent your ear so long but when I saw the article on Seymour it brought all of this back. I last saw Seymour in Logan, Utah, in late 1946 and I checked the phone book when I went to Ogden for my 50th high school reunion in July 1990, but no Seymour. If you don't get any info up to date on him,

I 'll try again,
Walt Bruesch.



"Missfire", note the feathered propeller and white nose cowl.



The crew of "Missfire" standing from left: S/St Paul E Johnson-E, S/St William C Miller-T/G, T/Sg Rubin Englelsberg-E, T/Sgt Robert D Scott-R/O, S/Sg James B Owney-N/G, and T/Sg Emery J Bouchee-W/G. Kneeling from left: Capt Alton McClung-P, 2/Lt Robert Myers-C/P, 1/Lt Walter Bruesch-B, 1/Lt Paul E Jackson-Navigator.

1/Lt Victor "Vic" Watson, 827 Sq

Ludlow, MA
Dear Bud & Bea:

"Life is certainly strange!" Bette and I were doing the tourist thing in California and while in the San Francisco area met with my co/pilot Vic Watson and his wife. We had not seen them since about 1953 although we corresponded regularly. We had even persuaded them to attend the 1996 reunion in San Diego. Vic has been sickly for some years though and long trips could not be taken with the result that he could not attend those reunions during the time I learned the organization existed about 6 years ago.

"Back to life" I was notified by his wife Vera that Vic died November 10 of last year, She provided no information regarding the cause, but my impression was that it was either a heart attack or a stroke and not his chronic illness. His death was only eighteen days after we had seen him and we had drinks and a fine meal at a local bistro near their home in Fairfax, California.

With Vic's demise there are still eight of our crew alive and kicking. Of the four of us and our wives who have attended the reunions during recent years, we plan to keep on attending the reunions. Perhaps we can persuade the others who especially live west of the Mississippi River to attend.

Sincerely,
Bob Wehner 827 Sq.

Ingmar "Andy" Anderson 824 sq

After the war, Ingmar, or "Andy" Anderson, as he was known to his wartime buddies, returned here to his hometown and back to



"Andy" Anderson

work on the tug boats sometimes as mate on the outside tugs and finished up his working life as a skipper on a harbor tug retiring at age 62.

Andy was not a travelling man, though we did enjoy trips to Arizona, Florida, and Maryland. He was happiest here at home gardening, and wood working enjoying the company of our two sons, and three daughters. Life was good to us.

Sincerely,
Connie Anderson



Ingmar Anderson (R) receiving the DFC from Gen. Lee 49th Wing Commander.



From top left: Corliss J Roll-P, Wayne E Deak-C/P, Ingmar Anderson-B, and Fred C Alfred Jr-N, Bottom row (not in correct order) Frederick H Gear-E, Alfred M Klein- R/O, Nolan B Giere-W/G, Ernest G Ulibarri-N/G, Ira V Glass-U/G, and Marshall L Metz-T/G.

Known Losses of 484th Bomb Group Aircraft

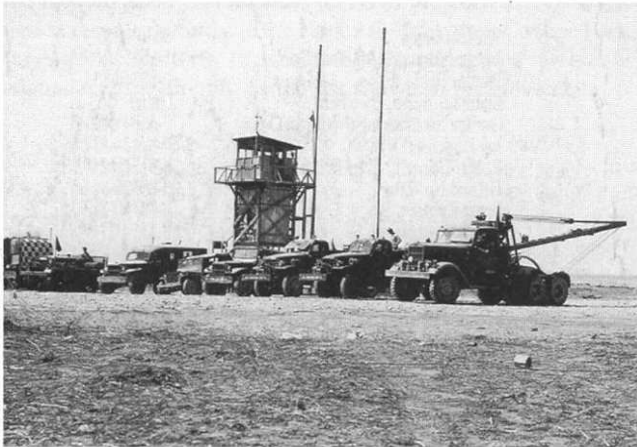
This list of aircraft losses was extracted from the B-24 data base list published in previous issues of the Torretta Flyer. The mission records that exist in the National Archives in College Park, Maryland usually show flight crews participating in a mission as assigned to their aircraft, as the list shown in the November 16,

1944 mission elsewhere in this issue. Joe Shugrue needs help from the members living near the Washington DC area to complete the duplicating of all of the mission records, only then will we have the information needed to compile an accurate list of aircraft used by the 484th BG and a more accurate personnel roster.

Serial	Sqd No	Ship Name	Pilot	Disposition	Date
41-29513	827		Lt. Stanley F. Essman	FLK-CR near Rust	5/10/44
41-29531	827		Lt. Samuel J. Howes Jr.	FLK-CR near Wiener-Neustadt	5/10/44
41-28780	824		Lt. COL. William M. Hendrix	FLK-CR near Seenbenstein	5/29/44
42-52677	827	Hustlin' Hussy	Maj. Donald C. Haldeman	FLK-CR near Graz	5/29/44
42-52773	825		Lt. Jack A. Crumbliss	FLK-DIT/MED	5/31/44
42-94734	825	Sleepy Time Gal	Lt. Kenneth A. Hanson	FLK-CR near Ploesti	5/31/44
42-52671	826		Lt. Clarence B. Odle	FTR-CR near Rhsso	6/11/44
42-52684	826	54	Lt. Lawrence Z. Rose	FTR-CR near Petroshani	6/11/44
42-78298	827		Lt. Edward A. Silven	FTR-CR near Giurgu	6/11/44
42-52602	825	Stew Bum	Capt. Robert C. Quinlan	FTR-CR near Natters	6/13/44
42-52655	824		Lt. Robert E. Bedwell Jr.	FTR-DIT/AD	6/13/44
42-52661	827		Lt. Edward H. Eibs	MF -INT/SWI	6/13/44
42-52679	825		Lt. Robert W. Willen	FTR-CR near Munich	6/13/44
42-52715	825		Lt. Sylfest L. Olson	FTR-CR near Sillertshausen	6/13/44
42-94741	826	62 Vivacious Lady	Lt. Robert L. Remington	FTR-CR near Venedig	6/13/44
42-94740	825	31 Big Dick	Lt. James R. Porter	FTR-CR near Ghorherrn	6/26/44
42-78439	825	39	Lt. Harry Schultz	FTR-INT/SWI	8/3/44
42-78229	827		Lt. Philip E. Wagner	FLK-CR near Prizren	8/17/44
42-52438	825	30	Lt. Thaddeus H. Walker	HBB-CR near Szolnok	8/20/44
42-52632	826		Lt. Leonard J. Doskitt	FTR-CR near Holaszi	8/22/44
44-41116	824		Lt. John J. Ruthenberg	FTR-CR near Papa	8/22/44
42-95369	825		Lt. Henry E. Dionne	FLK-DIT/AD	8/24/44
42-52697	826	Savo Sally II	Lt. Jack L. Abbott	MF -CR near Sokolac	8/28/44
42-51806	827		Lt. James H. Oakley	FLK-CR near Aspern	10/13/44
41-28803	826		Lt. John H. Robson Jr.	MF -CR near Dobvetin	10/14/44
42-52667	827	72 Troublemaker	Lt. Charles R. Rhein	MF -DIT/AD	10/23/44
42-94746	826	56 Vicious Virgin	Lt. Robert S. Simkins	FLK-CR near Karencia	11/1/44
42-51852	824		Lt. William F. Gaskill	FLK-CR near Raum Erding	11/4/44
41-28937	824		Lt. Walter A. Jehli	FLK-CR near Monfalcone	11/16/44
42-52774	827	Lady Luck	Lt. Henry T. Mills	MF -DIT/AD	11/17/44
42-51925	824		Lt. R.A. Dean	FLK-CR near Bosan Petrovic	11/20/44
42-99851	825	44 Flak Strainer	Lt. Ralph A. Brautigan	FLK-CR near Plattensee	11/20/44
42-52775	826	Flying Dutchman	LT. Robert S. Simkins	FLK-CR near Marhrenberg	12/6/44
44-41120	825		Lt. Vern E. Compton	FLK-DIT/AD	12/9/44
42-50934	824	Little Joe	Lt. Charles A. Himmler	FTR-CR near Wenzeldorf	12/17/44
42-51835	825		Lt. Roger A. Martin	FTR-CR near Liebau	12/17/44
42-95275	824		Lt. Donald A. Bolagren	FTR-CR near Prnjavor	1/15/45
44-41145	825		Lt. James J. Ahearn Jr.	MF -CR near Kirchberg	1/15/45
44-41147	827		Lt. Milton A. Stansberry	FLK-DIT/AD	1/20/45
41-28890	824		Lt. John S. Howell	FLK-CR near Pecs	2/1/45
42-52002	824		Lt. Ralph E. Parks	FLK-CR near Vienna	2/7/45
42-52635	825	45 OL' 45	Lt. Alva M. Schick	MF -CR near Vienna	2/7/45
42-78224	826		Lt. George H. Mason	MF - CR near Udine	2/16/45
44-48828	826	Bells Of St. Joe	Capt. Kenneth R. Larsen	MAC-CR near Sibenik	2/17/45
42-51882	826		Lt. Orgene V. Colvin	FLK-CR near Pontebbo	2/20/45
42-50528	825		Lt. Charles A. Marshall	FLK-CR near Bymok	2/21/45
42-51851	825		Lt. Chad E. Ikerd	FLK-CR near Raub	2/21/45
42-52041	824		Lt. Eugene L. Frazier	FLK-CR near Oberwartz	2/21/45
44-49858	825		Capt. Percy H. Kramer	FLK-CR near Neunkirchen	2/21/45
44-49936	827		Lt. William K. Suttof	FLK-CR near Pecs	3/1/45
42-51967	826	61 Strange Cargo	Lt. James M. Crockett	FLK-CR near Graz	3/4/45
42-78268	825	33 Buzz Job II	Lt. George A. Robb	MF -CR near Graz	3/14/45
44-49580	825		Lt. Robert E. Fritts	FLK-CR near Brezova	3/22/45
44-50437	825		Lt. Richard C. Helms	FLK-CR near Kecskemet	3/23/45
42-52016	827		Lt. Aaron Scharf	FLK-CR near Kecskemet	4/23/45
42-52653	825	Sleepless Night	Lt. Patrick K. Truesdell	FLK-CR near Kecskemet	4/25/45
44-50762	825		Lt. James O. Denny	FLK-CR near Linz	4/25/45

Some books on the German Air Force (GAF) Luftwaffe

GAF A/C	Warplanes of the Third Reich	William Green	88365-666-3
GAF A/C Fighters	Fighters of the Luftwaffe	Joachim Dressl & Manfred Griel	1-85409-139-5
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The Control Tower at Torretta Airfield. Emergency vehicles await the return of a mission.



Mess kit washing area 484th Bomb Group



Gunnery training in the field, Torretta Italy



Unknown R/W gunner 824 squadron

T/Sgt Robert L. Huges
 ROBERT KIME CREW
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