

Woodburn, OR

Dear Bud:

I received the Fall-Winter 1996, Flyer No. 30 on the 25th. On the back cover you show a photo of an unknown gunner of the 824th Bomb Squadron. The man in the photo is T/Sgt. Robert L. Hughes, our radio operator/gunner on Robert W. Kime's crew. Bob Hughes passed away July 25, 1990.

The photo was taken with Hughes in the Ramp Rooster, Ship No. 15, 824th Bomb Squadron. Photos were also taken of other members of our crew a few days after we returned from the December 17, 1944 mission to Odertal, featured in TF #30. The ship was very heavily damaged by the fighter attack and by flak over the target. It was taken to the bone yard for salvage, never to fly another mission.

We were flying in position 13, Easy Flight. Lt. Martin in Ship No. 38, in Position 22, Easy Flight was shot down. Lt. Himmler in Ship No. 28, Little Joe, was in position 12, Baker Flight and was shot down. John Bybee stated in his story that with the exception of Himmler's plane, the German's bypassed the 484th and slammed into the 461st. I must disagree with that assessment based on the facts as I see them. For additional information on our experiences during this mission see the article on page 13, Torretta Flyer No. 11, Winter 1984 from a letter to you from our nose gunner Adolph Marcus.

Thanks again for sending the Torretta Flyer #30. Looking forward to seeing you in Falls Church, Virginia in 1997.

Best wishes,

Dick Brown, 824 Sq

Dear Bud:

Orville Hommert 827Sq

Capt. Marion H Hammett wins the DFC. I ran across this old news clipping recently from the 15th AF Paper "Sortie." For repelling an enemy fighter formation which used a unique approach and newly installed rocket firing devices. Captain Marion H Hammett of the 15th AF, 484th BG, 827 Sq. has been awarded the Distinguished Flying Cross.

There was little excitement before bombs away. As the formation turned from the target, dense smoke black smoke billowing up to 15,000 feet. Then Capt. Hammett noticed a formation of planes on the horizon, they were too far to recognize, but when the P-38 escort left the bombers and headed in the direction of the formation, Capt. Hammett quickly alerted his group.

They were now deep in enemy territory, suddenly the call, unidentified fighters high on the right was heard. Capt. Hammett quickly recognized the aircraft as Me 109s and FW-190s. using a new kind of approach the enemy planes started dropping on the bomber formation, attacking not singly but four abreast. They were coming in from all directions, using newly installed rocket firing devices, 20mm cannon and machine guns.



Alert gunners returned fire shot for shot. Hammett was constantly maneuvering his aircraft so as to give his gunners the best advantage. During the furious attack, his crew was credited with shooting down two of the enemy.

Dear Bud:

Ft. Worth, TX

I was looking through some of my files from WWII and found the enclosed letter that I wrote to my mother and sister. The letter describes our 20th mission on February 1, 1945, where we bailed out over Hungary, just past Lake Balaton, and ended up in Russian hands. They returned us to Italy and our squadron after seven weeks on the ground in Hungary and Romania.

I hope that you will find it interesting enough to include in the Torretta Flyer, if you are so disposed.

It seems that your Torretta Flyer gets better and better, especially since I noted a mention of my November 16, 1944 flight to Munich where I lost two engines and landed at the English base at Ancona, Italy. Going to the target, I was loosing oil pressure on #3 and waited too long and it ran away on me. I finally got it feathered and was letting down when we ran into that flak over Udine. Next we got out of that and were over the Adriatic when Metzler, the engineer, told me that our fuel pump had gone out on #2 engine and that we couldn't go much further so we figured we'd better land at Ancona if we could -- and did.

I was on final with only two engines working when a DC-3 turned onto the runway in front of me. I couldn't go around so I landed just in front of him. He must have been plenty shook up. That will teach him to look before he takes the runway.

When we got to the parking area there was a B-26 there with a hole from an '88 that entered the fuselage and exited the tail, and took off part of the skull of the tail gunner. They took him to the hospital and we didn't hear what the results were.

Keep up the good work and keep the news coming!

Sincerely

John S Howell 824 Sq

*Editors Note: The following newspaper story has been told several times and has appeared in the pages of the Torretta Flyer. This account reveals more details than were available before.*

### ***The German Rescue***

This news clipping was sent to us recently from a member. In a war rife with reports of cruelty, the story is told by Lt., Aytch M. Johnson, 21, of St. Joseph, MO who is now in the Army Service Forces Convalescent hospital at Camp Carson.

Lt Lieutenant relates how he and six other members of a B-24