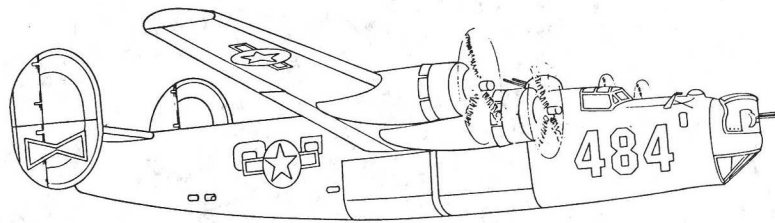


The Torretta Flyer



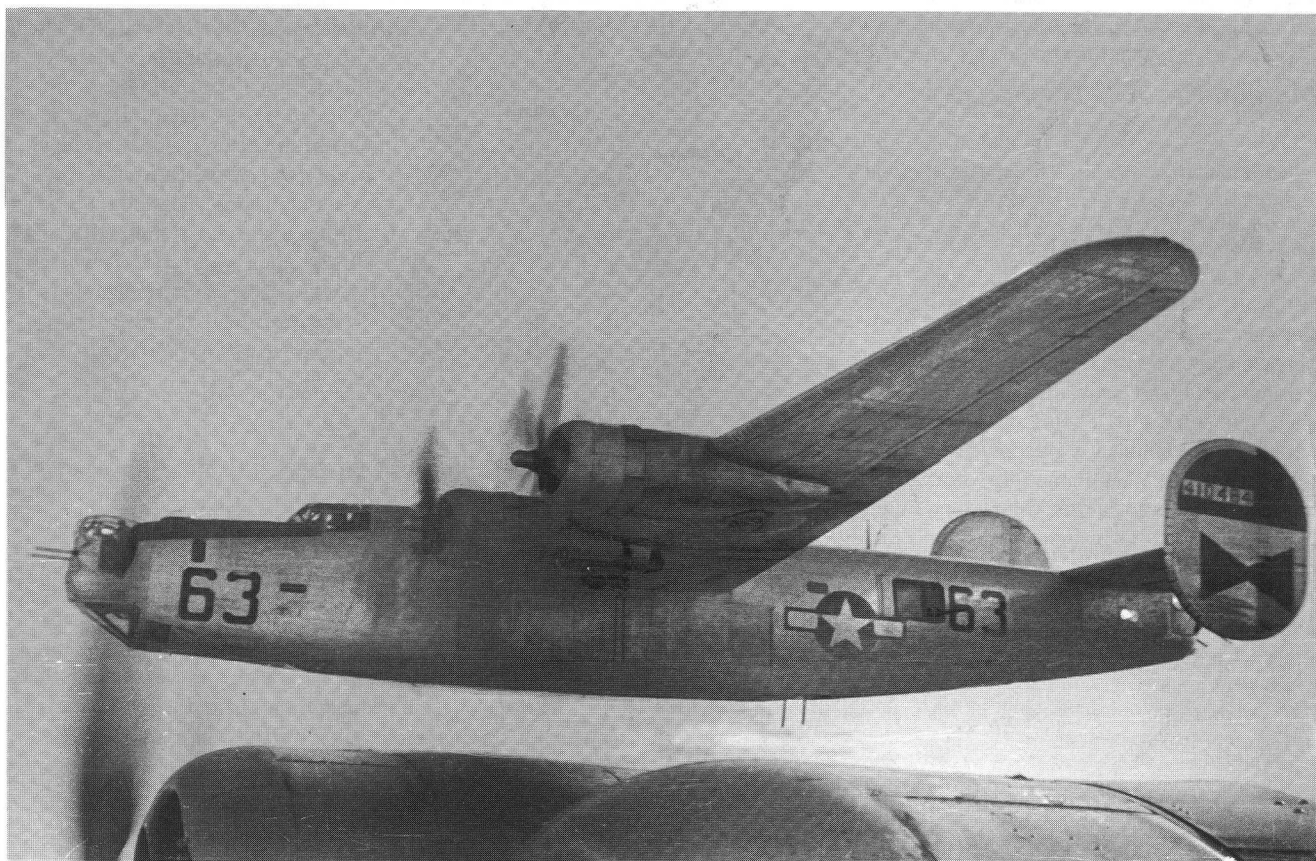
Torretta Flyer No 31

484th Bomb Group Association

Spring-Summer 1997

1997 Reunion in the Washington, DC Area at The Fairview Park Marriott (Falls Church, Virginia) September 10-14 1997

See page- 4



Ship #63 Radio call N, S/N 44-10484,(note the last three digits) flew position Charlie 12 in the mission of One February, 1945. The crew on that day was 1/Lt Stanley M Mauldin-P, 2/Lt Donald M Gresap-C/P, Irving Rosenzweig-N, 2/Lt James R Brown, T/Sgt Robert J Coons-E (LW) , S/Sgt Robert L Hegarty-RO (RW), William E Gettig-TG, Sgt Howard Burton-NG, S/Sgt Manuel L Espinoza-UG, and Sgt Michael Scorca- BG. See the story starting on page 15.

What's in this Issue and Other Things

In this issue we are again featuring a story of one of the 484th Bomb Groups missions. The mission of 1 February, 1945 was supposed to be a maximum effort, but unforeseen mechanical difficulties changed this as you will see. You will note that all of the personnel who participated in this mission are listed alphabetically rather than by combat unit to ease the reader's search for names. If you think you have flown this mission check the listings. The material was obtained by Joe Shugrue of the 827 Squadron.

The National Archives

Joe Shugrue, working at the National Archives in College Park, Maryland, has provided the Association with mission records from 14 June, 1944 to 19 December, 1944. The records from April 1944 to June 13, 1944, are lost and may be anywhere in the archives, he reports, as he found material of the 486th Bomb Group among the 484th's mission records..

Mission Records Displayed at the Reunion

All of these mission records will be available for viewing in the display room at the next reunion in Washington, DC. The mission bundles vary from mission to mission, but contain on average: pilots flimsies, navigators and bombardier flimsies, and some poor photos of the route maps. Also included are documents from the 49th Bomb Wing in the form of orders and/or annexes, enroute reports, Operational Flight Logs, Briefing Sheets, Attack Sheets, Navigation and Bombing/Pathfinder Analysis Reports, and most importantly Squadron Orders listing all personnel who flew the mission. Members are urged to review their Form 5 for missions flown. Form 5 is the individual flight log issued to all airmen. Up until now the Association has been able to display only a few missions. This will add special interest to attendees at the D.C. Reunion. Due to the volume of this material, inclusion in future Torretta Flyers will be limited.

WW97 February 1945

In order to set the theme for this issue the editor has gathered other material that was published in February 1945. The war on the ground had both the Western armies and the Russians in the

East gobbling up real estate at a fast clip. As the territory that the German Armies had to defend began to shrink, flak guns such as the 88MM and others that could fire at ground targets as well as high flying bombers were transferred to defend the remaining oil refineries still operating. In February of 1945 the oil situation in German controlled territory was desperate. There were many cases of robbing Peter to pay Paul.

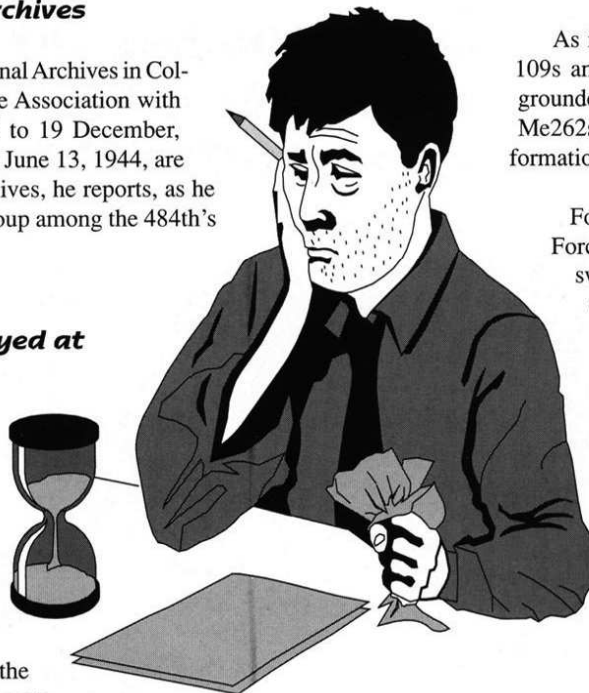
Enemy Fighter Grounded

As is well documented, much of the Me 109s and FW-190s during this period were grounded because of the fuel shortage. A few Me262s were flying about menacing bomber formations with great effect.

For the bomber crews of the 15th Air Force, their duty was to bring the war to a swift conclusion. The attack on oil went on. Enemy troops came under attack. Rail transport, and bridges in the mountain passes were hit hard to contain the enemy armies so they could not escape. Surrender was their only option. The 484th Bomb Group dispatched its armada, as ordered, in concert with the whole 15th Air Forces. Ships and crews were lost right up to the last mission flown by the 484th on April 27, 1945.

CO AA7 H.H. Arnold to Sec.. Of War Report

The Second Report of H.H. Arnold to the Secretary of War was provided by Richard S Wood, 825th Squadron. We have only taken a portion of it to show the progress of technology from the beginning of the war to February 27, 1945. The report includes the development of jet propulsion. The Whittle engine was brought to the United States through the cooperation of the British Government as there was no appreciable jet engine construction efforts going forth in the United States prior to 1941. That engine design was copied and used in the Lockheed P-80 Shooting Star. The aircraft came too late to be used in combat. It would have been interesting to see how the P-80 would have stood up to the Messerschmitt Me 262 which at the time was the best German jet fighter. Read on for more information. We lost contact with Richard S Wood S/ N#13091762, a gunner on Charles O'Crane's crew, in 1988.



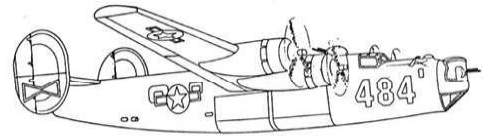


The 484th's Plaque as installed in Arlington National Cemetery

I n d e x

- Contributors to the Plaque Fund, Page 7
 Contributors to the Scholarship Fund, Page 7
 Harvard School Scholarship Honoree Jennifer Schwenk Sends a Thank You,
 Page 7
 Mail Call, Page 27
 Mast head, Page 3
 Mission One February, 1945, Page 15
 New Italian Student Awardees Chosen, Page 7
 News of Other Organizations, Page 5
 News of the Association, Page 4
 Report on the San Diego Reunion, Page 6
 The 484th PX, Page 5
 The Last Mission Page 35
 The Second Report of the C.O., Army Air Forces, Page 8
 What's in this Issue and Other Things, Page 2

The Torretta Flyer



Issue #31 Winter-Spring 1997

Copyright © 1997 Reproduction without permission is prohibited.

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

Contributions of stories, articles, memorabilia, and graphic materials to the Torretta Flyer are always welcome. Clean typewritten manuscripts and Microsoft Word disks are preferable. Other forms also are acceptable. Please contact the Editor for further information.

The Torretta Flyer reports primarily on the history of air warfare during WWII and the accomplishments of members of the 484th Bomb Group during WWII. From time to time the magazine will cover other subject matter related to aeronautical events as material becomes available. Readers are encouraged to submit their own stories or material from other sources.

Editor, Bud Markel
Associate Editor, Bea Markel

Board of Directors 1996-1997
 484th Bomb Group, Bud Markel.
 Bea Markel, Frank Valdez, John Billings, and Charles McKew.

Scholarship Committee,
 Dick Muscatello, Chairman, Joe Hebert, Vernon Janke, Ross J Wilson

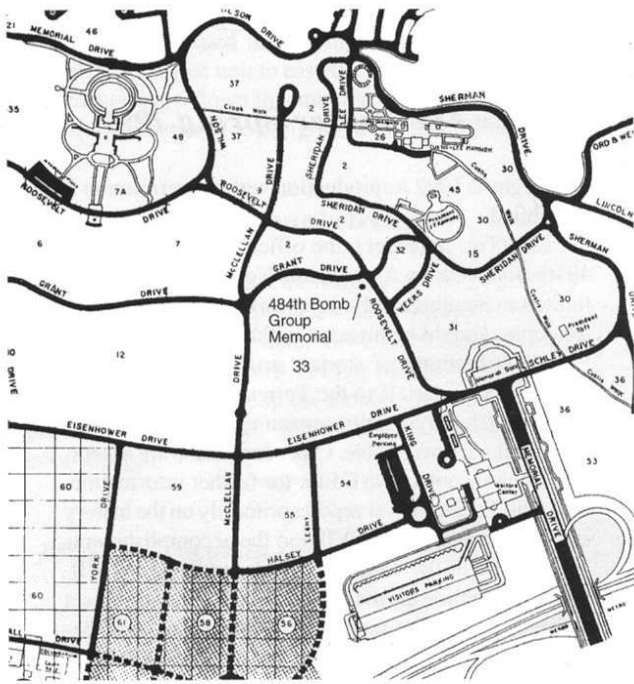
Membership Committee
 Al Kline, Adolph Marcus, Leonard Nucero, Jack Robson, Herb Weinstein

Publicity Committee, Adolph Marcus, Bud Pressel

Direct all inquiries to the Editor, Torretta Flyer, 1122 Ysabel St. Redondo Beach, CA 90277-4453-13, USA Phone (310) 316-3330 . We can be reached via the internet at BUD484BG@AOL.com. Faxes can be received at prearranged times.

News of the Association

Arlington National Cemetery Map



The 1997 Reunion in the Washington, DC Area

The 1997 reunion will be held at the Fairview Park Marriott in Falls Church, Virginia, September 10-14, 1997. The hotel is only a few blocks from the Beltway that will take you anywhere in Washington in minutes. Room rate is \$70.00 per night. Complete reunion information will be mailed out to members in May.

The Installation of the 484th plaque at Arlington National Cemetery has been completed. The tree and plaque are located at site 33, at the intersection of Grant and Roosevelt Dr. From the car park enter at Roosevelt Dr. and walk towards Grant drive which will be on your left, the plaque and tree are at the intersection. Continue on Roosevelt Drive to the Tomb of the Unknown Soldier to see the changing of the guard. See map above. The dedication ceremony arrangements are in the planning stage now. Date: Friday, September 12, 1997.

A New Scholarship Award

At the business meeting of the 484th Bomb Group Association the membership approved another scholarship to be given to a student living in or near Washington, DC the site of the 1997 re-

union. The scholarship committee is working to that end. This would allow the student to be our guest at the reunion where the scholarship will be given in person on the night of the Banquet. Merit, service and need are the only criteria for consideration.

Web Page

Patti Osborne, the daughter of member Charles J Osborne, is creating a Web Page for the 484th BG. We sent her some back issues of the Flyer to give her a feeling of what the Association is all about. Our E-Mail address is on American Online at BUD484BG@AOL.COM. Drop us a line anytime. We are beginning to receive online messages from members. This is encouraging news as it opens a new venue for communications unavailable until just recently.



484th Plaque and Tree in Arlington National Cemetery, Spot 33.

News of Other Organizations

AT-6 Rides From Mark Hutchins

Fighter Command is the business of Mark Hutchins, the son of member, Stanley Hutchins 824th Sq.. He provides rides in an immaculate AT-6. The ship was restored to zero time ala the B-24 All American. It is based at Winchester Regional Airport just east of Winchester, VA near the intersection of Rt 50 and I-81. From Rt 50 go south on Rt 728 and turn right on Airport Road to Building 615.



Mark Hutchins & his Zero Time AT-6

He maintains a display museum of WWII flight artifacts, holds Educational and Historical seminars, and a gift shop. He offers a special rates for reunions. Call 1/800/809/5482 for information. You will meet Mark Hutchins at the 484th BG's reunion.

Members of the 484th Bomb Group from Reed Sprinkel, 825 Sq.

You are probably aware of the "Air Force Fifty" -50th Anniversary of the USAF Association to be held in Las Vegas, Nevada on April 22-26, 1997. The 15th AF Association is HQT'd at the Riviera Hotel. The 15th AF Association along with the USAF Association have planned some exciting and memorable events for friends, family and veterans of all services. If you are interested contact: AFA Registration, P.O. Box 9129 - Silver Spring, MD 20916-9129 or FAX: 301/933-3884 15th Air Force Association: P.O. Box 6325 March AFB, CA 92518.

Should you be interested in any other particulars, please contact me or my Secretary @ 714/642-1888. Reed Sprinkel, Maj USAF Ret 825th Squadron

Freeman Army Airfield

Freeman Army Airfield 1040 A Ave.. P.O. Box 702 Seymour, Indiana 47274 Ph 812/522/2031 is establishing a museum in memory of the 4000 pilots who took multi-engine training here. When the museum is finished a reunion will be held.

Santa Ana Army Airbase

Santa Ana Army Air Base was one of three Aviation Cadet Preflight Classification Centers in the United States during WW 11. Over 147,000 Army Air Forces Aviation Cadets passed through the S. A. A. A.B. for processing. The site of the old Santa Ana Army Air base is Orange Coast College, Costa Mesa, California. The Costa Mesa Historical Society holds a yearly reunion of airmen & base personnel devoted to preserving the history of the Santa Ana Army Air Base. The yearly reunions are held in mid spring each year. For more information call 714/631/5918.

Combat Air Museum

The Combat Air Museum at Forbes Field/ Topeka Army Air field will hold a reunion September 20-22, 1997. Call 1-800/833/8033 for information. This is the airfield where aircrews of the 484th Bomb Group were given brand new B-24s for ferry to Italy. Your editor's crew was assigned to ferry a new Ford built B-24 L to Torretta. It was called "Roll Me Over." We delivered it to Torretta in January of 1945.

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 30, postage inc.----- \$40.00.

Report on the San Diego Reunion

Two hundred happy people attended the 1996 Reunion in "picture postcard" Southern California weather, where we took a tour of the USS Kitty Hawk, a fleet aircraft carrier. The Kitty Hawk was named for the experimental aircraft flights made by the Wright Brothers at Kitty Hawk, South Carolina, beginning December 17, 1903. A lunch at the Bali High restaurant followed the carrier tour. This famous eatery is located on the edge of a palm tree grove at Mission Bay.

The nearby San Diego Aerospace Museum was visited also. For the information of members who did not attend the reunion this museum has a great library full of photos and information on the B-24 bomber. On your next Southern California vacation make this a must see. The ladies event was held at Nordstroms for a fashion event and luncheon.

The Guest Speakers at the Banquet were Jessie Thompson and Gordon Jones of the Pearl Harbor Survivors Association who told of their experiences on December 7, 1941 when the bombs started to fall on Pearl Harbor.

At the banquet Dick Muscatello, Chairman of the Scholarship Committee surprised the president and secretary of the 484th BG Association by presenting them with his and her black & gold Movado watches. Dick said that the presentation was made possible by the members and guests attending the reunion. Your president and your secretary want to thank all of the attendees at the San Diego reunion for being so thoughtful and generous. Bless you all.

Annual Meeting Report

The annual business meeting took place on Saturday, October 5, 1996 at 9 am. The minutes of the last meeting were read and a summary of the financial report was given and approved.

Scholarship report:

A report from memorial scholarship committee member, Ross Wilson was presented, including the current financial status of the two memorial scholarship fund accounts. Vernon Janke, new committee member, gave his report as an attendee of the Harvard Nebraska award ceremony where he presented the award of \$1,000 to Jennifer Schwenk. (The story was featured in Torretta Flyer No 30.)

The committee recommended that an additional award of \$1,000 be given to a Harvard Nebraska high school graduate student for the year 1997, following the same criteria of scholarship, service and need. In addition, the committee recommended that an additional \$1,000 award be given to a high school graduate in the Washington DC area for the year 1997, to coincide with the annual reunion meeting to be held in that area in 1997. The two additional scholarship awards for the year 1997, as recommended, were approved by the membership present. These two scholarship awards are in addition to the four Italian scholarship awards offered annually.



Bud & Bea on the flight deck of the USS Kitty Hawk

Election of Directors

In accordance with the notice of the annual meeting for the purpose of electing directors for the year 1996-1997, the election of directors took place. The directors are; Bud Markel, Beatrice Markel, Frank Valdez, John Billings and Charles McKew.

1997 Reunion

Under new business the recommendation was made and approved for the 1997 reunion to be held in the Washington DC area in the fall of 1997, for the specific purpose of holding the 1997 annual reunion in conjunction with the dedication of the 484th Bomb Group's memorial plaque and tree in the Arlington National Cemetery. The Fairview Park Marriott Hotel in Falls Church, Virginia has been selected as the site for the 1997 Annual Meeting.



Jessie Thompson and Gordon Jones, the guest speakers at the 1996 Reunion In San Diego.

New Italian Students Picked

We received communication from Professor Albanese, Cerignola, Italy, that four Italian students have been chosen to receive scholarship grants for fiscal year 1996. They are:

1) Adriana De Santis, a high school senior, maintaining an 8.2 average.

2) Massimiliano De Benedittis, a high school senior at the Commercial & Technical Institute, maintaining a 8.6 average.

3) Stefania Colonna, a high school senior at the Commercial & Technical Institute, maintaining a 9 average.

4) Viviaría Trallo, a high school senior at the Classical High School of Cerignola, maintaining a 9.5 average.

Arrangements for the awards presentation ceremony are pending. Invitations have been sent out to the Supreme Court Justice, Superintendent of Schools, Foggia area, Dr. Tortora of the University of Rome, and the Mayor of Cerignola. The date of the award ceremony will be announced when all of the above parties can meet at a common time.

Contributors to the Scholarship Fund

Funds received since the publication of Torretta Flyer No#30

1/Lt	Rex	Bennett Jr	P	824
2/Lt	Richard L	Calkins	P	824

*In memory of * Hank Ronson*

S/Sg	William J	Delonga Sr	G	824
	Colin E	Dye	B	826

In memory of Brother, Keith Hamilton Dye

1/Lt	Robert W	Goble	C/P	826
	Robert S	Havlik	Son	827
	Russell L	Hawes	N	827

F/O	Howard U	Heller	B	827
Cpl	Mike	Hendrickson	RO	824

S/Sg	John	Hicks	E (N/G)	826
------	------	-------	---------	-----

In memory of Ellsworth Goodell

Capt	Evan H	Housworth Jr	MN	827
	Dan	Joba		826
	Mike	Karwoski		824

S/Sg	Adolph	Marcus	N/G	824
------	--------	--------	-----	-----

In memory of All deceased crew members

T/Sg	Charles A	McKew	Mech	824
------	-----------	-------	------	-----

S/Sg	Walter A	Menn	F	826
------	----------	------	---	-----

Cpl	Jack D	Messersmith (D)	T/G	824
-----	--------	-----------------	-----	-----

Cpl	Harold D	Pressel Jr	T/G	825
	Mrs. Walter	Rix		824

1/Lt	Edward	Schwartz	N	826
------	--------	----------	---	-----

In memory of Ellsworth Goodell

1/Lt	Arthur T	Shak	N	824
------	----------	------	---	-----

2/Lt	Alfred J	Solomon	B	826
------	----------	---------	---	-----

1/Lt	John	Stonecipher	P	825
------	------	-------------	---	-----

	David R	Ward	B	826
--	---------	------	---	-----

2/Lt	Ross J	Wilson	B	824
------	--------	--------	---	-----

1/Lt	Thomas R	Woolcott	C/P, P	824
------	----------	----------	--------	-----

** In Memory of*

Contributors to the Plaque Fund

Funds received since the publication of Torretta Flyer No #30

Edith B	Smith	825
---------	-------	-----

Adolph	Maucus G	824
--------	----------	-----

In memory of All deceased crew members

Fred	Roessler	827
------	----------	-----



Jennifer Schwenk Sends a Thank you

Dear Members of the Bomb Group Association:

I was very pleased to see the article about the scholarship program in your last newsletter. It is always flattering to see your own name in print. Thank you for sending me a copy of your "Torretta Flyer", I found that all of the pictures and articles in it were very interesting.

I have now completed my first semester at the University of Nebraska at Kearney. Not only did I learn a lot in my classes, but I know that I am already learning a lot more about life in general. The low point of the semester was when I was diagnosed with Mono the third week of school. This illness plagued me the rest of the semester, but I was still able to complete my courses with respectable grades.

I determined after the past semester that Chemistry is not one of my favorite subjects as I had originally thought. I am now considering changing my major to Nursing or something in the Biology department. I know that these subjects also require Chemistry, but it wouldn't be the main focus like it is with a Pre-Pharmacy major. With all the uncertainty in my major there is one item I am certain of, I know I want to work somewhere in the area of health services.

In a few days I will be heading back to UNK to begin my second semester there. I am very excited to find out what my classes will be like. I am also excited to meet my new roommate. My first roommate transferred home to go to school in Lincoln. I also hope that this semester I will be able to keep myself healthy in order to focus more on my studying than on my health.

I want to thank all of you and your organization for your interest in my education. I will continue to correspond with you in order to let you know how college is going for me.

Sincerely,

Jennifer A. Schwenk

Rt. 2 Box 100 Harvard, NE 68944

The Second Report of the C O, Army Air Forces to the Secretary Of War

by H H Arnold 27 February 1945

Research & Development

One of the lessons that the war has driven home to the Nation is the necessity for continuing research and development, not only in engineering, but in all phases of military activity. The battle of the laboratories and factories and test bases has not been an easy one. Men have been killed and wounded in its campaigns, but that we are winning is evident in the reports which come back daily from our forces scattered over the world. It cannot be too strongly emphasized that our superiority is due not only to the weight of our production, but also to the *kind* of our production.

Jet Propulsion

First of all, I should like to mention our work with planes which fly by jet propulsion and to set down something of their history. During a stay in England early in 1941 I had occasion to examine various research and development projects on gas turbines and jet propulsion for aircraft. The possibilities of this new means of aircraft power led to the decision that we must initiate a similar gas-turbine and jet-propulsion program in this country without delay. To accelerate such a program from the start it was thought advisable to procure from England the production rights as well as the physical article of an engine which had already been successfully test flown—this was the Whittle engine.

Therefore, on Thursday, 4 September 1941, an initial conference was held in AAF Headquarters to determine the feasibility and desirability of going into immediate production in this country on the English Whittle engine project, as well as to determine which airplane manufacturer was at that time best qualified to carry out the jet propulsion development in conjunction with the General Electric Co., which had extensive experience with steam turbines and turbo superchargers. Present at this conference were (the then) Maj. Gen. Carl Spaatz Maj. Gen. O. P. Echols and other members

of the Air Staff as well as Messrs. Muir, Shoults, Severson, Jr., and Puffer of General Electric. After an examination of the preliminary data and drawings received from England, General Electric agreed that it would be possible to produce a duplicate engine in 6 months with two more engines in an additional 2 months, the latter two engines to be flight articles. The vital necessity for absolute secrecy was stressed. A cable was dispatched to England to obtain complete information. It was further decided to invite Mr. Bell, of the Bell Aircraft Corporation, to Washington the following morning.

On Friday, 5 September 1941, Mr. Bell and his chief engineer, Mr. H. M. Foyer, reported to my office, together with Mr. Shoults of General Electric and the AAF officers present the day before. The proposition was presented to Mr. Bell and after a brief discussion he stated his desire to participate in the project. It was then decided to build 15 engines, and 3 twin-engined airplanes designated as the XP-59A. The Bell and General Electric companies were to work in close collaboration. The contracts, under absolute secrecy, were prepared by (the then) AAF Materiel Command. Col. D. J. Keirn was project officer.

Never has a plane been built in this country under greater secrecy. At both General Electric and Bell, the men who worked on the project were investigated even as to their personal habits, so that not even through careless con-

viviality could mention of the project leak out. The workers were segregated in blacked out, heavily guarded buildings; even so, some of the workers were unaware of what they were doing. For instance, the men at Bell who were fabricating the wing sections were never allowed to see the fuselage. A year later the first jet plane was disassembled, crated, and sent west with military police riding on the train with it. On the bed of a dry lake in the Western desert it was put together, ground tested and flown. The plane was a success.

We have learned many things since then about jet propulsion. The absence of vibration and engine noise makes for less pilot fatigue. It appears that the planes are outstandingly safe, the use of kerosene as a fuel greatly reduces the fire hazard, and the low cen-

This report dated 27 February, 1945 relates the state of affairs existing within the Army Air Forces around the beginning of the last year of the war and coincides roughly with the mission of One February, 1945. The war in Europe was winding down as the Allies were capturing large chunks of German Real Estate. The German Luftwaffe was being squeezed for land and fuel. Strangely for the troops of the 484th Bomb Group, German opposition to our bombing efforts was as fierce as ever. This report by General Arnold is important to us as it reveals the strengths and weakness of the Army Air Forces that we were a part of.

ter of gravity facilitates braking and minimizes ground looping. The jet engine is of simple construction, it has only about 10 percent of the moving parts of the usual reciprocating engine, it has no ignition system, no carburetor, no automatic throttle control and since there is no propeller, there is no need for prop controls and instruments. No warm-up of the engine is needed, a highly desirable feature militarily.

Since that first P-59 many other jet planes have been projected, built, flown. So rapid has been our advance that the P-59 is today classed as a trainer. Information on our latest type of jet-propelled airplane will be made public as soon as the security considerations permit.

Radar Developments

Owing to the continued blackout of technical details and the tactical use of radar devices, it is impossible to do more at this time than to call attention to the fact that the AAF, in collaboration with other services, has made many important contributions to the development of this potent weapon which has done so much to increase our effectiveness on all fronts.

Global Weather Forecasting

To match strides with aviation, AAF weather forecasting has become global in coverage. The usefulness of such an analysis was apparent when the Weather Division was requested by the Commanding General of the Twentieth Air Force to forecast the weather for the movement of the B-29's from their United States bases to their operational bases in China, a flight of more than half the distance around the globe. Forecasts for this flight called for weather analysis over an area much greater than that covered by any single chart then in existence.

The Weather Division, probably having more raw weather reports than any other weather organization, began the preparation of a northern hemispheric analysis four times daily. To the best of our knowledge this is the first continuous and comprehensive analysis of current hemispheric weather ever attempted by any weather agency. Copies of these charts are now being furnished daily to the U. S. Weather Bureau and to the Navy. The analysis also is transmitted daily to the various war theaters throughout the world.

This extended forecast service, covering the entire globe, still did not completely fill AAF needs. This service, based on short-term requirements, did not furnish information concerning the probable weather conditions for future operations, a knowledge of which is essential in long-term planning. To answer these and similar questions, a new technique was necessary. After considerable research, the Weather Division evolved a new method in weather investigation—"synoptic climatology." This technique demanded the acquisition and handling of great quantities of past weather data, a problem which was solved by the use of International Business Machines. Once all of the available weather data had been "punched" on IBM cards, the establishment of any weather relationships demanded by military operations could be readily performed. At the end of 1944, the weather Division had in its files 35,000,000 cards (105 tons of them) representing weather observations for between 2,000 and 3,000 weather stations over the world.

Mobile Weather Stations

It is perhaps not generally known that mobile weather stations mounted on jeeps and trucks are now operating in Italy, France, and in the Pacific. These units go ashore with the first troops, since their operations are vital to tactical air operations, bombardment, and the like. One of the first mobile units landed at Salerno, when the going was rough, and was in operation soon enough to send back information for the timing of air operations from North Africa in support of this landing. These outfits supply information to the ground and naval forces as well.

In the Southwest Pacific the weather men go in, carrying their equipment on their backs, if necessary, through the jungles. Weather and communications men usually work together as a team. Each new landing strip we put down must have a weather station in operation at once to make missions effective. There are some problems in the Pacific which do not exist in Europe, such as large areas where no stations exist, great distances, longer missions which require longer forecasts, and the like. Weather stations in the Pacific are operating in jungles, on mountain tops of the Himalayas, and the plateau of central China. The weather men may enable an outfit to make 11 missions on the gas for 10, by using tailwinds. This can be of great importance to an outfit flying on the China side of the Hump.

New Forecast Techniques

These strides in weather forecasting on a global scale have been made possible by the use of electronics. Two of its principal applications are:

1. The utilization of high frequency radio in storm detection. This has resulted in the detection of storm types containing turbulence which is apt to be dangerous to airplanes in flight, or productive of hailstorms. These storms are picked up within the range of the equipment.

2. The determination of upper air winds by the reflecting principle. By utilizing a gas-filled balloon to carry a suitable reflector aloft, the direction and movement of upper air winds can be determined by tracking with ground equipment the reflector as it moves with the wind layers aloft. This principle enables the determination of upper winds under conditions which prevent the utilization of the visual methods heretofore used.

As an illustration of the mounting uses of its various information, the Weather Division recently demonstrated that the winds, density, and temperature of the atmosphere could be forecast to a sufficient degree of certainty for short periods of time so as to give greater accuracy in ground force artillery firing than that obtained by using the standard artillery ballistic tables. This test was carried out at Pine Camp, New York, with an officer from the Weather Division preparing the forecasts. This officer is now stationed in the European theater and is issuing daily forecasts for use in artillery firing.

Rockets Used by Aircraft

A number of new weapons have been developed during the past year. Following is a description of some of them:

Airborne rockets were first used in the Army Air Forces by the Fourteenth Air Force in China during March. These 4 1/2-inch

rockets were fired from tubes mounted on fighter planes. Targets were Japanese supply dumps, hangars, parked aircraft, bridges, and river boats and other transports. In July the Ninth Air Force first used in combat the new 5-inch HVAR rockets, with zero rail installations, developed by the National Defense Research Committee for the Navy. Employed against locomotives, tanks, armored cars, gun emplacements, and concrete defenses from P-47's, these rockets proved extremely effective. In the Mediterranean theater P-47's firing 4 1/2-inch rockets from tubes at point-blank range have been used for ground-air operations. They have also been successful on targets of opportunity. The Tenth Air Force has recently reported from Burma that 12 launcher tubes have been mounted on B-25's and that these aircraft have been very effective against ground targets. At the present time the Army Air Forces are cooperating with the Office of the Chief of Ordnance in the development and adaptation of still more powerful rockets for use by aircraft. Far more extensive use of existing types of rockets is also anticipated during 1945.

Frangible Bullets

Not all of our weapons end up in actual combat. Recently our engineers were asked to design a bullet which could be fired at our own men. What was wanted was ammunition, which, in training, could be fired at a lightly armored plane without injuring the crew. In use, the ship would fly evasively while attacking fighters would fire these "safe" bullets at it. It took time to evolve and produce a plastic .30 caliber bullet which was frangible, that is, would break up upon contact with the target without penetrating it and which could be used on armor as light as a 1/3-inch aural plate. It is now in the final development stage and will very shortly be incorporated into our entire flexible gunnery program. The aerial gunners who are already using frangible bullets are learning to shoot far more accurately.

Robot Bombs

We do not in any way underestimate the importance of the V-1 robot bomb developed by the Germans. Shortly after they began to land in England we collected fairly undamaged parts from duds and sent them to Air Technical Service Command headquarters at Wright Field where the robot bomb was completely reconstructed. We have ordered large quantities of these bombs for test firing. Modified and improved models will soon be available for possible use, this time by the Allies.

Compacs

Based on experience gained in the invasion of Sicily and Italy, special aircraft supply compacs were worked out for the invasion of France. Each compac supplied a complete airdrome for 30 days, and was loaded into special trucks. These trucks went across with the invasion and rolled up to the airdrome where the drivers simply lifted the lids on the various boxes and went into business. Each airfield, therefore, had its own mobile warehouses. As the combat group moved forward across France, the trucks simply folded their canvas at night and drove on to set up business next morning on the new advanced airdrome.

For the invasion of small islands in the Central and Southwest

Pacific 1- and 10 day repair packups were designed and prepacked for various types of airplanes. It will be remembered that our Air Forces began landing on one end of many airfields while fighting was still going on at the other. The logistics of taking in large quantities of supplies, as well as troops and equipment by boat, made it imperative that the first landings take an absolute minimum of airplane-repair supplies. The 1-day pack-up was put ashore at the first practical moment. As soon as the airfield was secured, the 10 day pack-ups went in. The 10-day pack-up was usually sufficient to keep the airplanes assigned to that strip flying until all resistance on the island ceased and the regular stores could be brought in.

Runway Surfacing

Steel pierced-plank has continued to perform outstandingly in all theaters of operation. Production of this type of runway surfacing totals 662,000,000 square feet to date, a quantity sufficient to surface a 4-lane motor highway from New York to San Francisco. During 1944, 589,000,000 square feet have been shipped overseas. This quantity would be sufficient to surface-785 runways 150 by 5,000 feet in size.

In anticipation of airborne operations, aluminum pierced-plank has been developed under the direction of the Air Engineer during the past year, the first overseas shipment being in September. Requirements from the theaters for aluminum mat, for this year and next, already total 18,000,000 square feet, or enough to surface ten B-29 runways. The 45,000,000 pounds of aluminum needed for these mats is equal to one-seventh of the entire United States production of aluminum in 1939. The aluminum-pierced plank was developed to permit transportation by air to advance airfield sites. Due to the lighter weight, an aluminum mat can be laid in approximately one-half the time required for steel. Results of tests indicate that the aluminum mat is comparable to the standard steel mat, if not superior.

Testing of Material

Experience in all branches of the military service has demonstrated many times that only when there exists an agency to represent the using organizations will there be adequate, realistic testing of materiel. The highly specialized qualities of aircraft make such an agency doubly important; we must assume as a matter of course that the proper use of developments comes from the closest of coordination between AAF men in the field and AAF men in research. Thus for some years there has been established in northwest Florida the Proving Ground Command, whose functions have proved of aid to our fighting wings.

The work of this command is indicated in this example: A very complete series of tests has been conducted on the B-29 Superfortress. From a technical point of view, all of these B-29 tests are of interest, but from the point of view of practical effect on the war effort, it is believed the most important are those relating to the investigation of the radius of action of this powerful weapon under combat conditions.

Prior to any operation of B-29 airplanes against the Japanese, A-3 of the Twentieth Air Force surveyed the targets that were believed to be in range of the available bases in China. Insufficient range data on the B-29 made it difficult to determine which targets could be attacked, since most of the targets were in Japan proper.

The requirements for these missions were brought to the Proving Ground Command. All factors were considered and simulated combat missions were scheduled

As nearly as possible, these flights were flown in the United States in the same manner as they would be later in China. Terrain over the route to and from the target was considered; during the flights the gunners were alerted and constantly practiced tracking with the central fire control system; in the target area, ammunition was fired to simulate defense against attack by fighters; and at the simulated-target area, the bomb load was dropped and retirement made at high speed, using evasive tactics. A number of these flights were made and the data secured was sent directly to the theater of operations. Recommendations for airplane changes were made as the flights progressed and were incorporated into planes then in production.

The data available on high gross weight operation at the time was also limited. After operation of the airplane at gross weights beginning at 100,000 pounds, a recommendation was ultimately made to limit the gross weight at take-off to 135,000 pounds for operational flying—a figure far above the original design gross weight. Data resulting from these tests concerning minimum air-drome requirements was relayed to the construction agencies in the theater. After it was conclusively proved that one airplane could complete a given flight, the same flight was attempted with a formation of three airplanes. By application of experience gained on previous single aircraft flights, this procedure proved successful. Here again, greatly needed information was given to the combat theater, and Proving Ground Command's data on formation flying characteristics and fuel consumption was used on the first daylight mission to Japan.

Further Development of the ATC

Our Air Transport Command has pioneered in intercontinental transportation, and the aid of the commercial airlines in this work, particularly in its earlier phases, has been acknowledged with appreciation many times. There is no substitute for the day-to-day experience and operational "know-how" which is gained by large scale operations.

It can now be stated that the Air Transport Command has delivered a total of 40,000 planes overseas up to 1 January 1945. In 1942 it was flying 4,800,000 miles a month in ferrying operations, by 1943 the rate was 12,500,000 a month, and in 1944 through November it was 21,872,000 miles a month. ATC flew 28,000,000 miles a month in transport operations in 1944, or 340,000,000 miles for the year. Totalling ferrying and transport operations, the ATC flies about 51,000,000 miles a month, or approximately 70 times around the world at the equator each 24 hours.

In 1944 some 560,000 tons of high priority passengers, cargo, and mail were carried by ATC and most of 1,200,000 passengers flew over foreign routes. Some 80,000,000 pounds of mail, or more than 3,500,000,000 letters were included in this total.

The ATC network of routes now totals 161,000 miles of which 118,900 is beyond the continental United States. A plane is crossing the Atlantic every 13 minutes, carrying whole blood for the wounded, along with vital personnel and cargo, and bringing back casualties. In 1944 the ATC carried an estimated 130,000 patients, from the Ground, Service, Air Forces, Navy, and Allies.

Thousands of pounds of military cargo are flown by ATC over

the Hump from India to China each month. During one 24-hour period some 2,500,000 pounds of freight were flown, or one flight every 2 1/2 minutes. From foreign countries the planes have brought back vital war materials for domestic production such as tungsten for armor, shells, and filaments; mercury for detonators; tin: industrial diamonds; mica, and many other cargoes. The above are regular cargoes.

Here are some emergency ones: In January 1944 the Navy required additional engine parts on short notice for landing craft in the Pacific. Within 24 hours the ATC flew 5 tons of the parts to Hawaii. In May 1944 the ATC diverted 11 planes to carry an emergency cargo of 55,000 pounds of mine-cutting equipment to the United Kingdom for use on D-Day. In June 1944 the WPB said there was only enough of a certain critical material on hand to keep radio-radar production going for 2 weeks. The ATC diverted three C-46s from the Central African Division to lift 23,000 pounds of the material in India, and the first lots reached Miami 4 days later. As fast as they could be manufactured at Edgewood Arsenal, Air Transport Command rushed mortar propellant charges to Paris to help check the German breakthrough in December-January. Seventy thousand pounds of this vital cargo was delivered in the European theater 2 days after it left the factory.

Civilians in the AAF

The AAF is greatly indebted to its 422,000 civilians, who have made many contributions to the war effort. In the past 15 months, 43,830 suggestions to save time, labor, and material were submitted by AAF personnel, mostly by its civilians. More than 10 percent were adopted, with \$170,000 paid for them. It is estimated that they have resulted in annual monetary savings of \$12,000,000.

Sixty-eight AAF civilians have been awarded the emblem of Meritorious Civilian Service and 21 the emblem for Exceptional Civilian Service. One civilian technician invented and licensed to the Government without royalty the sliding bomb bay doors with which B-24 Liberators and Navy PB4Y's are equipped. Two other civilians working as a team invented a propeller straightening machine with which more than 25,000 propellers have been repaired in all theaters of war at an estimated saving to the AAF of \$1,300,000. While these contributions are perhaps more dramatic than the daily performance of the average AAF civilian, they typify the earnest effort of all AAF civilian employees.

At this point, it might be added that the excellent records of civilian employees in the aircraft factories are so well recorded in the newspapers that they require no further commendation here.

New Planes

It is the policy of the AAF not to announce any new planes until they have been put to combat. However, since mention in the newspapers has been made of the B-35 B-36, and B-42, it seems right to announce that these are bombers which we expect to be more powerful and capable than those now in operation.

Developments in Aviation Medicine

The contribution of medical service to tactical success is not only proper care for the sick and wounded, but also includes measures to protect and improve the efficiency of combat airmen and to prevent casualties from occurring.

Blacking out of vision has limited the sharpness of turns and pull-outs which fighter pilots have been able to withstand ever since World War I. The black-out is due to the pull of gravity (G) on the blood stream when the direction in which the body is moving suddenly changes so that the blood's weight is thrown from head to feet. The heart is unable to pump sufficient blood to the brain when the pull of G causes blood to pool in the abdomen and legs.

During World War II, both the Allied and Axis air forces have experimented with various methods which would combat black-out. Since the pursuit airplane is able to withstand more G than the human body, the pilot with superior G tolerance should be able to outmaneuver the enemy. The earliest workable G suits were introduced by the Canadian and Australian air forces, followed closely by the U. S. Navy. The AAF modified and adapted the 18-pound Navy suit after extensive tests on the human centrifuge at the Aero Medical Laboratory, Wright Field, Ohio, and evolved the G-3 suit. This is, in essence, a pair of pneumatic pants weighing 2 pounds and containing air bladder which automatically fill with compressed air from the airplane's vacuum instrument pump. The pressure is released when the airplane levels off. The effect of the air pressure in the bladder is to keep the blood from rushing to the lower extremities of the body and pooling there. While the extra G tolerance provided the pilot is theoretically limited, fighter pilots wearing the suit have never reported a complete black-out.

Several thousand G suits were shipped overseas to fighter groups in 1944, and, unlike many items of personal protective equipment, they achieved immediate popularity among the men who have to wear them. Pilots have contributed case histories of kills attributed to the extra margin of clearheadedness the G suit gave them during pull-outs and turns. Equally important, the device reduces the fatigue frequently resulting from aerobatics.

The Flak Suit

More than 600,000 flak suits and helmets have been procured for the Army Air Forces by the Army ordnance Department since this type of body armor for bomber crews was originated in the Eighth Air Force by Brig. Gen. Malcolm C. Grow. A flak suit, made of overlapping steel shingles in a quilt-like cover, was designed to protect the vital areas of the body after it was observed that low velocity shell fragments from anti-aircraft and aircraft cannon were responsible for 79 percent of all wounds occurring among heavy bomber crews. Original models of the flak suit and helmet have been improved by a number of modifications. Body armor has been provided for every bomber crew member, and skepticism among fliers as to its value has largely disappeared. Eighth Air Force studies showing the value of body armor in combat have been supplemented by new figures from the Fifteenth Air Force.

The AAF is now battle testing a new combat helmet, also developed by General Grow, with excellent results thus far. Unlike

the conventional one-piece model, this helmet is a flexible, five-piece, close-fitting helmet. The older type weighed 3 pounds, the new one weighs 2 pounds, but experiments are being made with thicker steel. Visibility is improved. In battle tests the Grow helmet has shown that it has notable advantages; if further tests confirm them, it will be generally used by the AAF.

Aviation Psychology

The RAF paid the AAF a compliment in 1944 by adopting our system of air-crew selection and classification. Our psychological testing procedures were also adopted by the Free French.

The battery of 20 psychological tests used for classifying all candidates for pilot, navigator, bombardier, and aerial gunnery training have proved valid in predicting not only an aviation cadet's chance for winning his wings but also the flier's chance for combat success. In a follow-up study of both bomber and fighter pilots in the European theater, it was determined that pilots who had scored

highest in the psychological tests administered before they learned to fly tended to be rated by the squadron commanders as most successful in combat. Likewise, those who had the minimum acceptable scores appeared to be most frequently "missing in action."

The Aviation Psychology program in the past year has been extended to a point where it contributes to the number of bombs which hit within the target areas. It has been observed that bombing accuracy, as far as the human element is concerned, depends largely upon the ability of the navigator to set a course to the target area and upon the ability of the bombardier to identify the target and direct his bombs to it. The practice of using Pathfinder airplanes to mark a target and of the units of a formation to drop their bombs on a sig-

nal from the lead airplane places a premium on the proficiency of the lead navigator and the lead bombardier.

To aid the commanding officers of heavy bombardment groups in selecting the men best qualified for these key positions, psychological aptitude and proficiency tests have been adopted and are now routine in the European theater. A detachment of aviation psychologists studied bomb strike photographs in a 3-months' series of missions against Germany and found a definite correlation between the accuracy of lead bombardiers and the original aptitude test scores they had received a year or more before, when they were untrained. The Aviation Psychology program has paid off in time, lives, and money saved, and through its selection of the raw material has aided in the establishment of an effective combat air force. This has been done at a total cost of less than \$5 per candidate tested.

Altitude Training and Personal Equipment

The personnel mainly responsible for training fliers in the



efficient use of oxygen masks, electrically heated suits, and other personal equipment are the Aviation Physiologists of the AAF altitude training program and the Personal Equipment officers who are assigned to each tactical unit to preach the gospel of survival. During the past year air crew trainees were indoctrinated in the physiology of flight in 65 altitude, or low-pressure, chambers at the rate of 58,000 per month. Each airman is required to make three chamber "flights," the highest to a "pressure altitude" of 38,000 feet, to learn the need of rigid oxygen discipline to prevent anoxia, or oxygen want, at high altitude.

The contribution made by the aviation physiologist and the personal equipment officer supported by aero-medical research, may be judged by the thousands of missions flown over Europe at altitudes of 20,000 to 30,000 feet without anoxia incident, and by the anoxia accident statistics of the Eighth Air Force. The anoxia accident rate among heavy bomber crew members was reduced in a 1 year period from 116 per 100,000 man missions to 23. Meanwhile the fatality rate for anoxia dropped from 22 per 100,000 man missions to 7.

Rehabilitation and Welfare

Flying day after day against the enemy, dodging flak bursts, and shooting it out with enemy fighters has produced a type of war-weariness new to the American airman. On long missions the pilot, bombardier, tail gunner, and other members of the team must be on the alert for 8 or 10 hours, watching, thinking, planning, shooting, administering first aid, and sweating out the long trek home.

Combat wears men down. This war has now been going on twice as long as the last one. Replacement combat crews are shipped to the war theaters each month to relieve weary crews who return to the United States for rest and rehabilitation. To date over 100,000 AAF officers and men have come home on rotation from overseas. If personnel are so valuable that they cannot be spared for rotation, they are sometimes given 30-day leave in the United States.

Overseas, combat crews become tight teams, each man trusting and supporting the other members. When a man has gone through combat with a group, he develops a dependency upon them as a team. Therefore, when a man is returned from combat under the rotation program, he comes back to America to face all the supposed uncertainties alone. This often produces a sense of detachment and loneliness.

The AAF was the first to establish in 1943, a separate organization to receive and process overseas returnees, the AAF Redistribution Center, reconstituted in 1944 as the Personnel Distribution Command. The Command assumed jurisdiction over the three original redistribution stations at Atlantic City, Miami Beach, and Santa Monica, and has since established two others at Santa Ana, Calif., and Richmond, Va., Army Air Bases.

Returnees, after 21 days leave at home, flow into these stations. In comparative leisure and comfort three tasks are performed. First, the returnee is given a thorough medical examination. Second, he discusses his military experience with men who understand his problems because they also have faced them. Third, he is given an orientation on developments at home since he has been away and of future responsibilities, and he soon realizes that his continuing contribution will be of great value to the AAF. He is then assigned to an AAF station and recommended for the duty for which he is best suited.

Restoring Men to Health

Making a clean break from the theory that once a patient's wounds have healed, only time and rest will bring him back to normal, the Air Surgeon declared early in the war that a minimum of time need be used in returning men to duty in health, if the patient's attention could be turned from his ailments toward a constructive program of educational and physical activity. The recovery program is based on the patient helping himself. On arrival, he is given a handbook in which he is asked to keep a record of his own recovery. However, for a welcome change in his military life, he does not have to fill out any forms the medical people do that for him. He selects his own convalescent activities. He is treated as an individual. He is assigned to one doctor, who becomes his personal physician, with the physical therapist, the psychiatrist, and other medical specialists as consultants.

A lieutenant flying a B-24 had a tough running fight with a German submarine. He sank the submarine but was forced to ditch his plane and broke his back. For 6 months he lay encased in plaster at a hospital. Then, just 5 weeks after entering an AAF convalescent hospital, he was able to perform 75 "sit-ups." Shortly after, he was discharged to duty with a superior rating for physical fitness. The best surgery in the world, alone, could not have done that because muscles and tendons must be strengthened by the patient himself.

Flier's fatigue is an ailment peculiar to air combat. To cure it AAF convalescent hospitals have developed a specialized treatment, the results of which are returning our men weeks and months ahead of schedule, rested in mind and body, to assume positions in the AAF or in civilian life.

To help our patients help themselves, the AAF has amassed at its convalescent hospitals equipment for all forms of vocational and physical treatment. Workshops with machinery used in teaching patients to make things and thereby to strengthen arms, legs, and fingers, are basic equipment. So, too, are facilities for education. To his regular corrective exercises, a patient adds as much additional exercise as he wishes. He is encouraged to play golf, ride, fish, swim, and hike. Hospital authorities are continually looking for new therapy outlets. Farms are operated in conjunction with many of the convalescent hospitals, the patients managing them and doing the work. Recently, an AAF cow and AAF pig won blue ribbons at a county fair.

Such welfare responsibilities are heavy. Increased numbers of detached personnel are being assigned to new duties, new training, or are being honorably discharged. That this command has now been established, is now actively engaged in its mission, means that we are developing an agency to accomplish the human engineering that is as necessary in preparing young men for civilian life as it was in preparing them for war.

Conclusion

The war has taught some important lessons regarding air power and our national security. This report is written at the end of the third year of a long and bitter struggle. We enter the fourth year with full realization that the end is not in sight and that unnumbered months of all-out effort throughout the world and of grim fighting on all fronts are necessary to final victory.

This report would not, however, be complete if, after 3 years

of war, the AAF did not record now for the American people the lessons learned both before and during this period which have required and also made possible the air superiority which has been established. It is impossible to set forth all of these lessons in detail. New ones are being learned every day. But certain basic principles underlying our air power needs and on which our air superiority rests must be known and understood by every American. It is on these principles that the AAF's planning and operations have been conducted in this war and its responsibilities will be sustained until the day of Axis collapse. It is also in full recognition and application of these principals in a fast changing world that the long-time security of our country and the peace of the world must rest.

1. Air power is the weapon with which the aggressor in this war first struck and with which future aggressors will strike. The range, speed, and destructive capacity of a powerful air force is such that, given sufficient air superiority, the aggressor can by sudden action disrupt the life of the attacked nation and make difficult the taking of defense measures. Moreover, in this field which the present war has shown to be subject to revolutionary advances, we can only dimly visualize the possibilities of such sudden action in the future.

2. We must recognize that the only certain protection against such aggression is the ability to meet and overcome it before the aggressor can strike the first blow. In the past such blows were waterborne; traditional naval power was our first line of defense. From now on successful aggression must come by air. The defense lies in adequate air power with all its manifestations, and our first line of defense must be in the air.

3. The foregoing principles can mean only one thing to the United States. In two world wars, the aggressor has moved first against other peace-loving nations, hoping that the United States would remain aloof, or that other nations could be defeated before this country's power on land, sea, and air could be brought to bear against him. Luckily, in each war there has been time for the mobilization of such power, and the United States has been the determining factor in the defense of civilization. The lesson is too plain for the next aggressor to miss: The United States will be his first target. There will be no opportunity for our gradual mobilization—no chance to rely on the efforts of others.

It is of the utmost importance that our first line of defense, in the air, must be ably manned and fully supplied with modern equipment. We must be able to provide time for other parts of the national defense machine to mobilize and go into high gear. The United States must be the world's first power in military aviation.

4. Air power and air supremacy are terms which require careful definition. Their full significance must be understood by the American people. The Nation must also understand that, due to the revolutionary developments of science and the world's inventive genius, they may have entirely different meanings for successive generations or within any short span of years. In 1918 air power was built around the Spad, the Handley Page, the Gotha, and the Caproni. In 1944 Allied air power was built around the Spitfire, the P-51, the P-47, the Hurricane, the P-38, the C-47, the B-17, the Lancaster, the B-24, the B-29, and others. In 1945 or 1946 it may mean other as yet undisclosed types. In 1952 it may mean far different equipment with destructive power and accuracy of which man has not yet dreamed.

5. Thus, the first essential of the air power necessary for our

national security is preeminence in research. The imagination and inventive genius of our people in industry, in the universities, in the armed services, and throughout the Nation, must have free play, incentive, and every encouragement. American air superiority in this war has resulted in large measure from the mobilization and constant application of our scientific resources.

Comprehensive research, both within and without the air services, must be expressed in inclusive and continuing programs. Only in this way can our air forces reflect at all times the rapid advances in aerodynamics, physics, chemistry, electronics, the sciences basic to rockets, jet propulsion, radar, and revolutionary developments as yet unconceived.

6. It must also be fully understood that scientific research and development will not of themselves keep the United States in the lead. Scientific and tactical advances must go forward hand in hand and be reflected in the aircraft, armament, equipment, and weapons actually being used by our air forces. All of our present aircraft, our power plants, and many items of essential equipment are in a sense "obsolete" in that they are or may shortly be surpassed in utility or performance by other equipment in the blueprint or mock-up stage, but not yet in production. Unless our air forces can continually improve the equipment in use—we will find ourselves subject to attack by others with no answer except to "take it on the chin" until we have created modern equipment through overtime methods. That is a very expensive practice.

The American people must never again assume as after the last war and as the French did up to the break-through in 1940—that numbers of aircraft and quantities of equipment make an air force. A second-rate air force is worse than none because it gives rise to a false sense of security—which bombs may quickly demolish.

7. Even an up-to-date air force in being may not constitute air power. Preeminence in the air implies maximum ability to maintain and expand existing establishments. There must be a strong and healthy aviation industry, building thoroughly modern aircraft and equipment, and developing, testing, and experimenting with advanced designs for tomorrow. Segments of industry must be capable of and ready for rapid conversion to quantity production, and certain Government-owned plants and production equipment not subject to rapid obsolescence should be kept in stand-by as a war reserve against the potential aggressor.

The importance of a progressive aviation industry cannot be overstated. One way to keep it progressive after final victory is promptly to sell, salvage, or scrap excess or obsolete planes so that they will not hang over the Air Force and the aviation industry retarding development. This happened after the last war, but must not happen again. The AAF is already taking steps to meet this situation by declaring planes and equipment surplus as they are currently worn out or no longer useful, and turning them over to the Surplus Property Board for appropriate disposal.

8. Air power must be employed from large, fully equipped, strategically located bases. Our air forces must be able to meet and overpower the aggressor's air threat as near as possible to its source. It is obvious that air operations are already global. Our air forces have learned in the stress of war to operate in all climates and under all conditions.

These lessons must not be forgotten. Air power in the future will depend on the possession by our air forces of the knowledge and experience required for immediate and continuing world-wide operation.

The one February, 1945 Attack on Moosbierbaum

Flight crews of the 484th feared this target because of the heavy defenses, but it was an important target nevertheless because it was one of the last refineries still able to operate during the 15th's war on liquid fuels in 1944 and 1945. But first some background:

On 16 September a letter from Albert Speer to Martin Borman was intercepted. It is paraphrased directly following.

The thought that reconstruction of synthetic oil and refineries were purposeless is spreading among workers since the enemy finds a suitable moment soon after reconstruction, to destroy these installations once again. It is important to know that much production between the enemies attacks has been obtained. This fuel has moreover made an important contribution to our fuel reserves. It must be impressed on workers to start reconstruction immediately after cessations of air attacks.

I ask you to do everything in your field to strengthen the determination of those engaged in the reconstruction and to assist their efforts for the quickest possible resumption of work.

In fact we are in the process of setting up underground installations for aviation fuel, and we are simultaneously developing very small crude oil processing plants so to safeguard this production from air attack.

Because of the necessity of the enemy bombers to see the oil facilities bomber efficiency drops during periods of adverse weather and fog. We too use less fuel during periods of bad weather.

We do not give up hope that we will eventually be successful in regaining mastery of the air. It has been shown that a relatively small number of fighter planes can destroy a large number of bombers. A few quiet weeks will show a considerable increase in our fighter strength.

In spite of the really considerable damage done, in a period of five to six weeks we can restore production to two-thirds of the level attained by the synthetic plants and refineries before the attacks. This production would suffice to cover the fuel requirements of our entire air force.

It is therefore incorrect to regard the reconstruction of these plants as a fruitless task. From a long term point of view, the successful prosecution of the war depends on the reconstruction endeavor. (End of letter)

It is apparent from the letter that a shortage of fuel reduced the efficiency of the German war machine. Tiger tanks were found abandoned with empty fuel tanks otherwise undamaged. Enemy prisoners reported increasing use of horses as prime movers of artillery pieces as the original tractors were out of fuel. It was necessary to use producer gas as against liquid fuel for transport vehicles and the increasing use of horse drawn power was used to transport a whole infantry division.

It was estimated that the Germans used all the fuel they produced without being able to stockpile very much in reserves. By March of 1944 monthly production of 500,000 tons of fuel was estimated and more than 420,000 tons were consumed. This was

the situation when the 15th AF resumed its attacks on Ploesti production. More rigid rationing took effect almost immediately. The 44th German Infantry Division in Italy ceased all journeys not absolutely necessary. Gasoline driven vehicles had to be evacuated or towed away by diesel driven transport on level stretches. The average use of motor fuel had to be reduced to 60% of the previous rate, passenger cars were not to be used, convoy commanders ride trucks or horses and bicycles to visit conferences.

On nine September the Reich Commissar of mineral oils announced the confiscation of all fuels designated for farm tractors and threshing machines with a few exceptions. Training Parachute troops stopped all jumping practice in September. Training flights at Graz were suspended for two months including the Hungarian Air Force. Gasoline allowances for all pilot training flights was reduced to 50% in August. Even the use of civilian vehicles converted to wood gas was prohibited. With the reduction of fuels used by the military, and none allocated to civilian use, the confiscation of fuel found in fighter plane drop tanks became a mad scramble of motorists and motorcycle drivers. The Luftwaffe had to curtail all bombing missions.

Why Moosbierbaum was a target

As early as January 1944 ground reports began coming in which indicated that Moosbierbaum was not just another chemical plant. It stated that some sort of fuel was being produced. This called for camera evidence by photo reconnaissance. Photos were reviewed and conclusions were developed.

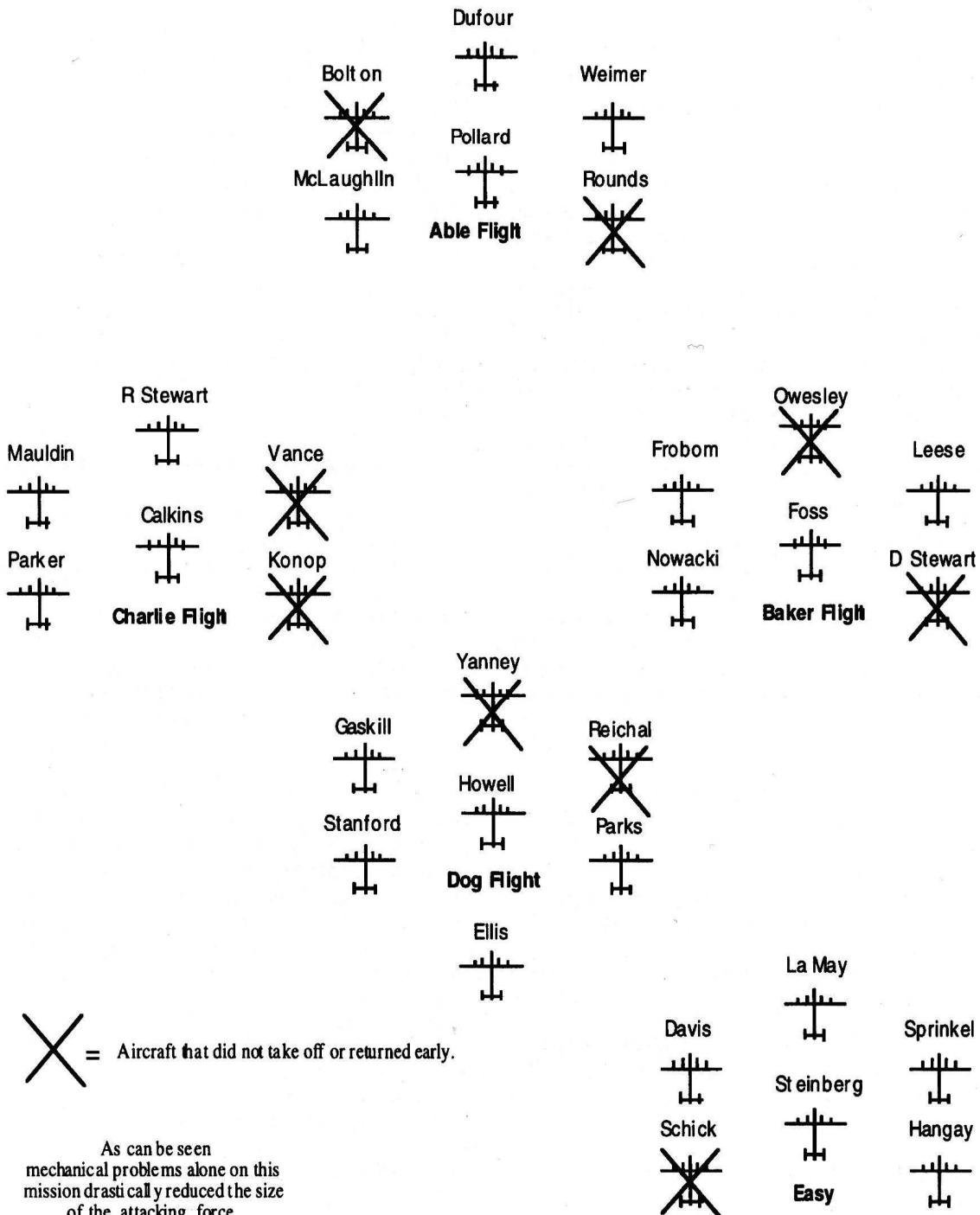
A dispersed storage area suitable for the storage of explosives was detected. The Old Works with distillation plants, oil storage tanks, gas holders sulfuric and nitric acid plants, power and boiler houses with plenty of minor installations and rail facilities. The New Works at that time was still under construction. It was felt that it would be possible to make a special spirit here. Ground reports continued to tell of shipments of 51 octane white spirits from Ploesti to this plant, and it was thought that fuel of jet propulsion might be the end product. The unfamiliar equipment stumped the experts.

In May an Air Ministry information sheet revealed that almost all buildings in the Old Works connected with explosives manufacture had been removed while the manufacture of acids was continuing and three distillation units and a possible cracking plant had been installed. The New Works seemed to be taking shape as a magnesium, hydrogen peroxide and light metal plant. It was felt that by 16 June the Moosbierbaum oil refinery was worth considering for an attack with an estimated production of 10,000 tons per month with additional possibility that some sort of hydrogenation was being carried out.

On 26 June 15th Air Force A-2 & A-3 officers found that Moosbierbaum was producing gasoline. An attack was made with considerable destruction and oil fires. During July and part of August photo recon reported repair construction and much movement of trucks and rail cars, but no operational activity until late August. The Old and New Works were hit then.

Birds Eye View Of The Planned Formation

Due to the uncertainty of combat operations, the passing down of command started with Able 11 (Dufour) to Able 12 (Pollard) then down to Dog Flight. Dog 11 Yanney, then to Dog 12 Howell. This was done so that succeeding planes could just move forward in a straight line. You will note that the designated command positions were assigned "Mickey" ships. These special aircraft could bomb by radar if clouds obscured the target.



With the expulsion of the Germans from Ploesti, it was learned from the refinery people that special gasoline that had been sent to Moosbierbaum was to be used as aviation fuel. Another fact was brought out by 15th Airforce Flak Section that the number of guns increased from six on the first attack to 50 on 12 August, and by late August there was an increase to 76, and on five September the amount peaked at 89 guns.

On three October the Enemy Oil Intelligence Committee reported that equipment forwarded to Moosbierbaum from French refineries included a light oil redistillation unit, stabilization unit, storage tanks and pipe line. The erection of this equipment in the north area of the plant was watched with great interest. 15th AF continued to attack and the enemy continued vigorously to repair. By 11 December the enemy added a new defense. A smoke screen was laid so effectively that PFF bombing had to be used. The importance of the plant to the enemy was now clearly indicated.

With successful attacks against refinery targets everywhere else, Moosbierbaum was left as the most important target within 15th AF range at the end of January, 1945. Moosbierbaum was attacked on 31 January, and 1 February with scattered hits throughout the north area. The plant was inactive at the time of photography.

A Maximum Effort was planned for Moosbierbaum an important target for the reasons stated, but the 484th BG was to be plagued with a ground accident that delayed planned rendezvous with other bomb groups and fighter escorts, reducing the size of the attacking forces. In many missions flown by the 484th Bomb Group two attacking units comprised of six combat boxes A through E. were employed. Lead aircraft were assigned in the Able 11 position with his deputy lead in the Able 12 position. The second attack unit Dog 11 carried the second lead and his deputy was in Dog 12. Fox flight was not assigned. These positions were flown by pathfinder aircraft (PFF)

Yanney in Dog 11 in ship 202 leading the second attack unit has to abort partially blocking a taxi way and runway. Howell in Dog 12 in ship 200 second deputy lead takes off followed by Gaskill in position Dog 13 in ship 27 R with a photographer on board. Further take offs are held up while Yanney's aircraft is removed from the runway delaying the deployment of Easy flight that is forced to fly with the 461st Bomb Group. Howell and Gaskill speed up to catch the first attack unit lead by Major Dufour of Ploesti fame who is on his second tour of combat duty. Thus the rest of Dog flight is held up to join the 461st in its raid on the first alternate target, Pola Navy yard.

The Operations Order that came down from group the night before call for a maximum effort with the 484th to lead followed by the 451st, and the 461st, Major Dufour leader. Bombing altitudes were set at 484th-24,000, 451st-25,000, 461st-26,000 feet. Bomb load, 500lb GP bombs fused nose .1 and mixed tail .01 & .025 delay (parts of a second).

Bombing by the synchronized method was to be employed if the target was obscured, that is the radar navigator worked in conjunction with the bombardier. All units were to dispense carpet (thin tinfoil strips) three minutes before the IP. The first alternate was Pola Navy yard, which the 461st combined with 484th elected to bomb because of the take off delay. The specific part of the Moosbierbaum Refinery that was the immediate target was defended by 90 guns alone.

More opposition was the 335 guns in the Vienna area SE of

the target, 248 guns in the Linz area west of the target. Rally off the target was to be slight left.

At briefing they were told that 40 to 50 fighters of Me-109s and FW-190s could be expected depending on how many were committed to defend the Russian front. This was not going to be a milk run.

The target area was one and a half miles North Northeast of the town of Moosbierbaum, 22 miles West Northwest of the center of Vienna. The new refinery bordered on the south bank of the Danube. Moosbierbaum was at this point in the war still in operation and was the focal point of air attacks because the Silesian refineries and the ones at Brux were already heavily damaged. The enemies store of petroleum products was at crisis level, hence the urgency for maximum efforts to destroy Moosbierbaum.

Abbreviations and Terms appearing in this report are:

1) f denotes camera onboard to record bomb strikes. 2) The two number code after the pilots name denotes nose number of the aircraft, 3) The bold letter (T) denote the aircraft looking down on the formation, 4) The letter after the nose number denotes the radio call channel, Three digit nose number denotes Mickey ship, bombing radar or PFF. Pilots name in capital letters indicates lead crews. DNT denotes "did not take off." ER denotes "early return"

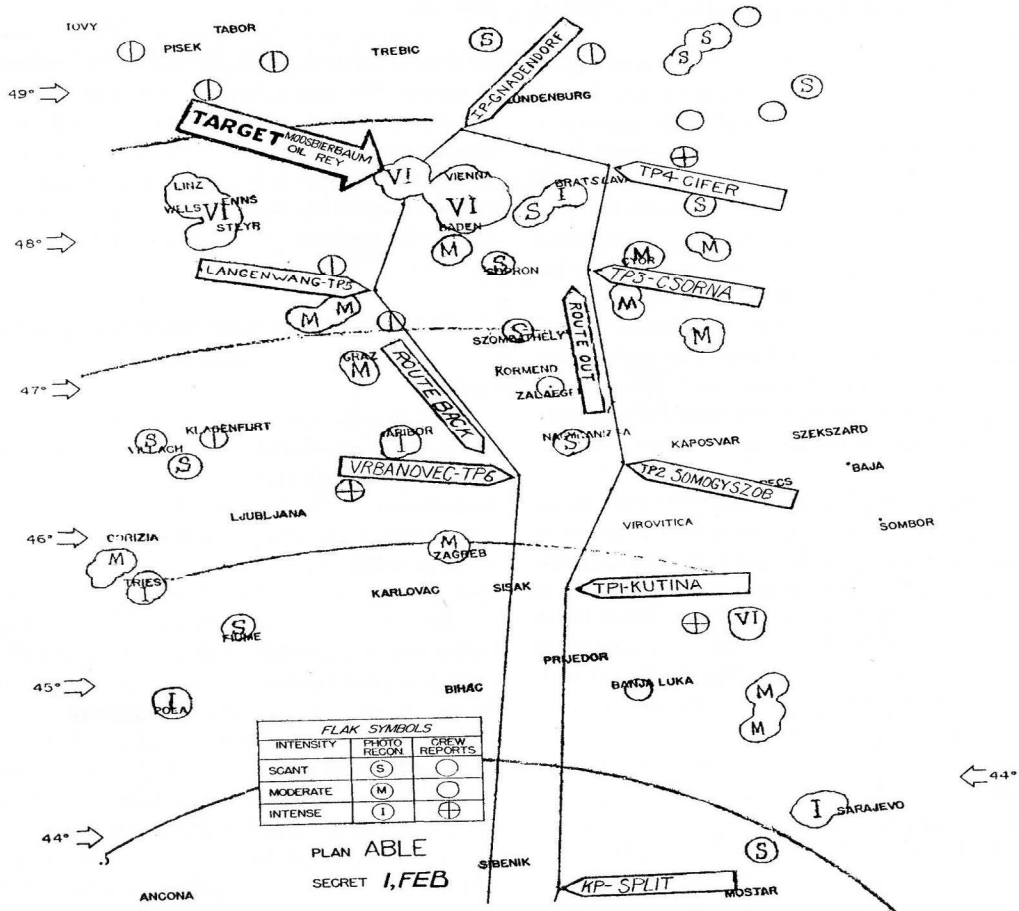
Below is a reconstruction of what the formation probably looked like on 1 February 1945 just before take off. Of those Able 13 Bolton DNT because one turbosupercharger was inoperative. Rounds in Able 23 DNT because of fouled spark plugs all four engines & one runaway turbo. Owsley in Baker 11 returns early (ER) at 1235 with #3 engine feathered, and damaged beyond repair It will need an engine change. Vance in Charlie 13 RE at 1322 #3 feathered a/c lost all oil, and Konop in Charlie 23 RE at 0925 #2 feathered landed hard and the nose wheel collapsed. Yanney in D11 did not take off because the nose wheel was locked at 9 degrees making it impossible to control the plane and to prevent the retraction of the nose wheel. Dog 13 Gaskill who followed Howell after Yanney was stuck reported #1 cylinders temperature gage inoperative and many other gages inoperative causing a shortcut back to base to return at 1549. Of the other aircraft of Dog Flight to take off late and bomb with the 461st, Dog 21 Reichal RE #1 engine feathered a/c High oil temp and low oil pressure. The 484th could not put up a full complement of aircraft due to these mechanical problems and a shortage of serviceable aircraft.

Dana Stewart in Baker 23, and Kennedy in Baker 31 stood down because of the aircraft shortage. Howell was flying #41-28890 when he abandoned ship near Pecks, Yugoslavia.

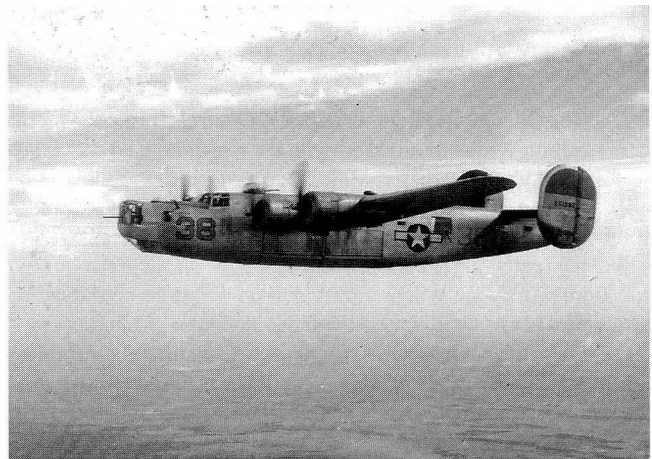


The Mission Map

One February 1945



Ship #77 "Patches" Able 13 flown by Russell K Bolton and crew undergoing repair after the mission



Easy # 21 Ship 38 S/N 42-51362 Flown by Reed Sprinkel and crew

Pilots Jlimsey

1st Attack Unit

Able flight

Jerry	Dufour	A	Lead
Amos S	Pollard	A	
Russell K	Bolton Jr	A	DNT
Ensley B	Weimer	A	
Edmund J	McLaughlin		
Kenneth	Rounds (D)		DNT

Baker Flight

Richard P	Owsley	B	ER
Leo Frobom	B		
Grady W	Leese	B	
Ray A	Foss (D)	B	
John C	Nowacki	B	
Dana A	Stewart	B	DNT
James E	Kennedy	B	DNT

Charlie Flight

Rodney T	Stewart	C	
Stanley H	Mauldin	C	
Richard G	Vance	C	ER
Richard L	Calkins	C	
Nelson D	Parker	C	
John F	Konop	C	ER

Second Attack Unit

Dog flight

Merle P	Yanney	D	DNT
John S	Howell	D	MIA
William F	Gaskill	D	
Jospeh C	Reichal	D	ER
Austin R	Stanford	D	to 461
Ralph E	Parks	D	to 461

Easy flight

Cecil R	Ellis (D)	E	to 461
Wallace E	Lamay	E	to 461
Howard	Steinberg	E	to 461
Robert G	Davis	E	to 461
Reed	Sprinkel	E	to 461
Alva M	Schick	E	ER
Clarence R	Hangey	E	to 461

The 451st & 484th bombed Moosbierbaum by PFF with Major Dufour as lead with Capt. Stoddard as lead bombardier. The target was overshoot due to weather, but was again picked up and identified on the scope in time for a well synchronized bombing run. Good results were expected, although none were

observed. 14 aircraft in three boxes comprised the attack force. The formation shown above totals 20 aircraft meaning there were at least six aborts, and we know the Howell crew abandoned ship near Lake Balaton. 31 Aircraft of the 451st bombed with two attack forces, the first attack unit with three combat boxes, and two boxes in the second attack unit. The target was identified in time to make a long smooth PFF run with the briefed axis of attack followed. Due to the complete undercast, the results were unobserved.

The 461st lead by Col. Lawhon with Lt. Churchill as bombardier had 24 aircraft attacked Graz M/Y. The first bomb run was unsuccessful due to inability to pick up the target on the Mickey set. A 360 turn was made and another bomb run was initiated. Approaching the target the first deputy leader had a premature release and most aircraft in the formation dropped off this release. Two attack units in on A, C, D, F formation were flown. The C Box was so far behind A that it was necessary to drop off the second attack unit leader. The second attack unit leader had previously turned the lead over to the deputy because of a PFF malfunction, however on the bomb run this aircraft had a PFF malfunction too so the bombardier dropped off the first attack unit. Cause of the release malfunction in the deputy lead aircraft has not yet been determined. The bomb bay doors failed to fully open from the bombardiers position so the auxiliary was used. Just as soon as the door came open the bombs fell out. The 461st was not having a good day also.

Escorts of P-51s and P-38s provided target cover for the attacking groups. Lead navigator Capt. Murphy 484th received an excellent rating for his work in navigating the mission through very bad weather to the primary target. Ironically the recall code for the mission was "Dogface."

The letter shown immediately after this report is from John Howell ,who you will remember from the foregoing ,bailed out near Lake Balaton Yugoslavia,

Lt John H Howell
484th Bomb Group
824 Sq. APO 520
New York

April 8, 1945

Dear Mom & Edith:

The war is sure shaping up good about now and one of the best parts of it as far as we are concerned is that the Russians have taken Vienna, particularly since we have been hitting it so hard lately. That's the place we went down on February 1, 1945 so naturally we don't like the town at all. It was one of the most heavily defended towns in Austria. Vienna had large oil refineries, and factories, but kept pretty well neutralized.

Yesterday I got my first letter from Barbara since I went down and sure did sound good. Not having heard anything about her and the baby from Feb. 1st, is a long wait.

I just got your letter mailed the 31st of March, the one with the report from the War department. I hadn't realized that they had given you such a detailed explanation. Naturally we were cautious against giving out such facts because of security reasons and weren't supposed to write home for ten days.

I'm sorry I couldn't write home from Hungary or Romania. it isn't like living in the states you know, especially with the Russians in control. They are horrible. I can't figure out why we were allied with them. Personally I hate them.

The only reason Rold couldn't write that we were OK was because of security reasons, but they knew we were all right. they locked up our Cassa and everything was just as we left it. He tried his best to tell you we were safe, that is he wrote as much as would get by the censors.

Since the War Department can send you all the dope, guess I can go them one better and make a story out of it since you like stories.

We went down to briefing pretty early as usual and walked into the room and everybody almost passed out with "Ohs & Ahs and I'm sick Doc" like they always do when Vienna is at the tail end of the long lines on the map. I guess it doesn't make any difference how crooked the lines are, I'll be damned if they don't all seem to end up at the same place when I'm flying, Vienna. It was the Moosbierbaum Oil Refinery just west of the city limits. If there is one I hate it's that "Heinie" who's operating that 88mm anti aircraft gun just outside the No#2 storage tank. He must have seen my name on the board 'cause he sure was laying for me. We were supposed to fly deputy lead of the second attack unit, but Yanney cracks up on the runway and only Gaskill and I get off behind him when they shoot up the red flares and stop the works. That puts me leading the second attack unit with only Gaskill on my wing because the rest didn't get off 'till later and they had to fly with 461st. There wasn't any use flying out there by ourselves, so we move up with the first attack unit, but it doesn't make any difference to "Pete" down there on those 88s, he just had me figured out.

We started out on the bomb run and No#3 engine was losing oil pressure and down to 70 pounds, but there was a heavy cloud cover and I didn't think that "Pete" could see us, but I'll be damned he sure was on the job. I can still see him working those little wheels down there and pointing his guns right at my No #2 engine. He hits us with his first burst, and the 88mm shell went right through and out the other side. He knew I was nicely hit and losing No#3 too. He thought he would play around with me. First he lays one under the nose and one piece hits Pell on the seat, and another jams the controls. Another shell knocks out the inverters, he just peppers us, and knocks holes in the every gas tank, cuts Broch's (T/G) electric heated suit cord, knocks out the walk around oxygen bottles in the back, finishing up by cutting the cross feed fuel line, and flattening the left tire. He must have figured out we were done for, but old Metzler (one of my gunners) comes to the fore and saves old "200".

He climbs out into the open bomb bay without a chute and no oxygen and hangs on to the broken gas lines until he begins to pass out. Just as he passes out and starts to fall face first and down a mere 25,000 feet, Earl grabs him and pulls him into the waist. He gives him emergency oxygen. Metzler jumps up after coming to and climbs back out and grabs hold of the lines again because he knows we'd never make it back without gas. It was coming out of the tank like a sieve, and we dropping like a rock. We got low enough so that we could breathe without oxygen. Metzler proceeds to tie up the fuel lines. By then we had lost so much gas she wouldn't go much further. I was pulling 55 inches of mercury manifold pressure on the two good engines to keep her in the air. We were lucky and Lake Balaton is under us and the other side of it is Russian held

so we breathe easier and everybody gets ready to jump.

I've got only one real gripe coming because I lost my good crush hat when I bailed out as I had been sleeping on it for a long time and it was just getting into shape.

Everybody lands OK but Plude breaks his foot when he tried to swing past some stakes and lands crooked. I landed near Tully, my co-pilot, and we were taken to Russian HQ. where the rest of the guys are. We stay in this small town for about a week, and then the Russians send us on a train to Bucharest. We had a pretty good time there. We stayed there for 19 days with plenty of good food and drinks. I'll bet they have the best beer in Europe right in Bucharest. We had a good time there and were pretty sore that the Americans sent us home to our base in Italy.

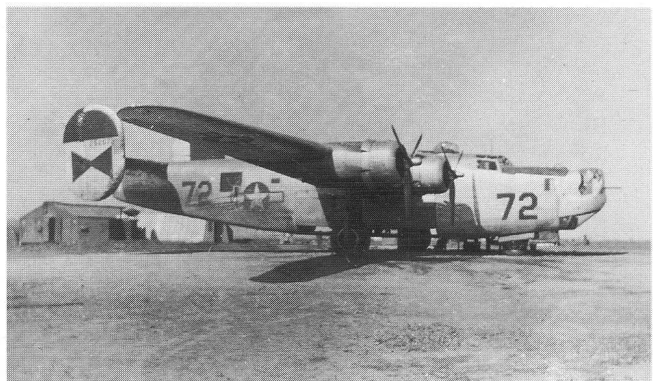
Naturally, when we get back to the base everybody wants to know all about the big time in Bucharest, but we give them a sob story about eating barley soup and sleeping on straw, but the dull fools still won't send us home, so guess we'll try the flak out again.

Be good,
Love John.

P.S. Metzler is sure to get the DFC, but they are trying to get him the D.S.C. (next to the Congressional Medal of Honor) for what he did, also getting the purple heart for burns and frost bite from the gas. Good Boy!



Mickey Ship #700 Able 12, shown with ground crew 1 to R Sgt Jesse Nogan, Cpl James Lowry, and Sgt Arthur Barkley



Baker 11, Flown by 1/Lt Richard Owsley and crew, returned early because of No #1 engine failure.

**484th Bomb Group Flight Crew Members Participating in the
One February, 1945 Mission**

Sgt	Edward W	Adamaitis	NG	Nowack, John C	42-52648	76	826	B22	
2/Lt	Jones Q	Adams	B	Nowack, John C	42-52648	76	826	B22	
S/Sg	Julius A	Adams	UG	Frobom, Leo	44-10550	73	827	B12	
Sgt	Harvey B	Albert Jr	UG	Parks, Ralph E	44-50002	14	824	D23	
S/Sg	Joseph L	Alessi	TG	Frobom, Leo	44-10550	73	827	B12	
1/Lt	Ingmar O	Anderson (D)	B	Yanney, Merle P	44-49611	202	824	D11	DNT
S/Sg	Phillp R	Andruss	NG	Stewart, Rodney T	44-49773	60	826	C11	
S/Sgt	Marcus D	Armfield (D)	BG	Gaskill, William F	699	27	824	D13	
Sgt	Howard A	Armknecht	G	Kennedy, James E	No plane		826	B31	DNT
1/Lt	Robert D	Babcock	N	Pollard, Amos S	42-51993	700	827	A12	
Sgt	Matthew T	Bashore	TG	McLaughlin, Edmund J	42-51804	86	827	A22	
S/Sg	James H	Baysinger	TG	Weimer, Ensley B	42-51173	88	827	A21	
1/Lt	Charles A	Beck Jr	N	Dufour, Jerry	42-95623	500	827	A11	
S/Sg	Maurice G	Becker	NG	Frobom, Leo	44-10550	73	827	B12	
2/Lt	Jeremiah W	Black Jr	B	Frobom, Leo	44-10550	73	827	B12	
S/Sg	Irvin C	Blake	UG	McLaughlin, Edmund J	42-51804	86	827	A22	
Sgt	William M	Bloom	NG	Sprinkel, Reed	42-51362	38	825	E21	
T/Sg	Johnnie E	Bodine	E	Foss, Ray A	44-41143	55	826	B21	
2/Lt	George L	Boley	B	Stanford, Austin R	44-41116	21	824	D22	
2/lt	Russell K	Bolton Jr	P	Bolton, Russell K	42-95282	77	827	A13	DNT
S/Sg	Sam	Bonner	E	Parks, Ralph E	44-50002	14	824	D23	
Sgt	John M	Bornschlegel (D)	BG	Ellis, Cecil R	44-48988	46	825	D31	
2/Lt	Henry F	Bottoms	N	Nowack, John C	42-52648	76	826	B22	
1/Lt	William F	Bovard	CP	Parks, Ralph E	44-50002	14	824	D23	
2/Lt	Jack F	Breen	C/P	Stanford, Austin R	44-41116	21	824	D22	
S/Sg	Warren A	Brindle	BG	Leese, Grady W	42-94738	81	827	B13	
S/Sg	Philip	Brock	T/G	Howell, John S	44-49890	200	824	D12	MIA
S/Sg	Leonard	Brodsky	E	Dufour, Jerry	42-95623	500	827	A11	
2/Lt	James R	Brown	B	Mauldin, Stanley H	41-10584	63	826	C12	
1/Lt	Robert J	Burr	N	Leese, Grady W	42-94738	81	827	B13	
S/Sgt	James A	Burroughs	f	Konop, John F	42-51988	15	824	C23	ER
S/Sgt	Howard S	Burton	NG	Mauldin, Stanley H	41-10584	63	826	C12	
Sgt	Robert K	Butler	UG	Reichal, Josph C	42-52641	25	824	D21	ER
1/Lt	Richard L	Calkins	P	Calkins, Richard L	41-28724	20	824	C21	C
T/Sg	Richard K	Callen	U/G	Lamay, Wallace e	42-51851	40	825	E11	to 461
2/Lt	James K	Calvert	C/P	Schick, Alva M	42-52690	32	825	E22	ER
S/Sg	Gaylord	Carter	B/G	Foss, Ray A	44-41143	55	826	B21	
Sgt	Anthony L	Cartwright (D)	TG	Steinberg, Howard	44-41139	30	825	E12	to 461
Cpl	Frank R	Casagrande	T/G	Stanford, Austin R	44-41116	21	824	D22	
Cpl	Clarence E	Causey Jr	TG	Pollard, Amos S	42-51993	700	827	A12	
Sgt	George A	Cebula	T/G	Foss, Ray A	44-41143	55	826	B21	
2/Lt	Laver	Charles K	B	Vance, Richard G	42-78268	41	826	C13	
2/Lt	Harold W.	Christian, Jr.	CP	Davis, Robert G	42-52037	34	825	E13	to 461
Sgt	Floyd	Cogley	T/G	Lamay, Wallace e	42-51851	40	825	E11	to 461
Pvt	Thomas W	Cooney	f	Weimer, Ensley B	42-51173	88	827	A21	
S/Sg	Robert J	Coons	E	Mauldin, Stanley H	41-10584	63	826	C12	
Sgt	Herbert F	Cooper	f	Sprinkel, Reed	42-51362	38	825	E21	
1/Lt	Joseph	Costick	P	Lamay, Wallace e	42-51851	40	825	E11	to 461
1/Lt	Carl	Couch Jr (D)	N	Calkins, Richard L	41-28724	20	824	C21	
Sgt	Carl L	Cox	RO	Stewart, Rodney T	44-49773	60	826	C11	
Sgt	Bruce G	Crabbe	NG	Calkins, Richard L	41-28724	20	824	C21	
Sgt	Lynn P (B)	Crytzer	NG	Steinberg, Howard	44-41139	30	825	E12	to 461
Sgt	Carlton E	Daves	TG	Reichal, Josph C	42-52641	25	824	D21	ER
Sgt	Allan L	Davidson	UG	Stewart, Dana A	No plane		826	B23	DNT

1/Lt	Robert G	Davis	P	Davis, Robert G	42-52037	34	825	E13	to 461	E
1/Lt	George F	Delawater	C/P	Foss, Ray A	44-41143	55	826	B21		
Sgt	J W	Delk	TG	Stewart, Dana A	No plane		826	B23	DNT	
2/Lt	Tracy	Denninger Jr (D)	N	Sprinkel, Reed	42-51362	38	825	E21		
Cpl	Darwin M	Dennis (D)	NG	McLaughlin, Edmund J	42-51804	86	827	A22		
T/Sg	Richard E	Dobratz	E	Konop, John F	42-51988	15	824	C23	ER	
1/Lt	John H	Doran Jr	B	Weimer, Ensley B	42-51173	88	827	A21		
1/Lt	Thomas A	Downs	B	Howell, John S	44-49890	200	824	D12	MIA	
T/Sg	Edward F	Draipaiski	RO	Weimer, Ensley B	42-51173	88	827	A21		
1/Lt	Donald R	Dreger	CP	Yanney, Merle P	44-49611	202	824	D11	DNT	
Sgt	Lawrence V	Drew	U/G	Davis, Robert G	42-52037	34	825	E13	to 461	
Maj	Jerry	Dufour	P	Dufour, Jerry	42-95623	500	827	A11	Lead	A
T/Sg	Randolph P	Duhamel	E	Reichal, Josph C	42-52641	25	824	D21	ER	
S/Sg	Arthur E	Dunmire	TG	Kennedy, James E	No plane		826	B31	DNT	
T/Sg	Ernest E	Eash	R/O	Howell, John S	44-49890	200	824	D12	MIA	
Sgt	William P	Eckerle	UG	Sprinkel, Reed	42-51362	38	825	E21		
S/Sg	Ivan K	Edgett	RO	Ellis, Cecil R	44-48988	46	825	D31		
Cpl	Raymond C	Edwards	G	Parker, Nelson D	41-28708	55	824	C22		
1/Lt	Cecil R	Ellis (D)	P	Ellis, Cecil R	44-48988	46	825	D31	E	
Cpl	Franklin S	Ennis (D)	R/O	Stanford, Austin R	44-41116	21	824	D22		
S/Sgt	Manuel L	Espinoza	UG	Mauldin, Stanley H	41-10584	63	826	C12		
2/Lt	Walter	Fair	N	Foss, Ray A	44-41143	55	826	B21		
T/Sg	Carl B	Ferguson	RO	Nowack, John C	42-52648	76	826	B22		
1/Lt	John O	Ferris Jr	NV	Howell, John S	44-49890	200	824	D12	MIA	
2/Lt	E Harold	Fischbein	C/P	Calkins, Richard L	41-28724	20	824	C21		
Sgt	Thomas R.	Fitzmaurice	RO	Pollard, Amos S	42-51993	700	827	A12		
Sgt	Frank J	Fontenello	UG	Vance, Richard G	42-78268	41	826	C13		
1/Lt	Ray A	Foss (D)	P	Foss, Ray A	44-41143	55	826	B21	B	
Sgt	Harry S	Foster	U/G	Calkins, Richard L	41-28724	20	824	C21		
2/Lt	Leo	Frobom	P	Frobom, Leo	44-10550	73	827	B12	B	
2/Lt	Charles W	Fryer	N	Hangey Jr, Clarence R	42-94755	33	825	E23		
S/Sg	Louis V	Galgano	G	Stewart, Dana A	No plane		826	B23	DNT	
1/Lt	Thomas F	Gartland	CP	Frobom, Leo	44-10550	73	827	B12		
1/Lt	William F	Gaskill	P	Gaskill, William F	699	27	824	D13	D	
F/O	Joseph	Gervais	CP	McLaughlin, Edmund J	42-51804	86	827	A22		
S/Sg	William E	Gettig	U/G	Mauldin, Stanley H	41-10584	63	826	C12		
1/Lt	Ralph B	Gilpatrick Jr	B	Parks, Ralph E	44-50002	14	824	D23		
S/Sgt	Emmett S	Goff	NG	Ellis, Cecil R	44-48988	46	825	D31		
Sgt	Ferdinand F	Gottschar	TG	Nowack, John C	42-52648	76	826	B22		
2/Lt	James D	Gough (D)	B	Foss, Ray A	44-41143	55	826	B21		
2/LT	Donald M	Gresap	P	Mauldin, Stanley H	41-10584	63	826	C12		
Sgt	Robert J	Hackett (D)	RO	Davis, Robert G	42-52037	34	825	E13	to 461	
Sgt	Alva E	Hahn	E	Stanford, Austin R	44-41116	21	824	D22		
Cpl	David R	Hahn	UG	Stewart, Rodney T	44-49773	60	826	C11		
Cpl	Kenneth W	Hammond	BG	Hangey Jr, Clarence R	42-94755	33	825	E23		
2/Lt	Clarence R	Hangey Jr	P	Hangey Jr, Clarence R	42-94755	33	825	E23		
Sgt	Charles H	Harris	BG	Davis, Robert G	42-52037	34	825	E13	to 461	
Sgt	William F	Harris	NG	Hangey Jr, Clarence R	42-94755	33	825	E23		
2/Lt	Joseph E	Hart	B	Parker, Nelson D	41-28708	55	824	C22		
Sgt	Leo C	Hartman (D)	T/G	Konop, John F	42-51988	15	824	C23	ER	
1/Lt	Morris R	Hatfield	B	Sprinkel, Reed	42-51362	38	825	E21		
2/Lt	Richard F	Hayley	N	Vance, Richard G	42-78268	41	826	C13		
T/Sg	Robert L	Hegarty	RO	Mauldin, Stanley H	41-10584	63	826	C12		
T/Sgt	Peter C	Heidinger	RO	Dufour, Jerry	42-95623	500	827	A11		
Sgt	Joseph M	Heimerl	B/G	Stanford, Austin R	44-41116	21	824	D22		
F/O	Howard U	Heller	B	Rounds, Kennth G	42-52070	70	827	A23	DNT	
Cpl	Mike	Hendrickson	RO	Parks, Ralph E	44-50002	14	824	D23		
Cpl	Philip C.	Hewitt	BG	Rounds, Kennth G	42-52070	70	827	A23	DNT	
S/Sgt	R K	Hickman	TG	Ellis, Cecil R	44-48988	46	825	D31		
T/Sgt	William	Hiller Jr (D)	E	Gaskill, William F	699	27	824	D13		

1/Lt	William O	Hixson	CP	Leese, Grady W	42-94738	81	827	B13		
T/Sgt	Albert R	Hogdson	E	Davis, Robert G	42-52037	34	825	E13	to 461	
Cpl	William C	Holmes	UG	Schick, Alva M	42-52690	32	825	E22	ER	
2/Lt	Vernon D	Hood	NV	Pollard, Amos S	42-51993	700	827	A12		
Cpl	John J	Horsley (D)	BG	McLaughlin, Edmund J	42-51804	86	827	A22		
Capt	Evan H	Housworth Jr	MN	Dufour, Jerry	42-95623	500	827	A11		
1/Lt	John S	Howell	P	Howell, John S	44-49890	200	824	D12	MIA	D
2/Lt	Richard F	Hugo (D)	B	Steinberg, Howard	44-41139	30	825	E12		
T/Sg	George E	Hunter	RO	Reichal, Josphe C	42-52641	25	824	D21	ER	
Sgt	Alwin L	Johnson	NG	Reichal, Josphe C	42-52641	25	824	D21	ER	
Sgt	Darrell	Johnson	NG	Stewart, Dana A	No plane		826	B23	DNT	
T/Sg	Odis C	Johnson	E	Stewart, Dana A	No plane		826	B23	DNT	
1/Lt	Neil E	Kahler	B	Gaskill, William F	699	27	824	D13		
2/Lt	James E	Kennedy	P	Kennedy, James E	No plane		826	B31	DNT	B
Sgt	Homer H	Knapp	BG	Steinberg, Howard	44-41139	30	825	E12		
S/Sg	William C	Koch	BG	Parks, Ralph E	44-50002	14	824	D23		
1/Lt	Paul C	Kohlman	N	Parks, Ralph E	44-50002	14	824	D23		
1/Lt	John F	Konop	P	Konop, John F	42-51988	15	824	C23	ER	C
Cpl	Joseph F	Kouril	TG	Davis, Robert G	42-52037	34	825	E13	to 461	
1/Lt	Wallace E	Lamay	C/P	Lamay, Wallace e	42-51851	40	825	E11	to 461	E
1/Lt	Herbert G	Larson	N	Yanney, Merle P	44-49611	202	824	D11	DNT	
Cpl	Andrew J	Lazzari	RO	Hangey Jr, Clarence R	42-94755	33	825	E23		
1/Lt	Grady W	Leese	P	Leese, Grady W	42-94738	81	827	B13	B	
1/Lt	Sherwin E	Levine	N	Frobom, Leo	44-10550	73	827	B12		
S/Sg	Earl H.	Lewis, Jr.	N/G	Lamay, Wallace e	42-51851	40	825	E11	to 461	
F/O	Kenneth D	Limbocker (D)	B	Schick, Alva M	42-52690	32	825	E22	ER	
S/Sgt	Charles W	Loudon	UG	Pollard, Amos S	42-51993	700	827	A12		
Cpl	William J	Lovejoy	E	Leese, Grady W	42-94738	81	827	B13		
Sgt	Charles	Lowell	E	McLaughlin, Edmund J	42-51804	86	827	A22		
Cpl	Edward M	Luca	U/G	Parker, Nelson D	41-28708	55	824	C22		
Sgt	Claude L.	Lunt	G	Ellis, Cecil R	44-48988	46	825	D31		
S/Sg	Edward W	Lydick	f	Foss, Ray A	44-41143	55	826	B21		
T/Sg	James	Maiman	E	Weimer, Ensley B	42-51173	88	827	A21		
S/Sg	William G	Mangle	NG	Konop, John F	42-51988	15	824	C23	ER	
F/O	John J	Marker	CP	Hangey Jr, Clarence R	42-94755	33	825	E23		
T/Sg	Leonard B	Marshall (D)	R/O	Foss, Ray A	44-41143	55	826	B21		
2/Lt	Raymond C	Martin	CP	Vance, Richard G	42-78268	41	826	C13		
S/Sgt	Robert H	Martin	WG	Calkins, Richard L	41-28724	20	824	C21		
2/Lt	George H	Mason	CP	Stewart, Rodney T	44-49773	60	826	C11		
1/Lt	Stanley H	Mauldin	CP	Mauldin, Stanley H	41-10584	63	826	C12		
1/lt	John F	McCaughay	NV	Yanney, Merle P	44-49611	202	824	D11	DNT	
2/Lt	Edmund J	McLaughlin	P	McLaughlin, Edmund J	42-51804	86	827	A22		
1/Lt	William H	McWhirk	MN	Pollard, Amos S	42-51993	700	827	A12		
S/Sg	Harris E	Medlock	NG	Weimer, Ensley B	42-51173	88	827	A21		
2/Lt	Robert T	Mendyk	N	Reichal, Josphe C	42-52641	25	824	D21	ER	
2/Lt	James R	Mercer Jr	N	Rounds, Kennth G	42-52070	70	827	A23	DNT	
S/Sgt	Marshall L	Metz	TG	Parker, Nelson D	41-28708	55	824	C22		
Sgt	Rhio	Metzler	E	Howell, John S	44-49890	200	824	D12	MIA	
Sgt	Thaddeus J	Meyewski	UG	Kennedy, James E	No plane		826	B31	DNT	
T/Sg	Calvin C	Milam	E	Kennedy, James E	No plane		826	B31	DNT	
1/Lt	Daniel J	Miller	N	Stewart, Dana A	No plane		826	B23	DNT	
Cpl	Frederick L	Miller	TG	Hangey Jr, Clarence R	42-94755	33	825	E23		
Cpl	Harold B	Miller	U/G	Stanford, Austin R	44-41116	21	824	D22		
Sgt	Gerald J	Miller	WG	Nowack, John C	42-52648	76	826	B22		
S/Sg	Alfred J	Mills	UG	Yanney, Merle P	44-49611	202	824	D11	DNT	
1/Lt	Kenneth D	Mitchell	B	Leese, Grady W	42-94738	81	827	B13		
S/Sg	Roland E	Monteith	UG	Nowack, John C	42-52648	76	826	B22		
2/Lt	MacDonnell	Moore Jr	CP	Kennedy, James E	No plane		826	B31	DNT	
Sgt	James P	Moran Jr	BG	Sprinkel, Reed	42-51362	38	825	E21		
S/Sgt	Kevin L	Moyniham	f	Gaskill, William F	699	27	824	D13		

Maj	Donald F	Murphy	N	Dufour, Jerry	42-95623	500	827	A11	
Sgt	Donald E	Nelson	E	Vance, Richard G	42-78268	41	826	C13	
2/Lt	James B	Nesby	N	Stanford, Austin R	44-41116	21	824	D22	
F/O	Oscar R	Ness	B	Stewart, Dana A	No plane		826	B23	DNT
S/Sgt	Stanley W	Niemczura	TG	Dufour, Jerry	42-95623	500	827	A11	Lead
Sgt	Walter D	Nilson	RO	Stewart, Dana A	No plane		826	B23	DNT
1/Lt	Martin	Nisker	N	Weimer, Ensley B	42-51173	88	827	A21	
T/Sg	William F	Novak	E	Rounds, Kennth G	42-52070	70	827	A23	DNT
1/Lt	John C	Nowacki	P	Nowack, John C	42-52648	76	826	B22	
2/Lt	Ryan M	O'Brien	N	Steinberg, Howard	44-41139	30	825	E12	
T/Sg	Joseph	O'Connell	R/O	Yanney, Merle P	44-49611	202	824	D11	DNT
2/Lt	Thomas	O'Sullivan	N	Howell, John S	44-49890	200	824	D12	MIA
S/Sgt	Michael	Opalenik	R/O	Calkins, Richard L	41-28724	20	824	C21	
T/Sgt	Orville A	Orsted	E	Yanney, Merle P	44-49611	202	824	D11	DNT
1/Lt	William H	Osterberg	B	Hangey Jr, Clarence R	42-94755	33	825	E23	
S/Sg	Sidney	Ostrovsky	NG	Rounds, Kennth G	42-52070	70	827	A23	DNT
1/Lt	Victor A	Owoc	B	Konop, John F	42-51988	15	824	C23	ER
1/LT	Richard P	Owsley	P	Owesley, Richard P	42-52072	72	827	B11	ER
Cpl	Robert H	Pahl	RO	Schick, Alva M	42-52690	32	825	E22	ER
2/Lt	Nelson D	Parker	P	Parker, Nelson D	41-28708	55	824	C22	
T/Sg	John E	Parker (D)	RO	Rounds, Kennth G	42-52070	70	827	A23	DNT
Sgt	James E.	Parks	U/G	Lamay, Wallace e	42-51851	40	825	E11	
1/Lt	Ralph E	Parks	P	Parks, Ralph E	44-50002	14	824	D23	
S/Sgt	Owen E	Parmele	E	Calkins, Richard L	41-28724	20	824	C21	
2/Lt	Richard E	Parsons	B	Kennedy, James E	No plane		826	B31	DNT
Sgt	Leonides P	Partain	TG	Parks, Ralph E	44-50002	14	824	D23	
S/Sg	William V.	Parthree	G	Lamay, Wallace e	42-51851	40	825	E11	
Sgt	Francis X	Pastor	RO	Vance, Richard G	42-78268	41		C13	
2/Lt	Dan C	Paul (D)	B	Pollard, Amos S	42-51993	700	827	A12	
S/Sg	Johnny L	Pell	N/G	Howell, John S	44-49890	200	824	D12	MIA
1/Lt	Eugene M	Perlowin	CP	Reichal, Josphe C	42-52641	25	824	D21	ER
Sgt	James W	Peterson	G	Sprinkel, Reed	42-51362	38	825	E21	
1/Lt	Ralph D	Pierson (D)	N	Kennedy, James E	No plane		826	B31	DNT
S/Sg	Carlton F	Pinnegar	NG	Pollard, Amos S	42-51993	700	827	A12	
S/Sg	Louis X	Plude	U/G	Howell, John S	44-49890	200	824	D12	MIA
2/Lt	Amos S	Pollard	P	Pollard, Amos S	42-51993	700	827	A12	
Cpl	Harold D	Pressel Jr	T/G	Schick, Alva M	42-52690	32	825	E22	ER
T/Sg	Marshall D	Preston	TG	Gaskill, William F	699	27	824	D13	
1/Lt	J A	Pylant	N	Lamay, Wallace e	42-51851	40	825	E11	to 461
T/Sgt	Kenneth J	Querry	E	Sprinkel, Reed	42-51362	38	825	E21	
S/Sgt	L D	Ray	f	Steinberg, Howard	44-41139	30	825		
T/Sg	Lester V	Reall	E	Ellis, Cecil R	44-48988	46	825	D31	
1/Lt	Robert J	Reed	CP	Stewart, Dana A	No plane		826	B23	DNT
Cpl	Jerome	Regenbogen	NG	Konop, John F	42-51988	15	824	C23	ER
1/Lt	Jospeh C	Reichal	P	Reichal, Josphe C	42-52641	25	824	D21	ER
S/Sg	John G	Riley	NG	Gaskill, William F	699	27	824	D13	
2/Lt	Milton J	Ring (D)	CP	Rounds, Kennth G	42-52070	70	827	A23	DNT
F/O	William H	Roennau	N	McLaughlin, Edmund J	42-51804	86	827	A22	
S/Sg	Preston H	Rohr	G	Weimer, Ensley B	42-51173	88	827	A21	
S/Sg	Howard J	Rold*	B/G	Howell, John S	44-49890	200	824	D12	MIA
Sgt	Henry R	Ronson (D)	T/G	Calkins, Richard L	41-28724	20	824	C21	
2/Lt	Irving	Rosenzweig	N	Mauldin, Stanley H	41-10584	63	826	C12	
1/Lt	Kenneth G	Rounds (D)	P	Rounds, Kennth G	42-52070	70	827	A23	DNT
Sgt	Robert C	Rourke	RO	Kennedy, James E	No plane		826	B31	DNT
Pvt	Louis J	Rutana (NI)	E	Frobom, Leo	44-10550	73	827	B12	
Sgt	James M	Ryan	UG	Weimer, Ensley B	42-51173	88	827	A21	
T/Sgt	Harold A	Saxe	RO	Gaskill, William F	699	27	824	D13	
2/Lt	Alva M	Schick	P	Schick, Alva M	42-52690	32	825	E22	ER
S/Sg	Robert S	Schloss	E	Parker, Nelson D	41-28708	55	824	C22	
Sgt	Michael	Scorca	G	Mauldin, Stanley H	41-10584	63	826	C12	

Capt	Albertson H	Seaman	P	Dufour, Jerry	42-95623	500	827	A11	
S/Sg	Robert E	Self	E	Steinberg, Howard	44-41139	30	825	E12	
Cpl	Mitchell M	Selfstein	E	Hangey Jr, Clarence R	42-94755	33	825	E23	
2/Lt	Ernest B	Shope	CP	Weimer, Ensley B	42-51173	88	827	A21	
S/Sg	Joseph	Shugrue	NG	Dufour, Jerry	42-95623	500	827	A11	
S/Sg	Alfred T	Siem	UG	Leese, Grady W	42-94738	81	827	B13	
Sgt	George A	Sims Jr	N/G	Davis, Robert G	42-52037	34	825	E13	to 461
T/Sg	Jacob	Siplivy	RO	Lamay, Wallace e	42-51851	40	825	E11	to 461
T/Sg	Lester V	Skelton	RO	Frobom, Leo	44-10550	73	827	B12	
2/Lt	Robert V	Skelton	CP	Sprinkel, Reed	42-51362	38	825	E21	
1/Lt	Elias W	Smith	N	Ellis, Cecil R	44-48988	46	825	D31	
2/Lt	James S	Smith III	CP	Pollard, Amos S	42-51993	700	827	A12	
1/Lt	Watson B	Smith Jr (NI)	B	Kennedy, James E	No plane		826	B31	DNT
Cpl	Roy S	Snodgrass	NG	Parks, Ralph E	44-50002	14	824	D23	
2/Lt	Donald L.	Soderberg	CP	Gaskill, William F	699	27	824	D13	
2/Lt	Alfred J	Solomon	B	Stewart, Rodney T	44-49773	60	826	C11	
T/Sg	Kenneth R	Sowers	E	Stewart, Rodney T	44-49773	60	826	C11	
F/O	Neal	Spiering	N	Schick, Alva M	42-52690	32	825	E22	ER
2/Lt	Reed	Sprinkel	P	Sprinkel, Reed	42-51362	38	825	E21	
2/Lt	Austin R	Stanford	P	Stanford, Austin R	44-41116	21	824	D22	
Sgt	Robert J	Stearns	RO	Sprinkel, Reed	42-51362	38	825	E21	
1/Lt	Howard	Steinberg	P	Steinberg, Howard	44-41139	30	825	E12	to 461
1/Lt	Dana A	Stewart	P	Stewart, Dana A	No plane		826	B23	DNT
Sgt	Robert P	Stewart	RO	Steinberg, Howard	44-41139	30	825	E12	
Capt	Rodney T	Stewart	P	Stewart, Rodney T	44-49773	60	826	C11	
Capt	Robert W.	Stoddard	B	Dufour, Jerry	42-95623	500	827	A11	
Sgt	Matthew	Subielak	TG	Vance, Richard G	42-78268	41	826	C13	
2/Lt	Arthur R	Sullivan	CP	Konop, John F	42-51988	15	824	C23	ER
S/Sg	Leonard A	Swaney	WG	Reichal, Josph C	42-52641	25	824	D21	ER
2/Lt	Robert J	Swanson	CP	Steinberg, Howard	44-41139	30	825		
Cpl	Walter J	Sysko	NG	Schick, Alva M	42-52690	32	825	E22	ER
T/Sg	Stanley	Szemrelyo	UG	Dufour, Jerry	42-95623	500	827	A11	
Cpl	Rudolph A	Tempesta	G	Konop, John F	42-51988	15	824	C23	ER
S/Sg	Allan	Tewes	TG	Yanney, Merle P	44-49611	202	824	D11	DNT
Sgt	Miles F	Thomas	N/G	Foss, Ray A	44-41143	55	826	B21	
Cpl	Ernest S	Thyberg (D)	BG	Schick, Alva M	42-52690	32	825	E22	ER
Cpl	Claude D	Torgerson	E	Schick, Alva M	42-52690	32	825	E22	ER
1/Lt	Edgar J	Tulley Jr	C/P	Howell, John S	44-49890	200	824	D12	MIA
Sgt	Richard D	Tullis	G	Vance, Richard G	42-78268	41	828	C13	
2/Lt	Joseph M	Van Parys	N	Konop, John F	42-51988	15	824	C23	ER
Pvt	Charles R	Van Wagner	f	Leese, Grady W	42-94738	81	827	B13	
1/St	Richard G	Vance	P	Vance, Richard G	42-78268	41	826	C13	
T/Sg	Frank B	Vardeman Jr	R/O	Konop, John F	42-51988	15	824	C23	ER
2/Lt	Frank M	Vrtacnik	CP	Parker, Nelson D	41-28708	55	824	C22	
Cpl	Lloyd O	Wakefield	N/G	Stanford, Austin R	44-41116	21	824	D22	
2/Lt	Henry	Walrond	CP	Nowack, John C	42-52648	76	826	B22	
S/Sgt	Charles	Wayshak	f	Reichal, Josph C	42-52641	25	824	D21	ER
Cpl	Carl W	Webber	UG	Stewart, Rodney T	44-49773	60	826	C11	
T/Sg	Herman J	Weber (D)	E	Nowack, John C	42-52648	76	826	B22	
T/Sg	Ruben C	Webster	RO	Leese, Grady W	42-94738	81	827	B13	
Cpl	Kenneth R	Wegner	RO	McLaughlin, Edmund J	42-51804	86	827	A22	
1/Lt	William	Weigmann	N	Davis, Robert G	42-52037	34	825	E13	to 461
1/Lt	Ensley B	Weimer	P	Weimer, Ensley B	42-51173	88	827	A21	
T/Sg	David C	Welch	RO	Parker, Nelson D	41-28708	55	824	C22	
Cpl	Michael J	Whalen	UG	Hangey Jr, Clarence R	42-94755	33	825	E23	
Sgt	Leonard J	Whetstone	UG	Steinberg, Howard	44-41139	30	825	E12	
S/Sg	Jack C	Whitaker	BG	Frobom, Leo	44-10550	73	827	B12	
1/Lt	John S	Wise (D)	P	Ellis, Cecil R	44-48988	46	825	D31	
Cpl	Robert W	Wolfgang (D)	G	Stewart, Rodney T	44-49773	60	826	C11	
S/Sg	Boyd	Woodall Jr (D)	E	Foss, Ray A	44-41143	55	826	B21	

1/Lt	Merle P	Yanney	P	Yanney, Merle P	44-49611	202	824	D11	DNT
Sgt	William	Zicko	TG	Leese, Grady W	42-94738	81	827	B13	
Sgt	John J	Zima	NG	Vance, Richard G	42-78268	41	826	C13	

The foregoing report was gathered from several sources: 1) Joe Shugrue who copied the combat reports from the National Archives, 2) Letters from John Howell, 3) Reports from the Bill Keese collection, 4) the 484th's collections, and past issues of the Torretta Flyer.

Aircraft Used in the 1 Feb, 1945 Mission

As can be seen from the remarks shown below the aircraft of WWII suffered from mechanical problems especially on this mission. Only one aircraft was lost due to enemy action, all the rest were mechanical. The nose wheel was inherently weak and was never corrected.

S/N	Sq	Nose		Remarks
00-00724	824	20		
00-00116	824	21		
00-00611	824	202	DNT	Nose wheel malfunctioned on take off
00-00641	824	25	ER	No #1 Engine feathered because of low oil pressure
00-00699	824	27	ER	Returned at 1545, No#1 Cylinder head temperature beyond limits
00-00708	824	10		Lost fuel through filler cap, completed mission
00-00890	824	200	MIA	Did not return on schedule
00-00988	824	15	DNT	Nose wheel collapsed, No#2 engine feathered
41-10484	826	63 N		Lost oil No#3 engine, feathered, came back on three engines
42-51173	827	88 S		
42-51362	825	38		
42-51804	727	86 Q		
42-51851	825	40		
42-51988	824	15		
42-51993	826	700 Y		
42-52037	825	34		
42-52072	827	72 C	ER	Returned 12:35 No#1 engine feathered, engine change
42-52641	824	25		
42-52648	827	76 G		
42-52683	827	70 A	DNT	Fouled spark plugs, turbo ran away
42-52690	825	32		Oxygen leak
42-78268	825	41		
42-94738	827	81 L		
42-94755	825	33		
42-95282	827	77 H	DNT	No #1 turbo failed on take off
42-95623	826	500X		
44-10550	827	73 D		
44-41139	825	30		
44-41143	826	55 F		
44-48988	825	46		
44-49611	824	202		
44-49773	826	60 K		
44-50002	824	14		

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

crew that crashed in the Adriatic Sea last June 13. were picked up by a German hospital ship, given medical treatment and supplies and set free in their life rafts. The German ship then radioed the fliers position to Allied Forces and in a few hours the nine Americans were rescued.

This is the story from the beginning. Their B-24 left their base in Italy for a mission to Munich. Lt. Johnson's ship crossed the Alps and approached Munich when it was attacked by endless waves of enemy fighters, ten fighters in each wave.

Their ship was flying tail end in the formation and got plenty of fire. The wings were perforated with bullets. There were holes in the gas tanks and they were losing gas.

The crew voted to try to get back to the base even if the ship was in bad condition rather than bale out over enemy territory. Lt. Johnson dropped the bombs on the railroad center of a small town and the men started to lighten the plane by throwing out ammunition. One engine was lost over the Alps and another over the coast. After they lost the third engine they were afraid the last engine would catch on fire because gas was leaking. It was decided to ditch the plane. When they were 900 feet up the last engine gave out and the ship crashed into the Adriatic. The plane broke into three pieces and the nose was completely immersed. "I found myself in the fore part the plane and under water," says Lt. Johnson.

"The upper turret was on top of me. I couldn't possibly move it. The navigator was sitting on my lap. I figured my seconds to live were numbered when suddenly the turret rolled off. I'll never know how it happened because it was much too heavy for me to move or crawl out from under. I swam to the top. "I saw the ball gunner on one of the wings and swam over to get him off because he was seriously injured. Then, the two pilots pulled the rafts out of the plane. But they were upside down and had to be turned over. When we took stock of ourselves we saw that the upper turret gunner and the radio operator had been killed. We got into our rafts and looked the situation over. There were six left besides myself: Lt. Robert E. Bedwell, pilot; Lt. Dennis W. Posten, copilot; Lt. Frank J. Flood, navigator; S/Sgt Verlin Upton. ball gunner; S/Sgt. John F. Hahn, tail gunner and T/Sgt. Harry F Solis, engineer.

"Upton was in very great pain and seriously hurt. The navigator and engineer were injured also and I had an injured head, wrist, and hand, but the two pilots were in fairly good condition

"It was about noon and it didn't take us long to find out that none of us had water or food. We had one compress bandage and one morphine tablet. We tried to ease the pain of Upton and gave him the morphine tablet. I bandaged his foot as best I could but one of them was practically cut in two, and his face was a mass of cuts and bruises.

"We had radioed our position before we went down and the fact that we were going to abandon ship. As near as we could figure we were between Pola, Yugoslavia, and Venice, Italy in German held waters.

"We started paddling. We paddled the rest of the day and into the night. I'll never forget that night, it was a nightmare, we were sleepy, cold, damp and, hungry. Upton was in such pain he was almost out of his head. Although I had hemorrhages from my nose and mouth, I was still able to keep paddling.

"We could see the lights of the towns and were close enough to hear shells firing. We all knew we must get Upton to a hospital, yet we didn't want to get into the hands of the enemy, But it was the only way to get help for him. We shot off our flares but no one saw them. Everyone was so tired and weak that we finally decided

to try to sleep for awhile.

"The next morning we took off our damp clothes and laid them on the edge of the raft. About 11 o'clock we saw a B-26 and tried to attract its attention but to no avail. Then we saw a ship at noon, but it too failed to see us.

"But soon afterward we saw another ship. We waved, shouted and blew a whistle". The ship stopped. Everything was deathly quiet. They had seen us and turned around and came towards us. We could see the three Red Crosses on it and knew it was a hospital ship but we couldn't see the flag. The boat was crowded, Men were practically hanging over the rails They lowered a boat to meet us. Then we saw the Nazi flag.

"Our hearts stopped. We were all quiet waiting because we didn't know what would happen to us. The Nazi officer, who came to meet us, spoke English. We were told we could come aboard as prisoners or stay adrift. "We certainly didn't want to be prisoners, although it would be an easy way out, but we did want to get medical supplies. We asked if we could receive medical supplies and they said yes. They helped us onto the ship. It took a Nazi soldier to hold us up because we were so weak. It had been 38 hours since we had food and water.

"They gave us water and coffee. We were asked if we wanted beer, but we were afraid it would make us sick on our empty stomachs. Then they asked us if we wanted some soda pop and we did drink some cold orange crush

"They wanted to take us as prisoners but said we could get off. They took our names and serial numbers. The hospital ship had heard our radio for help and knew we had been to Germany on a mission the day before.

"We talked with them and persuaded them to give medical attention to our wounded. They gave us ten cans of meat, seven loaves of bread and mineral water, We decided to try to make it back to Allied territory. They had cared for the ball gunner, navigator and engineer, and washed my face. They finally decided to let us go and we left the Nazi hospital ship for our small rafts. Since we had figured we had made 30 miles since the ship had crashed and that we were about 20 miles from Allied territory, we thought with good luck that we could make it there in a week or two.

"Before we left the Germans, we had asked them to radio our position to our locator and they had agreed. But we were all 'leary' that they would do this because it was a supreme favor.

"Not long after the hospital ship was out of sight, towards the middle of the afternoon, we saw six P-38s and a PB-Y fly by. But they kept on going, We were in mental agony and our hearts sank another thousand feet. The planes were flying out of sight. We could hear the engines at times but we couldn't see them.

"Then the PB-Y came back and flew towards us. He still didn't see us. We had dropped color markers in the water. In fact, I was covered with yellow marker from head to foot. Now the PB-Y was only fifty feet or so above us. But those small rafts are hard to see. We let our last flare go.

"The pilot dipped his wings. He had seen us. Then the P-38s all came overhead and buzzed us. Boy that humming and drumming of those planes was the most wonderful music I have ever heard."

"Yes." Lt. Johnson replied to a question, "the German hospital ship had radioed our location to our locator."



Dear "Bud":

In our last conversation you expressed an interest in the American Ex POW program called "Speak Out" This is a national program directed primarily to students. However, numerous other groups including churches and civic organizations have shown great interest in the presentations. Members of our Cochise Chapter of Arizona have been doing presentations for quite some time and I might add are very well received. In some cases the presentation is limited to an hour. The ones that I have been involved with for the most part involve a full day devoted to a school. The students range from sixth grade through high school We are hopeful of being able to include the college level this fall, as well as the military.

When I started researching the history books that were being used in our system I became sick to my stomach as well as very upset with the lack of information that is being taught in our schools.

We have received many letters from the students of all levels thanking us for making the presentations and expressing appreciation for the Veterans that saved their freedoms.

Incidentally, has the 484th ever had a reunion in Tucson? Recently I visited the Pima Air and Space Museum. Quite spectacular! The B-24J from India that Faulkner and his helpers restored even to the point of mannequins in each position is truly impressive It is completely polished better than new and accessible for viewing by standing inside the bomb bay.

Robert D Leavenworth, 826 Sq.

Dear Bud:

The last issue of the Flyer No #30 included a letter from John Bath concerning the 2/17/45 mid air collision. Being the last living crew member of the crash one misconception should be corrected.

McDaniel the pilot and Dipple co-pilot landed at 160 as I recall their last comments. I was ordered to the rear of the plane upon landing. On touchdown the nose wheel collapsed and the fuselage was sheared off to the bomb bay. There was no fire and the plane did flip over. McDaniel survived the crash but died in the hospital. Dipple CP and Hiser G died in the crash. Kolbe RO survived but was pinned down in the radio compartment. Being in the rear I was able to exit via the area of the missing twin fifties.

My position as observer in the nose turret left me unable to see what happened. As I recall we had hit some clouds at the time of the collision. My chute was lashed in the nose and broke loose exiting through the nose well without me.

To this day it seems inconceivable that McDaniel and Dipple were able to maneuver the plane to Vis minus the rudder controls

Through the grace of God and two excellent pilots, Kolbe and I survived.

Sincerely,
Ed Schwartz

Editors Note: Joe Shugrue just sent in the mission report 17, February, 1945. Up until this time I had understood all of the crew of A-12 (Larson's crew) were trapped inside the spinning aircraft and were reported as KIA. In looking over the crew list I find Edward M Duke, a member of the Association until 1988. There is a note in the Operational Flight Log that says "bailed out 43-43.15.17 Sebenek." The quote may indicate the position of the bail out. You

navigators out there might be able to pin down the spot. So now we know that Duke survived the crash. Were there any others? For your information I am including the crew list of both aircraft.

A-11 44-49721 Nose 502z (Mickey Ship)

S/Sgt Henry F Clark (D)	B/G
1Lt Edwin T Danowski	N
2/Lt William Dipple (D)	P
Capt Kenneth DDowdey	B
S/Sgt William J Hiser (D)	U/G
T/Sgt George Kolbe (D)	R/O
S/Sgt William AMordica	T/G

Yucca Valley, CA

Dear Bud

Attached are some military orders which you may want to add to your archives. The significance of these relative to the 484th BG may be apparent in the following listing:

T/Sgt Jessie Redifer Jr	E
1/Lt Edward Schwartz	N
2/Lt Norman R. Weser	NV
Maj Abner O McDaniel	P

A-12 Ship No 44-48828 Nose No 501Y

S/Sg William A Coke	N/G
2/Lt Francis J. Cummins C/P	
1/Lt Edward M Duke (S)	B
Cpl Kenneth R Larson (D)	P
S/Sg Robert J. Mathison	T/G
T/Sg Louis H Morris	E
2/LT Richard FMulcahy Jr	N
1/Lt Frank V Rabinovitz	N
S/Sg George J. Scheina	T/G
S/Sg Dan T Unger	U/G
T/Sg Jerome B Unterberber	R/O

Hamilton Field, California

Order # 370.5/91

Subject: Movement orders

To: [My crew, pilot Lloyd J Breisch.] [After crew training at Tonopah, NV they sent us by train to Hamilton Field, CA just outside San Francisco. These orders, issued at Hamilton, assigned to us a brand new B-24 with Serial No. 44-40269. It was built in San Diego and the inside of the bombardier's compartment was covered with the names and addresses of girls who had worked on it. We were ordered to proceed to Morrison Field, FL at West Palm Beach thence to the overseas destination of this shipment. Our first stop out of Hamilton was Phoenix. We didn't know that it was radio week - honest. The tail gunner had a bad cold and a locked ear. We insisted he go to sick call and the doctor instructed us to lay over a day.]

5 April 1944

Headquarters Station Caribbean Wing,
ATC Morrison Field, FL
OPERATIONS ORDER
NUMBER 1141

West Palm Beach, FL 15 April 1944

[We were called into Operations one evening and this order was handed to our Navigator, Alexander Sobolewski, in a sealed envelope. On the outside of the envelope were instructions to take off and fly a heading of 180° for one hour and then open the envelope. I believe that Al had it open before the wheels were up. We were to travel "from Morrison Field, via the South Atlantic Route to El Aoina, Tunisia, reporting upon arrival there to the Responsible Representative, Fifteenth Air Force". It was a fairly routine crossing except that the tower operator at Borenquin Field in Puerto Rico refused to believe that we had engine trouble - so we didn't make the traditional liquor stop there. When we called into Belem for instructions we were advised that they were out of parking space and we were to land at Fortaleza, north of Belem. It was the rainy season and that little field at Fortaleza was a quagmire. I did manage to get out of the gate and down to a local bar to buy two small mahogany casks of "Cacheca" (?), a local potion made from fermented sugar cane and reputed to be 120 proof

We were refueled by a bucket-brigade supervised by a honcho who stood on the wing waving his lighted cigar and uttering imprecations at his crew. We took off in a light rain which was forecast to be our best chance in the next several days. Made it ok except that the pilot heads filled up with water and all the rate instruments went out. We turned back to Fortelaza and circled while trying to get rid of some of the fuel load. Couldn't do much about the plywood bomb bay liners stuffed full of blankets, C-rations and mail. The tower told us we had better come on in; there was a squall sweeping in from off the ocean. The pilot, Lloyd Breisch, had the nickname "Jinks". I don't know why. He did a great job. I congratulated him on the landings, particularly the third one. We stayed on the ground with that one. Tried it again the next day and did just fine. We departed at night so that we would make landfall off Dakar in daylight. When the co-pilot, H.O. McAllister said he would turn on the radio compass about 150 miles out and home in on Dakar, the Navigator came unglued. He said that he wasn't going to sweat all night long with celestial navigation and then have them take him in on the beam. Mac did turn it on but stayed on Al's headings and we came in 4 miles north of Dakar. Al said that he did that on purpose because Dakar is on a point extending southwest and he didn't want to miss it.]

On the way from Dakar to Casablanca, Al distinguished himself once again by taking us through a pass in the Atlas Mountains in practically zero visibility. Later, someone told him that the maps he had been issued were notoriously inaccurate in that area.

Arriving in Tunisia, our luck held true to form, there was no representative of the 15th AF there and no 15th AF. After a brief stay in an infantry camp we learned that the 15th AF had moved their headquarters to Foggia, Italy two weeks earlier. When we found Foggia and someone who seemed to be fairly "representative" of the 15th AF he made a snap decision and gave us instructions on how to find Torretta. We arrived there on 4 May 1944. Since we were raring' to go we asked how long it would be before we had the privilege of flying our first combat mission. The head of our wel-

coming committee looked at his watch and said, "Well, it's too late to get you on tomorrow's mission. " We had to wait until 6 May 1944 and were baptized by flying on the fifth mission flown by the Group: Pitesti, Rumania.

I have related in previous correspondence that the plane we flew into Torretta, Serial Number 44-40269, had a Norden bombsight and, since the 484th BG used Sperry bombsights and didn't have maintenance facilities for Norden, our plane, which we had flown from San Francisco, CA was assigned to another Group and we drew a plane which had been ferried in earlier and parked at 827th Squadron. Anyway, that evened up the number of planes and the number of crews in the 827th Squadron. I believe that the plane we were assigned, which carried the ship number 74, was Serial Number 42-78283. There is a picture on the back cover of Torretta Flyer #23 which shows a plane with these numbers. The picture is credited to Jim Pool, 825th Squadron. If he can verify that the picture was taken between 6 May 1944 and 18 August 1944 (my last mission) that should establish that was our plane. The list of planes in Torretta Flyer #24 indicates that #42-78283 crashed on 1/31/45; that's all. If anyone has more information, please let me know.

It has been a real kick digging through long-forgotten files. It is surprising how these yellowed pages have survived all those moves between wars. (Civilian engineers move more often than military people.) Several of the orders give "home of record" addresses. It may be possible, using the CD-ROM phone books, to find a few of the people who shared what must have been the greatest and most significant moments of our lives (up to now).

Sincerely yours,
Lesley L. Seyler

The crew is as follows:

2/Lt	Lloyd Breisch	0693840	Mos 1024 P
2/Lt	Harold o McCallister	0761148	Mos 1022 CP
2/Lt	Alexander Sobolewski	0700672	Mos 1034 N
2/Lt	Lesley L Seyler	0701654	Mos 1035 B
S/SG	Leroy H Smith	39121296	Mos 0748 E
Sgt	Edward F Fahey	12177418	Mos0757 R
Sgt	John R Brennan	37350451	Mos0748 E
Sgt	Elbert J Wallace	17099250	Mos 0612 G
Sgt	Lorin K Heimbruch	36811573	Mos 0748 E
Cpl	Richard K Rutledge	20622561	Mos0611 G

College Station, TX
Dear Bud:

Receipt of your fall winter Issue of the Torretta Flyer reminds me to follow up with you. It is a good issue, you are doing a good job.

I have been in contact with Alfred Wittman in Ingolstadt for over a year now, and we have carried on a fine correspondence, thanks to your efforts to get us together. Also have been corresponding with Robert Willen the pilot who lives in Cincinnati; We couldn't make the POW in 1995, but did in St. Louis in 1992. Also I have been writing Bill Capece, our Bombardier fairly often.

I am enclosing a write up about my POW experiences in the Bryan-College Station Eagle. There are a few errors regarding my

movements prior to overseas deployment

* I'm still glad to be alive today. Alfred waited 50 years to tell me he witnessed the burial of my crewmates in the churchyard near Ingolstadt. In fact he has an aileron off of our B-24 on the top of his house and sent me a picture of it. he lives only a few blocks from the Catholic Hospital where I was taken on June 13, 1944.

Many good things happens to you if you wait long enough!

Bud, thanks for your help and cooperation.

Sincerely,

A H Fred Walker, Capt. USAF Ret.

Quoted from the Bryan-College Station Eagle
Story by Jennifer Bevers

To this day, Fred Walker wonders why he is still alive.

Now 80, Walker, an A & M graduate who lives in College Station, still isn't sure why his life was spared on June 13, 1944, when the B-24 Liberator bomber he was navigating over Germany was shot down by enemy fire. Only he and two others out of a crew of 10 survived.

Walker has made several trips to Germany since World War II to visit the places that were important to him, like the German hospital in Ingolstadt, Bavaria, where he was treated for extensive burns suffered while escaping from his aircraft. He was never able to find the tree that helped break his fall after his damaged parachute failed to slow his descent.

"In the Air Force, you have a 50 percent chance of getting shot down, and a 50 percent chance of getting out," Walker says. "You go in thinking you're doing your thing for the country."

The most important place Walker wanted to find was the burial site of his lost comrades. That remained a mystery until a few years ago when a letter from Germany helped locate the graves of the dead crewmen.

Alfred Wittmann, 62, was only 10 years old that day in 1944 when he saw Walker's B-24 go down in flames near his home. It was his family that insisted on giving the dead airmen a decent burial in a churchyard near their home.

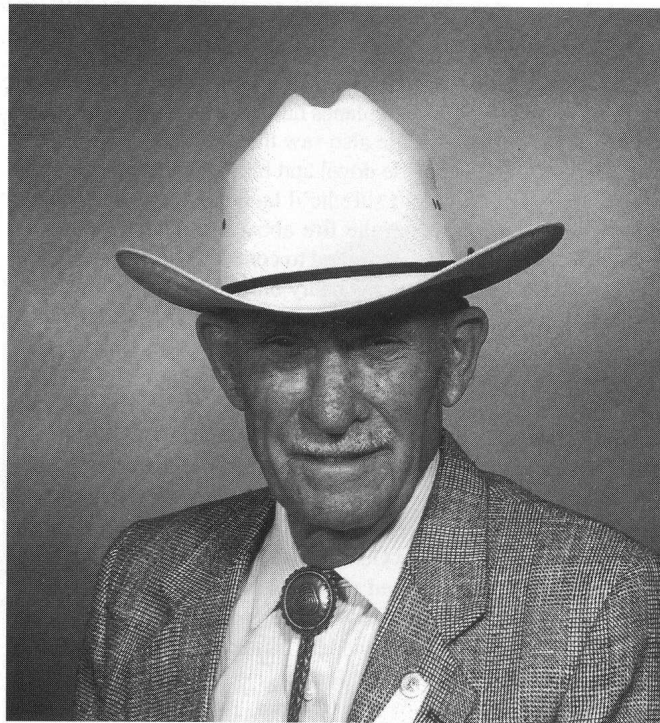
The memory of that wartime experience remained etched in Wittman's mind as keenly as in Walker's. He even kept a part of the aircraft's charred wing that sits today atop his home in Ingolstadt.

It was Wittman who tracked down the three survivors several years ago and who has been corresponding directly with Walker over the past year. Walker has a standing invitation to stay at Wittman's home in Ingolstadt if he ever wants to visit the gravesite.

Walker graduated from Texas A & M in 1936 and worked for a time at the Bureau of Entomology in Kinney County and then as a county agent in West Texas and Menard County before he joined the Army to fight for his country in World War II. In 1942, after he had been trained as an Army Air Corps navigator at Fort Riley, Kansas., 1st Lt. A.H. "Fred" Walker was assigned to the 825th Squadron, 484th Bomb Group, 49th bombardment Wing, 15th Air Force, flying out of Foggia, Italy.

The custom in those days was for the crew to give their bomber a name, i.e., Memphis Belle, Enola Gay, etc., and paint it and an appropriate emblem on the side of the plane. Walker said he remembers that his crew discussed doing this once during one of the four successful missions they completed. But the crew never got around to doing anything about it.

"I didn't call it 'My Lucky Baby' or nothing like that," Walker



Fred Walker

said.

Walker was hoping this mission to bomb an aircraft factory in Neuaubing near Munich would run as smoothly as the four earlier missions he flew. It didn't.

His crew's first alternate target was the city of Munich, and the second alternate target was the marshaling yards at Innsbruck, Austria. They never reached either target or the aircraft factory. "We were going to bomb the aircraft factory," Walker says. "We were hit and our plane was on fire. Our hydraulic system shut down."

When Walker summons up these memories of more than 50 years, he leans his head back and shuts his eyes. He says he can't remember the details as well in a face-to-face conversation. He has to take himself back to that day to recall them. Hit in the number three engine by antiaircraft fire, the bombers had to fall back from the formation. It was attacked by German Luftwaffe fighter planes, causing a fire in the bomb bay.

This is the first reason Walker thinks he shouldn't be alive. The second is his jump from the plane, through the flaming bomb bay doors that were open just enough for him to squeeze through. The pilot, 2nd Lt. Robert Willen, squeezed through the left window of the airplane to jump, and the bombardier, 2nd Lt. William Capece, somehow managed to escape from the nose.

The plane's co-pilot, 2nd Lt. Arthur Roth, tried to escape from his right side window. Roth managed to get out, but his parachute got caught on the plane, and he fell with the aircraft. Six other crew members plunged to their deaths inside the plane.

According to Walker, all the planes flying in the 825th squadron that didn't turn back for fuel were shot down that day. Walker's plane was flying at 29,000 feet. He free-fell for about 5,000 feet before he pulled the ripcord on his chute.

"I remember the fall was quiet up there. Even with all the hubbub and noise, I couldn't hear anything," Walker says. When he landed, Walker realized again how lucky he was to be alive. It was then that he realized German planes had been shooting at him during his fall to the ground. He also saw that he had made the jump with his parachute on upside down and backwards.

Walker says he wasn't sure he'd land safely because he had holes in his parachute from the fire aboard the plane and debris flying through the air. He attempted to control his descent by pulling on the shroud lines with his badly burned hands. As fast as he was falling, he might not have survived the jump had he not landed in a tree. He was left dangling with his feet barely touching the ground.

Germans quickly surrounded Walker. A German civilian checked to see if he had a gun which he didn't. He was then turned over to four German lieutenants. One of his captors said, "Well lieutenant, the war's over for you. I just got out of prison camp in England. You won't be as lucky."

Walker rode with the Germans to what he thought was the prison. But the Germans had noticed his severely burned hands and instead took him to a hospital in Ingolstadt, where Catholic nuns cared for him for 17 days. His hands were burned so badly they remained bandaged throughout his eventual imprisonment.

"They left my Aggie ring and wedding ring on though," Walker says, twisting the worn Aggie ring around his finger.

The German soldiers didn't forget about Walker. When he was released from the hospital, they escorted the prisoner of war to the Stalag Luft III compound, Center Camp, 80 miles southeast of Berlin. Walker eventually was reunited with Willen and Capece at the prison camp. They knew their other crew members were dead, and it pained them to think of how — or if — they were buried. Finding food and seeing his family again are what kept Walker's mind occupied during his seven months as a prisoner of war.

"We had to do a lot of uncalled for things, like be counted every day," Walker says. "We were cold and hungry, but it was better than how the Japanese treated their POWs."

Walker kept a logbook throughout his imprisonment in which he listed what he did each day, down to what he ate and his thoughts. He says he read about 100 books while he was a captive, recording the title of each in his logbook. He also kept a record of letters he wrote and received in the logbook. Capece, a budding architect, drew pictures in the logbook of scenes they witnessed at the prison camp and even sketched a plan for a house that Walker wanted to build for his family one day. Along with the descriptions of POWs in the book were descriptions of fictitious prisoners that contained coded information about the POW camp and enemy fortifications. Walker still has his logbook today.

Walker's wife, Nelle, didn't know her husband was being held as a prisoner of war until she received his first letter to her. That letter did not arrive until November, five months after he had been shot down. She still has the telegram from the Red Cross stating that her husband was missing in action. She says since she never heard for certain that he was killed, she kept hoping that he was alive.

In January 1945, Walker was released from the prison. He was repatriated to Switzerland because of the severe burns on his hands. He was one of three or four American soldiers out of 1,500 in the Stalag to be released at that time.

Walker says he felt guilty about his release, so he took down the names and addresses of the next of kin of about 100 soldiers

there and wrote their families to tell them their loved ones were all right.

From Switzerland, Walker went to Washington, D.C., and then to San Antonio, where he was reunited with his parents, wife and daughter Jo Anne. He returned to Texas A & M, where he became an extension range management specialist, the first in the U.S. He retired from the university in 1972 to operate a ranch in Val Verde County.

Even though the war was long over and Walker had made himself comfortable in his new life, thoughts of the crew members who lost their lives kept entering his mind. He still wondered if they had gotten a decent burial. Enter Alfred Wittmann. Wittmann wrote to Walker that he often wondered if there were any survivors of the bomber crash he witnessed as a child. If there were, he wanted them to know he witnessed the burial of the seven men who died in the plane crash.

"I've always wondered why he waited so long to contact us," Walker says. "He never told us why he waited. He's kept silent for more than 50 years, and I guess it played on his mind."

Wittmann wrote a letter to the 484th bomb group in California a few years ago and asked them for information related to the flight, mission and crash of Walker's plane that day. The group provided the names of the survivors. Wittmann contacted Walker, Willen and Capece.

Walker has been corresponding with Wittmann for the past year. By exchanging letters, pictures and tapes, the two have become good friends. Walker has also kept in contact with Willen and Capece and saw Willen for the first time since the war at a POW reunion in 1992.

Walker has made several trips to Germany since the war to see old war sites. About 12 years ago, he hired a German guide to help him find the tree he landed in, but they never located it. He found the hospital where he stayed, which he later discovered is just a few blocks from Wittmann's home.

Other than his memories, Walker's tangible mementos of that period in his life include medals and certificates of merit for his service in the war. An unfriendly reminder is a piece of shrapnel in his left ankle from the guns that shot down his plane.

He's also kept letters he and his wife of 60 years exchanged. A few weeks ago he found a box of letters written to him during the war by his parents that were returned to them unopened.

There are things about World War II that Walker won't talk about, but he says he holds no grudges against Germany. "Germany is a wonderful, beautiful place," he says. "I have no animosity toward the Germans. They're fine people. They were led astray by old Hitler."

And sometimes, instead of wondering why he is alive, Walker decides to just be happy about it instead.

"There's always some fear of what might happen to you. You're determined to make it. I'm happy to be alive."



These are the individual crew members of Gerald G Spitler's crew taken in Colorado Spring, Colorado in March of 1944. The crew is slightly different than the one shot down 13 June, 1944 when Robert W Willen was the pilot. The ones marked KIA went down with the airplane. See the letter from Alfred Wittman and subsequent story in Torretta Flyer No 27, page 19. This page is devoted to those (KIA) who did not return. This is the theme of the plaque installed in Arlington National Cemetery.



2/Lt Gerald G Spitler Jr-P



2/Lt Arthur C. Roth KIA -C/P



1/Lt Alfred H. Walker-N



2/Lt William M Capece-B



S/Sg Roland B. Giroux KIA -E



S/Sg Otis E. Rule KIA R/O



Sgt Phillip S Davison Jr KIA-N/G



Sgt Paul J. Doss-T/G



Sgt Julius S. Jackson KIA



Sgt Earl J. Schapker KIA-U/G



Top Row Standing left to right: 2/Lt William M Capece-B, 1/Lt , Alfred H Walker-N, G G Spitler-P, Arthur E Roth-C/P . Kneeling from left Roland B Giroux-E, Sgt Philip S Davison-NG, Cpl Paul J Doss-G, S/Sgt Otis E Rule-G, Sgt Julius S Jackson-G. This crew assignment is different from the crew that was shot down on June 13, 1944. See *Torretta Flyer* No 27, page 19.

Another Day, Another Mission

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.

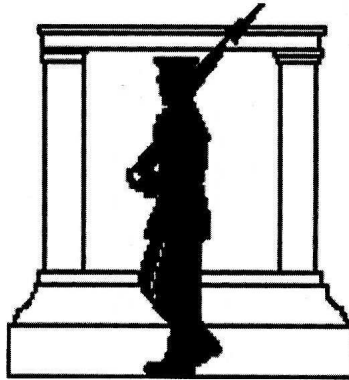
Must get to Op's for today's 'form. Again, a quick hike through the graying dawn as the moist air gives way to the stirring of a slight breeze. The first rays of the sun start to push the heavens aside as they try to break through. It's going to be a short hop today, otherwise we would still be groping 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 Op'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 sums. Quickly now- supercharger regulator controls off, mixture controls- off, Propellers- fully up, Intercooler- cold, Gills open and locked, Air Cleaner closed. The click of switches signals action is about to begin!

No. 1 starter begins fuming 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 fumed 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 fuming 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.

M J Jake Pierce (a friend)

The Last Mission



My life has been very well blessed,
and through it all, I gave my best,

My philosophy is very simple, it's true,
live each day to the fullest and laugh a lot too.

Try to make music a part of each day,
for it's certain to help you along life's way.

Treat each woman or man as a sister or brother,
forgive and forget, love and help one another.

Believe in one much mightier than man,
who walks with you and lends you a hand.

And now although I leave for a while,
as I go, I say with a smile, to my family
and friends, this is not good-bye.

We'll meet again one day at 12 o'clock high.

In Memory of Jack Messersmith., by daughter Dawn
Master

The following list 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. The contents of the obits reflect the amount of information that we have received to date. Do contact the Association of office if you have any additional knowledge on the persons listed here.

Jack Douglas Messersmith, 824 Squadron



Jack Messersmith was the tail gunner on Vincent DeMaio's crew 824 squadron. The crew is shown left to right back row: Vincent DeMaio-P, Ira Kessler-CP, Leonard Waterman-B, and Gary Lloyd-N. Front row: Joseph Pastelak-E, Joseph Seeley-RO, Ormond V Schusterick-BG, Frank Taylor-NG, Leonard Nucero-UG, and Jack Messersmith-TG.

Dear Bud:

This is to inform you of the death of our father, Jack D. Messersmith on December 15, 1996, and to thank you and your staff for the kindness and consideration you have shown him.

Words cannot express how proud Dad was the day Torretta Flyer No. 29 arrived at our home. There on the cover was the plane that represented to him the best group of guys he ever had the pleasure of knowing, and Dad knew a lot of people in his lifetime! When he read the notes from his diary printed on page 33, he stood a bit taller, and again he related to his family the bravery of the men involved. He never talked about his own contributions, only those of others.

Although he fought a brave battle with Alzheimer's for several years and experienced memory decline toward the end, Dad never forgot the 484th Bomb Group or his buddies on the B-24, "Wheels Wagon". Therefore, we feel it is only fitting that our family share the enclosed "Tributes to Jack" with you.

Dad was one of the great comedians and entertainers of all times, for which he received no compensation. No compensation? Only the laughter and love of all the people his humor and caring touched. You see, he knew how an "owie" on the knee of a grandchild could disappear when Bugs Bunny appeared, his teenager's broken heart would mend when Elvis Presley appeared playing "You Ain't Nothing But a Hound Dog" on the fireplace broom, and what adult couldn't face the day when Dad would break into his favorite Laurel and Hardy comment, "This is a fine mess we got ourselves into this time Stanley".

Jack's zest for life was infectious, which made him an easy target for anyone in the mood for great conversation. His command of subjects from airplanes to zebras drew people to him, and after the initial meeting they were back for more. He had many friends....few acquaintances. Recognizing mankind as one family, he knew no race, color, or religion - all were welcome at his table.

His daily life was representative of his faith in God, and his faith and wisdom increased with age. Striving to improve only himself, he left judgment of others to a "higher power". His love was unconditional and he not only could forgive, but had the rare ability to also forget. Integrity, respect, love, and compassion were not just words, but qualities woven into every fiber of his being. His love for his family prompted him to attempt to instill these qualities into his children, grandchildren, and great grandchildren throughout his life.

A fierce love of country prompted him to serve during World War II as a tail gunner in a B-24. His respect for the American flag can best be summed up in his own words, "It represents all the brave men and women who love and defend the principles for which it stands". He was proud of "Old Glory" and he had earned the right to be.

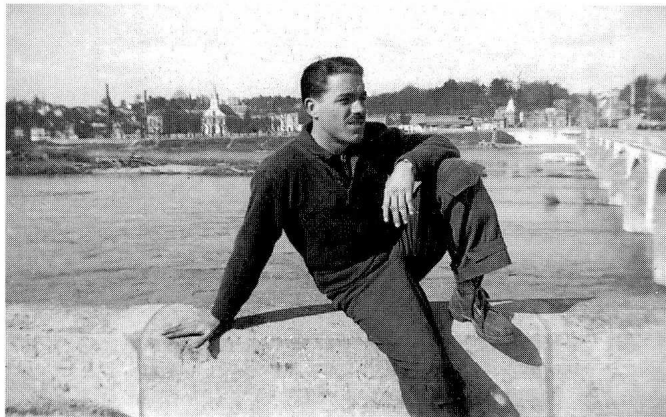
He left a legacy and a huge pair of shoes to fill. Only time will tell if each member of his family passes the test.

Born August 28, 1923

Passed away December 15, 1996

Dawn Master,
daughter

Franklin S Ennis 824 Squadron



Editors Note: Franklin S Ennis passed away October 13, 1996. He was the radio operator on Austin R Stanford's crew 824 Squadron. He was one of the early members of the association and attended many reunions including last year's San Diego reunion. The following letter is from his daughters.

Dear Bud

Thank you so much for the letter of condolence on the death of our father, Franklin S. Ennis, of Newark, Delaware. As you mentioned, he was an active member of the 484th Bomb Group Association for over fifteen years.

After his service as a radio operator on the European Front, he returned to Delaware where he was employed as a methods analyst by the Du Pont Company for 42 years. In 1948, he and Henrietta Sartin, an army nurse, were married and raised a family of four daughters. They had been married for 43 years at the time of her death in 1992. They had 11 grandchildren and one great-grand daughter.

The same devotion to the common good that served Franklin Ennis in his military career was translated into an active volunteer life after World War II. He was a member of his local Masonic Lodge, treasurer of his church, a Sunday school teacher and a member of the Methodist Men's Association. After his retirement in 1982, he donated his time to feeding the poor at a local dining room, delivering Meals on Wheels to the elderly and transported patients to the hospital for the American Cancer Society. He had traveled extensively around the world and was an avid bowler and gardener. The reunions of the 484th Bomb Group Association were always eagerly anticipated by him and his wife.

Our father had battled prostate cancer for five years. He died at home, surrounded by his family on October 13, 1996.

Sincerely,
His daughters



His crew standing from left: George L Boley-B, James B Nesby-N, Jack F Breen-CP, and Austin R Stanford-P. Bottom Row: Joseph M Heimerl-BG, Elva E Hahn-E, Harold B Miller-UG, Lloyd O Wakefield-NG, Franklin S Ennis-RO, and Frank R Casagrande-TG.

Sgt Herman F Biber 826 Squadron

Sgt Herman F Biber, 826 Squadron was the Engineer on Lyle D Branson crew. We were notified by Anthony Lucca September 29, 1996. Date of passing is unknown.

S/Sg Ellsworth Goodell 826 Squadron

S/Sg Ellsworth Goodell 826 Squadron was preceded in death by his wife Alice. He was the radio operator on Vincent W O'Shea's crew. As an Association member since 1983, together with Alice, they attended reunions every year, meeting and making lifelong friendships within the Group. He last lived in Manchester NH. His sister Mariam Muller notified us of his passing on September 31, 1996.



2/Lt Tillman J Gressitt 827 Squadron

2/Lt Tillman J Gressitt 827 Squadron is survived by his wife Pat and children. He was the Navigator on Brice H Kellers Crew. He made his home in Atlantic Highlands, New Jersey. Daughter Kit Bacon told us of his passing in December of 1996.

2/Lt David A Hill 824 Squadron

2/Lt David A Hill 824 Squadron has died. and served on Donald A Bolmgren's crew. He last lived in Coram, MT. His mail was returned to us by the Post Office March 13, 1996. He passed away July 4, 1995

T/Sgt Gaetono Intoccia 824 Squadron

T/Sgt Gaetono Intoccia 824 Squadron is deceased. He won the DFC in February of 1945. He was the engineer on William L Adams' crew. He last lived in East Scranton, Pennsylvania. Charlie McKew notified the Association on February 20, 1997. Date of death is Unknown.

Pvt Evan L. Jenkins 824 Squadron

Pvt Evan L. Jenkins 824 Squadron was a member of the ordnance crew. His home was in Ashville, North Carolina. Charlie McKew notified the Association on February 20, 1997. Date of death unknown.

Sgt Joseph W Karg 826 Squadron

Sgt Joseph W Karg 826 Squadron, gunner on Lyle D Branson's crew is dead. Anthony Lucca wrote the Association September 29, 1996. Date of passing is unknown

Sgt Murry L Kendall 824 Squadron

Sgt Murry L Kendall 824 Squadron (Ord), lived in Axton, Virginia. Our mail to him was returned by the post office on February 10, 1997. Date of passing is unknown

S/Sgt Charles E McDowell Jr 826 Squadron

S/Sgt Charles E McDowell, 826 Squadron ASN 37415167 engineer, Harold F Noel's crew, died in August, 1995, reported by his son Lt/Col Donald R McDowell USAF Ret. He last lived in Florissant, Missouri.

Capt Robert C Quinlan 825 Squadron



Capt Robert C Quinlan 825 Squadron pilot, was a long time member and supporter of the association.

Editors Note: Bob and Svea attended many reunions, and made many friends over the years including the founders of the organization Bud and Bea Markel. He was always offering to help the Association with finances to achieve its goals and did so many times. At one breakfast at the Nashville reunion, Bob and Svea, Harold and Gloria Meshel, and Bea and I were seated together. It was a sunny morning that set a happy mode and we all enjoyed each others' company. At the conclusion of the meal, without comment, Bob handed over a check to help pay for the printing of the Group microfilm files, this paved the way for the microfilm printing.

He was taken by cancer on February 17, 1997. Capt. Quinlan was born in Tulsa, Oklahoma on November 20, 1913 and was in the oil business there and in Dallas until he retired in 1985. During World War II, he was a pilot flying B-24's out of Italy with the 484th Bomb Group until he was shot down and became a German P.O.W. for eleven months. He was a member of the Quiet Birdmen and the Daedalians. Survived by his wife, Svea W. Quinlan; daughter, Mrs. Julie Shubert of New Braunfels, Texas; sons, Charles M. Quinlan and Thomas R. Quinlan, both of Dallas; four grandchildren and sister, Mrs. F.D. Sinclair of Tulsa.

Cpl Henry R Ronson 824 Squadron



Cancer has claimed Cpl Henry R Ronson 824 Squadron. He was known as the "Old Tail Gunner." On one occasion the Association needed easels to display the large photographs that are displayed at the reunions. Hank picked up a casual remark he heard during a conversation, and arranged for high school students near his home to make the easels. He

refused reimbursement and suggested that the Association send a thank you letter to the school. The "Old Tail Gunner" was an early and ardent supporter of the Association.

Hank is survived by his wife Irene Tess. He was the tail gunner on Richard L Calkins' crew. He lived in Silver Springs, Maryland. He succumbed to cancer on October 4, 1996.

Sgt Ralph E Smith 826 Squadron

Sgt Ralph E Smith 826 Squadron, gunner on Lyle D Branson's crew has died. Anthony Lucca notified the association on September 29, 1996. Date of passing is unknown.

2/Lt Robert J Wehner 827 Squadron

2/Lt Robert J Wehner 73, a pilot with the 827 Squadron died suddenly in Myrtle Beach, South Carolina. He was a professor of political science at Springfield College, and had taught previously at the University of Massachusetts and at State College, Keene, New Hampshire. He stayed in the service after the war and participated in the Berlin Airlift before his retirement from the Air Force in 1963. He is survived by his wife Elizabeth, four sons Robert Jr., William S, Thomas N, and James M, and three daughters, Barbara, Mary, and Therese. He lived in Ludlow, Massachusetts. Date of death is January 6, 1997



Left to right: Bob Wehner-P, Vic Watson-CP, Russ Hawes-N, and Ed Carlock-B



S/Sgt Ira J Whiteley 827 Squadron

S/Sgt Ira J Whiteley 827 Squadron tail gunner on John S Wise's crew passed away October 13, 1996

The association was notified by Adolph Marcus on February 8, 1997.

S/Sgt William E Whitted 824 Squadron

S/Sgt William E Whitted 824 Squadron gunner on William D Lawrence Jr's crew, passed away on June 13, 1988.

Adolph Marcus notified the association on January 24, 1997.

M/Sgt Bill A Whitty 825 Squadron

M/Sgt Bill A Whitty 825 Squadron passed away on April 24, 1987 as reported by Adolph Marcus January 24, 1997

Sgt Herbert J Whitworth 825 Squadron

Sgt Herbert F Whitworth 825 Squadron, the radio operator on Cecil R Ellis' crew passed away on July 31, 1990. He lived in Muskegon, Michigan.

Sgt Lyle D Wiggins

Lyle D Wiggins waist gunner on Orgene V Colvin's crew has passed away. Date of death is unknown. Notified by Adolph Marcus October 31, 1996

Sgt Rudolph H Wild 826 Squadron

Sgt Rudolph H Wild 826 Squadron engineer on Chester A Ray's crew passed away April 17, 1988. Notified by Adolph Marcus October 31, 1996

Cpl Carol Wilfong 824 Squadron

Cpl Carol Wilfong 824 Squadron died December 22, 1977 Notified by Adolph Marcus October 31, 1996

S/Sgt Cecil E Wilkinson 825 Squadron

S/Sgt Cecil E Wilkinson 825 Squadron ball gunner on Albert C Hitzing's crew died July 6, 1981. Notified by Adolph Marcus October 30, 1996

S/Sgt Casimir W Willard

S/Sgt Casimir W Willard gunner died on November 30, 1981 Notified by Adolph Marcus October 30, 1996



The Engineering Office, 824 Squadron date unknown, but probably spring or early summer of 1944., as the status board shows many RB-24E's. Most RB-24s were restricted to training purposes and could not be flown in combat. Reading from top: 1) Sgt. Lynch's aircraft, B-24J S/N 42, 1001:20 had 202 hrs total time, serviceable. 2) Sgt. Sage's RB-24E, 41-28535, 424:45 hrs was serviceable. 3) Dutcher's B-24E 42-7031, 1460 hrs needed oxygen, & armament service. 4) Sgt. Allen's RB-24E, 41-29034, 1119:50 hrs,

serviceable. 5) Sgt. Piatek RB-24E 42-7196 needed fuel cell replacement. 6) Sgt. Daniel's B-24H, 42-7642, 437:55 hrs need left inboard brake expander tube replacement a/c leaking. 7) Sgt. Stopera RB-24E, 42-7208, 653hrs, serviceable. 8) Sgt. Coleman's RB-24E, 42-7096, 1087:05 hrs, serviceable. 9) Cpl. Smith's RB-24E, 41-290:55 hrs, needed oxygen & guns serviced. 10) B-24E 42-7052 no status. Crew Chiefs and helpers please contact the editor for further interpretation of this important photo.

484th Bomb Group Association
1122 Ysabel St
Redondo Beach, CA 90277-4453-13

Address Correction Requested
 Forwarding & Return Postage Guaranteed

NON PROFIT
 ORG
 US POSTAGE
 PAID
 TORRANCE, CA
 PERMIT 259