

Lt David W Sheddon-P, 825 Sq

David W Sheddon, 73 has died of cancer, he was born in Cleveland, OH, spent most of his adolescent years in Atlanta, Georgia, where he attended Georgia Tech. While in college he was drafted into service, where he received flight training and was shipped overseas to the 484th Bomb Group.

He is survived by his wife, Miriam, a daughter Alice in Sacramento, and a son Mark in Encinitas.

Editor's Notes:

He first started flying on October 16, 1944 and flew his last mission on December 20, 1944. On that day his flight crew was as follows:

2/Lt P Sheddon, David W
1/Lt C/P Kerr, C W
2/Lt N Kincade, K P
2/Lt B Doblle, D H
T/Sgt E Graves, R G
T/Sgt RO Fore, D G
S/Sgt NG Wright, E W
S/Sgt TG Hansen, R E
Sgt BG Gross, S
S/Sgt UG Parr, C A
Pvt f Goodlett, W C

See assigned crew photo on page 33

The crew was assigned to ship#44-41136 Nose#33, Position Able 22. The target was the Brux Sythentic Oil Plant.

Of the 23 planes that took off, three returned early, three failed to return, Zemantz landed at the 454th BG (just north of the 484th). Gaskill landed at Triola, and arrived back at 0958 the next morning. Sheddon landed at Vis, 5 crew members bailed out before landing.

The plan was to bomb by PFF, but weather conditions (a huge thunderstorm) en route caused an alternative target, Linz, Austria to be chosen, otherwise the meeting with the fighter escort would have been missed. (20 P-38s, and 17 P-51s) Bombing altitude was 24,000 ft at 160 MPH, with the bomb Load of 7 ea 500 pound RDX bombs. RDX explosive was supposed to be stronger than GP bombs.



1/Lt Arthur J Scholl, C/P 825



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Arthur thoroughly enjoyed his participation and interaction with members of the 484th Bomb Group Association at the reunions. He looked forward to the Torretta Flyers and read the contents with great interest.

After he completed his 35 Missions he was returned to the U. S. for reassignment to the Air Transport Command based in Delaware. Speaking for Art and myself I want you to know that your initiative in founding the group and your hard work that you and your wife do to support the organization is greatly appreciated. Sincerely, Rosemary Scholl

Ed's note: Art and his wife, Rosemary, attended reunions in 1990, 1992, 1993, and 1995. He started flying missions on July 27, 1944, with one to the Manfred Weiss Armament Works, Budapest, Hungary, and ended February 19, 1945 with a mission to the Graz Austria Marshaling yards. On 27 July, Art Scholl flew as co-pilot on Billy B Neel's crew, 825 Squadron, in Ship 42-94742 Nose #36, Their crew that day was as follows:

P	Billie B Neel	1/Lt
C/P	Arthur Scholl	1/Lt
N	Charles M Cossey	2/Lt
B	Sorkin, Jack L	2/Lt
E	Danielson, Harry G	Sgt
RO	Stamper, William H	Sgt
NG	Montemerlo, Guido D	Cpl
TG	Valdez, Juan	Cpl
BG	George Setser	Cpl
UG	Drake, William R	Cpl

Of the 40 aircraft that took off that day, five returned early, due to mechanical problems. Ship #36 took off at 0601 and returned to base 1214.