

Because the mechanical maintenance of the aircraft was labor intensive, there was very little manpower left to keep up the various identifications, such as the nose number, the radio call letter, squadron colors and so on. In the beginning of operations, planes flew without any identification at all, again determined from photos.

The 49th Bombardment Wing Groups, consisting of the 451BG, 461stBG, and 484th BG painted the tops of the rudder/fin red so that the aircraft serial number was not covered over, but not universally applied either throughout the Wing. On the bottom half of the rudder/fin the 451st Bomb Group displayed a large red ball, the 461st a bar, and of course in the 484th the bow tie. On some olive colored aircraft the bow tie was outlined in white, on silver airplanes outlined in black, again not universally applied. Crew chiefs were often discouraged from painting new aircraft that were assigned to them as quite often they would be shot down before the work was completed. It was known that aircraft were transferred between units, some as far away as the 8th AF in England.

The mechanics worked out in the open with primitive tools, as much of the supplies intended for the 15th Air Force were at the bottom of the harbor at Bari, Italy, because of a disastrous bombing attack by Ju-88s on the harbor in December of 1943.

Thanks for the information on the Website Link to POW Artists of WWII, and specifically William N Capece. We did have his name and current address on our database and had invited him to join the association back in 1994. Haven't had a reply. If you do talk to him, perhaps you could prod him. It would be nice to have some of his artwork to display in the Torretta Flyer.

Bud Markel 484th BG

Ebergassing, Austria
Dear Bud and Bea,

In America the people suffer on hurricanes moving very fast. In Austria time goes by as quickly as the hurricanes move.

This should be an apology for not writing to you sooner. In summer and fall usually there is so much to do in the garden and in the house that I postpone my correspondence from one week to the other. Then, suddenly there are only a few weeks until Christmas and the year is over.

Thank you for the Torretta-Flyer and the mission list you sent me months ago. Something interesting about the "fell" places: I found out that many of the crash sites listed in the MACR are not the places where the plane actually crashed. I will tell you more about that in my next letter.

My air war research work has kept me busy, too. In spring I searched and found for a member of the 463 Bomb Group the crash site of his plane (10 May 1944). I even found small parts of the plane and was able to send them to him back to the USA.

This search led me to the crash site of a B-17 of the 97th Bomb Group (23 April 1944) and of a B-24 of the 464th Bomb Group (29 May 1944). In both cases I even found photos of the wreckage. I was also able to find a former German fighter pilot

(he received the "Ritterkreuz" decoration) of the German fighter group JG302 "wilde Sau" (wild boar). He has shot down 22 US bombers. From June to August 1944 his home base was airfield Gotzendorf which is 4 miles away from Ebergassing. He is working on a book about his experiences now.

Taking all that into consideration it is no wonder that I am always behind my schedule regarding house, garden and especially regarding my correspondence.

So I hope that this winter will be a long one so that I might be able to answer all the letters I have received from my friends.

My family and myself are all well and I hope that the same is true for you and your family. If you have more time to spare for writing letters to your friends please do not hesitate to write to me. I am always happy and thankful when I receive a few lines from you.

Best regards
Felix Remader

Editor's Note:

Felix Remader has been a long time friend of the Association, he has contributed articles to the Flyer and was the guest speaker at the Washington, DC reunion.

Dear Bud,
Editor, 484th BG Web page

Many years ago I acquired a bomber jacket from the 826th Bomb Squadron. The jacket is named to a Lt. D. Rothberg. The painting on the back of the jacket is "Sleepy Time Gal." Can you help me with any information about this person or about the missions this plane flew.

Thanks
Tom Rasmussen
[SRasmus 1](#)

Redondo Beach, CA
Tom Rasmussen
Re your E-mail May 11th,

The jacket you have acquired belonging to a 1/Lt. David Rothberg, was a navigator assigned to the 826 Squadron, 484th Bomb Group, 15th Airforce during WWII. He flew missions on crews piloted by Robert J Lovett and Robert E Myers, respectively. For more information you might contact Lawrence Huntoon, who was a member of the crew, at 716/374-2610. Sleepy Time Gal was shot down in the Spring of 1944 with a different crew.

Bud Markel 484th BG Assn.

