

Kingston, PA
Attn. Bud Markel

Dear Bud:

I was the T/G on James Denny's crew in the 825th sq. We were shot down on 4/25/45 over Linz, Austria. First I call your attention to page 30 of Torretta Flyer No. 35, which lists T/Sgt Arthur J. Sullens, who was our engineer, under the date of 4/25/45, which is incorrect. We were, I believe, the last casualty of the 484th, as I had read that only one other mission was flown. Four members of the crew survived; the pilot, 2 waist gunners and myself.

This is a brief story of the mission. Just after the bomb bay doors were opened, we were hit and went into a dive. I kicked out of the tail turret and was slammed to the floor. The next thing I can recall, the plane broke in half just aft of the bomb bay. The only thing I then saw was the radio operator dive out of the waist window. I then followed, was hit in the mouth and knocked out. I awoke about 1-1/2 hours later inside of a house, with my chute hanging from the roof and on a stairway. I then heard a siren and voices. I was picked up, carried to a nearby hospital, which had most of the windows broken. Three days later, after power had been restored, I was ex-rayed. I had a broken back, broken foot and a concussion.

A German major had me put in a cast from my shoulders to my hips and a cast on my left leg. Our forces came through and after several rides in ambulances, I arrived in Paris by plane on my 21st birthday. I was flown via the Azores-Gander Newfoundland and arrived in New York on June 15th. I was hospitalized at the Valley Forge, PA. Army Hospital and was discharged on November 5, 1945.

I have to admit that I shed some tears when I finally saw the list on page 30, and one of the best engineers in the air force, was among our comrades who gave it their all. Bud you do a fine job with the Flyer. I look forward to each one. There were five others on our last mission. I have been trying to find out where they may be buried for you know they went down with the plane with a full bomb load.

Yours very truly,
Earl Harrison

Alma, WV
Dear Bud:

Here is the book I promised, hope it will help you. I thought I had vol two, but can't locate it. Also included are some pages from a book that deals with the political side of the war pages 62-66 with bombings and the foot notes for them. The book is "Wall Street and the Rise of Hitler," by Anthony Sutton.

I have been interested in the political side of the war since taking a German history class in college. It tells how the Germans were ordered not to fire on the British withdrawal to Dunkirk. I have read many books dealing with the political influences of WWII. I would be interested in your comments.

Sincerely,
Charles Marrs, 827 Sq.

Charles Marrs
Alma, WV

Dear Charles:

Thank you for your letter and for the B-24 book. I have not seen this publication before.

As for your remarks regarding certain American-owned companies producing war goods for Nazi Germany and political pressure to alter bombing targets, this could very well be. I am not surprised. There were rumors during and after the war about these activities. I know little about these activities. I would appreciate learning more on the subject.

German leaders criticized the American bombing of German industry for not including the power grids and waterworks, your letter tells how this could have come about. The German war economy did suffer losses of production from the bombing of factories as your enclosures suggests, but when bombing was switched to communication and petroleum targets later in the war, the distribution of goods and war material was greatly effected.

As to the evacuation at Dunkirk, the history books are full of why the British Army escaped destruction, they include supposition, fact, and just plain opinion. The truth may lie somewhere in the middle.

Thanks again for the book and enclosures.
Bud Markel

Lakewood, CO
Bud Markel,

Your envelope came today, and I am very happy to receive all the information. With the full names of the crew I will search the internet. We did remember that Vernon Halliday was from Flint, Michigan.

We have a friend, Luther "Marty" Martinson, in Lakewood who was also in the 484th. He was a Sgt in the staff office, not in the flight group. I will pass your info on to him.

Enclosed is a color print of the crew photo, along with their names. George told us the names and duties several years before he died, and he had it all correct, but he did not remember the first names, except for Halliday.

The information we received from the Military Records reported that the crew flew 16 combat missions, 103:50 combat hours, 136:30 total from February 19 to May 12.

Interesting Fact;

Chetniks, the name given to Yugoslavian partisans led by Draga Mihailovitch. The name meant "men of companies." Chetniks were pro-loyalists and therefore were opposed to Communists under Tito. The Chetniks began the war by actively fighting the Germans, but as the war progressed an unofficial truce developed whereby the Germans left them alone, and in return they did not attack the Germans.