

Editor's Notes

Welcome to issue No. 38

For those of you who were not at last year's reunion in Dallas, TX, you did not hear Professor Umberto Albanese invite every member of the 484th Bomb Group to visit him and his wife in their home in Cerignola, Italy. This all came about because Bea and I had invited the Albaneses to attend the previous reunions in Washington, DC and St. Louis. Last year they accepted and came to the reunion and we did our best to entertain them. This was their first trip to the USA and Texas. Being immersed in the culture of the old west was a new experience for them. It was obvious that the professor and his wife were having a wonderful time as he reciprocated by inviting everyone to visit them back in Italy. He was so convincing in his invitation that member John Nicolai who has extensive travel experience has organized a trip to Italy that will feature a stop in Cerignola to visit Umberto Albanese and his wife Antonietta. The 2002 Italian tour information can be found on page 9.



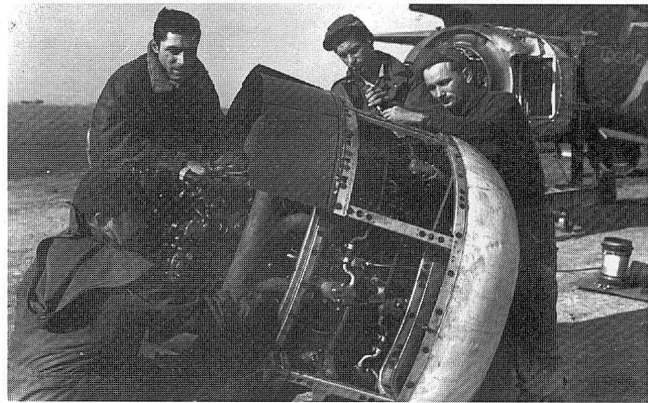
When planning this issue I ran across Intelligence files describing air battles fought between 8th and 15th Air Force pilots flying piston powered fighters against the new Me 262 Jet fighters of the Luftwaffe. What surprised me was that the slower P-51s were shooting down the jets in goodly numbers., this in spite of the 150 to 200 MPH speed advantage of the Me 262s over the P51s. These combat reports, to the best of my knowledge, are being published for the first time. The accompanying photo shows an American soldier pointing to the nose cone of a jet engine indicating the location of the starter motor. See Page 14 for more on the Me 262.

A new book, "The Mustang Story," by Ken Delve reveals some of the secrets of this famous airplane's phenomenal performance, especially the explanation of the "Meredith Effect" by J Leland Atwood. This explains the aircraft's low drag allowing the this piston aircraft to fly faster than any contemporary fighter aircraft of its time. In essence cooling air for the coolant radiators is allowed to expand before passing through the radiator core. Thus reducing the drag of the airplane to a low of about 2%. Compare this design with the let it all hang out in the slipstream theory of design as in the P-40. While the Spitfire and Me 109 used the Meredith Effect partially, the idea was fully developed for the Mustang after many hours in the wind tunnel. Note the P-51 pho-

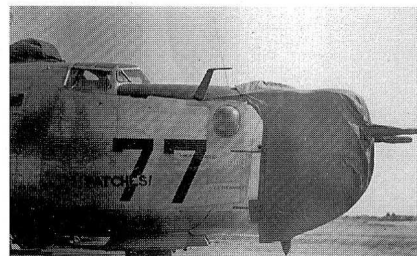
to shown above, the slender air intake below and behind the wing. The radiator chamber, a large box like structure, was located within the fuselage and behind the cockpit, whereas the practice in the RAF and Luftwaffe was to place the radiators on the bottom wings near the roots. See page 30 for full explanation.



A P-51 showing the low air scope that led into the chamber producing the "Meredith Effect," See page 30.



The personal stories by Joe Shugrue (page 11), Ed Lamb, (page 21), and Stan Hutchins (page 31), fill out the story portion of this issue. I have added a poem, "Remember This Man." (page 33). The theme is to remember the men who kept your aircraft in repair. It is true even today, if you work for an airline it's assumed you are a pilot, ignoring all of the other skills needed to keep an airplane in the air.



The Last Item is the complete list of all the B-24s flown by the 484th Bomb Group during 1944-1945 from its base at Torretta (a crossroads). It was compiled by John Beitling. See story starting on page 34.