



The 461st

Liberaider



Vol. 346 No. 1

JUNE 2019

SOMEWHERE IN THE USA

Reunion Information

The 2019 Bomb Groups Reunion will now include a total of twelve bomb groups. This year we will be going back to Dallas and back to the same hotel we used as our headquarters in 2016. Please check out the details on page 20 and sign-up information on page 19. This definitely promises to be another fantastic reunion thanks to the Reunion Committee.

Inside this issue

<i>Reunion Information</i>	1
<i>765th Year</i>	1
<i>766th Year</i>	1
<i>Italian Scene</i>	8
<i>205 Missions</i>	9
<i>Did You Know</i>	10
<i>Legion of Merit</i>	22
<i>President's Corner</i>	23

765th Scribe Recalls Busy Year

by
S/Sgt. Edward A. Zeisier, Jr.
from the April 1945 issue of the
Liberaider

Do you remember the day we arrived at our field in Italy? That ambulance train at that certain railway station which almost inflicted casualties on the squadron before it even reached its overseas destination? How we felt when we first glanced at what

was to be our home in Italy? Those first few weeks of converting barren farm buildings into our headquarters, sleeping on the ground, eating in the open, and utilizing straddle-trench type latrines?

Those first trips to town to observe native life and imbibe the products of the local vineyards? The big deal it was to teach the

(Continued on page 4)

766th Man Recalls Year's Highspots

by
Sgt. Ira L. Fetbroth
from the April 1945 Liberaider

We've gone a long way since the original cadre days of such men as Tenery, Hawkinson, Remy, Lautieri, R. H. Johnson, O. H. Campbell, Eilsbery, Royce, Ditrach, Bishop, Tidwell, Ruble, and Zacek – to mention a few.

Everyone will always remember Captain Darden, our first CO, with the greatest respect. Do you recall the weekly beer parties in

California? Along with the notable absence of mess kits, the parties featured on occasion Long John Tenery at the drums, Butch Malosti on the squeeze-box and Boogie-Woogie Halverson on the ivories. Now Halverson is directing the grooviest band in these parts, while Butch is king of all that the officers survey – and eat – in the mess hall.

Do you remember S/Sgt. Leroy B. Duke leading us in song as we

(Continued on page 6)

Taps

May they rest in peace forever

Please forward all death notices to:

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Gunnison, CO 81230
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Headquarters

<u>Name</u>	<u>Hometown</u>	<u>MOS</u>	<u>Date of Death</u>
Norris, Nye E.	Columbus, OH	787	12/17/2018

764th Squadron

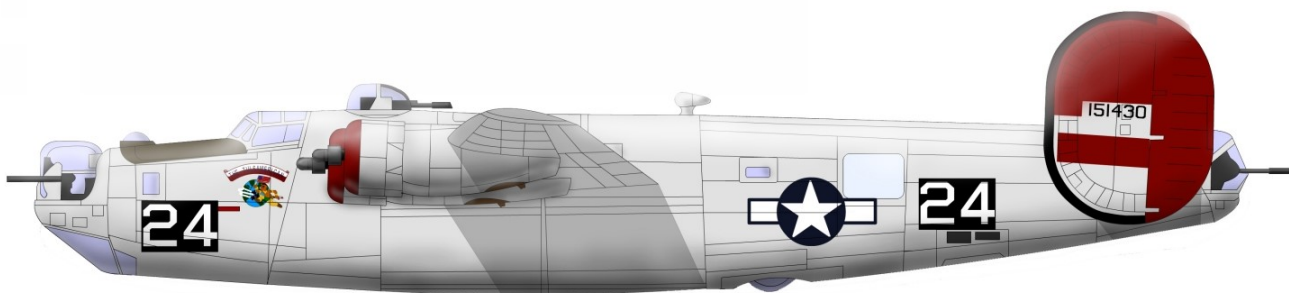
<u>Name</u>	<u>Hometown</u>	<u>MOS</u>	<u>Date of Death</u>
Brown, Jeff L.	Marble Falls, TX	1092	01/06/2018

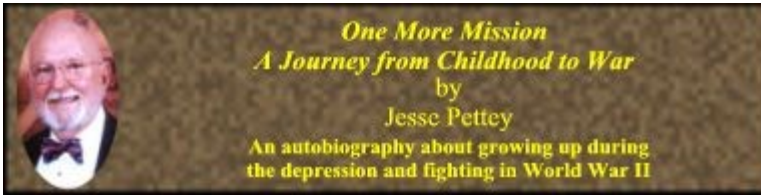
767th Squadron

<u>Name</u>	<u>Hometown</u>	<u>MOS</u>	<u>Date of Death</u>
Miller, Robert F.	Southwick, MA	612	05/01/2018

767th Squadron

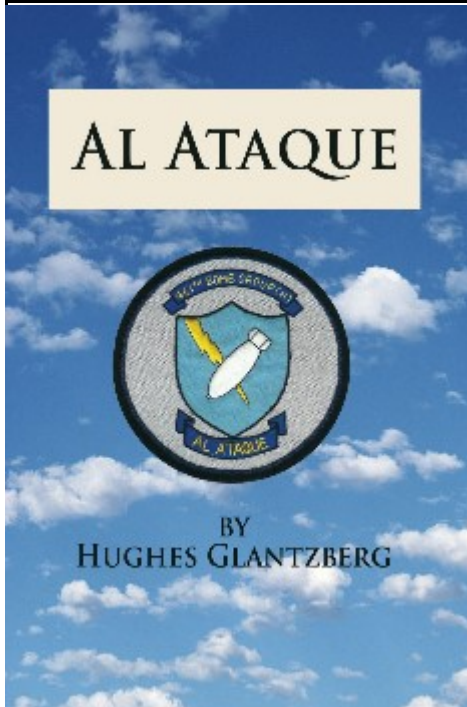
<u>Name</u>	<u>Hometown</u>	<u>MOS</u>	<u>Date of Death</u>
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With a special interest in World War II and the 461st Bombardment Group in particular, I found this book excellent. Most of the men who fought during WWII were in their late teens and early 20s. It's amazing to be able to read about their activities. Liberaider Editor

Available from Amazon.com, Barnes & Noble and Xlibris (at a 15% discount) (<http://www2.xlibris.com/bookstore/bookdisplay.asp?bookid=11013>).



Al Ataque

History / General

Trade **Paperback**

Publication Date: Nov-2006

Price: \$26.95

Size: 6 x 9

Author: Hughes Glantzberg

ISBN: **0-595-41572-5**

413 Pages

On Demand Printing

Available from Amazon.com, Barnes and Noble, Ingram Book Group, Baker & Taylor, and from iUniverse, Inc

Trade **Hardcopy**

Publication Date: Nov-2006

Price: \$36.95

Size: 6 x 9

Author: Hughes Glantzberg

ISBN: **0-595-86486-4**

describes the preparation a bomb group goes through before being deployed overseas as well as the problems of shipping over five thousand men and supplies along with some eighty B-24 aircraft from a stateside base to a foreign country. The book details the establishment of Torretta Field which was used by the 461st for the duration of the war in Europe. The 461st Bomb Group flew two hundred and twenty-three combat missions between April 1944 and April 1945. Each of these is described in the book. Personal experiences of veterans who were actually part of the 461st are also included.



Music Bravely Ringing

by

Martin A. Rush

767th Squadron

This is the story of a small town boy who, during WWII, wandered onto the conveyor belt that turned civilians into bomber pilots. Initially awed and intimidated at the world outside his home town, he began to realize that this was an opportunity to have a hand in stimulating and challenging dealings larger than he had expected. He had a few near-misses, but gradually began to get the hang of it. His story is that like the thousands of young men who were tossed into the maelstrom of war in the skies. He was one of the ones who was lucky enough to live through it.

Available from Amazon.com, Barnes and Noble, Ingram Book Group, Baker & Taylor, and from iUniverse, Inc.

(Continued from page 1)

more descriptive expressions of Army slang? Whistling at the señoritas with their king size accessories? The opening of the officers' "Club Amazon"?

Our first mission against the enemy? How we "sweated out" the return of the crews? The colorful pictures of our original combat ships: "Leading Lady", "Big Stinky", "The Upstairs Maid", and others? The feeling of pride in being a part of our giant war machine crushing the Axis? The realization of the cost of war not in money, but in human lives and suffering as buddies failed to return from combat flights and others came back having shed their blood to preserve our American way of life?

The initiation of malaria control and discipline? Our use of nets to keep "Ann" from sharing our "sacks"? The repellent that kept even our best friends at a distance? The opening of the EM's "Skonk Hollow"? The swell first night party which put us all in good spirits? The construction of the squadron shower and how it was the envy of the entire Group?

Then there was Colonel Glantzberg's clever way of scolding us because we were "only first in the entire Fifteenth Air Force"? The relieved expressions on the faces of the men as they gave one last glance over the area as they left for the USA and home? The delight the veterans took in telling them manufactured stories about the rigors of combat; almost enough to make them flak happy?

And remember the signs on the supply bulletin board telling the new men to pick up their flak repellent? The day a certain pilot gave the area a buzz-job that never will be forgotten, causing a certain staff officer to lose his footing and hit the ground on a tender spot?

The practice air raid, gas alert and ground defense during which we defended our area against a simulated attack by enemy paratroopers? The slit trenches we dug after the Nazis had been pushed north of Rome?

The toilsome project of lining up the tents into company streets? The Yankee Ingenuity we used in preparing the squadron area to withstand a second winter in Italy? The installation of lights in the ground echelon tent area? The Rube Goldberg" generator created from an old motor cycle engine by several members of the engineering section who were tired of being kept in the dark? Our first Thanksgiving on foreign soil? Multo turkey for all? The luxury of plates and tablecloths? The scale construction projects? The new orderly room, mail room? Barber shop; all springing up in true Henry Kaiser fashion to give the area the appearance of a thriving community? Our first meal in the new EM chow palace, with its marble-topped tables and tiled floor? It didn't improve the flavor of C-rations, but it made eating more of a pleasure.

Christmas 1944? A very ordinary day? Combat as usual? Packages from home? Parties in the clubs on the Eve to create some of the right atmosphere? How we rediscovered what we already knew? That these holidays mean nothing deprived of the company and affection of our family and friends. The opening of the new EM day room and then later the cocktail lounge? How we watched the battle lines in the West creep ever closer toward a junction with Red Army units inside Germany, ever hoping that the "master race" would realize the futility of continuing to struggle against inevitable doom?

Those Old Familiar Faces

(Continued on page 5)

(Continued from page 4)

Wild Bill 'Bring 'Em Alive' Whitecotten, complete with sun helmet, dark glasses and cane; no doubt looking for a tropical Hershey? Joe Kuiczkycki, proud to become a citizen of the land for which he has been fighting? "Bright-Eyes" Esposite, the squadron Sinatra and harmonica virtuoso?

"Rub-A-Dub" Frank, authority on Guatemala and coffee, best customer of the Skonk Hollow bar, holder of the worlds' non-stop gumbeating record? Jim "The Head" Kovalhis popularity varies with the amount of incoming mail? Jim "the Scalp" Greenberg, combination Henry Morgenthau and Harry James?

Major Baker's radiant smile as it visited each department upon his return to the squadron after his month's absence? "Chop-Chop" Young, baffles the Axis with Chinese letters painted on his B-24? Alfred "Bull" Henry, knuckle-knocker from Powder River?

Jake "The Voice" Genuardi and Muff "The Body" Bryer taking their daily weight-lifting workout? It is rumored that they have completed the course and have sent for the muscles. Jack "Colonna" Kramer's "Guinea" laborers caught working a la WPA?

"Haystack Hattie", volunteer tail gunner who laid down on the job? "Pappy" Carnes, needed a rat trap in his supercharger? Julius Cherry, a tree that didn't grow in Brooklyn? Monard "You've Never Eaten Better In Your Life" Peterson, the "C" ration king, greeting his clientele of chow-hounds at the opening of the new mess hall?

M. A. "Rebel" Hunt and Joe "Dixie" Potter, still betting on the South to win the Civil War? Hear, Hear, Ya'll. Shordt the Welder, always carrying the torch for an old flame?

Combat Story, "Long John" Tamborrino struggling with "Short-Stuff" Johnson, one can't reach above the belt and the other can't hit below it. Two word portrait – "What Fer?"

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Editor's note

In reading over this article, a number of questions come to mind. I would love to have Zeisier here to explain some of the terms he used. I'm hoping that some of the veterans attending the reunion this year can explain some of this.

I know that when the 461st arrived at Torretta Field there was nothing there. Everything had to be set up which explain why it took a while before the first combat mission was actually flown. I understand the straddle-trench latrine. I also know about the names given to many of the aircraft; I even have a separate area on the website for nose art showing not only the names for aircraft, but the artwork that made each plane somewhat special.

The Yankee Ingenuity was well know among the men of not only the 461st, but the entire Fifteenth Air Force. 55-gallon drums converted to stoves in the tents was well documented as well as lights, walls and floors.

The real stumper in this article are the nicknames giving to some of the men. I'm sure every one of them was well deserved, but just understanding the names is a challenge. Maybe some of the veterans will help to explain them.

(Continued from page 1)

marched to the train on our way to POE? The only one singing was our boy Duke. Then the long train ride – we recall with relish a verbal scrap between one Anzalone and Lane Boddie – Billy Newsome and his swell guitar – the pointed discussions Jim Campbell, Jr. and Bob Dunn continually had, aided and abetted by Jud (George Peach) Moore. Then there was Jim Breuil, Jim McIntyre and Chuck Percival batting the breeze across a card table, and Whitey Farbacher in charge of B flight, picking up after the guys and doing a great job of keeping them in line.

Sub Alert

None of us will ever forget our second night at sea and our first submarine alert. Or our first air raid either – and how Joe Griffith, Bill Walls, Bill Tims and Jimmy Wills distinguished themselves by volunteering to help the gun crews by serving in the turret magazines during the attack.

Remember Max Genser, the 1500 dollar kid; Father Goss, the angel of the gaming tables (old Mitchell was in there pitching too); and then there were those two zanies, Davidson and Liebmann, with their play-producing ambitions.

Finally debarkation, when we were whisked onto trucks and off to our first night in Italy. For those who didn't have to dream they dealt in marble halls it will be most easy to recall the cold marble floors. And did you see the Senator from Texas, the Hon. John Briley, cuddling a bottle of vino, crooning as if it were an infant in his arms? From there we moved on to a three night stand via a 40 and 8s, spending our first night sleeping in the mud (hardened combat troops that we were) and walking miles and miles for food. Last stop, you know where, and quarters in stables until the tents were set up. What a chow line – out in the open in all kinds of weather, mostly rain, and the trouble

of keeping order in the line which fell to George Panagopoulos and the rest of his crew: Joe Maloney, George Nix, Bernie Valdez, Herb Bellmer, Eddie Ropelewski, Johnny Bilinski, Chuck and Murphy.

Enlisted Men's Club notes: The opening in March 1944 with John Walsh the first president. He had the able assistance of Ray Valencia, Eddy Baker, Milt Burrell, all back home now; Billy Bowne with his flair for painting and sketching beautiful women on the walls; Ray Rivers and Teddy DeWelles, barmen – Ray, too, had a flair for sketching. Did you ever get in on the highly educational discussions between Dave Mulliner and Boo Patterson, 'way back in the corner – and quiet little Wally Stewart. And a bow to Fred Lautieri, Sam Lipetz, Larry Earnhart and Billy Glover who in recent months have done more than their share for the club.

John Tenery, the best first sergeant an outfit ever had, basks in the sunlight of fame just because he happens to come from the same state which had furnished out squadron with four commanders – Texas.

In the sports world you can't overlook that outstanding first baseman, George "Rabbit" Waldner; King Pin Joines, a scrappy shortstop; Joe "Ripper" Collins, a ball player's ball player; Jim Wharam, a topnotch keystone sack guardian.

Personalities: Wild Bill Foley racing through the area on his bronc; General Bodian carrying on the orderly room; Hawk Hawkinson with his favorite "You can't jump me for that one"; Beau Brummel Ruble, a very natty crew chief; the three Campbells – O. H., J. S., K. U. – all working in one engineering office; Harry "PX" McGuin, who can't help it if he comes from Virginia; Gene "Always Dapper on Sunday" Fox, our hardworking mailman; Al "Outdoors Man" Tokar, labor administrator; Bob Remy, who was

(Continued on page 7)

(Continued from page 6)

out for spring training a little early, threw an autcurve which nicked the coach and bounced himself from the varsity; Del Cowley, who was the first in the Group to win the Legion of Merit; our Bronze Star recipients, Bucx Hastings, Elmo Niccolai, Ruble, Joe Hammer, Will avery, Frank Kosac and Ray Johnson, who is always being bullied by Ralph "Frag" Griggs, Bob "I Love That Man" Reiter; Jack Bailey, the boy who knows all the answers when it comes to fixing a telephone – he has an able assistant in Bill Unger, the Allentown Squire.

Other Impressions

And Long George Cooper of Birmingham, Ala., the boy with a ready smile; Rip Davidson, now there's a character; Flat Top Dittrich, who sets the style with his hair-dos; James J. Feeley and his good old Irish brogue; Jake Feyma, a solid citizen of Sandstone, Minn.; the Gold Dust Twins, Fortuna and Fondino; Earl Fraser, a man who's happy when spirits are gay; Stu Gauthier, a gay young blade; J. J. Hains, who receives apples from his pupils; Lee Henry, who met a young lady from his home town in a USO show at our theater.

And of course there are the inseparable pals, Chester Higginbotham and Vinny Ruder; Russ MacEahern who always seems to be going out on pass; Sid Margolis, worrying about the "wheels"; good old MacAdams, Pete Weigel's chief assistant in the dispensary; remember Johnny Molin and his cute little daughter at the California Christmas party.

Odd Observations

Ortiz has been showing a lot of class lately; Lee Ostheimers's latest move is to apply for Infantry OCS; Shorty Picerno, who comes from Bridgeton, N.J., always talks about Philly. Shorty's better half, Artie Dampman, has taken himself down to Group these days; Joe Quattrochi, lives every moment to the hilt in movie love scenes. That devil-may-care personality, John C. Reath, keeps a truck on the road with the best of them; Johnny Regakis is everybody's friend on payday.

More Personalities

George Ribeiro yearns to be in Idaho; Lou Riccardi, who turned cook with a vengeance; Bernie Saleman, an armorer who gives freely of his time to help Hairbreath Harry in this PX; Wes Sammons, the genial overseer of the EM Club; Eddie Schmidt, a right smart operator in the medics; Joe Schwing bet the war would end when"; Harry Simcox, so young and beautiful; Johnny Speranza, small dark and willing; Willis Turner, proud as hell of his home town, New Orleans; Frank Ulicny, who earned his place in the theater as assistant to some magic spirit; Fred Warner, a very useful member of Transportation; Teddy Wise, sharp as a tack; Heaven help the working goil as Flynn would say, when he gets back home; and to wind up, a salute to Grady Weeks, who volunteered for a second tour.

And this is close to the end of this trail. We couldn't mention everyone. Space does not allow that. To those who have been skipped, no offense. The lapse was not intentional. And let's hope that soon we will all be where our dreams and thoughts have been for so many months.

The 461st Liberaider
461st Bombardment Group (H)
Activated: 1 July 1943
Inactivated: 27 August 1945
Incorporated: 15 November 1985

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Permission is granted to use articles provided source is given.

A G.I.'s Impression of the Italian Scene

by

Sgt. Arthur R. Foley

from the April 1945 issue of the Liberaider

As we steamed into sight of Italy, which was to be our home for months to come, we were impressed by its beauty. How fortunate we were to be stationed in such a picturesque country: but disillusionment was not long in coming.

We awoke the next day convinced while Italian marble might be ideal to decorate buildings it never would take the place of innerspring mattresses. Knowing that our "hotel" was unheated, some of us mistakenly provided for the contingency by partaking of the local vino and cognac. A few days later we left our delightful surroundings after most of us had scored the local youths' efforts to sell everything from souvenirs to senioritas.

Next came our introduction to the Italian freight car, a vehicle ill-adapted to the transportation of human beings, or troops. One of these served about twenty-five of us as both parlor car and sleeper. At night we fitted ourselves like sardines on the floor so that no man had more than eight feet sticking in his face. The car was cold for our efforts to build a fire served only to put us in danger of suffocation whenever we crept through a tunnel. The next day we threw dextrose tablets from our K-rations to the unsuspecting natives.

After pre-fighting another field, we came to our present location. Here we watched

it rain day after day until the entire area looked a mixture of coffee and oatmeal. We ate mud, breathed mud, wore it and slept in it. Any time anyone mentioned "Sunny Italy" he drew a torrent of sulfurous language. For a long time, we waited for the "Blue Italian Skies" of the song and the travel folders.

Almost as soon as we arrived, we were besieged by the local peasantry, who solicited our laundry for their wives to do in their spare time. Hitherto the days of the latter were spent in idleness, cooking, washing, sewing, tending their children and working in the fields. To vary the drab monotony of their lives, their thoughtful and considerate husbands seldom failed to keep them perennially pregnant.

In many ways we found the country and its people like a page out of the Middle Ages. The peasants were woefully ignorant, superstitious, and subservient to the Padrone. On their houses and barns we often saw horns nailed as a protection against the "Evil Eye". Work was done in the most primitive ways, necessitating the worker to toil from dawn to dusk. The donkey was the beast of burden and when we saw the loads he had to haul; it was easy to see that the S.P.C.A. was not strong locally. The dress of the peasants might be called picturesque but to us it was merely evidence of grinding poverty; for their clothes had often been patched until little of the original garment was left.

205 Missions Flown in Year of Combat

from the April 1945 issue of the Liberaider

“On April 2, visibility was good over the enemy railyards. There was neither flak nor fighters in the air, as the 461st Liberators dropped a fine bomb pattern on the Nazi communication center.”

The above report applied equally to the first target this bomb group struck – the railyards of Bihac, Yugoslavia, and the target of a year later, the railyards of Saint Polten in Austria. Both were milk runs in the true sense of the word.

But in between there were missions that were not so easy – Linz and Odertal, both scenes of heavy fighter activity – the flak alleys of Ploesti, top-priority targets seven times visited by our bombers – and Vienna and Moosbierbaum that together accounted for 25 of the more than 200 combat missions in our year of fighting.

There have been missions that have brought us glory along with the flak holes and red flares. On our April 12 mission to the Duna Repologeppgyer aircraft components factory in Budapest, Hungary, we received our first citation as a distinguished unit. Then there was the July 13 mission to Ploesti, culmination of weeks of intensive training in the new technique of non-visual bombing. Through the heavy chemical smoke screens, our Libs laid a perfect pattern that brought us our second citation.

As we attacked oil refineries, bridges, railyards, coastal defenses, aircraft factories, and docks in nine European countries, we learned new uses for the heavy bombers. The Libs

proved equally at home bombing the heavy shore installations on the invasion coast of southern France prior to allied landings as they did in pin-pointing the Avignon railroad bridge August 2. It was the 461st Liberators that bombed the Kempten marshalling yards in Austria February 20 operating from an altitude of 13,000 feet, a remarkably low one for the heavies.

Not all of our missions will be remembered for their flak and fighters. Ground crews will well remember the Lyons mission for within a scant twelve hours they had to ready a maximum of aircraft for the job of hauling fuel, bombs and ammunition. The job called for the removal of all waist guns and ball turrets, an undertaking that required ground crews to work late into the night. On this mission, many ground personnel had their first flying experience overseas.

Against the fast dwindling targets of the Axis this group has dropped more than 9,600 tons of bombs. Its gunners have been credited with 129 enemy fighters destroyed, 44 possibly destroyed and 16 damaged.

In the course of a year of combat we have seen some of the toughest targets disappear from the black boards of operations: Ploesti, Bucharest, Blechhammer, Zagreb, Budapest and Giurgiu. Fast falling into the hands of the Red Army are Vienna, Wiener Neustadt, Linz, Graz and Munich.

But fair weather or foul, until the last ack-ack gun is fired, the 461st will continue to deliver their loads to the points where they are most needed.

Did You Know This About WWII

- Bayonet was the name of Eisenhower's rail car in England.
- Berlin Betty was the nickname of propaganda broadcaster to the Allies in North Africa.
- Blockade Mutton was the name given to the legal sale of dog meat in Germany, Dachshunds were their favorite.
- Actor Neville Brand was the fourth most decorated soldier in WWII.
- Actor Art Carney was wounded on D-Day.
- Anthony Casamento was wounded 14 times and held off an entire Japanese Battalion by himself.
- PWOP meant Pregnant WithOut Permission.
- Robert Clary from Hogan's Hero's was in a concentration camp for three years and his arm tattoo was number A5714.
- Actor Lee J. Cobb was a Civilian Air Patrol pilot.
- Coffin Corner was the bottom right position in an airplane formation and was usually attacked first.
- Howard Cosell worked at Port of Embarkation as a major.
- Jacque Cousteau was a gunnery officer in the resistance.
- Walter Cronkite flew bomber missions and was on the first B-17 raid over Germany; parachuted with the 101st Airborne during Operation Market Garden.
- Curtis G. Culin, Jr. invented the Rhino Attachment for tanks to break through the hedgerows.
- "Dakota Queen" was the B-24 flown by George McGovern 55 missions.
- Ben Davis was the only black General in the Army and was the grandson of a slave who bought his freedom in 1800.
- The A-bomb named "Fat-Boy" was named after Winston Churchill.
- On 4 June 1943, Harold Fisher was piloting a B-17 from Pantelleria Airbase named "Bonnie Sue" and was shot down by an Italian pilot flying a captured P-38.
- "Flying Coffin" was the nickname for the B-17 E models given by the British.
- "Flying Target" was another nickname for the B-17 E model the British received in 1941 as they lacked adequate machine gun protection.
- Near Bly, Oregon a Japanese balloon bomb killed 6.
- Astronaut John Glenn flew 59 missions during WWII and 90 during the Korean War.
- Eric Hartmann was a Nazi ace with 352 kills, 1,425 missions, 800 air battles and was shot down 16 times.
- "Hell's Highway" was a stretch of road held by the 101st & 82nd Airborne units during Operation Market Garden.
- Ted Hill set up air fields for the Shuttle

(Continued on page 11)

(Continued from page 10)

Bombing Missions at Poltava, Russia.

- Actor Ted Knight was awarded 5 Bronze Stars.
 - The longest torpedo shot was 7,500 yards.
 - Tom Landry was a B-17 co-pilot in the Eighth Air Force.
 - Norman Lear was a radio operator in the Fifteenth Air Force at Foggia, Italy flying 57 missions.
 - Sophia Loren was from Naples, Italy.
 - Lee Marvin enlisted in the Marines when he was 17 and was on 21 island invasions in the Pacific Theatre. On the invasion of Saipan of the 247 men in his outfit only he and five others survived. His father served as a sergeant in Europe.
 - Burgess Meredith was a captain in the AAC during WWII.
 - Actor Cameron Mitchell was a bombardier.
 - “Mosdale” was a Norwegian cargo ship that crossed the Atlantic 98 times.
 - “Mosquito” was a British plywood plane used on pathfinder missions.
 - April 1943 Operation Flax shot down German supply planes from Italy to North Africa—also known as the Palm Sunday Massacre.
 - “Operation Frantic” were shuttle missions from England to Russia.
 - Oradour-Sur-Glane; A French village that sabotage Germans on route to Normandy.
- The Germans shot all the men then locked the women and children in the church and burned it. There were only 10 survivors of the 625 people.
- Liomila Pavlichenko was a Russian woman sniper killing 309 Germans and 2 Romanians.
 - Ploesti was a Romanian oil field that covered 195 square miles supplying 1/3rd of Germany’s oil.
 - “Pluto” was a pipeline under the ocean from England to France delivering one million gallons of gas a day.
 - Service men received points; one point per month of service, one point for every month overseas and five points for each Battle Star.
 - Pollywog was someone who never crossed the Equator.
 - Walt Disney designed the PT boat insignia—mosquito sitting on a torpedo.
 - Vladimir Ptchelintzev was a Russian sniper who killed 152 Germans with 154 shots.
 - “Red Gremlin” was the name of the B-17 flown by Tibbets when taking Eisenhower to Gibraltar on November 6, 1942.
 - The Remington typewriter company made a great number of the M-1 Garand rifles.
 - The SS Robert E. Perry Liberty ship was built in four days and fifteen hours. Ten days after the keel was laid it left with a load of cargo.

(Continued on page 12)

(Continued from page 11)

- Rosie The Riveter, Rosina B. Bonatavia and her co-workers put 3,345 rivets in a Grumman Avenger in six hours.
- Guido Rossi flew the captured P-38 shooting down American bombers around Italy. Harold Fischer had a B-17 heavily armored and armed. Then he painted Rossie's wife's picture on it and called it Gina and said he was dating her. This made Rossi mad and he tried a frontal attack on the B-17 but was shot down and spent the rest of the war as a POW.
- Actor Dan Rowan flew a fighter plane in the Pacific Theatre.
- San Sack's Catechism—If it moves, salute it; if it doesn't move, pick it up; if you can't pick it up, paint it.
- Sainte Mere Eglise was liberated by the 82nd Airborne 505th Regiment at 4:30 AM on D-Day.
- Singer Sewing Machine Company also supplied M-1 Garand Rifles.
- The Smothers Brothers father, Major Thomas B. Smothers died on a Japanese POW ship on route to Japan.
- Frank Sutton, Sgt. Carter from The Gomer Pyle Show was a Sgt. in WWII.
- Gloria Swanson, s son was killed in WWII while serving with the Royal Canadian Air Force.
- "The Swoose" was the B-17 carrying General George H. Brett was the last plane to leave the Philippines.
- The 12th AAC was organized August 20, 1942 commanded by Doolittle for the Air Corp in North Africa.
- "Red Gremlin" was the first B-17 to bomb North Africa.
- Carl Timmerman from West Point, Nebraska was the first officer over the Remanen Bridge.
- John R. Towle from the 82nd Airborne was killed during Operation Market Garden by a mortar shell while holding off tanks with a bazooka.
- Tuesday was the day of the week Americans were urged not to eat meat saving it for the GIs.
- Baseball player Ted Williams flew as a Marine pilot in WWII and Korea.
- "USO" was the name of the B-17 Walter Cronkite was on during a mission to Germany.
- John Dillinger was stationed on the USS Utah while in the Navy.
- The V-1s were built by Volkswagen.
- V-3s were 416 foot barreled guns near Mimoyecques, France and could fire on London.
- Dick Van Dyke was in the USAAC for two years.
- Victory Tax was an extra 5% tax on all incomes over \$624.
- Almost 40% of the paper in WWII was made from recycled paper.
- HE-162 Luftwaffe Fighter was designed, built and flown in 69 days.
- Alex Uraciv flew a "Hellcat" during the

(Continued on page 13)

(Continued from page 12)

- Marianne's Turkey Shoot and shot down six Japs in eight minutes.
- Waffle Bottoms was the nickname given to businessmen waiting for a government contract in Washington, D.C.
 - George Wallace was a flight engineer on a B-29 and received a nervous disability for his fear of flying.
 - Mike Wallace from CBS News was a Communications Officer on a tender submarine.
 - Eli Wallach served in the Army Medical Corp.
 - Some War Bonds purchased in Sioux Falls, South Dakota were co-owned by Hitler, Tojo and Lavaland, Quisling.
 - James Ward, an RAF co-pilot of Wellington number 75 Squadron, climbed out onto the burning wing and put the fire out.
 - Washing Machine Charlie is the name given to a Japanese bomber over Guadalcanal that bombed the Marines every night at 3:30.
 - Watson's Wizzers commanded by Harold E. Watson captured German jets during Operation Lusty, then the pilots broke the propellers off their insignias for their new status.
 - Westmoreland was the CO of an artillery battalion in North Africa, Sicily, and Utah Beach.
 - Clifford R. Wherley was a staff Sergeant and turret gunner on a Martin Marauder flying 21 missions in North Africa. He received the Air Medal with 3 Oak Leaf Clusters and was discharged after one year because he was only 16 years old.
 - David M. "Carbine" Williams invented the 30 caliber M-1 Carbine while in prison.
 - Elizabeth Windsor, a British 2nd Lt in the Women's Auxiliary Territorial Service during WWII was a truck driver and trained as a mechanic. Queen Elizabeth also drove a truck and did mechanic work.
 - Jonathan Winters served as a Marine during WWII.
 - The Women's Land Army were 60,000 US women who worked as farm hands in the US Crop Corp.
 - John C. Woods, US Army Sergeant, was the chief executioner at Nuremberg. The previous 15 years he hung 300 for crimes in the Army.
 - Lt. Col. Darryl F. Zanuck was involved in the invasion of North Africa and was a film producer during the war.
 - Ploesti was known as the graveyard of the Fifteenth Air Force.
 - On January 5, 1943, two pilots, Capt. Levi Chase and Lt. James Gray of the 58th Squadron of the 33rd Fighter Group observed a B-17 on a road in Tunisia. Upon closer inspection it was being towed by the Germans. Not wanting it in the enemy's hands, they regretfully set it ablaze.
 - Lady Moe, a Tunisian donkey, was the mascot of the 96th Bombardment Group. She was found starving in an Algerian slum in August of 1943 by a B-17 crew taking part in the famous Regensburg-North Africa shuttle mission. She accom-

(Continued on page 14)

(Continued from page 13)

- panied the crew back to England on August 24, 1943 on the return leg of the shuttle mission.
- The country with the largest number of WWII casualties was Russia, with over 21 million.
- For every five German soldiers who died in WWII, four of them died on the Eastern Front.
- It is estimated that 1.5 million children died during the Holocaust. Approximately 1.2 million of them were Jewish and tens of thousands were Gypsies.
- Eighty percent of Soviet males born in 1923 didn't survive WWII.
- Between 1939 and 1945, the Allies dropped 3.4 million tons of bombs, which averaged to 27,700 tons per month.
- Even after the Allies arrived, many concentration camp prisoners were beyond help. In Bergen-Belsen, for example, 13,000 prisoners died after liberation. Nearly 2,500 of the 33,000 survivors of Dachau died within six weeks of liberation.
- Most historians agree that WWII began when Germany invaded Poland on September 1, 1939. Others say it started when Japan invaded Manchuria on September 18, 1931. And some scholars suggest WWII is actually a continuation of WWI, with a break in between.
- Max Heiliger was the fictitious name the SS used to establish a bank account in which they deposited money, gold, and jewels taken from European Jews.
- The longest battle of WWII was the Battle of the Atlantic, which lasted from 1939-1945.
- The original abbreviation of the National Socialist Party was Nasos. The word "Nazi" derives from a Bavarian word that means "simple minded" and was first used as a term of derision by journalist Konrad Heiden (1901-1966).
- The Battle of the Bulge is the largest and deadliest battle for U.S. troops to date, with more than 80,000 American casualties.
- During WWII, the Japanese launched 9,000 "wind ship weapons" of paper and rubberized-silk balloons that carried incendiary and anti-personnel bombs to the U.S. More than 1,000 balloons hit their targets and they reached as far east as Michigan. The only deaths resulting from a balloon bomb were six Americans (including five children and a pregnant woman) on a picnic in Oregon.
- The Japanese Kamikaze ("divine wind") tactic was suggested on October 19, 1944, by Vice-Admiral Onishi in an attempt to balance the technological advantage of invading American forces. Though the numbers are disputed, approximately 2,800 kamikaze pilots died. They sunk 34 U.S. ships, damaged 368, killed 4,900 sailors, and wounded 4,800.
- WWII ended on September 2, 1945, when Japan signed a surrender agreement on the USS Missouri in Tokyo Bay.
- More than 650,000 Jeeps were built during WWII. American factories also produced 300,000 military aircraft; 89,000 tanks; 3 million machine guns; and 7 mil-

(Continued on page 15)

(Continued from page 14)

lion rifles.

- The Enola Gay became well known for dropping the first atomic bomb on Hiroshima, but few people know the name of the B-29 that bombed Nagasaki. It was Bock's Car, named after the plane's usual commander, Frederick Bock.
- At the time of the Pearl Harbor attack, there were 96 ships anchored. During the attack, 18 were sunk or seriously damaged, including eight battleships. There were 2,402 American men killed and 1,280 injured. Three hundred and fifty aircraft were destroyed or damaged.
- John Wayne (Marion Robert Morrison) starred in 14 WWII movies; however, due to a football injury, he never actually served in the war.
- If it became necessary to drop a third atom bomb on Japan, the city that would have been the target was Tokyo.
- On December 8, 1941, Britain and the U.S. declared war on Japan. On December 11, Germany declared war on the U.S. The U.S. is the only nation Germany formally declared war on.
- After the sneak attack at Pearl Harbor, President Roosevelt searched for a bullet-proof car. However, because government regulation prohibited spending more than \$750 to buy a car, the only one they could find was Al Capone's limo, which had been seized by the Treasury Department after he was arrested for tax evasion. FDR said, "I hope Mr. Capone won't mind."
- In the 1928 elections, less than 3% of Germans voted for the Nazi party. In 1938, Hitler was Time magazine's man of the year.
- The Nazi salute was modeled on the salute of Italian Fascists, the ancient Romans, as well as ancient Germans. The raised arm resembles a raised spear.
- The Great Depression had a ripple effect throughout the world. It prevented Germany from paying WWI reparations, which forced Great Britain and France to default on their debts to the U.S. which, in turn, sowed discontent throughout the globe.
- Large, inflatable barrage balloons were used to protect major towns and cities in Britain from air raids. The balloons were launched before a raid and trailed a network of steel cables beneath them. Bombers had to fly high to avoid becoming tangled in the cables, thus reducing their accuracy.
- In 1974, a Japanese soldier named Hiroo Onoda (1922-) came out of the jungle of the Pacific island of Lubang. He had been hiding there for 29 years, unaware that his country had surrendered.
- Japan and Russia never formally ended hostilities after WWII. Plans for them to sign an official peace treaty in 2000 failed because Japan wanted Russia to return four offshore islands it had taken after the war.
- WWII casualties totaled between 50 and 70 million people. More than 80% of this total came from four countries: Russia, China, Germany, and Poland. More than half of these casualties were civilians, most of whom were women and children.



HOTEL INFORMATION

Wyndham Garden Dallas North Hotel 2645 Lyndon B Johnson Freeway, Dallas, TX 75234

This is the same hotel where we received outstanding service and rates in 2016.

Due to the hotel's already low rate and an incentive from the municipality of Farmers Branch, we are receiving a **VERY SPECIAL ROOM RATE OF \$71.20** (per night + taxes) for single, double or ADA accessible rooms.

Make your reservation by calling the Reservations Manager, Kharin Hanes, at the hotel's in-house reservations desk. Call (972) 243-3363. If Kharin is not available, leave a message and she will call you back. Mention the **Bomb Groups Reunion** in order to get the special rate. If you have mobility issues, ask Kharin for a room with the shortest walking distance to the hotel lobby. If you need an ADA accessible room, be sure to ask. If you have any other special requests, you must ask otherwise they will not know how to help you.

Reservations **MUST** be made by **August 16, 2019**. Reservations after that date are **NOT** guaranteed at the group rate and are subject to room availability. Please make your reservations before that date and if you need to cancel for any reason, you may do so **WITHOUT PENALTY** if you cancel by 6:00 PM CST on the day before your arrival.

The group rate is available between September 16 - 24, 2019. A full, hot breakfast buffet for two is included with each room. Additional persons in a room may purchase the buffet for only \$5 per person. Parking is plentiful and complimentary. The hotel shuttle is available for BOTH Love Field and DFW airports.

See the itinerary for the reunion on page 20.

BOMB GROUPS REUNION*September 19—22, 2019 Dallas, Texas*
Veteran/Fallen Hero _____ **Group** _____ **Sqdn** _____ **Highest Rank** _____

Registrant Name: _____ **(One Form per Registration Packet)**
Address _____ **City** _____

State _____ **Zip** _____ **Phone** _____ **Email** _____

Name Tag Names (Include Veteran Relationship): _____

Registration fee _____ **# people** _____ **@ \$15.00 each** **Sub Total \$** _____

DO NOT Include 461st Veteran
THURSDAY, SEPTEMBER 19TH—Welcome dinner, Italian Buffet
people _____ **@ @28.50** **Sub Total \$** _____

DO NOT Include 461st Veteran for meals
FRIDAY, SEPTEMBER 20TH—Tour AT&T Dallas Cowboys Stadium with gourmet lunch & drinks
people _____ **@ \$85.00 each** **Sub Total \$** _____

Individual Group Dinners
Grilled Filet 10oz. **# people** _____ **@ \$37.00 each** **Sub Total \$** _____

Grilled Salmon **# people** _____ **@ \$28.50 each** **Sub Total \$** _____

Eggplant Parmesan **# people** _____ **@ \$28.50 each** **Sub Total \$** _____

DO NOT Include 461st Veteran for meals
SATURDAY, SEPTEMBER 21ST
All Groups Banquet
New York Strip 12 Oz **# people** _____ **@ \$34.00 each** **Sub Total \$** _____

Rosemary Lemon Chicken **# people** _____ **@ \$28.50 each** **Sub Total \$** _____

Vegetarian Tart (Chef's Choice of Veggies) **# people** _____ **@ \$28.50 each** **Sub Total \$** _____

DO NOT Include 461st Veteran for meals
SUNDAY, SEPTEMBER 22ND
Lunch on your own today. Tour in afternoon
Tour Frontiers of Flight Museum **# people** _____ **@ \$29.00 each** **Sub Total \$** _____

Farewell Dinner—Farewell Fajitas **# people** _____ **@ \$30.00 each** **Sub Total \$** _____

DO NOT Include 461st Veteran for meals
Do you need a wheelchair? Yes _____ **No** _____ **GRAND TOTAL \$** _____

Emergency Contact _____ **Phone#** _____

Please send this form along with your check payable to Bomb Groups Reunion to:
 Bomb Groups Reunion Attn: Dave Blake | 648 Lakewood Rd. | Bonner Springs, KS. 66012-1804

2019 BOMB GROUPS REUNION AGENDA

Thursday, September 19, Arrival and Check In Day

Registration desk and hospitality room is open from mid-morning - ?? There will be deli sandwiches, various snacks and drinks throughout the day.

6:30 – An optional informal welcome dinner (most likely an Italian buffet with extra help to carry plates for our folks) followed by a short welcome and information meeting. The mayor of Farmers Branch will likely be there to welcome our group. The hospitality room will reopen after the dinner meeting until ??

Friday, September 20

9:00 AM – Depart the hotel to tour AT&T/Cowboys Stadium, complete with a gourmet lunch and drinks in the fabulous Stadium Club and return to the hotel by about 3:00 PM.

5:00 PM – Social hour for Individual Group Dinners beginning with a cash bar at about 5:00 PM with dinner served at 6:00 PM.

Hospitality room will reopen after the Individual Group Dinners and remain open until??

Saturday, September 21

8:30 – 9:45 AM – Ladies Crafts Demo led by Nancy Clifton, 483rd BG Veterans Presentations. Times TBD but will have about a 15 minute bathroom break in between each session and lunch break of 1-1 ½ hours at mid-day.

5:00 PM – Veterans group picture taking. Location TBD.

5:15 PM – All Groups Banquet Social Hour; Cash bar opens. Dinner is served at 6:00 PM

7:00 PM – Musical entertainment provided by Ladies Liberty. (An Andrews Sisters type USO show very good)

8:30 PM – Program ends, hospitality room reopens until ??

Sunday, September 22

8:30 AM – Optional Church Service

10:00 AM – Military Memorial Ceremony led by our reunion Chaplain, Captain/Chaplain Chris Cairns.

1:00 PM – Depart hotel for tour of Frontiers of Flight museum.

4:00 PM – Depart the FOF museum for return to the hotel.

6:00 PM – Informal Farewell dinner. Hospitality room reopens after dinner until ??

2019 Bomb Groups Reunion Events and Activities

Thursday, 9/19 Arrival and Check In Day

Registration desk and hospitality room opens mid-morning.

There will be deli sandwiches, various snacks and drinks throughout the day.

During the evening there will be an optional informal welcome dinner followed by a short welcome and information meeting. The mayor of Farmers Branch will likely be there to welcome our group.

The hospitality room will reopen after the dinner meeting until ??

Friday, 9/20

A tour of AT&T/Cowboys Stadium, complete with a gourmet lunch and drinks in the fabulous Stadium Club.



You will be amazed at this incredible facility which is arguably the plushiest and expansive sports arena in existence. Many wheelchairs will be available for use.

Information will be included in the registration packets regarding the Bush Presidential Center (8 miles from the hotel) and the Sixth Floor Museum at Dealey Plaza in downtown Dallas. If you prefer to see one of these other attractions instead of the AT&T stadium, please be advised that transportation is on your own.

Friday evening will feature the Individual Group Dinners.

Saturday, 9/21

First thing in the morning, a Ladies Crafts Demo will be held, led by Nancy Clifton, 483rd BGA. Nancy is associated with the Chicago Botanic Garden and has appeared on Chicago outdoor decorating TV shows.

Veterans Presentations today.

Fifteenth Army Air Force veterans and Historians are invited to share their experiences and stories. If you are a veteran who is interested in participating in this event, please notify your group coordinator to make arrangements. This is always a very special time.



(Continued on page 21)

461st Bombardment Group (H) Association Membership

For membership in the 461st Bombardment Group (H) Association, please print this form, fill it out and mail it along with your check for the appropriate amount to:

Dave St. Yves
5 Hutt Forest Lane
East Taunton, MA 02718

If you have any questions, you can E-Mail Dave at dstyves@pmn.com.

The 461st Bombardment Group (H) Association offers three types of membership:

- **Life Membership** – Men who served in the 461st during World War II and their spouses are eligible to join the Association for a one-time fee of \$25.00. This entitles the member to attend the annual reunions held in the fall each year, receive the newsletter for the Association, The 461st Liberaider, and attend and vote at the business meetings usually held at the reunion.
- **Associate Membership** – Anyone wishing to be involved in the 461st Bombardment Group (H) Association may join as an Associate member. The cost is \$10.00 per year. No renewal notices are sent so it is your responsibility to submit this form every year along with your payment. Associate membership entitles you to attend the reunions held in the fall each year and receive the newsletter for the Association, The 461st Liberaider. You are not a voting member of the Association.
- **Child Membership** – Children of men who served in the 461st during World War II are eligible to join the Association as a Child Member. The cost is \$10.00 per year. No renewal notices are sent out so it is your responsibility to submit this form every year along with your payment. Child membership entitles you to attend the reunions held in the fall each year, receive the newsletter for the Association, The 461st Liberaider, and attend and vote at the business meetings usually held at the reunion.

Type of membership desired:		Life: <input type="checkbox"/>	Associate: <input type="checkbox"/>	Child: <input type="checkbox"/>	Father's Name:
First Name:			Last Name:		
Street Address:					
City:		State:		ZIP:	
Phone Number:		E-Mail Address:			
Squadron:		Crew #:		MOS:	ASN:
Check No.			Amount:		

(Continued from page 19)

A professional photographer will take the Veterans group picture shortly before the banquet and will be on-site to take additional photos of families at a nominal charge.



(Veterans attending the 2018 Bomb Groups Reunion)

During the evening we will have the All Groups Banquet followed by musical entertainment provided by Ladies Liberty. (An Andrews Sisters type USO show - very good)



The Hospitality Room will reopen following the evening's activities.

Sunday, 9/22

First thing in the morning there will be an optional church service. Following the church service and a short break there will be a traditional Military Memorial Ceremony led by our reunion Chaplain, Captain/Chaplain Chris Cairns.



Following lunch on your own (the hotel restaurant is planning some delicious lunch specials for us) we will tour the Frontiers of Flight museum.



During the evening, we will cap off the reunion with an informal "Farewell Fajitas" dinner. The hospitality room reopens after dinner until ??

1st Lt. Albert Lubinski Received The French Legion of Merit

My name is Roger Wells, WWII Military Historian

1st Lt. Albert Lubinsky, U.S. Army Air Corps, please stand and be recognized.

Albert has asked me to speak on his behalf this morning, which I proudly agreed to do.

Al served in the U.S. Army Air Corps from January 28, 1942 until June 15, 1949.

1st Lt Lubinsky was rated to fly the following aircraft: PT-17 Stearman, AT-6, B-13, B-24, B-17, B-25, PBY Flying boat, C-47, C-54, A-20, and B-26.

During WWII, Al was assigned to the Fifteenth Air Force, 461st Bombardment Group, 767th Squadron and flew a B-24 Liberator heavy bomber and dropped 250,000 tons of bombs on German targets in France, Yugoslavia, Greece, Hungary, Romania, and Germany just to name a few. During the 50 combat missions Al and his crew flew, they encountered swarms of German ME-109s, FW-190s and ground flak from 20 mm and the devastating 88 mm German anti-aircraft batteries. Despite the extreme risks, Al and his crew climbed into his bomber mission after mission until his tour of duty was complete. The name painted on Al's B-24 was "Omaha Ann". Our research indicated that "Omaha Ann" survived the war and was flown back to the states where it was subsequently cut up and recycled in Chino, Calif.

Al and his crew in no small way contributed to the destruction of Germany's ability to continue their reign of terror across Europe.

For this bravery and sacrifice, all Americans and Europeans owe a debt of gratitude that remains very difficult, if not impossible, to repay.

1st Lt. Albert Lubinsky has been awarded the French Legion of Merit by the French government for his gallantry over France during WWII.

Thanks to all veterans and especially those who fought and won the greatest battle for freedom in our nation's history.

Foot note: Al's name and war combat records were sent to France for consideration of the awarding of the French Legion of Merit. Al has since been approved for the French Legion of Merit and has received the award at his home in Peachtree City, GA.



President's Corner

May always seems to be a difficult month for me as I remember all those men who didn't come home after the war. I was lucky that my father did, but I know there were way too many who didn't and some that still haven't come back. I hope you take a few minutes at this time of the year to remember those lost over 75 years ago.

As we head into summer, it's nice to be able to say that Dallas will once again be our home for the 2019 Bomb Groups Reunion. Including the 461st, there will be a total of twelve bomb groups represented. I'm sure there will be some interesting stories told by not only the veterans, but also the families as we share the time in September. Please take a few minutes to go through the pages about the reunion and send in your form. Don't forget to make your hotel reservation as well. We are getting an unbelievable deal on rooms this year.

I continue to get calls and E-Mails from family members looking for information about their husband, father, grandfather, great grandfather. It's always nice to be able to share what little I know about their relative's time with the 461st.

I received a phone call today from a young lady (94 years young) today. Her husband is gone, but she was curious about her husband's last flight on April 15, 1945. She shared what she knew with me. She said that her husband was trying to get his missions in before the end of the war so he had volunteered with other crews. She knew that he had bailed out along with other men on the plane, but the plane was not lost. What had happened was that the plane lost two engines and the crew thought it was going down so

several of the crew bailed out, but since they were in Italy at the time, the pilot was able to get back to base.

My first thought was to check the Mission for April 15, 1945 to see if anything appeared in the report for that day.

"En route to the target the plane piloted by 2nd Lt. Frank M. Brown, Jr., lost two of its engines and the crew were forced to bail out in the area of Florence."

Although her husband had been in the 765th Squadron and Frank Brown was in the 764th Squadron, this summary fit perfectly. She was elated to have this information.

461ST BOMBARDMENT GROUP (H)

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Email: editor@461st.org



We're on the web!
Visit
www.461st.org

