

R E U N I O N

4 6 1 st & 4 8 4 th BOMB GROUPS

49th wing, 15th Air Force Torretto Airfield  
12 Mil. so. of Cerignolia, Italy 1944-1945

Bud Markel 1122 Ysabel st. Redondo Beach  
Calif. 90277 Phone (213) 372-2300

BULLETIN NO. 1

Thank you for replying to my reunion notice. Because of the time involved in advising all former members, the date of meeting has not been set. The reunion will be held in the Los Angeles area.

Please help pass the word to members of your crew or squadron. All civilian or military personnel based at Torretto are invited. This includes the 49th Wing Commands, Group Commands, Headquarters Companies, Maintenance Supply, Ordinance, Mess, Motor Pool and Post Exchange Personnel.

Both group airplanes were marked with top of the fin and rudder painted red. 461st was identified by a red dash below and the 484th had a red bowtie below. The 461st squadrons were 764, 765, 766 and 767. The 484th squadrons were 824, 825, 826, 827. For your information both the 461st and 484th groups are no longer active. The 15th Air Force is part of the Strategic Air Command and its headquarters are at March AFB, California.

There are two B-24J's in existence to my knowledge. One at the Pima County Museum, Arizona and another I've seen recently at Chino, California. It is owned by a private individual. The Confederate Air Force has a C-87.

Kindly fill out the enclosed form so that I can plan a successful meeting, and forward to me materials or hardware that would be of interest to other members. I will carefully mark all items loaned to me so that they can be returned to their owners after the reunion.

Again thanks for your interest. It's going to be a great reunion. Please keep in contact. I will respond to all inquiries.

Yours very truly,

BUD MARKEL, 827th Sq. 484th B.G.

PASS THE WORD



**REUNION**  
**461st BOMB GROUPS 484th**  
**& Attached Units**

**49th Wing, 15th Air Force, Torretto Airfield,  
Italy, 12 Kil. So. of Cerignolia 1944-1945**

*Bull 29*

INTRODUCTION

After visiting a reunion of a sister group in Newport Beach, Calif. a year and a half ago, and seeing how enjoyable it was for old comrades to meet each other again, my wife and I decided we would like to do the same for our groups.

I flew as an engineer/gunner on M. B. Guisbond's crew, completing 16 combat missions from January 1945 till the end of the war. I have been employed by United Airlines at the Los Angeles International Airport as a A & P mechanic since 1948. My hobbies are aviation history and photography.

WHO ARE INVITED

All airmen from the 764, 765, 766, 767 B.Sq. 461st B.Gr. and the 824, 825, 826 & 827 B.Sq. 484 Bomb Group, 49th Wing.

Service Squadrons such as supply, mess, motor pool, aircraft maintenance, armorers, operations, headquarters and medical detachments.

Citizens of foreign countries friendly to shot down airmen, such as Italy, Yugoslavia and Rumania.

Air Force Detachments who rendered aid to crippled aircraft and wounded airmen, such as Isle of VIs personnel.

Related echelons, or detachments not previously mentioned.

Opposing Airmen & Gunners German, Rumanian, Hungarian Fighter Pilots and Flak Gunners.

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PLACE OF REUNION

The reunion will be held May 22 to 24, 1981 at the Holiday Inn 21333 Hawthorne Blvd, Torrance, California. Shuttle bus service from the Los Angeles Airport to the Hotel provided.

GENERAL LIST OF WHAT IS NEEDED

Rosters, lists of original complements, replacement crews and individuals, shipping orders, general orders pertaining to personnel rotation, and awards and decorations.

Battle Information, combat orders, combat reports, briefing maps or flimsies, bomb strike photos, combat photos, mission preparation photos, photos of nose art, serial numbers and names of aircraft and dispatches.

Unit Histories, histories of each group squadron, or detachments showing movements, accomplishments and personnel.

Publications, Stars & Stripes, Yank Magazine, and hometown papers describing activities of the 461 & 484 Bomb Group in action.

Technical Publications, Flight manuals, Tech orders pertaining to aircraft and ordnance hardware and payloads.

16 mm Films, Sound films such as combat digests, newsreels and training films.

Hardware, Gun sights, B-24 parts (seats, instruments, etc.) bomb sights, demilitarized cal. 50 ammo and guns.

Miscellaneous Posters, books, memorabilia, captured clothing, hardware, etc.

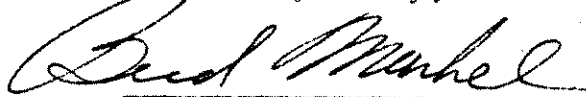
#### GENERAL INFORMATION

Fill out the enclosed questionnaire and send with any material as suggested above to me. The loaned items will be marked so that everything can be returned to its owners. When news releases are enclosed with this bulletin, kindly mail them out to your local newspaper or radio/TV station.

Interested parties are invited to participate in reunion preparations. We need help in updating information from war time listings. Please forward any ideas and suggestions on how to make the reunion more successful. We will respond to all inquiries.

With a mailing list of approximately 600 names, the cost of printing and mailing has mounted rapidly. Contributions of any amount, from individuals or groups who wish to help offset these costs, will be greatly appreciated. Just fill out the tear slip below and indicate the amount enclosed. Make your check out to Bud Markel.

Yours very truly,



Chairman

Bud Markel, Former Member 827 B. Sq. 484th Bomb. Group  
1122 Ysabel St., Redondo Beach, CA 90277  
Phone (213) 316-3330

To help defray costs of organizing the joint reunion of the 461st and 484th Bomb Groups, 15th Air Force, Torretto, Italy 1944-1945, please find enclosed the amount of \$ \_\_\_\_\_ Five, Ten, Twenty Dollars.

Name \_\_\_\_\_ Sq. \_\_\_\_\_ Date \_\_\_\_\_



**REUNION**  
**461st BOMB GROUPS 484th**  
**& Attached Units**  
**49th Wing, 15th Air Force, Torretto Airfield,**  
**Italy, 12 Kil. So. of Cerignolia 1944-1945**

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BULLETIN #3

!!!FIRST JOINT 461ST & 484TH BOMB GROUP REUNION SET!!!

MAY 22, 23, 24, 1981

HOLIDAY INN, 21333 HAWTHORNE BLVD.  
TORRANCE, CALIFORNIA 90503

The 461st, 484th Bomb Groups, 496th Air Service Squadron, 563rd Air Corps Supply Engineering Company, 21st Engineer Battalion, of the 49th Bombardment Wing, 15th Air Force, based at Torretto, Italy 1944-1945, cordially invite all ex-members, their wives and their families, to attend this first Grand Reunion.

Your contacts are: Bud Markel, Chairman, 827th Squadron, 1122 Ysabel Street, Redondo Beach, Ca. 90277, Phone: 213-316-3330 and/or Frank C. O'Bannon, 764th Squadron, 137 Via La Soledad, Redondo Beach, Ca. 90277, Phone: 213-375-1747. You are urged to make your reservations as early as possible for the best accommodations, as a large turnout is expected.

SCHEDULE OF EVENTS

<u>Friday, May 22</u>	<u>1400</u>	Registration, \$30.00 per person includes banquet and dancing, and souvenir Reunion Book.
	<u>1800</u>	Hospitality Room, exhibits, memorabilia and films, get together, mixer, cash bar.
<u>Saturday, May 23</u>	<u>1000</u>	Tour to March Air Force Base. Transportation \$8.50 per person. Lunch available at the base. Visit to SAC Command Center, Museum and Vintage Aircraft; P-38, P-40 and a <u>B-24J</u> BRING YOUR CAMERA. Back at hotel 1630.
	<u>1100</u>	Alternative activities for the ladies: Shopping at world's largest mall (walking distance, beaches (5 minute drive) and other local attractions.
	<u>1700</u>	Hospitality Room activities.
	<u>1930</u>	Grand Banquet, Guest Speaker, films, slide shows, dancing to Music of the Forties Band.
<u>Sunday, May 24</u>	<u>1000</u>	Final Session, Brunch, and Memorial Service, Close of Reunion.

For those staying after the reunion, discount tickets to Disneyland, Marineland, Knotts Berry Farm and Universal Studios will be available at the close of the ceremonies.

A professional photographer will be available during registration

## HOLIDAY INN ROOM RESERVATIONS

Please call the Holiday Inn DIRECTLY for room reservations at their toll-free number 800-238-8000. Local calls at 213-540-0500. Remember this is the Memorial Day weekend at a busy hotel, so make your room reservations early and DIRECTLY with the hotel. A free shuttle bus from the Los Angeles International Airport to the hotel and return is available at all airline terminals. Dollar A Day Rental cars are available in the hotel lobby. The shuttle bus leaves from the airport every two hours on the half hour starting at 7:30 AM (0730) until 9:30 PM (2130). Room rates are \$47 for a single and \$53 for a double. Other nearby hotels with equivalent accommodations and at similar rates will handle the overflow.

## LOCATION

The Holiday Inn is located approximately 15 miles south of downtown Los Angeles, 7 miles south of Los Angeles International Airport and 1½ miles from the Pacific Ocean beaches.

## SHOPPING AND RECREATION

Shopping centers abound in the vicinity. With the most elaborate within a short walking distance. The Del Amo Fashion Center offers a variety of major and specialty shops, restaurants, drugstores and theaters. Also a unique and interesting visit less than 2 miles away awaits the visitor when they enter the yester-years atmosphere of the Old Town Mall. It's difficult to decide what or where to eat, with all the food specialties of various countries found within the Old Towne facilities. Aside from the entertainment at the nearby shopping centers, there are several movie theaters within the hotel's area. Fifteen various recreational parks and golf courses are in the vicinity. A miniature golf course is also a short drive away. The Pacific Ocean is nearby for strolling, swimming, surfing, sunning, fishing, skin diving, ski and boating enthusiasts. Within an extra mile or two, there is Redondo Beach with boardwalks, interesting shops and fisherman wharf facilities.

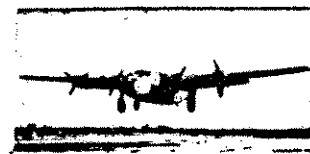
## MEMORABILIA

Please forward any photos, maps, orders, and other memorabilia so that copies can be made for the display in the Hospitality Room at the Holiday Inn. It is from these materials that we can locate other members, who otherwise might be missed. For example, among all of the units involved in this reunion, we have a total of 7000 members, of which we have made contact with less than 1000. So dig in those attics, foot lockers, old cartons and help us make this reunion the best ever.

## WAR STORIES NEEDED

Keep sending in those stories of first-hand war experiences for future issues of the newsletter. They can be written or on cassette tape, and need not be exclusively of combat, but of any interesting or humorous activities while assigned to training squadrons or the Fifteenth Air Force. Whenever possible, photos or other documentation should accompany manuscripts and tapes, or make reference to documentation already submitted.

# THE TORRETTO FLYER



News Bulletin No. 4

Redondo Beach, California

August 1981

## FIRST REUNION DRAWS 330

Thanks to our many Committeeman and Members at Large, the First Reunion of the 461st and 484th Bomb Groups, held May 22-24, 1981, at the Torrance, California Holiday Inn, was a huge success. Out of the 330 attendees, 1/3 were 461st Bomb Group members, 1/3 were 484th Bomb Group members and 1/3 were wives and family. All squadrons were represented, plus one member of the Quartermaster Corps and one from the Island of Vis. 280 took the bus tour to March Air Force Base, and 235 attended the final Brunch session. It was a memorable event for all of us.

## ON TO NEXT YEAR

Responding to the enthusiasm shown by this year's gathering for another reunion, we have made inquiries to Dayton, Ohio for Memorial Day Weekend, May 28, 29 and 30, 1982, at the Dayton Sheraton. From what we've learned so far, the prices probably will be similar to this year's costs, with perhaps some reductions in room rates if we receive enough early reservations to sell out the hotel. The tentative 1982 reunion schedule is similar to this year's event with a few slight changes that are a result of the information taken from the survey forms. May 28 (1st day) Registration will start at 10:00 AM in the hospitality room. 1900 squadron mixers in separate areas. Dinner and photos to follow. May 29 (2nd day) 1000 tour to Air Force Museum. 1600 crew get together, photos. 1700 Grand Banquet, speakers, films, music, dancing, judging on the best uniform contest (WW II only) and manual of arms contest. May 30th (3rd day) 0900 Breakfast and memorial tribute. Final Session.

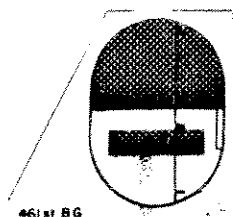
Sound like fun? Join us to relive those days of glory with the best damn outfits in the 15th Air Force: The "Liberaiders" of the 461st B.G. and the "Red Tailed Bastards" of the 484th B.G. Fill in the tear slip on the last page of this bulletin and rush back to us.

## INCORPORATION PLANNED

With the advantages of non-profit status, the local committee is pursuing plans for incorporation as "The 461st and 484th Bomb Group Reunion Association". While the actual incorporation proceedings are not too involved, it takes time to get IRS tax exempt status established and post office approval for a reduced rate bulk mailing permit.

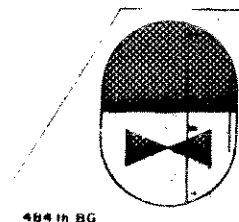
## 1981 REUNION SOUVENIR BOOKLET

A Souvenir Booklet of the 1981 Reunion is in the works and hopefully it will be mailed out before the end of this year. The selection of photos and preliminary page layouts has already been started. The booklet will be mailed out to this year's attendees, and will be made available to the rest of our members at a cost not yet determined.



461st BG

(OVER)



484th BG

HOW YOU CAN HELP

Our files have about 1000 names out of a possible 9000 or more who were part of the groups' organization, either in training in the USA or overseas in Africa and Italy. We need to locate more crewmen and airmen of the 461st and 484th Bomb Groups so that they will have the opportunity to join us at future reunions, increasing the odds that crewmen and tentmates will meet their war time buddies again. You can help by searching for your own crew, tentmates or squadron buddies, by placing ads, or notices in newspapers, veterans publications, association publications or notifying radio/TV stations.

ITALIAN TOUR INFORMATION

We had enough responses to the questionnaire to investigate the possibilities of organizing a tour to Italy. Each tour is limited to 50 people, with a deposit required for a confirmed reservation. Prices include airfare from N.Y. and return, hotels, land transportation, meals, including continental breakfast, lunch or dinner. A two-week tour visiting Rome, Torretto, Sorrento, Capri, Pompeii, Tivoli Gardens, is quoted in today's dollars at about \$1800 per person. A three week tour that includes the above plus Florence and Venice, would be about \$2700 per person. Tour dates: Fall 1982.

TEAR SLIP

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MAIL TO:	BUD MARKEL	OR	FRANK O'BANNON
	1122 Ysabel Street		137 Via La Soledad
	Redondo Beach, Ca. 90277		Redondo Beach, Ca. 90277

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1982 Reunion Dayton, Ohio, May 28, 29, 30, 1982

YES \_\_\_ NO \_\_\_ Go ahead with the 1982 Reunion Plans

I will attend. YES \_\_\_ NO \_\_\_ No. in Party \_\_\_\_\_

Ideas or suggestions for 1982 Reunion \_\_\_\_\_



YES \_\_\_ NO \_\_\_ Would like to go on Italian Tour. Fall 1982.

No. in Party \_\_\_\_\_ Two week Tour \_\_\_\_\_ Three week Tour \_\_\_\_\_

Comments \_\_\_\_\_

Name \_\_\_\_\_ Squadron \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

THE FIFTEENTH AIR FORCE

With missiles and B-52s now, the present Fifteenth Air Force Headquarters at March Air Force Base, near Riverside, California, (60 miles east of Los Angeles) is commanded by Lt./Gen. James Mullins. Gen. Mullins, who is greatly interested in preserving the heritage of the Fifteenth Air Force, when hearing of our reunion, offered the full support of his Command to our effort. He graciously invited our members to visit the base during the reunion. Without hesitation, we accepted and started preparations for the tour. Details will be available at the Registration Desk. It promises to be a very exciting day. Imagine seeing a B-24-J in flying condition, after all these years.

STATE CHAIRMEN WANTED

Your Chairman recognizes the fact that there are some members who have indicated that they will not be able to attend this First Reunion for various reasons. It is hoped that they will be able to attend the next one. There are also others who will not attend because to date we have not been able to find them. Between this reunion and the next one, the reunion committee will be actively searching for as many members of the two groups as possible and we will continue to maintain and update the addresses we have on file. We ask for your cooperation in this endeavor. Specifically, we are looking for State Chairmen who will work within their own State to publicize the organization's desire to contact all members of the 461st and 484th Bomber Groups.

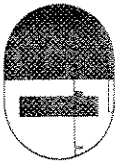
REUNION REGISTRATION

Please fill out the Tear Slip below and mail it, with your check, made payable to BUD MARKEL, 1122 Ysabel Street, Redondo Beach, Ca. 90277, no later than May 10, 1981 to insure your reservation at the banquet.

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RESERVATION FORM, 461st and 484th B.G. Reunion May 22, 23, 24, 1981  
HOLIDAY INN  
TORRANCE, CA.

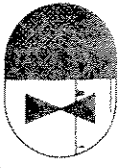
<u>Last Name of Member</u>	<u>Unit/Squadron/Group</u>	
	\$30.00 per person	
<u>First Name of Member</u>	\$ <u>Amount Enclosed</u>	
<u>Name of Guest</u>	<u>Relationship</u>	\$ <u>Amount Enclosed</u>
<u>Name of Guest</u>	<u>Relationship</u>	\$ <u>Amount Enclosed</u>
YES ( ) NO ( )	<u>Number in Party</u>	\$ <u>Amount Enclosed</u>
March Air Force Base Tour		Bus Fare \$8.50 each
		<u>Amount Enclosed</u>
Mail by May 10, 1981 to:		\$ <u>TOTAL Amount Enclosed</u>
BUD MARKEL		
1122 Ysabel St.		
Redondo Beach, Ca. 90277		





461st BG

# THE TORRETTO FLYER



484th BG

News Bulletin No. 5

Redondo Beach, Ca. 90277

Winter 1982

## 2ND ANNUAL REUNION SET FOR MAY 28, 29, 30, 1982, IN DAYTON, OHIO

The 461st & 484th Bomb Group, and their support squadrons, of the 49th Wing, 15th Air Force, based at Torretto, Italy (Cerignola) 1944-1945, cordially invite all former members, wives, and family to the 1982 reunion. Your contacts are: BUD MARKEL, 1122 Ysabel St. Redondo Beach, Ca. 90277, Phone: (213) 316-3330, and FRANK O'BANNON, 132 Via La Soledad, Redondo Beach, Ca. 90277, Phone: (213) 375-1747. The dates again are: May 28, 29, 30, 1982, in Dayton, Ohio, (Home of the Air Force Museum).

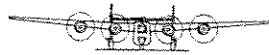
Reunion headquarters will be at the SHERATON-DAYTON-DOWNTOWN, 21 South Jefferson St., Dayton, Ohio, 45402. Please use the enclosed yellow reservation card for room accommodations only, and mail directly to the Sheraton Hotel. It needs no stamps. Phone reservations also may be made at their toll-free number: 800-325-3535. Ohio residents may use the 513-223-2100 number. When making phone reservations, you must mention the 461st & 484th Bomb Group reunion to receive the special rate of \$25.00 single and \$36.00 double. Please reserve early to avoid disappointment. Arrangements have been made with another hotel nearby to handle the overflow at a slightly higher rate of \$36.00 single/double. Remember!!! RESERVE EARLY!

The Sheraton-Dayton has covered guest parking, an outdoor pool, a game room, accommodations for the handicapped, and rental cars from National. Upon registration each guest will receive from the room clerk an information packet containing times, places and dates of the scheduled events and optional tours. Tips on sightseeing, shopping and restaurants will be included also.

A bulletin board will be located adjacent to the hotel registration desk for the posting of notices, announcements, and messages for the convenience of guests. After the close of the reunion registration, a guest list with room numbers will be placed on the board to facilitate meeting and get-togethers.

As a change from the 1981 reunion, we are setting aside separate rooms or areas for squadron meetings as a means of acquainting members of each squadron with each other. Each name badge also will have a color coded dot designating each squadron or unit. Check the information packet or bulletin board for time and places of the meetings.

As in the 1981 reunion, there will be displays in the hospitality room of historic documents, maps, photographs, orders and memorabilia. A photocopy machine will be available for members' use in copying printed



materials. We will also provide slide and movie projectors for members who wish to show slides, photographs, and films. In addition, if there is need of a video cassette player, we can obtain one for members' use. Everyone is urged to bring films, artifacts, memorabilia, etc. to share in the hospitality room. Just advise us what type of projection equipment to provide.

Because the combat films were so popular in 1981, we will be showing the 16mm sound films again, along with the 16mm home movies of Joe Mente showing 461st B.Group in action in Torretto in 1944. You'll thrill at the shy boys who don't want their picture taken.

#### ARRIVAL AT THE DAYTON AIRPORT

One is greeted by the smell of popcorn from the Country Store upon arrival at the terminal building. It is supposed to be world famous. Bus transportation at \$6.25 each to the hotel is available, but a taxi cab at \$12.50 to the hotel for two people is just about the same price. Couples arriving simultaneously can share a cab and save some money.

#### THE AIR FORCE MUSEUM VISIT

On Saturday, May 29th, the reunion will visit the Air Force Museum at Wright-Patterson Air Force Base, a short 15 minute drive from downtown Dayton, the home of one of the largest World War II aircraft collections that includes a B-24D, and artifacts from the "LADY BE GOOD". The assembly will be greeted by the museum chief and several films on the bombing of Ploesti will be shown in the auditorium. The museum sports a large book and gift shop as well as a cafeteria for light meals. There is ample parking for guests driving their own cars. Bus transportation will also be available. Photographers wishing to take photos indoors are advised to bring a tripod, flash, and a wide angle lens as the airplanes are located close together.

For our members who do not have transportation to the museum, we have chartered three RTA buses for shuttle serve from the hotel to the museum and return. The schedule will be in your registration packette at the hotel front desk. Bus fare will be \$4.50 and should be prepaid. (Note the box on the enclosed form.)

#### SPECIAL ACTIVITY FOR THE LADIES

On Friday May 28, 1982, the first day of the reunion, a special day has been arranged for the ladies while the men are busy registering and telling war stories. Great Events, a Dayton firm, has put together a "Travel Holiday Express - A Trip to Italy" theme, that will include lunch, the showing of travel fashions, a travel talk, and a wine and cheese party. It all takes place at Rike's, Dayton's prestigious department store. Price per person is \$15.00. Please remit in advance and check the box on the enclosed reservation form. We will require a minimum of 125 in order to hold this event.





CONTEST ANNOUNCEMENTS

We will be awarding prizes in several categories depending on the interest shown. First off, the flight crew, tent or squad having the greatest number in attendance proportionately will receive prizes. So get busy and locate your old buddies, bring them to the reunion and share a lot of laughs. We will be prepared to award prizes for the best B-24 model (any scale) based on craftsmanship and accuracy of squadron and group markings. We urge all members who can still get into their uniforms to wear them. Class A, Suntans, Pinks, Flight outfits, including the best preserved A-2s, you name it. Members who plan to enter the contests should advise the reunion committee. Model airplanes should be protected with an appropriate cover.

1982 REUNION SCHEDULE

Friday May 28      0900 to 1600 Registration, hospitality room displays, No host bar, chips, dips, coffee.  
1200 to 1600 "Holiday Travel Express" special event for the ladies.  
2000 to 2230 Squadron mixers in separate meeting rooms or areas.

Saturday May 29      0900 to 1700 Tour to the Air Force Museum, welcome in the auditorium, Ploesti movie, gift and book shop.  
1930 to 2400 Grand Banquet, speeches, sing alongs, to the music of the forties, contest awards and prizes, combat movies.

Sunday May 30      0830 Non-sectarian memorial service  
0930 Champagne breakfast. Squadron photo sessions, farewell speeches. Final Session.



"POOP FROM GROUP"  
(Other news of the association)

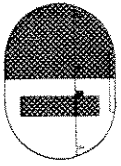
THE ITALIAN TOUR

At the moment we are working with two tour operators to obtain the best pricing. Most members have indicated that they would prefer the two week tour, so we will go with that. The tour will depart from either Chicago or New York during September 1982. All who wish to consider the tour should advise the committee of your intentions while there are still openings NOW, as we will mail the tour folders only to the members who have checked their tear slips on News Bulletin No. 4. Check the bulletin board for any late information.

INCORPORATION ACCOMPLISHED!

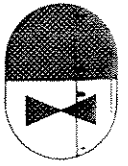
The reunion organization, now known as the "461ST and 484TH BOMB GROUPS ASSOCIATION", was incorporated as of December 30, 1981, in the State of California, as a non-profit corporation. Tax exempt status is pending. Membership dues has been set at \$10.00 per year and is now payable to the corporation.





461st BG

# THE TORRETTO FLYER



484th BG

News Bulletin No. 6

Redondo Beach, Ca. 90277

Spring 1982

## REMINDERS . . .

### MAIL YOUR BANQUET RESERVATIONS NOW!!!

Your enthusiastic response to Bulletin No. 4 was used as a basis for planning the 1982 reunion. We are now asking those of you who have not mailed in your banquet reservations to do so NOW!!!

In order to accommodate the expected 350 to 400 members and guests of the 461st and 484th Bomb Groups Association's 1982 Reunion comfortably, the banquet on Saturday evening, May 29th, will be held at the Dayton Convention Center, which is located one block away from the Reunion Headquarters at the Downtown Sheraton Hotel.

### GUEST SPEAKER

General James P. Mullins, Commander, Air Force Logistics Command, Former Commander of the Fifteenth Air Force, has graciously accepted our invitation to address the reunion at the Banquet, Saturday evening, May 29, 1982. Members who took the tour to March Air Force Base at last year's reunion will remember General Mullins, who greeted them in the Base Auditorium.

### LADIES DAY ACTIVITY

Reservations for the Ladies "Travel Holiday Express" should be sent in NOW, so that the minimum of 125 can be met. This event has to be planned in advance of the reunion. Please observe the May 14th deadline.

### HOTEL RESERVATIONS

Phone reservations for hotel accommodations can be made via 1-800-325-3535 or locally at 513-223-2100. Remember to mention the 461st and 484th Bomb Groups Association Reunion to receive the special rates. Members who received the yellow reservation cards are urged to mail them in.

### CONTESTS UPDATE

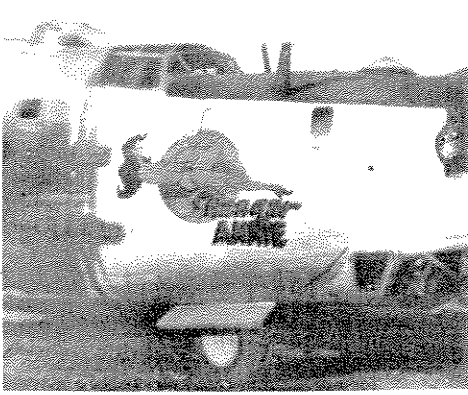
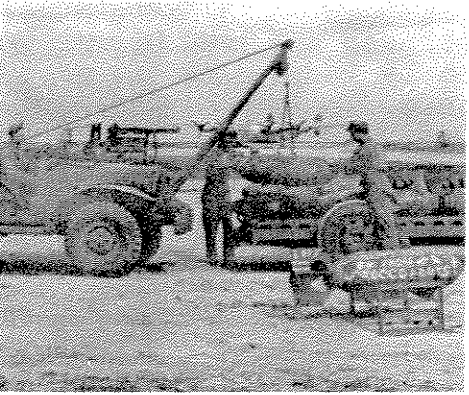
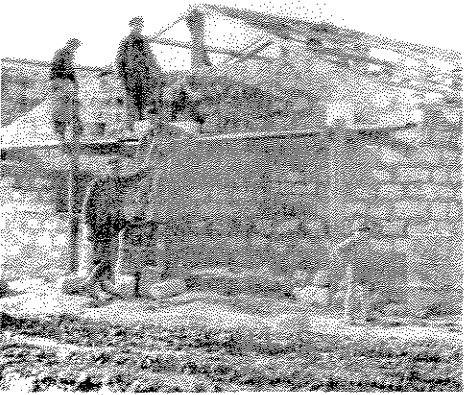
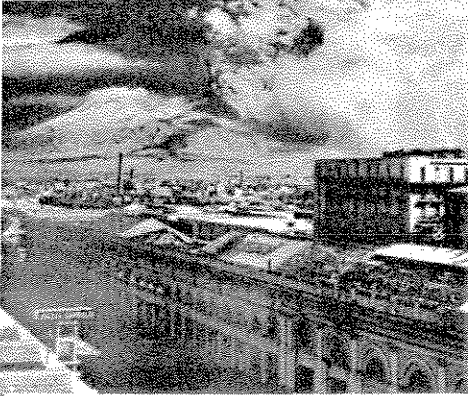
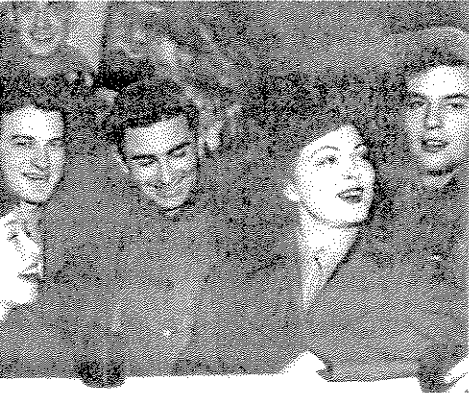
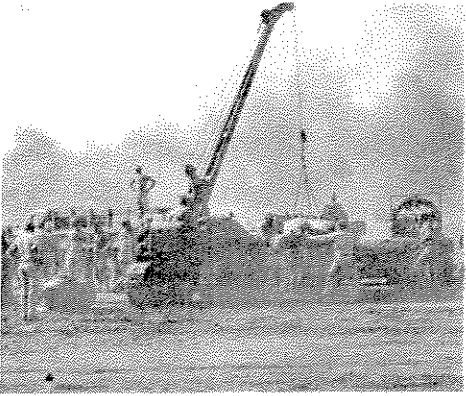
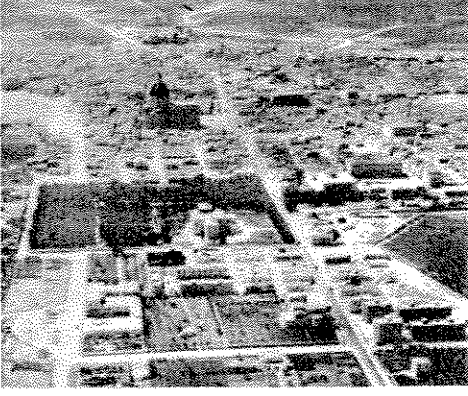
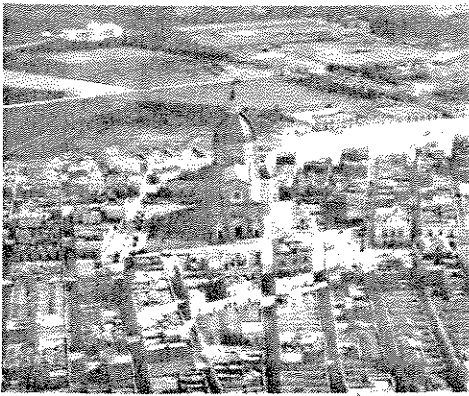
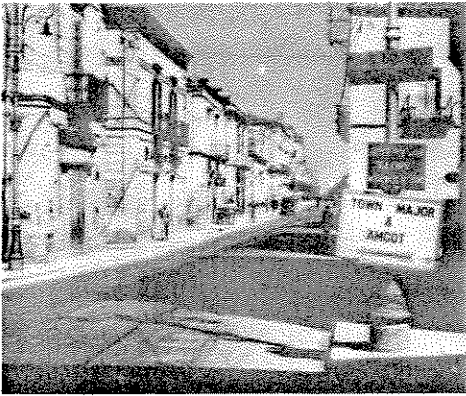
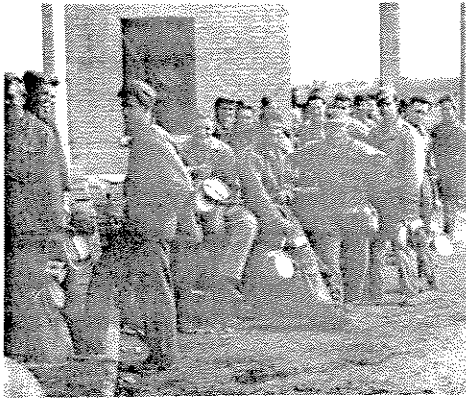
There will be model airplanes and men in uniform to see and judge at the reunion. Join in the fun by indicating on your reservation slip in which contest you wish to compete.

### TAX EXEMPT STATUS GRANTED!

The 461st and 484th Bomb Groups Association incorporated as a non-profit corporation in the State of California, has been granted IRS tax exempt status, effective January 1, 1982. Membership dues and contributions are tax deductible.

See enclosure for Italian Tour information.

THE PHOTOS ON THE NEXT TWO PAGES WERE SUBMITTED BY OUR MEMBERS





# EXAMPLES OF PRINTS THAT WILL BE ON DISPLAY IN DAYTON

SECRET

A FLIGHT (194) (SERIAL, CODE, GAZELPA)

1. BROWN (10)	2. BROWN (10)	3. BROWN (10)
4. BROWN (10)	5. BROWN (10)	6. BROWN (10)
7. BROWN (10)	8. BROWN (10)	9. BROWN (10)
10. BROWN (10)	11. BROWN (10)	12. BROWN (10)

B FLIGHT (166)

1. BROWN (10)	2. BROWN (10)
3. BROWN (10)	4. BROWN (10)
5. BROWN (10)	6. BROWN (10)
7. BROWN (10)	8. BROWN (10)

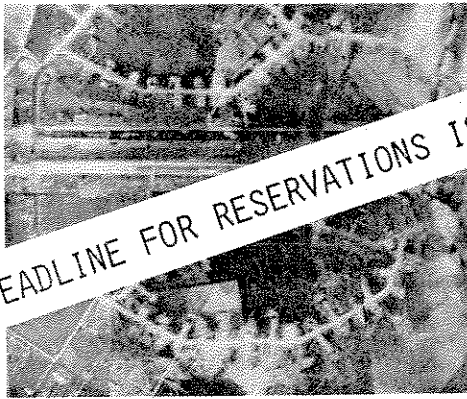
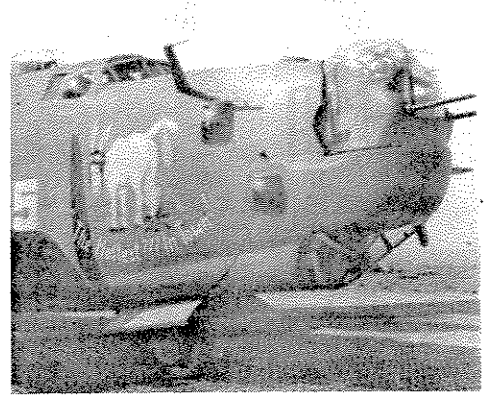
C FLIGHT (164)

1. BROWN (10)	2. BROWN (10)
3. BROWN (10)	4. BROWN (10)
5. BROWN (10)	6. BROWN (10)
7. BROWN (10)	8. BROWN (10)

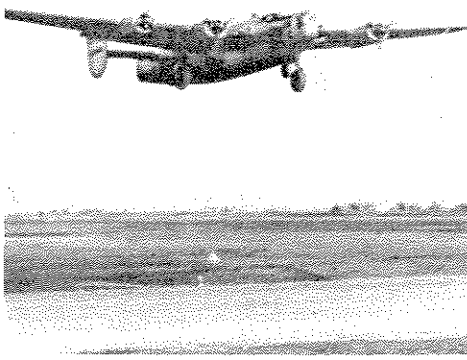
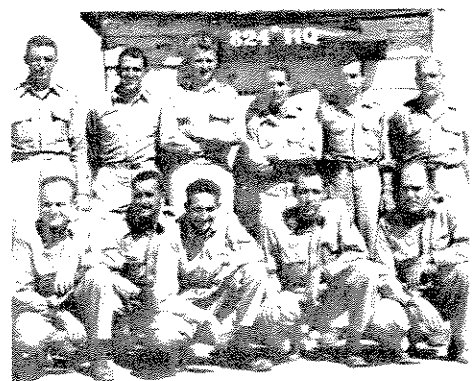
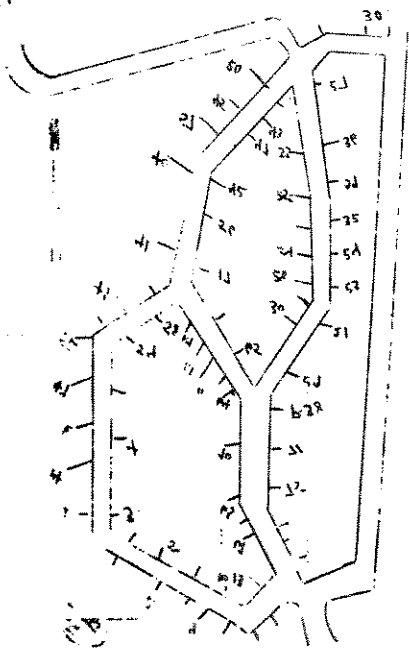
D FLIGHT (168)

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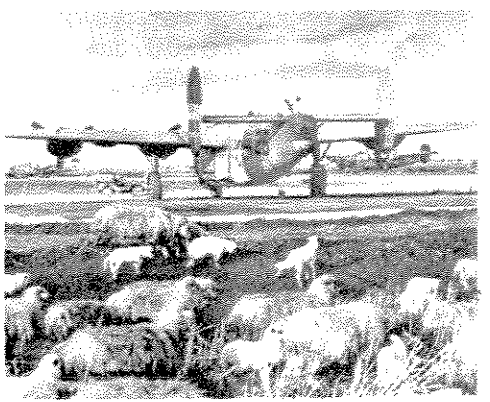
SECRET



" REMINDER ! DEADLINE FOR RESERVATIONS IS MAY 14, 1982 "



SEE YOU ALL IN DAYTON







# THE TORRETTA FLYER



ws Bulletin No. 7

Redondo Beach, Ca.90277

Winter 1982/1983

## 430 ATTEND 1982 REUNION IN DAYTON, OHIO



COCKTAIL HOUR AT DAYTON CONVENTION CENTER

The first day of the Reunion, Friday, registration took place in the Regency Room, which also served as a hospitality center and display area. Coffee and danish rolls were provided by the Association for members in the morning. Authentic B-4 models that were to be entered in the model contest later during the reunion were on display along with memorabilia brought by the members, such as a B-24 bag, 20 mm ammo, bomb fuses, uniforms, maps, books, and photo albums. A full scale briefing map, formerly used by the 827th Squadron, was set up with red yarn to show the route out and

The Second Annual Reunion of the 461st and 484th Bomb Groups Association, held May 28-30, 1982, drew 430 happy people to Dayton, Ohio. Of that total, 150 had attended the First Reunion in Torrance, California in 1981. The 1983 Third Annual Reunion will move to Williamsburg, Virginia, June 3-5, 1983. (See 1983 Reunion report which follows in this bulletin for details). This is in keeping with the Association's objective of rotating the site of the annual reunion to different parts of the country offering our members an opportunity to attend a reunion nearer to their homes.

back and turning point on target markers. The Association brought 400 pounds of documents, orders, and photographs to the reunion, which were placed on tables that surrounded the room. Members seeing their names on some of the documents were able to make copies for themselves, using the hotel's copy machine. In one far corner, a video tape of movies taken by Joe Mente, the 461st Bomb Group Special Service Officer, was shown to the delight of the audience. The films were donated to the Association by member, Mrs. Joe Mente. In the center of the

spacious room, a bar was set up, complete with snacks and soft drinks provided by the Association, for the convenience of members and guests. Each member and guest, upon registration, received a kit with the Association logo imprint, containing the reunion agenda, a reunion souvenir memo note pad with the logo imprint and a reunion souvenir transfer decal with the logo imprint.

In the hospitality room, the following was going on almost continuously: Little conversation groups would form and reform as new arrivals checked in, each eyeing the other's coded name badge, as squadrons and groups were identified by colored dots. Every once in a while a loud scream could be heard as old buddies met for the first time since the War. The eyes would well up, emotionally strained throats made those first few words almost impossible to get out. Then there were those "maybe" encounters: "Don't I know you" or "Boy, do you look familiar" followed by a slow walking back and forth and each regarding the other, like two boxers, until final recognition took place with an "Oh, my God it's you!"

The Ladies Special Event consisting of a luncheon, fashion show, make-up and hairstyling demonstration, and a cooking demonstration with an Italian theme, was held in the Hunt Club room on the top floor of the Sheraton Hotel. It was attended by 65 ladies who enjoyed the program and served as an opportunity for the women to become better acquainted.

Friday evening, a new activity of the Dayton reunion was the squadron and group mixers. Each squadron met in a separate room affording members an opportunity to renew old acquaintances and to make new friendships. The formal program which



REGISTRATION



SQUADRON MIXER

the reunion committee had planned for these sessions was quickly thrown out the window, as members were too busy telling war stories and swapping tales. And, as if from nowhere, albums and photos appeared, drawing the men and guests into huddles. The last goodnights were said long after midnight.

The Second Day of the Reunion, Saturday, one of the highlights of the Dayton reunion was the visit to the Air Force Museum, where our members and guests were greeted by the Museum Director, Col. Uppstrom, who introduced the film "Target Ploesti" in the Museum's auditorium. Prior to the film presentation, members and guests had an opportunity to view the planes, exhibits and memorabilia used by both sides during World War II. A special exhibit of the "Lady Be Good", the B-24 found in the Lybian desert 20 years after the war ended, held the members' interest along with parts of the airplane, a coffee jug and a canteen were displayed that still contained liquid when the ship was found. The dry desert air had maintained the plane and its contents in a good state of preservation.

Saturday evening. The large attendance at this year's banquet, necessitated the use of the Dayton Convention Center, one block away from the Reunion Headquarters at the Sheraton-Downtown Dayton Hotel. Before the banquet, the groups gathered in the spacious foyer of the Convention Center for cocktails and conversation. A huge mosaic mural of the Wright Brothers first airplane, above and to the rear of the foyer, added a symbolic touch to the party.

At the business meeting held during the Dayton Convention, the membership approved the establishment of a "Living Memorial", specifically a scholarship to be awarded to needy Italian students, offspring of the families who inhabit the lands formerly used by the 461st and 484th Bomb Groups during World War II. All members and friends are advised that donations to the Scholarship Fund are now open. Remember we are a non-profit, tax-exempt corporation and your contributions and donations are tax-exempt.



At the entrance to the Banquet Room, long-stemmed roses were presented to each of the ladies. We were addressed by our former commanding officers, Maj/Gen James P. Knapp (Ret.), representing the 461st Bomb Group and Maj/Gen William Keese (Ret.) of the 484th Bomb Group. Our guest speaker was Gen. James P. Mullins, USAF, Former Commanding Officer of the 15th Air Force, presently the Commander of the Air Force Logistics Command, Wright-Patterson Air Force Base.

General Mullins does not mince words when he speaks about preparedness; about the unbalance of some of our forces as compared with the forces of the Soviet Union. He made us aware that vigilance in this century, as in the past, is an ongoing necessity for peace and the future of all mankind. His speech was warmly applauded by members and guests. General Mullins was presented with the Association's first honorary membership for his leadership and devotion to the preservation of the heritage of the 15th Air Force. The General was obviously pleased with the honor and accepted the presentation. General Mullins was accompanied by his gracious wife, Barbara.

As announced in previous bulletins, several contests took place during the banquet. A short description follows:

A quartz desk clock with the logo imprint was awarded to John Billings, 825th Sq., for mailing in the first reservation for the reunion. Prizes were awarded to one member from each bomb group who travelled the farthest distance to Dayton. Both came from the State of Washington.

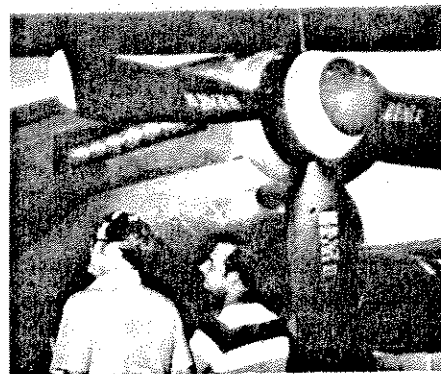
Judging in the uniform contest was tough considering that it's been 38 years since many had



HOSPITALITY ROOM DISPLAYS



GUEST SPEAKER, GEN. MULLINS



AT AIR FORCE MUSEUM

last worn a uniform. The four contestants represented several styles including officers' dress pinks and suntans, enlisted Eisenhower jacket, olive drab and a restored A-2 flight jacket, all fully-buttoned. The member with the Eisenhower jacket was judged the most authentic and was awarded the prize. Judging the uniform contest, was our guest speaker and honorary member, General Mullins, who did an excellent job!

In the crew contest for the most members in attendance, three groups of six, representing flight crews, were tied and duplicate prizes were awarded. A group of seven men from the ground echelon also competed and were awarded prizes.

The model airplane contest drew four contestants. The prize went to the model "RAMP ROOSTER" representing crew #15, 824th Bomb Squadron.

To all contestants and award winners, our hats are off to you, for a job well done. We ask contestants and award winners who are not mentioned in this bulletin to advise the office so that your names may be published in the next issue.

Members who had been prisoners of war asked for recognition after the roll call of the squadrons. Standing proudly were: Don Charland, 764th Sq.; Ivo Dillon, 767th Sq.; Richard E. Freeman, 764th Sq.; Dan Joba, 826th Sq.; Ed Klepper, 765th Sq.; Pat Libretti, 825th Sq.; Sam Lowe, 766th Sq.; Tom Moore, 767th Sq.; Milton Radovsky, 767th Sq.; Donald J. Robinson, 764th Sq.; Phil Spreuer, 825th Sq.; Bob Swinehart, 767th Sq.; Jim Thompson, 825th Sq.; and Bill Turner, 825th Sq.

The spirited band of Kim Kelly played the music of the Forties for the dancing following the banquet.



GEN. BILL KEESE AT MIXER



40'S MUSIC STILL DANCEABLE



SUNDAY BRUNCH

The Regency Room of the Sheraton was filled to capacity on Sunday morning to hear Chaplain, Major Robert Snable, from Wright-Patterson Air Force Base Chapel, give a moving service, honoring our war dead, as well as members and off-spring who have passed away since the founding of our organization. A special Memorial Service Program booklet was adapted from an original February 20, 1945 Memorial Service used by the 484th Bomb Group at the base in Italy, and served as the model for our Memorial Service Booklet.

The final event of the 3-day Reunion was the champagne breakfast attended by 365 members and guests who lingered into the afternoon saying that final goodbye.

Members and friends attending the Dayton Reunion who took pictures and photos and can spare copies for the Association's photo album are urged to send their copies to the office. The album will be on display at the Williamsburg reunion.

The officers and directors of the Association, Bud and Bea Markel, and Frank O'Bannon wish to extend their "Mille Grazie" (Translation: Thousand Thanks) to the following members and their wives, who gave their time and effort to help make the reunion the huge success that it was:

To Bill Harrison for his work in the distribution of publicity and who was given a special award at the Banquet.

To Sam Lodato and Jim Van Nostrand for their invaluable help with the many important last minute details just prior to and at the reunion.

To the following who graciously volunteered to work at the registration desk: M/M Alan (Elaine) Bro, M/M Ed (Wilma) Schrader, M/M Robert (Barbara) Scanlon, Mable Harrison, Mildred O'Bannon, M/M Clarence (Helen) Young.

A thank you to Mrs. Robert (Margaret) Collier for providing the musical accompaniment at the Memorial Service, and also to Wilma Schrader and Helen Young who again gave of their time in distributing the Memorial Service Booklets on Sunday morning.

A special thank you to King Beach who gave of his time and energy to provide the photographs of the reunion shown in this bulletin.

To all of the above, our heartfelt thanks.

The directors and officers of the association want to give special recognition to Don Charland of the 764th Squadron who provided us with a large roster of names of the 461st Bomb Group. The roster served as a base for the growth of our organization.

And finally, a special "Tante Grazia" has to go to Bea Markel, who conceived the idea of the reunions and pushed hard to see them come to pass. She serves as a director, secretary, book-keeper, and performs a multitude of other duties. Her encouragement and devotion to the association should be recognized as there would be no association without her.

## REPORT ON THE ITALIAN TOUR TO TORRETTA



The Italian Tour which was planned and led by Frank C. O'Bannon, 764th Sq., director and vice-president of the Association, and who was assisted by Millie O'Bannon, visited Rome, Nettuno Cemetary, Sorrento, Capri, Pompeii, Bari, Cerignola, the airbase as Torretta (Please note correct spelling), Venice, Florence, Pisa, and the Tivoli Gardens near Rome. There were 23 people in the tour group, including the O'Bannons, M/M Arthur J. Hill, 824th Sq., M/M Thomas Javarski, 764th Sq., M/M Marion M. Pruitt, 461st Bomb Group, M/M Edwin H. Brubeck, 827th Sq., M/M Ruben J. Kaiser, 824th Sq., M/M Vernon W. Garrison, 765th Sq., M/M Leonard O. Cole, 461st Bomb Group, Dr. & Mrs. Alexander Sproul, 766th Sq., M/M Gerald Huizenga, 766th Sq., Francis Lucas, 767th Sq., M/M Edward J. Latal, 767 Sq. Bea and Bud Markel met the tour group in Cerignola and Torretta. The tour group visited one of the two American cemeteries in Italy where our fallen comrades rest. At Nettuno, near Anzio, the Group leader, Frank O'Bannon, through the U.S. Battle Monuments Commission, made arrangements for flowers to be placed in the chapel to honor our military dead buried there. This was a very moving experience for our members. At the other American cemetery near Florence, Bea and Bud Markel, visited the grave sites of thirteen deceased members of our two groups, the Wall of Memory where the names of many of our deceased members appear, and the Chapel. Photographs were taken to show at the 1983 reunion in Williamsburg, Virginia.

461ST H.Q.

Bud and Bea Markel travelling on their own in Italy, made a trip down to Torretta to identify the area and some buildings prior to the Group's scheduled arrival. The Markels then met the group at Cerignola and led the busload down to the base. Most of the buildings that were used by the 461st and 484th Bomb Groups are still standing, (with the exception of the 764th Officers Club which had suffered damage during the recent earthquakes in Southern Italy) and were recognized by the tour group. The land used by the 461st and 484th Groups was owned by a Baron Zezza. The Italians who worked for the Baron, either as tenant farmers or sharecroppers, with extremely low incomes, lived in many of the buildings that were later to be occupied by our groups. Today, 38 years later, most of these same buildings are still being occupied by farmers and tenants. The tour group met several families who took them into their homes for refreshments. Dr. Alexander Sproul and Gerald Huizenga (766th Squadron) and their wives, left the bus at the 766th Squadron area and were promptly invited in for lunch. The bus continued on to the 461st Group Hdqtrs. building, where the flag pole is still attached. Nearby are the buildings comprising the 767th Squadron area where the tour group was invited in to partake of refreshments offered by the Lotito family, who now live in the building formerly occupied by the 767th Squadron.



824TH SQUADRON AREA

From the 461st and 767th buildings area, the tour continued on to view the 764th officers club building and then proceeded to the 765th area, after turning around to retrace the route back to pick up the Sprouls and Huizengas. On the way, the bus passed the buildings used by the 827th Squadron and the 824th Squadron. The 824th Squadron area was the easiest to identify, as the building stands about a half-mile from the roadway on a small hill and still visible from a distance was the large 824 painted on the flat side of the stone structure.

After the tour departed for Bari to continue with the rest of the tour, Bud and Bea Markel, assisted by Raffaele Lotito, one of the present residents, found the 484th Bomb Group Headquarters buildings area as well as structures used by the 825 and 826 squadrons at San Giovanni. Slides of the airbase as it now exists will be shown at the Williamsburg Reunion, June 3-5, 1983.



767TH SQUADRON AREA

## 1983 REUNION IN WILLIAMSBURG, VIRGINIA

Historic Williamsburg, Virginia, will be the site of our next reunion, June 3-5, 1983. An ideal vacation area offering varied attractions for the whole family. The main attractions of Colonial Williamsburg, Yorktown, and Jamestown, are flanked also by Busch Gardens, The Pottery, Colonial Plantations and many other attractions. Watch for more information in the next Torretta Flyer.

We will all gather at the Williamsburg Hilton and National Conference Center, our Third Annual Reunion Headquarters. It is a spacious and comfortable property offering many recreational facilities of its own: tennis courts, racketball/handball courts, indoor-outdoor swimming pool, recreation room with billiard tables, table tennis, football and bowling games, as well as a nearby golf course.

### Tentative Schedule

#### Friday, June 3 All Day:

Registration, Displays  
In PM Squadron Mixers

#### Saturday, June 4 All Day:

Registration, Displays  
Tours of Williamsburg, etc.  
Evening: Grand Banquet

#### Sunday, June 5 Morning:

Memorial Service and  
Champagne Breakfast

Evening: Barbeque and Final  
Session

The next newsletter will contain brochures and tourist information to help you in planning the weekend. We are advising everyone to make their hotel reservations early to avoid disappointment, as June is a busy month in Williamsburg.

We have obtained a group room rate of \$60.00 per night, double or single, which is about 1/3 off the regular rate, and this special rate will also apply prior to and after the reunion for our members. The Williamsburg Hilton will provide us with reservation cards which will be included with the next newsletter. Hotel reservations are to be made directly with the hotel. For your information, here is the address:

Williamsburg Hilton and  
National Conference Center  
50 Kingsmill Road  
Kingsmill On The James  
Williamsburg, VA 23185

Phone Number:  
(804) 220-2500 (Local) or  
(800) 552-9910 (Toll Free)

Members, guests and friends planning to attend the Williamsburg reunion are urged to bring photo albums, movies, slides, video cassettes, newspapers, documents and memorabilia to share during the squadron meetings, as this was very popular at the Dayton reunion.

Regular membership in the 461st and 484th Bomb Groups Association is open to all personnel who served at Torretta with either of the two groups, their squadrons and support units. Family members are also eligible.

### MEMBERSHIP

A membership roster has been mailed out to all members who have sent in their 1982 dues, but not to the names on the general mailing list, which consists of 1300 names. If your name or a friend's name is not included in the roster, it means that we have not yet received your 1982 dues. To avoid disappointment send in your 1982 dues now. It's only \$10.00 a year and makes the publication of this newsletter possible. A Supplement roster of members who have paid their dues since publication August 1982, will be compiled and mailed to all members at a future date.

## **DID YOU KNOW?**

Did you know that on January 4, 1943, the 461st Bomb Group in a group flight of 20 aircraft participated in a joint land and air attack on the city of Los Angeles. It was a mock raid using cameras instead of bombs. The target center was the Court House. After the bombing run 11 of the planes peeled off of the formation and landed at Van Nuys Airport where they were greeted by celebrities from Hollywood.

The first combat mission of the 484th Bomb Group took place 29 April 1944 with a force of 40 B-24's dropping 74 tons of bombs without loss. Target was Drnis, Yugoslavia.

WANTED: Display case for the Association's memorabilia collection to be used at our reunions. A lightweight case with plexiglass windows, one shelf with locking doors of about four feet length that could be knocked down for shipping, would be ideal. We will consider any loan, donation or purchase, depending on what is available.

## **ORAL HISTORIES WANTED**

Tape record those war stories. The Association is suggesting that our members record their wartime experiences on cassette tape for future use in preparing a historic document that will be published and distributed to members at some future date. Introduce yourself at the start of the tape, with name, address, squadron, rank, job classification. Then start your narrative, giving dates, places of each experience and names of others who were involved in each particular incident as best as you can remember. Be sure to put your name, address and squadron on the tape box and send to us with any photos and documents to illustrate the story. Caption the photos if possible.



## OTHER ASSOCIATION NEWS AND MISCELLANY

Member Christopher C. Bruner, son of Charles W. Bruner, 764th Squadron, now deceased, is looking for his father's crew, who may be in this photo. Charles Bruner is kneeling second from right. Other enlisted crew members were: Joseph C. Kvedera, Eng./Gun, Harry A. Stein, Jr., Radio Operator, John H. Reed, Asst. Engineer, Joseph C. Mizgalski, Gunner, and Malachi F. Bullard, Gunner. The crew flew the "One-Eyed Jack" on occasion and were a replacement crew #8, arriving in Italy in August 1944 and returned stateside in May of 1945. Anyone having knowledge of this crew should contact the Association office.



CHARLES W. BRUNER, BOTTOM ROW 2ND FROM RIGHT

We've received an inquiry from John Bietling of Kansas City, MO, an Aircraft Historian, specializing in the B-24 serial history. He is working on a correlation between the art work or declarations painted on the nose of our aircraft and the aircraft serial numbers. Members and friends sending photos to us are urged to include as much information as possible, such as names of flight and ground crews associated with the aircraft, aircraft serial number, dates, known disposition of the aircraft, description of nose art and name of artists, any special duties assigned to the plane including pathfinder, radar jamming and transport duties. We will forward the information to Beitling.

Merritt Bailey is inquiring as to the whereabouts of Salvatore Azzaro, John Macaluso, Frank Nuzum and Robert O'Neal, enlisted men from the 827th Bomb Squadron. Their names appear on the June 1944 roster but nothing else is known about them. Anyone having information regarding the above should contact the Association office.



766TH SQUADRON AREA

Raymond T. Cromer of the 825 Squadron, Crew 30 is looking for other members of his crew #30 piloted by James C. Langdon.

Chris Donaldson and his wife (765 Sq.) who were in Italy about the time of the Italian Tour, met a law professor, Umberto Albanisi, in Cerignola, who became his guide to the airbase at Torretta. Umberto, a child during the war, reported getting fed at the base and credits our people for keeping him alive. What makes this story unusual is that Chris speaks no Italian and Umberto does not speak English!

### IMPORTANT

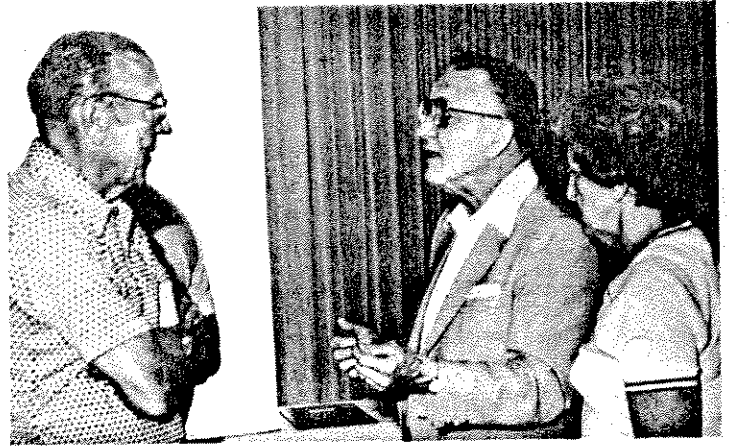
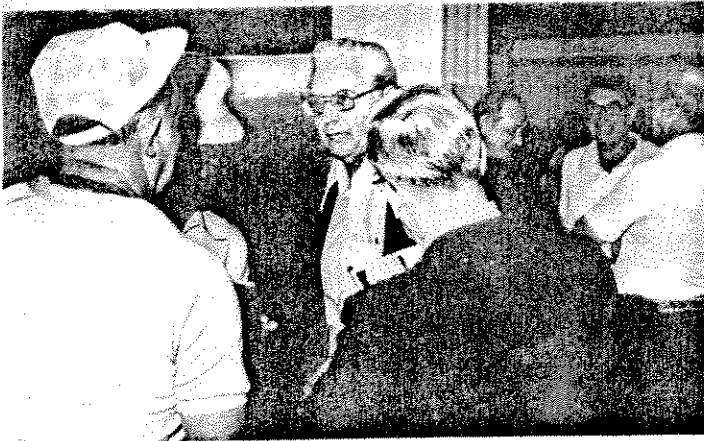
Please take time to fill out the tear slip on the last inside page and return it to us as soon as possible. This will help us with our planning for your enjoyment of the reunion.

**SEE YOU ALL IN  
WILLIAMSBURG!**

HOSPITALITY ROOM ACTIVITIES

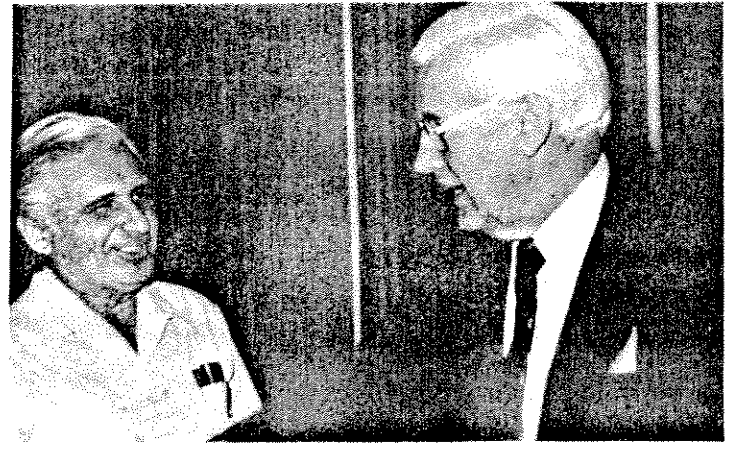
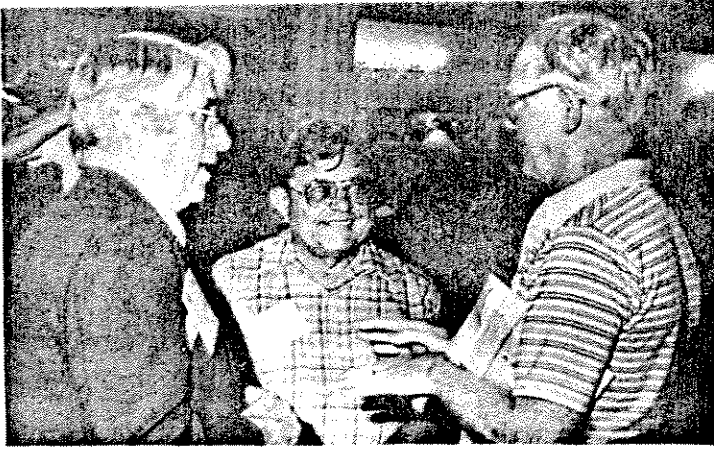
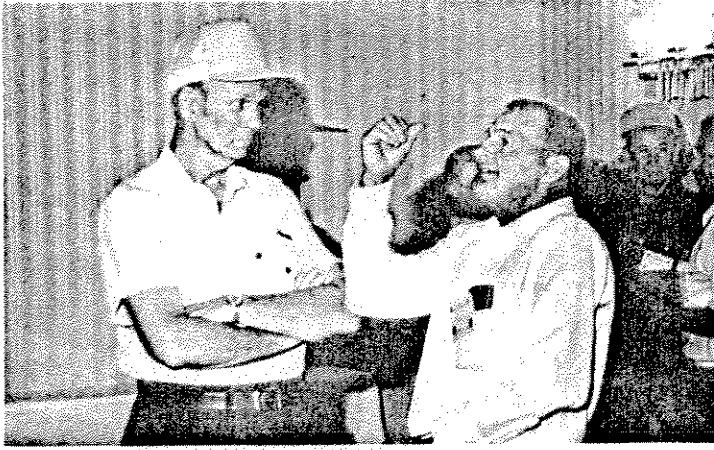


HOSPITALITY ROOM ACTIVITIES & SQUADRON MIXERS



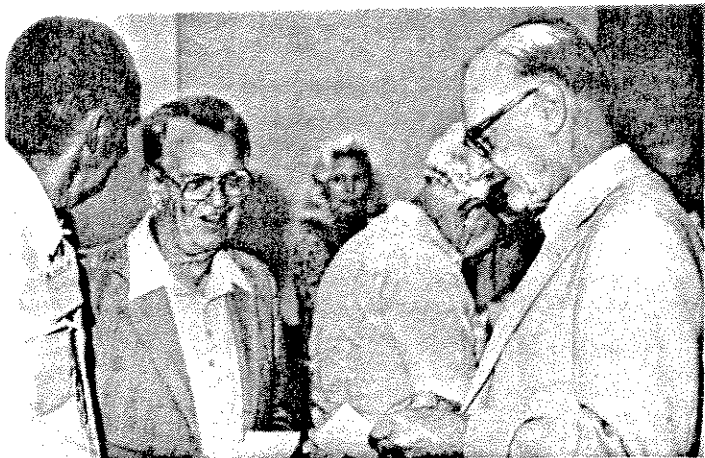
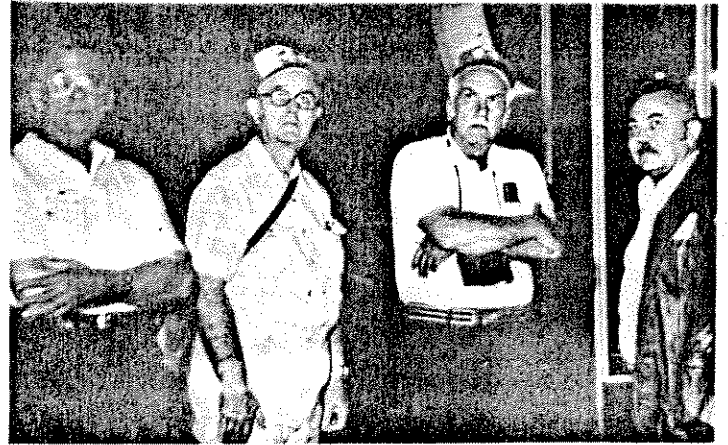
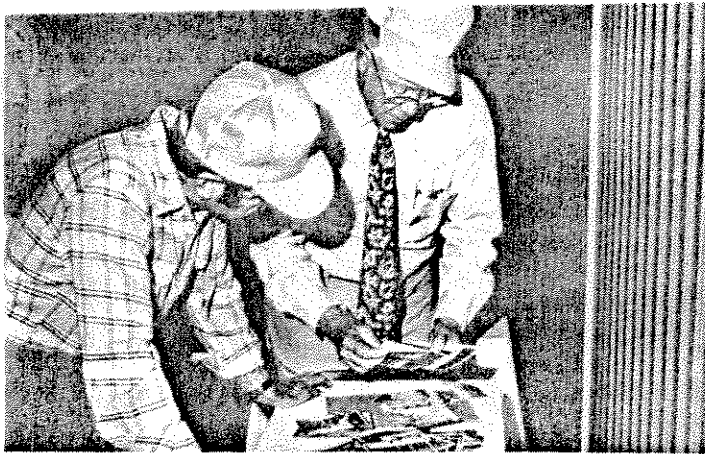


HOSPITALITY ROOM ACTIVITIES & SQUADRON MIXERS



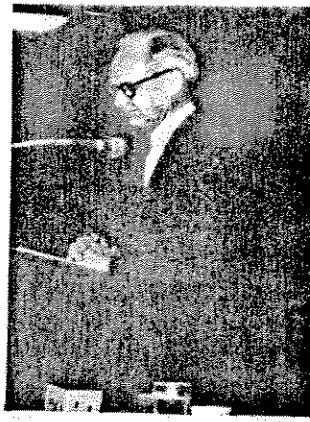


SQUADRON MIXERS & A.F. MUSEUM VISIT

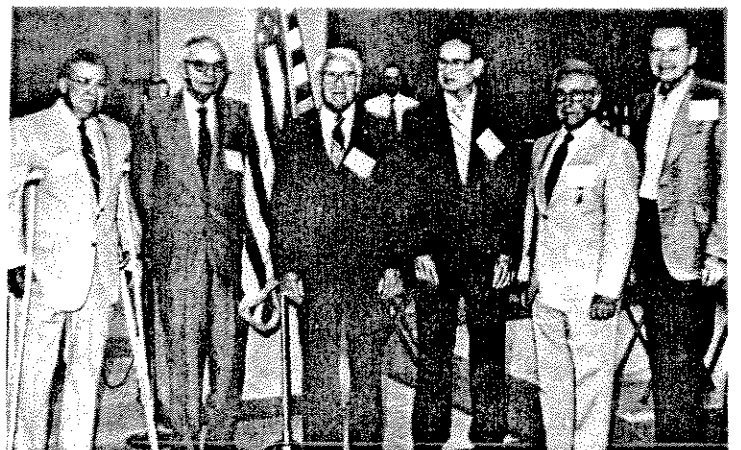
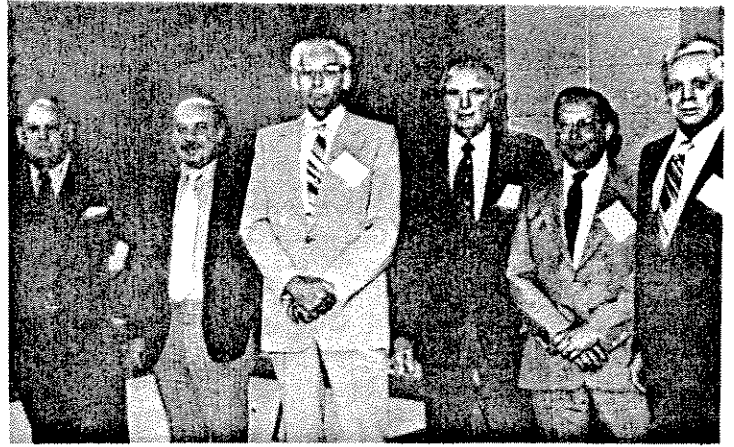




GEN. BILL KEESE

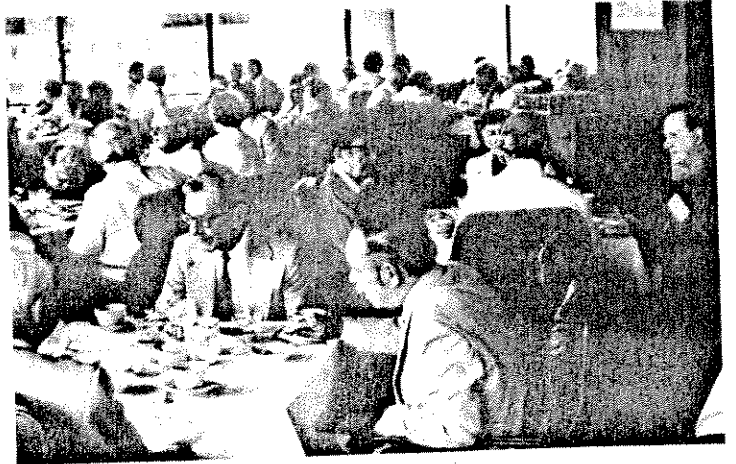
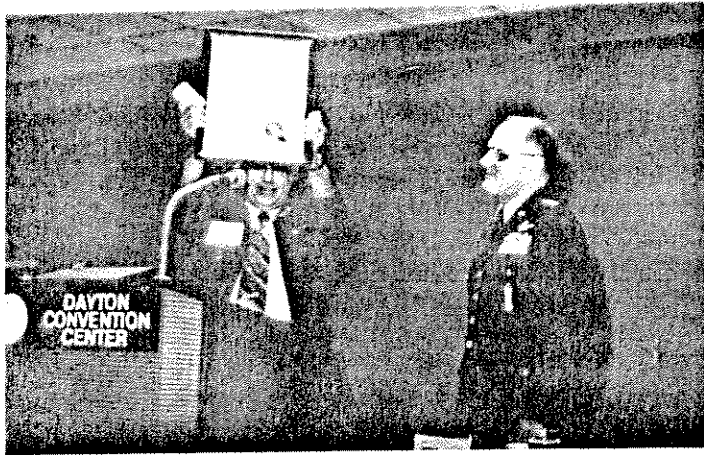


GEN. JAMES KNAPP





BANQUET PHOTOS & BREAKFAST ACTIVITIES







MESSAGE FROM THE PRESIDENT:

WITH THE COMMENCEMENT OF DUES COLLECTION IN JANUARY OF THIS YEAR, YOUR ASSOCIATION HAS BEEN ABLE TO FUND THIS 16 PAGE EDITION OF THE TORRETTA FLYER. ADDITIONAL MEMBERSHIP DUES WILL ALLOW MORE FREQUENT MAILINGS OF AN IMPROVED NEWS BULLETIN. PLANS FOR THE FUTURE ALSO INCLUDE A QUARTERLY JOURNAL MODELED AFTER THE PUBLICATION OF THE AMERICAN AVIATION HISTORICAL SOCIETY. INASMUCH AS MOST OF THE TORRETTA BASED PERSONNEL, WHO ARE ELIGIBLE FOR MEMBERSHIP, ARE STILL UNKNOWN TO US, WE WILL USE THE DISTRIBUTION OF SUCH A PUBLICATION TO VARIOUS INSTITUTIONS AND THE MEDIA, TO FIND THESE PROSPECTIVE MEMBERS. YOUR SUPPORT WILL HELP MAKE IT POSSIBLE. TO BECOME A MEMBER USE THE TEAR SLIP ON THE INSIDE OF THE LAST PAGE OF THIS BULLETIN.

SEE YOU ALL IN WILLIAMSBURG!

BUD MARKEL, PRESIDENT



THE TORRETTA FLYER

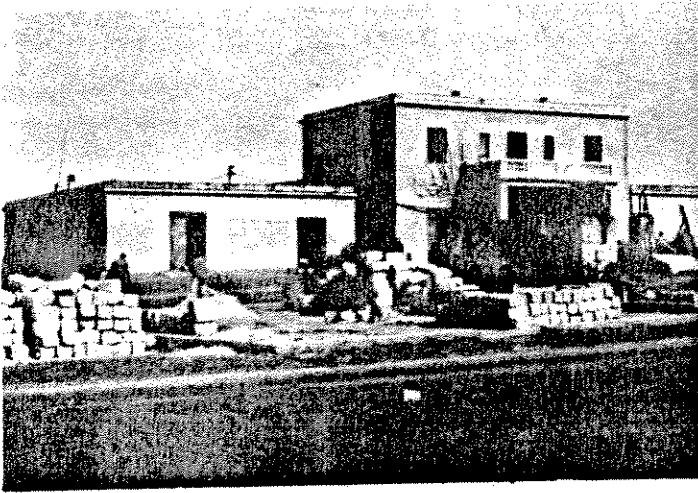
Published by the 461st and 484th Bomb Groups Association

Editor: Bud Markel  
Assoc. Editor: Bea Markel  
Assoc. Editor: Frank C. O'Bannon, Jr.

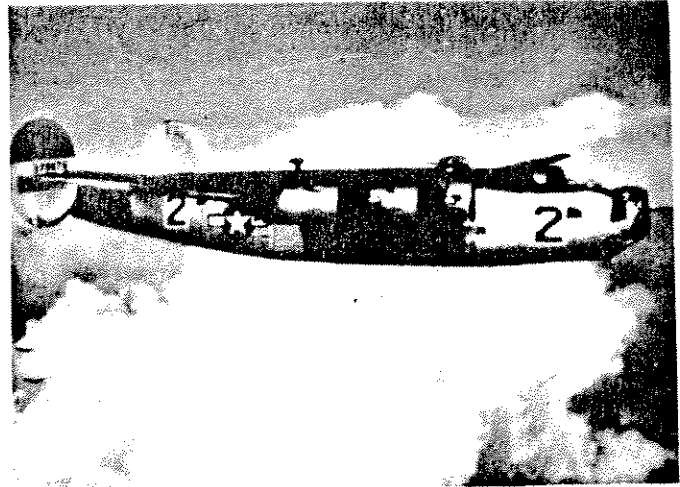
The Association welcomes articles and photos for use in future issues. Direct all of your inquiries to the business office: Editor, Torretta Flyer, 1122 Ysabel St. Redondo Beach, California 90277. Phone (213) - 316-3330.

A HAPPY HOLIDAY  
SEASON TO EACH  
AND EVERYONE OF  
YOU FROM YOUR  
DIRECTORS AND  
OFFICERS.





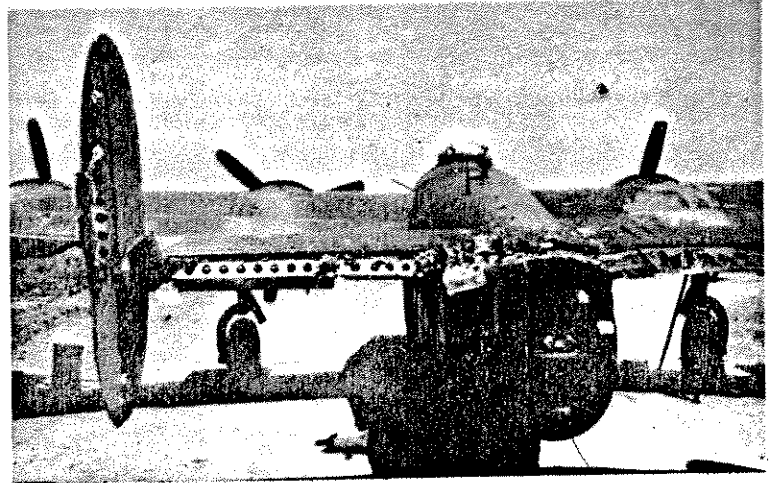
764TH SQUADRON HQ



SHIP 2, 764TH SQUADRON



COCKTAIL HOUR



FLAK DAMAGE

Tear along this line and return

INFORMATION AND TEAR SLIP

PLEASE CHECK THE APPROPRIATE BOXES AND COMPLETE AS APPLICABLE. RETURN TO BUD MARKEL, 461ST AND 484TH BOMB GROUPS ASSOCIATION, 1122 YSABEL STREET, REDONDO BEACH, CA 90277 (PHONE: 213-316-3330) THE PROMPT RETURN OF THIS TEAR SLIP WILL HELP US WITH OUR ADVANCE PLANNING.

I plan to attend 1983 Reunion in Williamsburg, Virginia, June 3-5, 1983. Yes/\_\_\_/Undecided/\_\_\_/

Number in party/\_\_\_/Arrival by/\_\_\_/Car/\_\_\_/Plane Arrival Date/\_\_\_/Departure Date/\_\_\_/

Would you like a meal at the Friday evening squadron mixer \_\_\_? Dinner/\_\_\_/Light Meal/\_\_\_/

I plan to attend the Sunday evening barbeque Yes/\_\_\_/Undecided/\_\_\_/ This is my 1st/\_\_\_/2nd/\_\_\_/

3rd/\_\_\_/Reunion Attendance. Please put the following names on the mailing list: \_\_\_\_\_

MEMBERSHIP

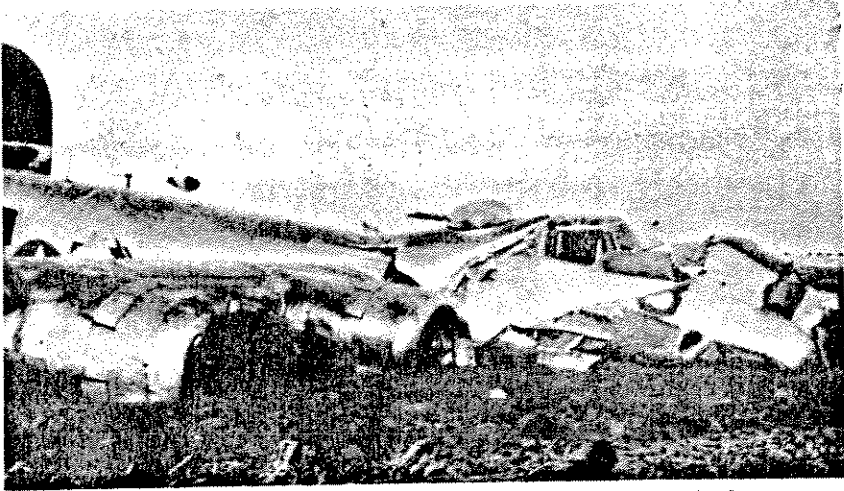
My 1982 membership dues of \$10.00 is enclosed \_\_\_\_\_. Already paid my 1982 membership dues \_\_\_\_\_

Name \_\_\_\_\_ Address \_\_\_\_\_

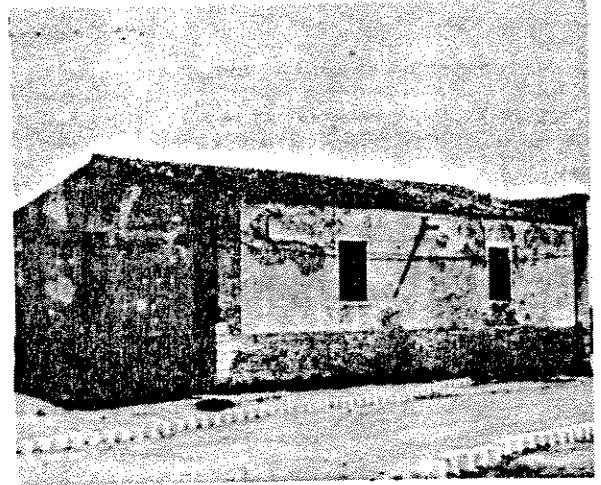
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Sq./Unit \_\_\_\_\_



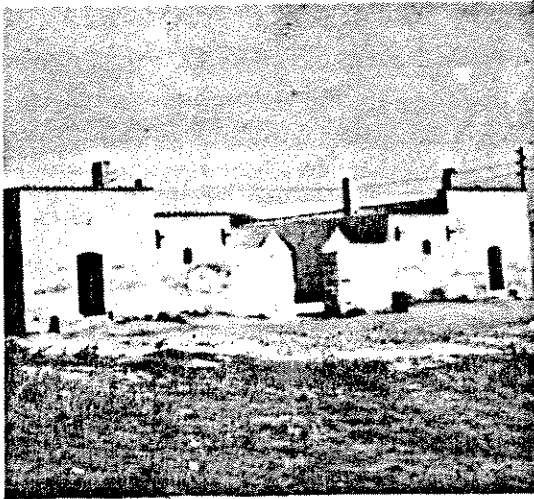




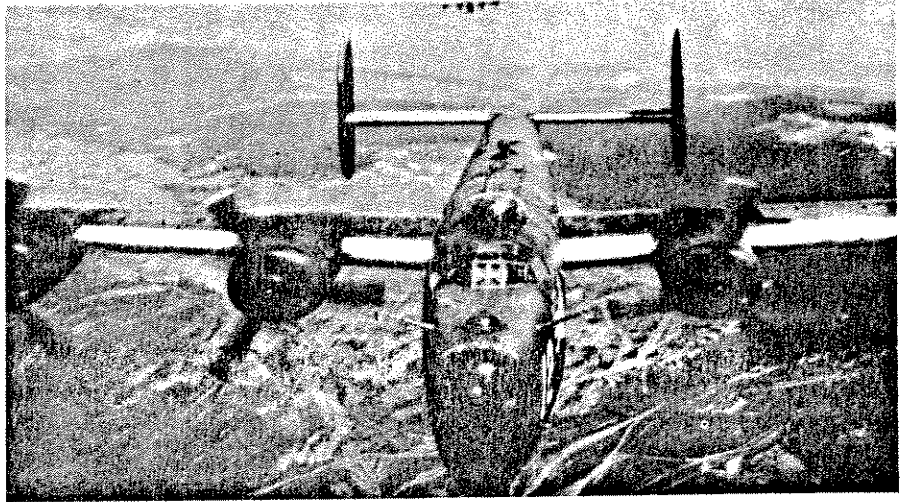
??/ASSOCIATION NEEDS INFO ON THIS PHOTO



BRIEFING SHACK, 461ST B.G.



767TH SQUADRON AREA



SHIP 12 824TH SQUADRON

**461st & 484th  
Bomb Groups Association**

1122 Ysabel Street  
Redondo Beach, CA 90277

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# THE TORRETTA FLYER



News Bulletin No. 8

Redondo Beach, Ca. 90277

Spring 1983

THIRD ANNUAL REUNION SET FOR JUNE 3, 4, 5, 1983, IN WILLIAMSBURG, VIRGINIA



500 EXPECTED TO ATTEND 1983  
WILLIAMSBURG REUNION

ATELINE: Williamsburg,  
Virginia, June 3, 4,  
5, 1983. Fun City  
Here We come!

Historic, lovely Williamsburg, Virginia, will be the site of our 1983 reunion, an ideal vacation area offering varied attractions for the whole family. The main attractions of Colonial Williamsburg, Oldtown, and Jamestown, are flanked by Busch Gardens, The Bottery, Colonial Plantations and many other attractions.

The 461st & 484th Bomb Groups, their support units of the 9th Wing, 15th Air Force based at Torretta (Cerignola) Italy 1944-1945, invite all former members, their wives, families and guests to the 1983 reunion.

Your contacts are: Bud Markel, 1122 Ysabel St., Redondo Beach, California 90277, Phone 213/316-3330, or Frank O'Bannon, 132 Via La Soledad, Redondo Beach, California 90277, Phone 213/375-1747.

The Hilton has set aside 225 rooms for our exclusive use. Members and guests are urged to book with the Hilton. Charges to the Association are based on full occupancy. It is a spacious and comfortable property offering many recreational facilities of its own including: tennis courts, racketball - handball courts, indoor-outdoor swimming pool, recreation room with billiard tables, table tennis, football and bowling games, as well as a nearby golf course.

THE WILLIAMSBURG HILTON AND NATIONAL CONFERENCE CENTER, THE OFFICIAL REUNION HOTEL, WILL HOST RECORD BREAKING GATHERING.

We have obtained a group room rate of \$60.00 per night, double or single, which is about 1/3 off the regular rate, and this special rate will also apply prior to and after the reunion for our members. Use the enclosed yellow reservation card for sleeping room reservations. Hotel reservations are to be made directly with the hotel. For your information, here is the address:

The Williamsburg Hilton and National Conference Center, 50 Kingsmill Road, Kingsmill on the James Williamsburg, VA 23185.

Phone Number: (804) 220-2500 (Local).

PLEASE NOTE: The Hilton Hotel 800-Toll Free reservation number shown in the Torretta Flyer #7 is valid only for certain parts of Virginia. For toll-free reservation numbers look up the Hilton Reservation Service Number in your local phone book.

Members, guests and friends planning to attend the Williamsburg reunion are urged to bring photo albums, movies, slides, video cassettes, newspapers, documents and memorabilia to share during the squadron meetings, as this was very popular at the Dayton reunion. We will arrange for the necessary projection equipment.

A bulletin board will be located adjacent to the hotel registration desk for the posting of notices, announcements, and messages for the convenience of guests. After the close of the reunion registration, a guest list with room numbers will be placed on the board to facilitate meetings and get-togethers.

As in the 1982 reunion, there will be displays in the hospitality room of historic documents, maps, photographs, orders and memorabilia. A photocopy machine will be available for members' use in copying printed materials.

Because the combat films were so popular at the past reunions, we will be showing the 16mm sound films again, along with the 16mm home movies of Joe Mente, showing the 461st B. Group in action in Torretta in 1944. You'll thrill at the shy boys who don't want their picture taken.

Once again, there will be separate meeting rooms for the squadron mixers. This is the place to bring those photo albums and memorabilia to share. A meal will be served prior to the meeting with bar service available. Check the color coding dots on your name badge to find the squadron buddies with similar coding.

The Association will be receiving donations in two categories. They are: Cash contributions to the Scholarship Fund and donations to the Association's historic material file, such as documents, maps, models, photographs, uniforms, books and memorabilia. The registration desk will issue a contribution receipt for all donations.

#### CONTEST ANNOUNCEMENTS

We will be awarding prizes in several categories depending on the interest shown. First off, the flight crew, tent or squadron, having the greatest number in attendance proportionately will receive prizes. So get busy and locate your old buddies, bring them to the reunion and share a lot of laughs. We will be prepared to award prizes for the best B-24 model (any scale) based on craftsmanship and accuracy of squadron and group markings. We urge all members who can still get into their uniforms to wear them. Class A, Suntans, Pinks, Flight outfits, including the best preserved A-2s, you name it. Members who plan to enter the contests should advise the reunion committee. Model airplanes should be protected with an appropriate cover. The model can be displayed in a diorama setting showing a B-24 being repaired or serviced, or table top sand box models of the Torretta airfield, or a three or six ship formation element diorama showing a bomb run or a flak attack, or models of farm houses and tents. The above are just a few ideas for contest consideration. If you can't wear your old uniform, dress a mannequin and bring it along.

#### THE REGISTRATION FEE

This year you will note that the registration fee is shown with the banquet charge. We have always taken the per plate cost, rounded out the charge evenly and then added the registration fee to the banquet charge. This gave the false impression that the banquet fee was greatly inflated, which alarmed some of our members.

The registration fee pays for all of the expenses of the reunion from one year to the next. This includes cost of publicity, postage, displays, transportation, badges, entertainment, printing of programs, announcements, sign painting, flowers for the ladies, awards and prizes, rental of projectors, video machines, snacks and soft drinks, coffee and rolls, and other miscellaneous items.

In order to be fair and equitable, every attendee must pay the registration fee for admittance to any reunion function. We ask for your cooperation in the payment of this registration fee.

#### CHOICE OF EXTRA MEALS

From your response to The Torretta Flyer #7, the light meal was chosen by the majority to be served during the Squadron Mixers, Friday, June 3rd, starting at 7 PM. Approximate cost: \$9.00 per person. The Sunday Barbecue at 5 PM, June 5th, promises to be well-attended according to the response received from the information on the tear slips. Approximate cost: \$12.50 per person. Both of these meals are payable at the door. Please be sure to indicate on your reservation tear slip in the space provided the number of meals to be reserved for

ch of these events in order  
at we can advise the hotel  
e number of meals to be  
epared.

### SCHEDULE OF EVENTS

Friday, June 3, 1983

AM to 4 PM: Registration,  
spitality room displays, war  
lms, video films, bar  
ervice.

DAY: Tours to  
Williamsburg, Yorktown and  
Weston. Make arrangements  
Lobby Tour Desk.

PM to 10:30 PM: Squadron  
kers with meal service.  
eck color codes on ID badges  
squadron buddies. (Bring  
to albums and memorabilia  
sharing.) Bar service  
available.

Saturday, June 4, 1983

AM to 2 PM: Registration,  
pitality Room activities as  
ve.

DAY: Tours (as above).

PM to 6 PM: Annual  
bership Meeting. Don't  
get to bring your  
bership card with you.

to 7 PM: Cocktail Hour in  
by of Cnference Center.

PM to Midnight: Annual  
quet; speeches, sing  
ngs, awarding of prizes,  
dancing to the music of  
40's.

Sunday, June 5, 1983

9 AM to 9:30 AM:  
-Sectarian Memorial Service

9 AM to Noon: Champagne  
akfast

PM to 9 PM: Barbecue  
er--Next to outside pool  
a.

AL SESSION

### EARLY MAIL RESERVATION PRIZE DRAWING

All mail reservation tear  
slips with accompanying checks  
received before the May 5,  
1983 deadline, will be given  
one chance per person on a 13"  
portable color AC/DC tele-  
vision set. The drawing for  
the winning ticket will be  
made at the banquet on Satur-  
day, June 4th, 1983. So get  
your reservations and checks  
in early.

### NOTICE OF ANNUAL MEETING

NOTICE IS HEREBY GIVEN that  
the annual Meeting of the  
461st & 484th Bomb Groups  
Association will be held in  
the Auditorium of the  
Williamsburg Hilton and  
National Conference Center, 50  
Kingsmill Road, Williamsburg,  
Virginia, on Saturday, June  
4th, 1983, at 5 o'clock P.M.,  
for the purpose of electing  
Directors and transacting such  
other business as may properly  
come before the meeting. The  
following candidates are  
standing for election for a  
term of one (1) year:

#### Directors:

SIGMUND B. (BUD) MARKEL  
BEATRICE MARKEL  
FRANK C. O'BANNON, JR.

Please be sure to bring your  
membership card for identi-  
fication.

In accordance with the By-Laws  
of the Corporation, provision  
is made for Members who will  
be unable to vote in person,  
to vote by written proxy.  
Please fill out the proxy  
below and return it to the  
Association prior to the  
Annual Meeting on June 4,  
1983.

### PRESENTATION OF THE COLORS

At a future reunion, one new  
ceremony will be the presenta-  
tion of the colors. The unit  
flags, U.S. Army flag, the  
United States flag, are  
brought to the front of the  
assembly by the color guard  
and placed in flag stands.  
The flags then remain in place  
until the assembly disperses.

There is evidence that the  
461st had an approved flag  
design. We have no record of  
the 484th Bomb Group design.  
We will design flags that,  
based on our present informa-  
tion, would be very close to  
what was actually used during  
World War II. We are appeal-  
ing to seamstresses out there  
who can start sewing the  
squadron guide-on flags and  
the Association flag, which  
will be our logo placed on a  
dark blue field. All flags  
will incorporate gold fringe.  
Please contact the office of  
the Association if you wish to  
be a part of this project.

### PROXY

The undersigned appoints  
SIGMUND B. (BUD) MARKEL,  
BEATRICE MARKEL and FRANK C.  
O'BANNON, JR., as agent and  
proxy and authorizes them to  
act as such with respect to  
all voting rights of the 461st  
and 484th Bomb Groups Asso-  
ciation standing in the name of

\_\_\_\_\_  
(Member's Name)

upon the books of that Corpo-  
ration for the election of  
SIGMUND B. (BUD) MARKEL,  
BEATRICE MARKEL and FRANK C.  
O'BANNON, JR. to the Board of  
Directors of the Corporation.

Dated: \_\_\_\_\_

\_\_\_\_\_  
Member's Signature



## NOTICE

The Hilton Management invites all hotel guests to use the hotel's extensive recreational facilities. Use the signup sheets for tennis and racketball partners, golf foursomes, billiards and health club. This reunion promises to be a fun-filled mini-vacation weekend.

### MOVING WHERE?????

Please advise the Association of your new address. Return information with your old address label.

### FOUR NEW STANDING COMMITTEES TO BE FORMED

The Association is reaching out to the membership for assistance in improving the organization. The proposed four new standing committees are as follows: Publicity Committee, Newsletter Committee, Membership Committee and Memorial Scholarship Fund Committee. The Publicity Committee will send out continual mailings of news releases to the print and broadcast media. The Newsletter Committee will prepare news stories for the Torretta Flyer. We plan in the future to feature more stories of World War II activities of the 15th Air Force and the German Air Force. The Membership Committee will upgrade bad addresses and contact the people who have been dropped from the general mailing list. The Memorial Scholarship Fund Committee will solicit contributions for the "Living Memorial" Fund and will assist in the selection of eligible candidates for the scholarship award. The appointment of these volunteer committee members will be made at the annual meeting of the membership on Saturday, June 4th, at 5 PM.

## CONTRIBUTIONS TO OUR HISTORIC FILE

The Association wishes to thank our many friends and members who have loaned or donated materials to our historic file. It is from these contributions that the Groups' histories will be based, as well as stories for the Torretta Flyer. However, there are huge gaps in our records, and donations to this file are still earnestly sought. Let us hear from you.

### RECENT CONTRIBUTIONS TO THE MEMORIAL SCHOLARSHIP FUND

BOB ABLE	767 Sq.
JOHN M. BILLINGS	484 Sq.
EDWIN T. GOREE	764 Sq.
WILLIAM T. KESEY	766 Sq.
(In Memory of Jesse J. Lowerins 766 Sq.)	
BUD MARKEL	827 Sq.
FRANK C. O'BANNON, JR.	764 Sq.

For the information of new members, the Association has established a Living Memorial Scholarship Fund to honor our war dead and deceased members. Scholarships will be awarded to needy Italian students who live on or near the former airfield at Torretta, Italy. Contributions of any amount are always welcome.

### WAR DEAD AND MIA'S IDENTIFIED

Through the courtesy of Colonel James H. Brown of the American Battle Monuments Commission, the Association has received lists of our war dead buried in overseas military cemeteries and those declared missing in action, who are memorialized on the Walls of the Missing. Their names will be listed on the Memorial Service Pamphlet and will be read during the Memorial Service on Sunday, June 5, 1983.

## DUES - DUES - DUES

1983 membership dues are now and have been payable as of January 1, 1983. As of this writing, dues paying members represent one-third of our total mailing list. It is becoming too expensive to continue mailing our bulletins to individuals who have not paid their membership dues. After this issue the master list will be reduced by dropping the names of these individuals. You can stay on the mailing list by sending in your dues check now. It's only \$10.00 per year. Use the tear slip on the last page of this bulletin.

### JOE LOUIS VISITS TORRETTA



In the summer of 1944, Special Service Officer Joe Mente, 461st B.G. arranged a visit to Torretta Air Base by Heavyweight Champion T/Sgt. Joe Louis. Deputy C.O. 461st B.G. Philip R. Hawes is at left.



JOE MENTE

## WAR STORIES, LETTERS AND NEWS OF THE ASSOCIATION

### BUBBLE TROUBLE CREW IN TROUBLE

By St. Carl R. Schank,  
764th Sq.

October 4, 1944: We could see the plane directly ahead and were lagging back like it was close, as we wheeled hard left off of the target, our bombs still on board. Then a cluster of bombs fell out of the lagging plane. They were so close. Captain Tallent's lead plane was caught dead on. The sky ahead was a mess of smoke, oil and debris, blocking our flight path. My nose turret plexiglass was snapping and breaking apart. I was covered with oil. "Can we make it to Switzerland?" I heard someone ask. "I can't hold it much longer", our pilot, Buck Turner, shouted to the interphone. "This is it, get out!" The left wing was digging deeper and deeper and I saw why. The whole wing had come outboard of No. 1 engine and was gone. Instinct drove me to find my chute, but it was someone else's kit. I

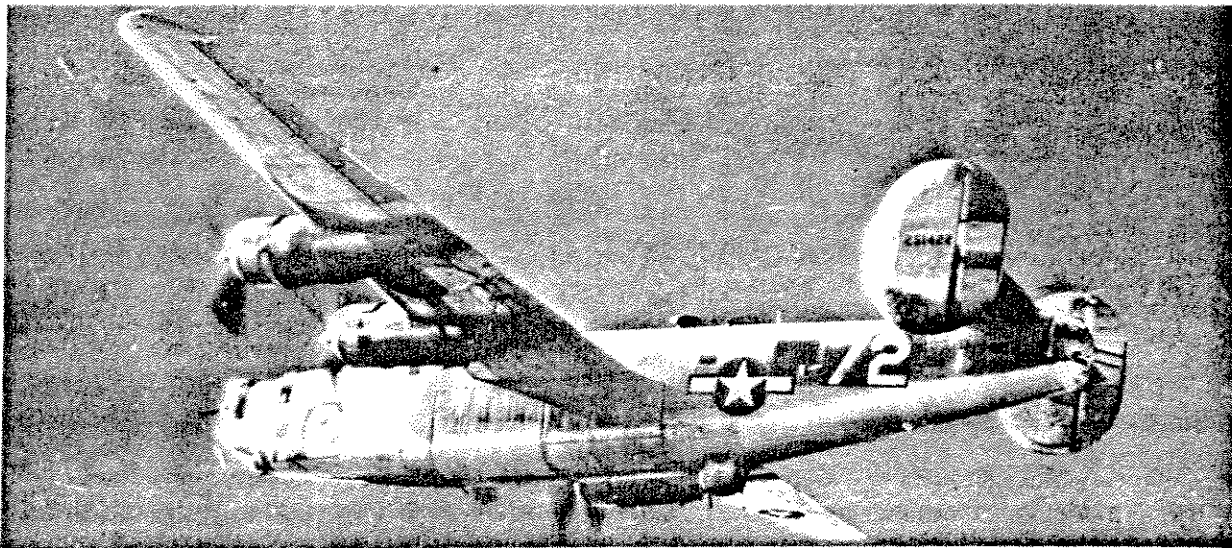


found a chute and jumped right through the nose wheel doors.

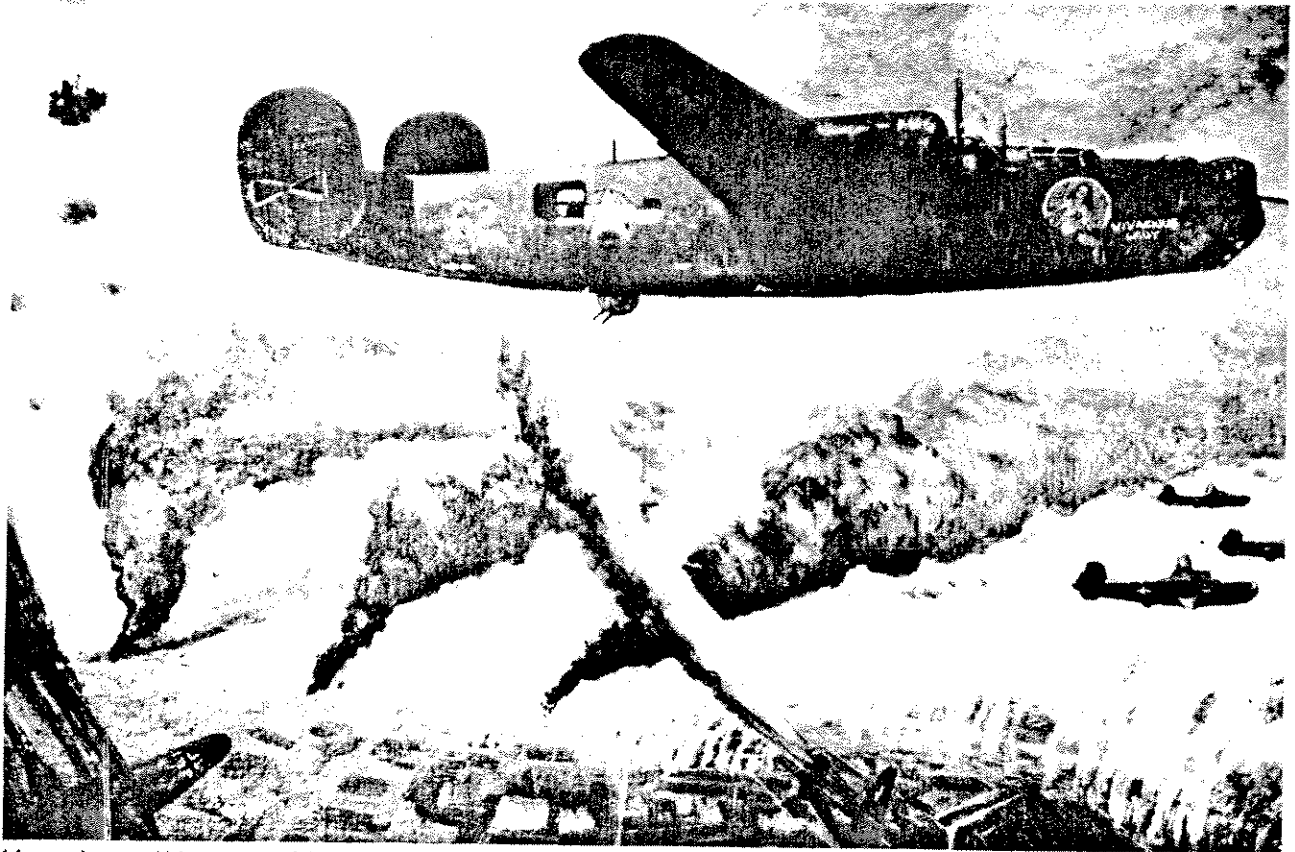
Most of us survived, but I heard later that the waist gunner, William Foster, was killed. Buck landed somewhere near the wreckage, retrieved the first aid kit and administered morphine to our engineer, Andy Funk, who was badly hurt in the fall. Later on, while imprisoned in Stalag Luft III, we learned that no one had survived in the lead plane.

Most of the time, we flew "Bubble Trouble" (named for a bubble dancer), but like every other flight crew I know of, we flew whatever they gave us. Earlier, "Bubble Trouble" had suffered a collapsed nose wheel when another crew had flown a supply mission to Lyon, France. On the October 4th mission, we were flying Ship No. 13.

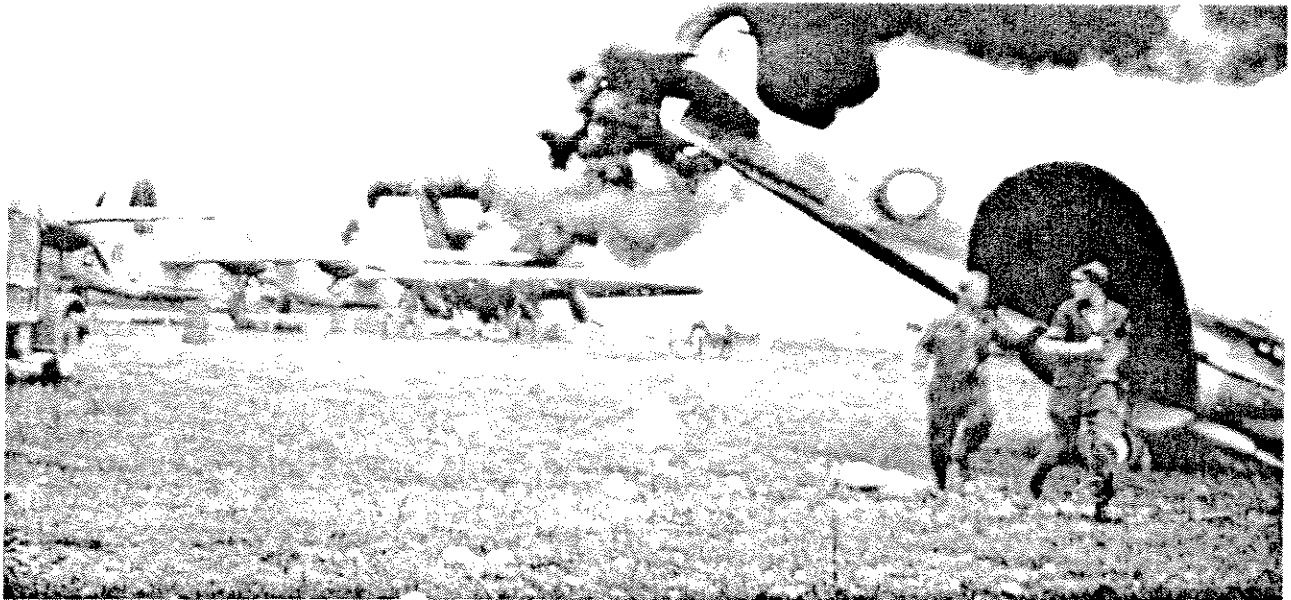
Editors Note: At one time a B-24-H 42-52458 carrying the name "Chippie Doll" was assigned No. 13. It is not known if this was the ship referred to.



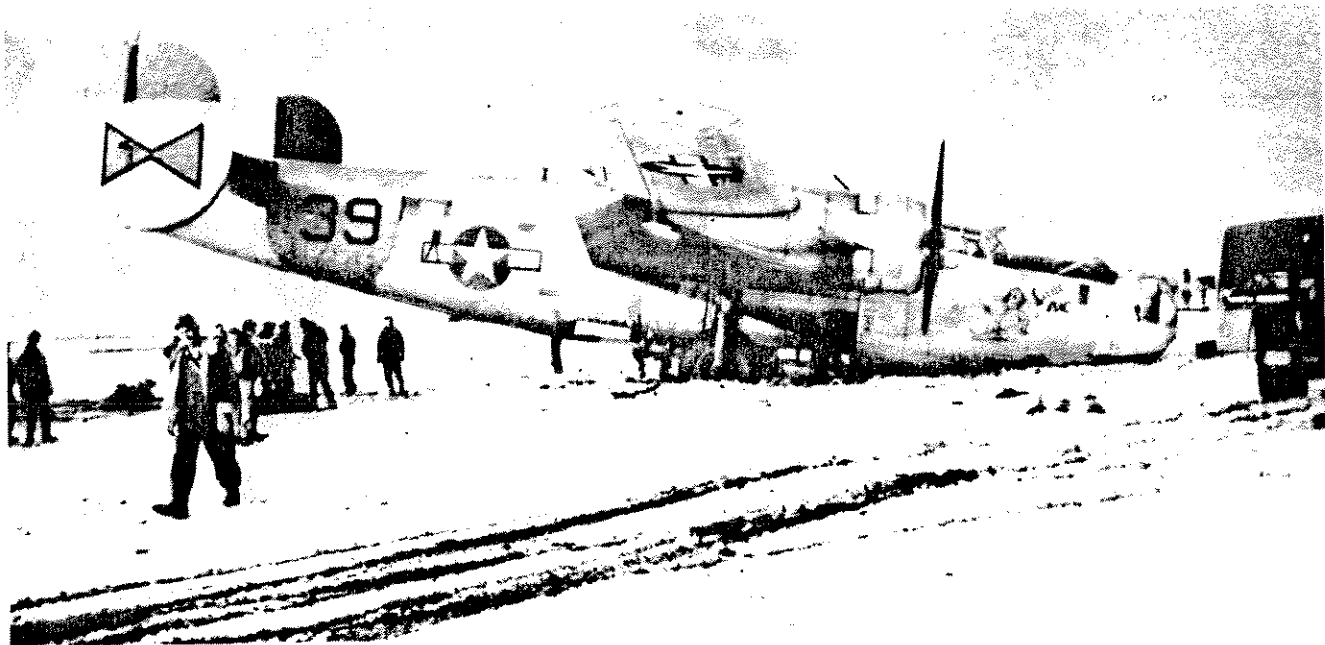
Ship #72 of the 766th Sq., 461st Bomb Group, nearing the IP. Notice deployment of gun turrets.



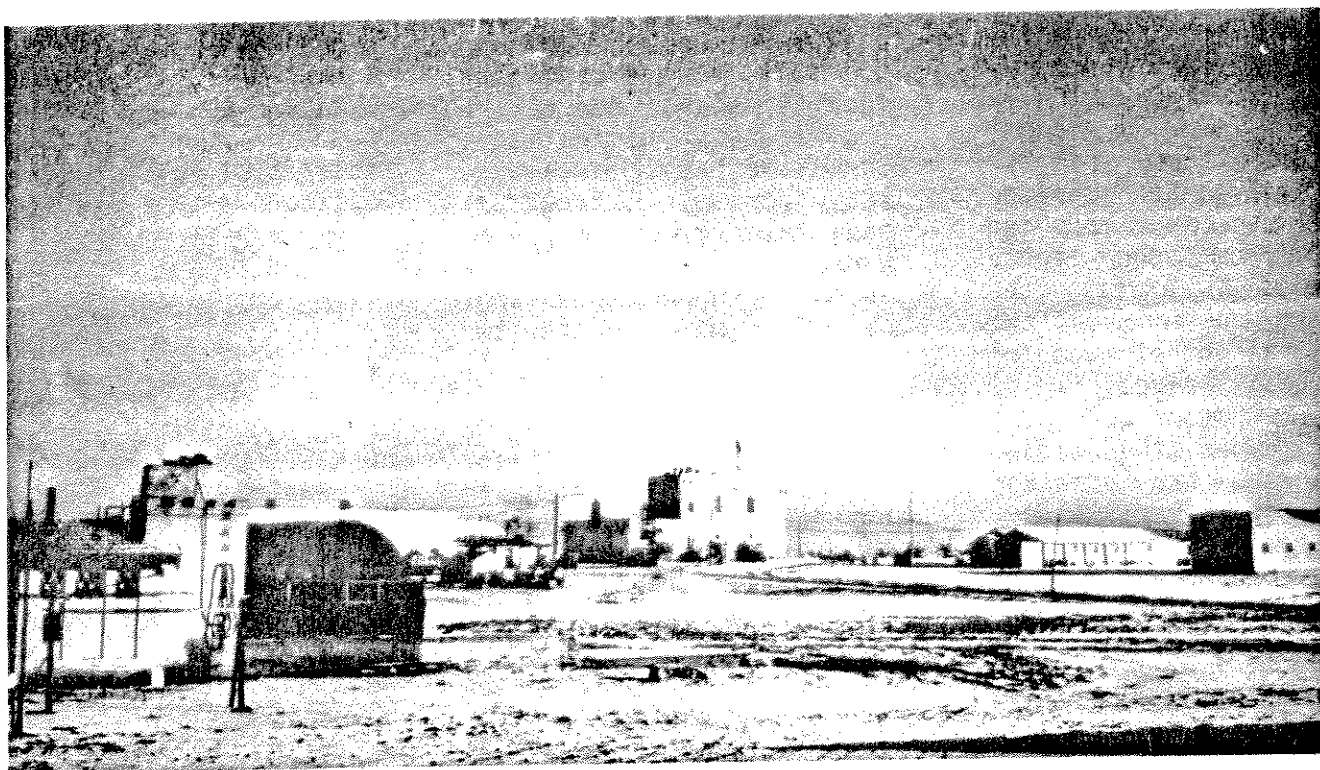
Vivacious Virgin #62 of the 826th Sq. flown by Robert R. Remington, was lost on 12 June 1944 during an attack on the marshalling yards at Innsbruck, Austria. Crew was declared missing in action. The 484th Bomb Group received the first of two Presidential Unit Citations for action on this date. Lt. Remington was captured and became a POW. Some of the crew evaded capture and returned to base. Escape and evasion report is on file in Association office. (See story elsewhere in this issue.)



Lyon, France, August 1944. General Patton's tanks are running out of fuel. The 15th Air Force is ordered to deliver 100 octane AV/Gas to France. Photo shows a plane from the 461st Bomb Group on fire on the taxi strip. Two ground crewmen run past a damaged American-flown Spitfire. (Notice the white bars on either side of the British roundel.)



Little is known about this 825th Squadron Ship "Little Mac" except to say that it is a Ford built B-24-J-1. Could be Spring '44 or Winter '44/45. Reader comment is welcome.



There now is evidence to indicate that the 484th B.G. Headquarters Building was not at San Giovanni as reported previously in Torretta Flyer #7. This photo shows the 484th B.G. Headquarters Building (two-story structure in center). We would like readers from the 825th Sq. and 826th Sq. to comment as their respective areas were reportedly nearby.





### STATEMENT

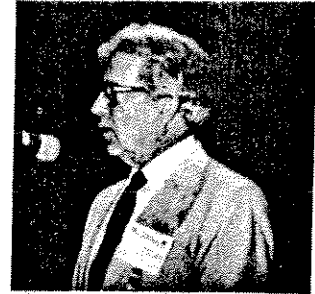
Mission to Innsbruck  
June 13, 1944

route to the target and already deep in enemy territory, the supercharger on number four engine went out. All efforts to remedy the trouble were in vain. We fell behind very slowly and were still at the tail end of the formation approaching Falenbach. As we turned and headed for the IP we saw the first formation of enemy fighters. The attack started with an air-to-air bombing attack from one force overhead. At exactly the same time the force at the side, still out of range of our guns, fired their rockets. Most of the fighters were twin-engine jobs, and now they attacked from almost every angle. They seemed to be all over the formation and single ships were diving from every direction. Then they'd form up again and come in in waves of three abreast. I was on the raid to Girugui two days before and I'd thought those fighters were aggressive, but these planes came within less than twenty-five (25) yards of the formation. We saw four (4) of our bombers ahead twist

out of control and away from the formation and we saw eight (8) or nine (9) enemy fighters in flames or plunging, smoking, to the ground. All this time we'd been counting ourselves lucky. The entire attack was being concentrated on the main body and though we were definitely out of formation and straggling we still hadn't been hit. But we knew we might be at any minute and we were alert at our guns when the first fighters bounced us. Either two abreast or singly, we were hit by seven (7) Me 109's and Me 210's at the same time. In the first pass we caught an Me 109 and saw it explode in mid-air. They kept at us and were getting in some hits. Then we caught an Me210 and in the next few seconds got another one. They were both in flames and we watched one go down and hit. The remaining four (4) stayed for only a few minutes before they turned off, which was very lucky for us. We couldn't have taken much more. The hydraulic system and a second engine had been shot out. The strain on the two remaining engines finally began to tell. We dropped eight thousand feet in a shallow dive and our pilot warned us to be ready to hit the silk. The navigator suggested we set course for Switzerland. We jettisoned everything we could tear loose and shut the waist windows to lessen air resistance. In this way the plane was kept flying until Swiss fighters arrived to escort us to a neutral field. The landing was successfully made by emergency procedure and before the Swiss guards arrived we were able to destroy our IFF and other

secret equipment.

ANTHONY A. GIAMMETTIE  
Staff Sgt., Air Corps  
(He later escaped to tell this story)



MESSAGE FROM FRANK C.  
O'BANNON, JR.,  
VICE-PRESIDENT

Please forward motion picture footage of any size, 8mm, super 8mm, 16mm, or 35mm, so that video cassettes can be made to be played at the reunions for the benefit of all. Last year, in Dayton, we played a great videotape of a film sent to us by member, Matilda Mente, widow of Capt. Joseph P. Mente, 461st B.G. Special Services Officer.

#### ITEMS FOR THE FLYER:

Reunion of Stalaga Luft III Ex-POWs at Bismarck Hotel, Chicago, Ill. Details: Robert L. Weinberg, 1235 Linden Ave., Highland Park, Ill. 60035; (312) 432-5972 April 14-17.

If you have not received all the medals, especially the campaign medals for which you are eligible, write to: National Personnel Record Center, 9700 Page Blvd., St. Louis, MO. 63132. If you are seeking medals for a deceased veteran, include a copy of the death certificate along with other records of service.





Wallace Robinson  
3 E. Cardott St.  
Ridgway, PA. 15853

Dear Bud:

Regarding your letter of Jan. 3 in which the ship "Cherokee" was discussed. Am enclosing a print of the plane which you may keep, and possibly run in the "Flyer". Jim Mackin--ball gunner on my crew--is at the left, next is Louis Zipper (honest) originally from Savannah, GA. Louis was ground-bound, I don't remember what his job was. Sitting on the platform at the left is our crew chief, and I'm not sure whether his name was McKinney or McMeans, as I have both names in an old address book. The other two on the photo were working on "Cherokee" when we came along, so I guess they belonged to her. It looks like they were painting the number. This pic has been bugging me for years. Would sure like to find out something about the ship and the crews.

In answer to the question

of my mission diary. You may feel free to do whatever you want with it. In fact, I would be honored to see part of it in the "Torretta Flyer".

My brother (who was also in the 461st) helped me get the following address: Col. Ret. W.J. Miller, 253 Pierremont Rd., Shreveport, LA 71105 (318) 865-7216. I graduated High School with Bill. Never realized he was in our group. All I knew was that he buzzed Ridgway in a B-29. Ridgway being in a valley, it was quite a show. I'll write to Miller. Will you send him whatever you send to ex-group members. It seems quite coincidental that there were 3 people from one town of 6,000 plus serving in a relatively small organization. I'm going to say goodbye for now--I just ramble on and on. I meant to write a short note, as you can see by the way I spaced it.

Regards,

Wally Robinson

## MESSAGE FROM YOUR PRESIDENT

This issue of the Torretta Flyer is late because of a sudden illness that hospitalized me unexpectedly, delaying for two weeks my work on the paper. I'm home now, recuperating rapidly.

In our efforts to improve the Torretta Flyer and make it more readable, we are asking the membership to correspond with us so that we can establish a "Letters to the Editor" Section, which will be a regular feature of the Torretta Flyer.

In this type of organization, where we only see each other for three days during the annual reunion, there is a continual need for contact with you all at other times during the year. Letters and phone calls are always welcome. We are asking for your comments, stories, ideas and good wishes, any time. Please let us hear from you. Note: Letters may be edited to conform to style and space.

## WANTED

Lt. Mark Mallory of the 51050 Air Rescue Squadron, CAP, Kona, Hawaii, wishes information on his Uncle, 2/Lt. Raymond Moore, 827th Squadron, who flew Ship #79 "Hell's Hangover". Contact the Association office.



Photograph of tentmates of Harry Hoermann, 767th Sq.

## THE LAST MISSION

ED BRUBECK, 827th Squadron  
Member Ed Brubeck, former engineering officer 827th Sq. passed away shortly after returning from the Italian four. Ed will be remembered for his many contributions to the Association, including the book "Operation Wowser", the story of the 15th Air Force's successful bombing campaign against German troop concentrations.

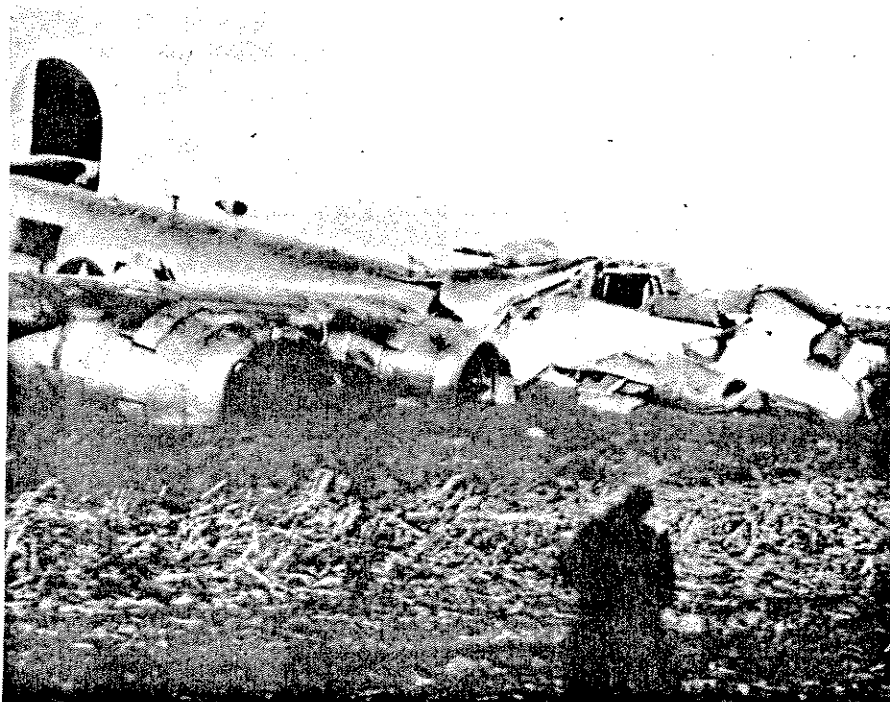


Ed Brubeck, 827 Sq. shown to the left of Peter Drill, in this photo taken at the Dayton Reunion, passed away suddenly 21 October 1982.

ESSE J. LOWERINS, 766th Squadron Radio Operator on Capt. H. Wright's crew. Jesse completed his missions with another crew, when several of his own crew were wounded, breaking them up. Jesse was to retire as Postmaster of Wagon, Arkansas, but passed away just prior to retirement in August, 1982. Other members of his original crew were Robert E. Pursell, William J. Kelsey, Leon F. Murchill, Spencer L. Newcomer, Jr., Philip Ricca, Benjamin B. Jotha, Jack Hall, Howard R. Adams.



Lloyd Emmert, 764th Sq., identifies the crew in this photo (L to R) as follows: Joseph Mizgaski U/G; Billy D. Vest, Nav.; Harold F. Black C/P\*; James H. Forman, Bomb.\*; Lloyd D. Emmert, P; John H. Reed, T/G\*. Bottom Row: Stanley F. Zamorski, R/O; Fred "Tex" Bullard B/G; Joseph C. Kvedera E/G; Charles W. Bruner, N/G\*; Harry Stein R/O Replacement. (\* = Deceased)



Bob Loverin, 766th Sq., thinks this crash photo may be the one flown by Capt. Gerald Vanderhoven that went down about 24 December 1944, returning with 25 airmen from R&R who were supposedly all killed with the exception of Ted Ahlberg C/P. Reader comment please.

REUNION COMMITTEES VOLUNTEERS TEAR SLIP

I would like to serve at the Reunion, on the following committee:

Registration \_\_\_\_\_ Banquet \_\_\_\_\_ Squadron Mixers \_\_\_\_\_ Memorial Service \_\_\_\_\_

Name \_\_\_\_\_ Unit \_\_\_\_\_

MEMORIAL SCHOLARSHIP FUND TEAR SLIP

Please find my check for \$ \_\_\_\_\_ for the Memorial Scholarship Fund

Name \_\_\_\_\_ Unit \_\_\_\_\_ (Note on your check: For the Memorial Scholarship Fund. Make payable to: 461st & 484th Bomb Groups Assn.)

1983 DUES TEAR SLIP

Please find enclosed my check for 1983 membership dues \$10.00 \_\_\_\_\_.

Name \_\_\_\_\_ Unit \_\_\_\_\_

RESERVATION FORM TEAR SLIP

Make checks out to the 461st and 484th Bomb Groups Association and mail to:

BUD MARKEL  
1122 Ysabel St.  
Redondo Beach, Ca. 90277

NOTICE: Please refer to Deadline Information: 5/5/83 Last Day for Prize Drawing Eligibility/ 5/29/83 Last Day for Receipt of Mail Registration/ \$4.00 Late Charge for Registration after the 5/29/83 deadline.

\_\_\_\_\_ Banquet, Dancing and Prizes \$40.00 per person \$ \_\_\_\_\_  
of Persons (including Registration Fee: \$22.00 per person)

\_\_\_\_\_ Champagne Breakfast 9.00 per person \$ \_\_\_\_\_  
of Persons

\_\_\_\_\_ Late Charge (After 5/29/83) 4.00 per person \$ \_\_\_\_\_  
of Persons

\_\_\_\_\_ Squadron Mixer Meal\* Total \$ \_\_\_\_\_  
of Persons

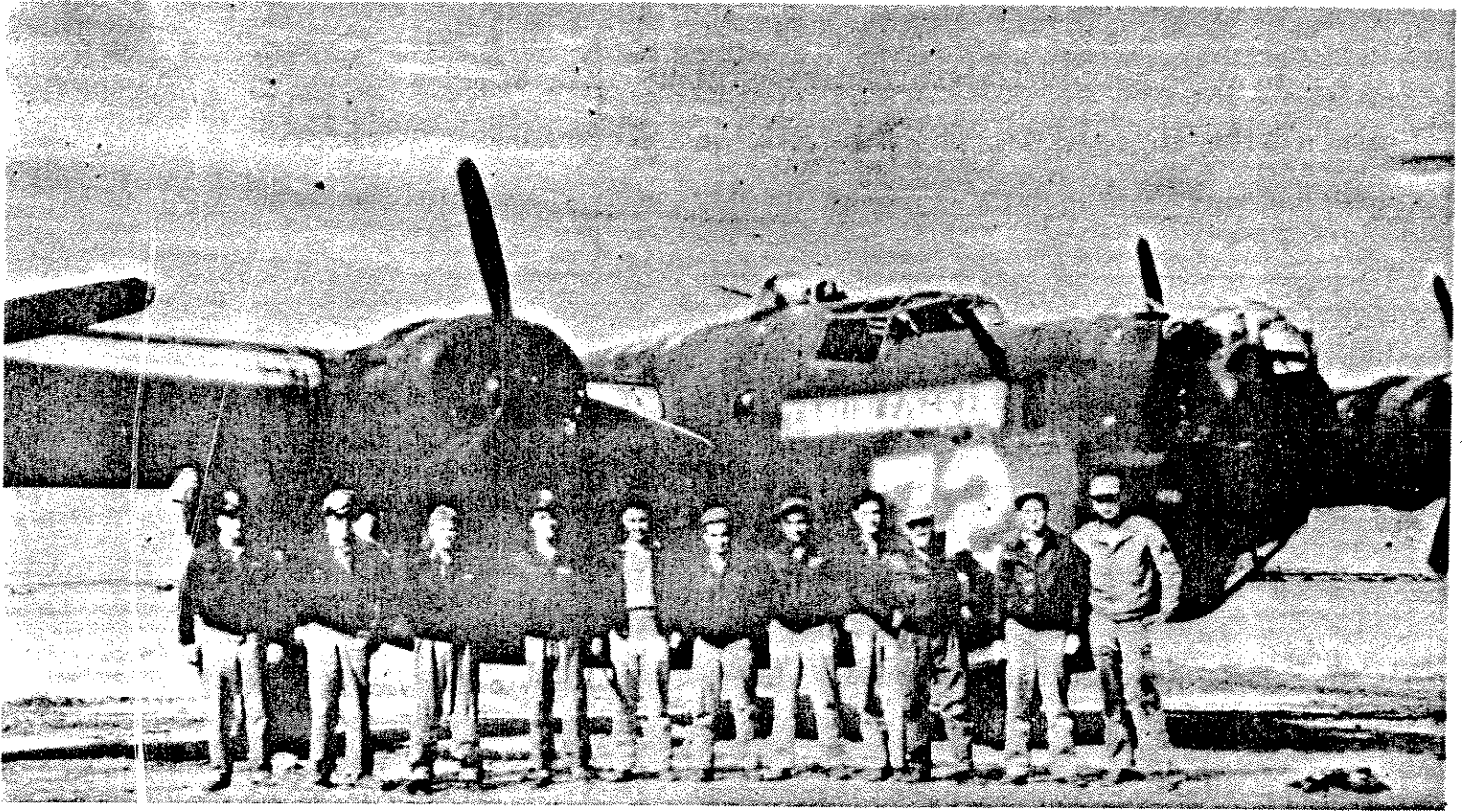
Name \_\_\_\_\_ Unit \_\_\_\_\_

\_\_\_\_\_ Barbeque Dinner\*  
of Persons \*Spouse \_\_\_\_\_

Payment at the door. \*Guest(s) \_\_\_\_\_

Banquet Dress: Semi-Formal

\*For I.D. Badge



"TROUBLEMAKER" --484th Bomb.Grp. --827th Sqdn.--Gp.No."72"--Ser.#42-52667

L.to R.- EARL DEPUE, BILL LYNCH, RED HUDSON, ART BOUTON, JOHNNY GRAVES,  
BOB GUNDLACH, LEW COOK, GEO.CUSTER, HARLAN MEYER, ED BOUZAN,  
ERNIE GREEN.-- 50 Missions in this airplane --(except Green)

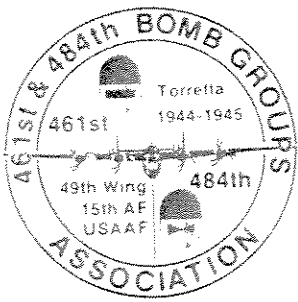
"Troublemaker" was ditched off Ancona, Italy on Oct.23,1944, on her  
88th Mission. Pilot Rhein, Co-Pilot Smith, Engineer McClellan, and  
Gunners Fugate, Lindstrom, Thomas, and Helms were killed. (Ball-  
Gunner Helms was an original 827th crew member) Survivors were  
S/Sgt.Charlie Loudon & the Bombardier & Navigator. (Names Unknown)

**#61st & 484th  
Bomb Groups Association**

1122 Ysabel Street  
Redondo Beach, CA 90277

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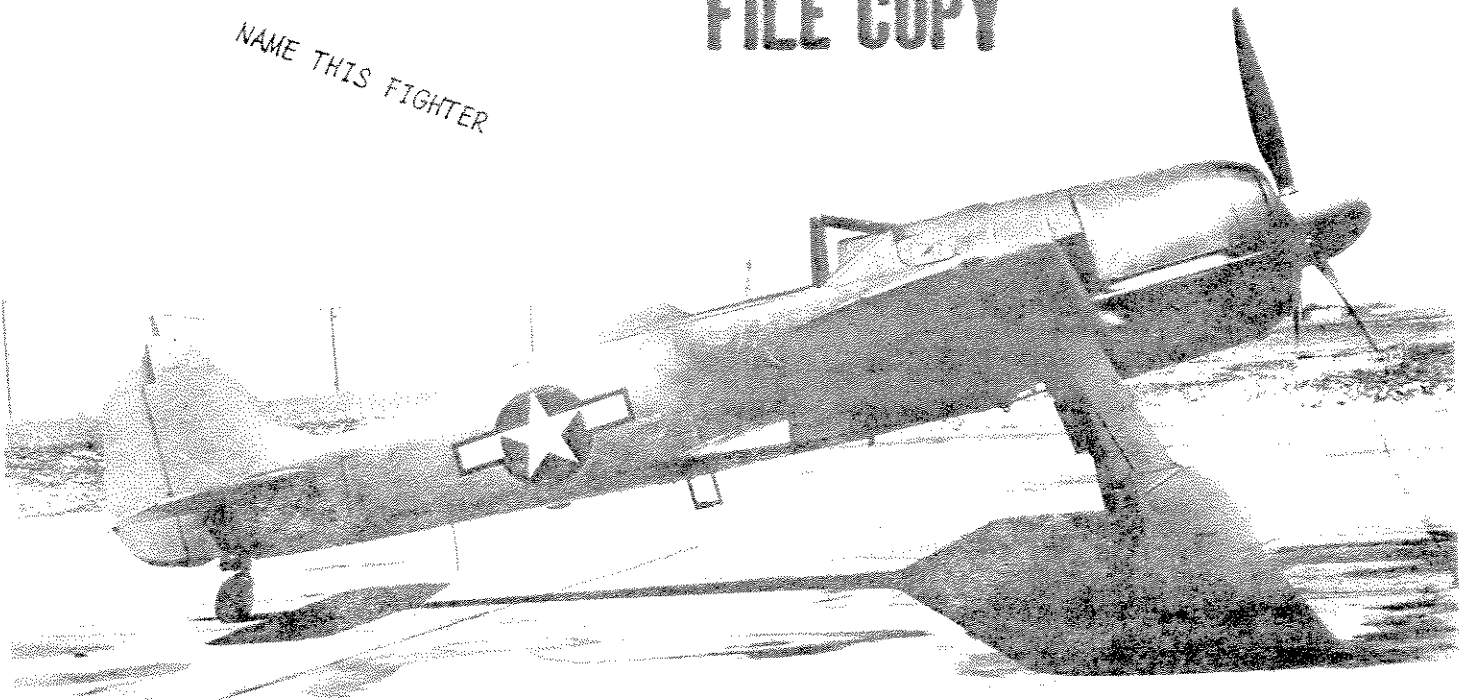


# THE TORRETTA FLYER

News Bulletin No. 9 Redondo Beach, Ca. 90277 Fall 1983

## FILE COPY

NAME THIS FIGHTER



## 500 GATHER IN WILLIAMSBURG, VIRGINIA FOR THE 1983 REUNION

With reservations running heavy in April and May of this year, the Williamsburg Hilton was sold out three weeks prior to the reunion, scattering some of our people to many nearby hotels. Members came from 37 states. The largest contingents were from Pennsylvania, New York, Florida and California, in that order. Transportation modes to the reunion ranged from motorcycle, cars, planes and motor homes. Harold Miller of Florida arrived in a motorcycle-drawn trailer, which drew second glances from

everyone. Upon investigation, it was found that the trailer was well-designed and looked quite comfortable. The Williamsburg site was especially appealing to the ladies, as they represented 50% of the total attendance in 1983, as against 33% in 1982. For the first time in the history of the organization, a lovely lady from California, the widow of C. Richard Ellis, the pilot of Crew #84, 827th Sq., attended and met members of the Association who knew her husband and were able to tell her stories of her late husband

that she had not heard before. "Skipper" Ellis, as she is known to family and friends, is a regular member of our Association. This year, we found more sons and daughters of members in attendance. They wanted to share in their father's happiness in being with old friends, going back almost 40 years in their lives, and adding a new dimension to their knowledge about their fathers.

We racked up another first also this year. The reunion story was reported on the



FILE COPY

evening television news of Station WAVY Portsmouth, Virginia, on June 4th, 1983. The Virginia Gazette and Daily Press of Williamsburg, both reported on the reunion. This contrasts with a total news blackout we experienced last year in Dayton, Ohio.

### REPORT ON THE ANNUAL BUSINESS MEETING OF THE ASSOCIATION

In accordance with the by-laws of the Corporation, the membership, by unanimous vote, elected the following to serve as Directors for a term of one year:

Sigmund "Bud" Markel  
Beatrice Markel  
Frank J. Valdez

Frank C. O'Bannon, Jr. resigned as a director and vice-president prior to the reunion.

Other matters discussed were the site for the 1984 reunion and the formation of standing committees. The need for a host committee for the 1984 reunion was brought to the attention of the membership, as well as the need for formation of standing committees.

As we go to press, no site has been selected for the 1984 reunion. The suggested sites are Detroit, San Antonio and Orlando.

The Committees formed to date are:

#### Publicity Committee:

Bill Harrison (764th Sq.)  
Jim Van Nostrand  
(765th Sq.)

#### Scholarship Committee:

Chris Donaldson (765th Sq.)  
Ed Goree (764th Sq.)

### 1983 REUNION PRIZE WINNERS

Drawing Prize Winner:  
WAYNE HINKLE (824 Sq.)

First To Send in Reservation:  
JACK WILLIAMS (825 Sq.)

Attendee Traveling the Farthest Distance:

461st Bomb Group -  
JIM HOLMES (766 Sq), Ft. Bragg, CA

484th Bomb Group -  
BOB WARNE (826 Sq)  
Santa Cruz, CA

Best Uniform: RUBEN KAISER (825 Sq), Summer Dress Khakis

Best Model: FRANCIS LUCAS (767 Sq), B-24 Model

Most Attendees Flight Crews: (Each Group)

826th Squadron:

CHARLES GROSE P  
BLAIR P. BROWNE C/P  
CHARLES W. LINDSEY B  
LEONARD T. PATRICK E  
BUD MARSCHALK T/T  
FRANK VALDEZ BG

764th Squadron:

ED TRENNER P  
BILL PARADISE C/P  
JACK SMITH B  
AL MARKEYS N  
JESSE LUKE E/G  
JAMES JONES G

Most Attendees Ground Echon Groups:

767th Squadron:

ED KOTARSKI  
HAROLD MILLER  
BOB WEISS  
MELVIN JACKSON  
JOE HORN  
TOM VOEGELE

764th Squadron:

JIM HARDEE  
BILL HARRISON  
KEN HILLIKER  
J.P. HARRIS  
HERMAN P. HENDERSON  
RICHARD C. ELY  
ALAN BRO  
ARTHUR GRAY  
MEYER BROWNSTEIN

### SPECIAL AWARDS

Medical Department Attendees:

DANIEL NATHAN, M.D.  
(765th Sq.)

ALEXANDER SPROUL, M.D.  
(766th Sq.)

Past Director/Vice-President:

FRANK C. O'BANNON, JR.  
(764th sq.)

1982/1983 Reunion Committee:

SAM LODATO (767th Sq.)  
BOB SCANLON (765th Sq.)

### A WORD FROM THE PRESIDENT

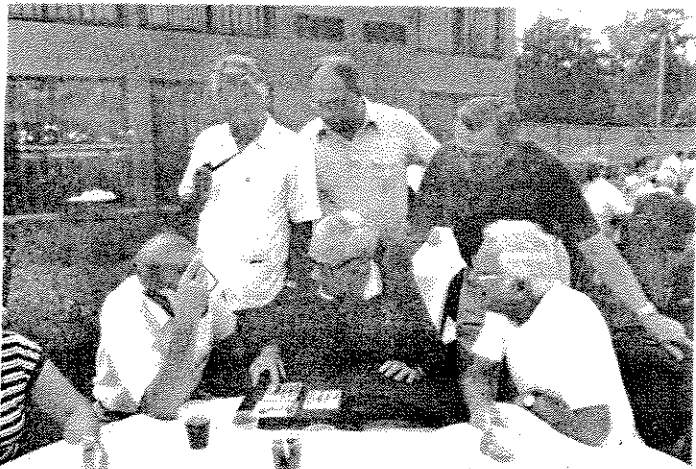
It was a great pleasure to see many old friends and meet new ones at the Williamsburg Reunion. I only regret that there wasn't time to greet and talk to everyone of you personally and for the opportunity to get to know you. Hopefully in 1984 with an active reunion host committee to handle most of the detail work, both Beatrice, Frank and myself will have more time to spend with you.

**THANK YOU! THANK YOU!  
THANK YOU!**

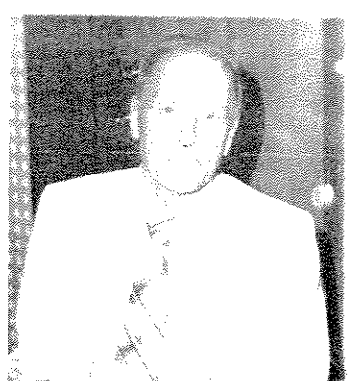
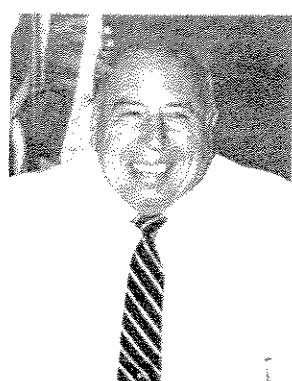
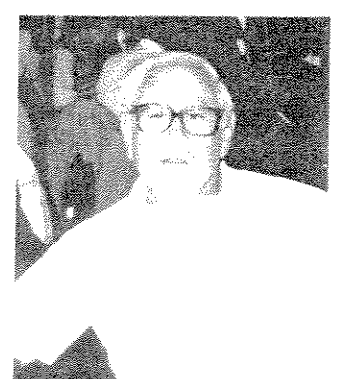
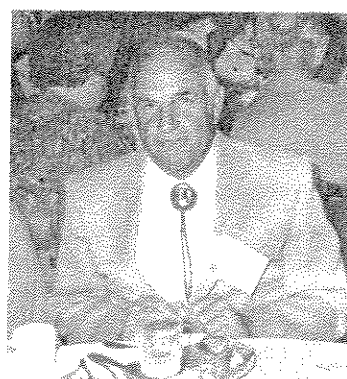
We gratefully extend our thanks to the many volunteers who so graciously gave of their time to make the Williamsburg Reunion such a success. Our hats are off to you.

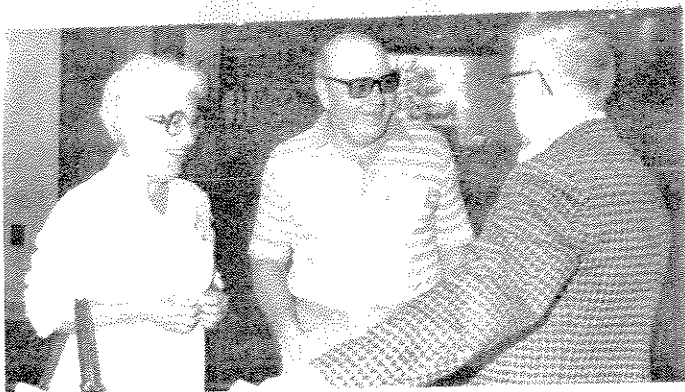
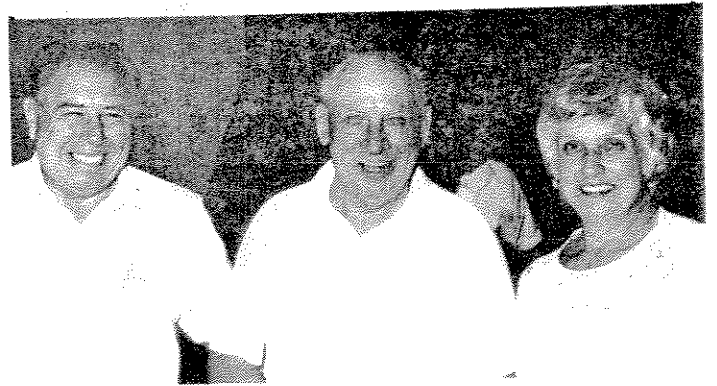
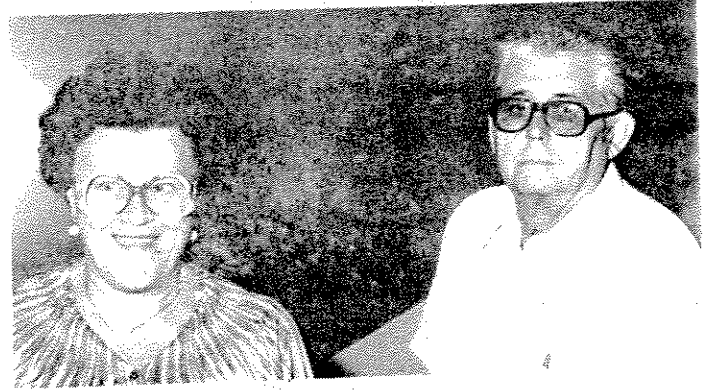
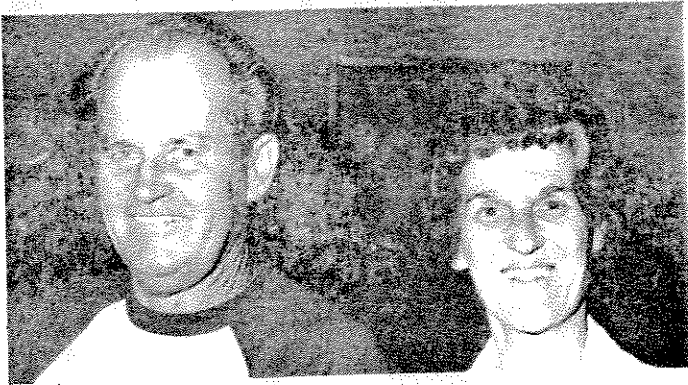


FILE PHOTO OF CHEROKEE  
SEE JAMES HARDEE LETTER

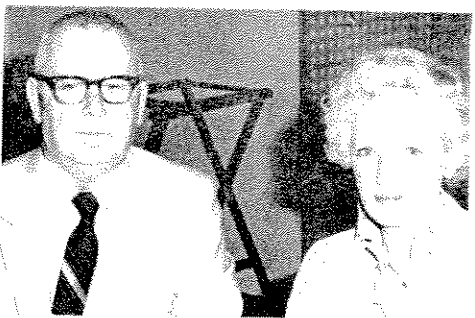
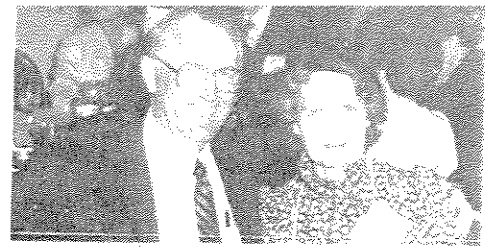


PHOTOS OF THE 1983 REUNION  
WILLIAMSBURG, VIRGINIA

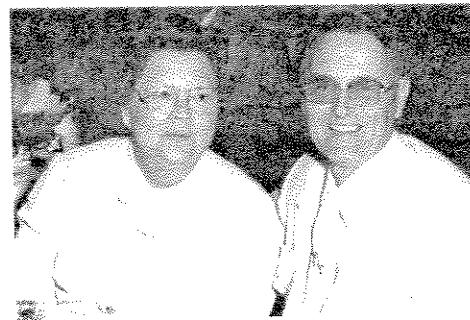
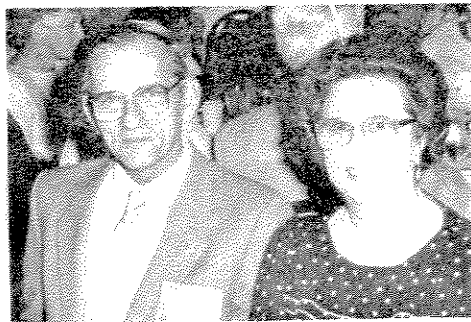
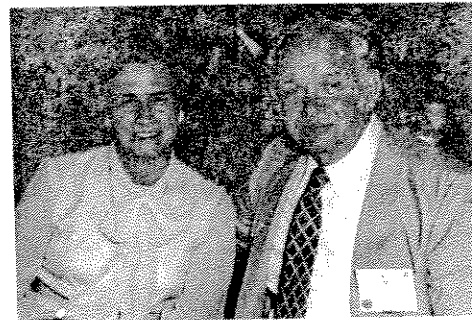
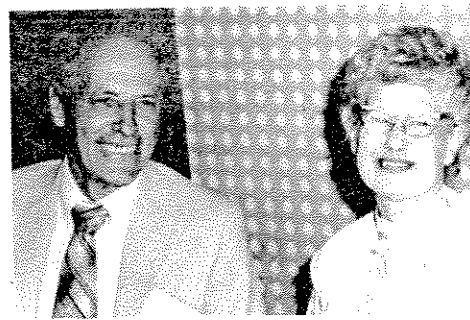
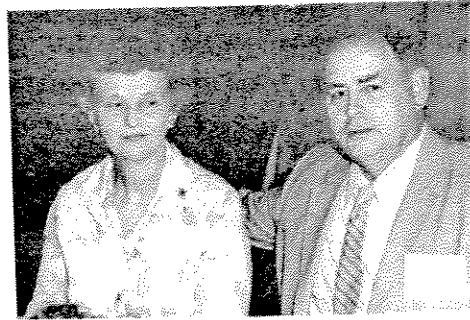
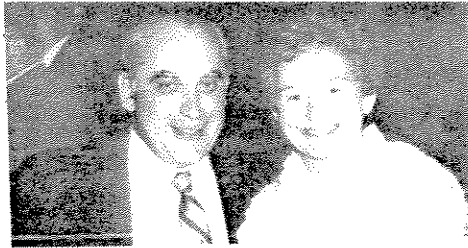


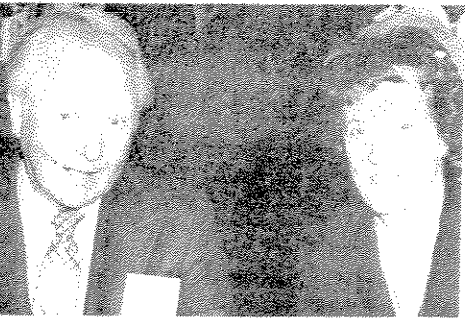
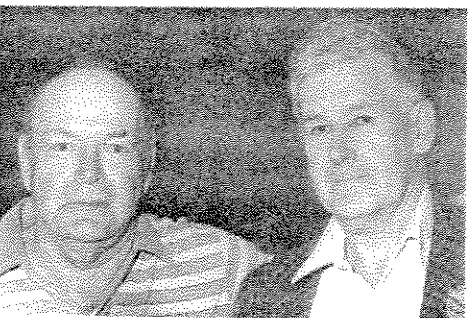
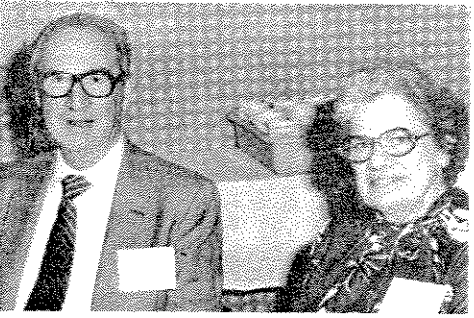
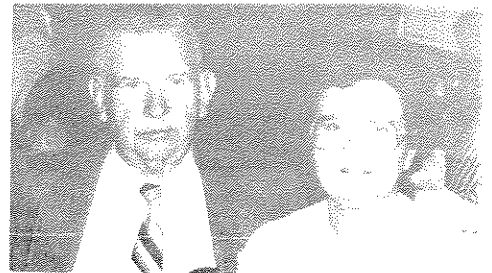
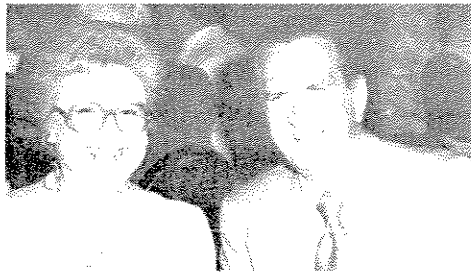




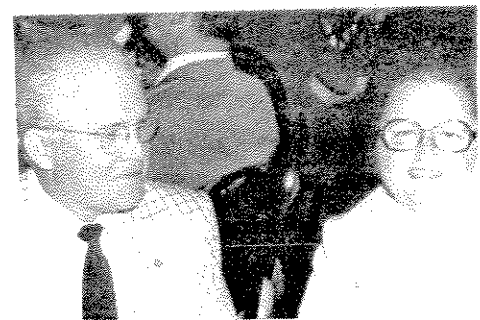
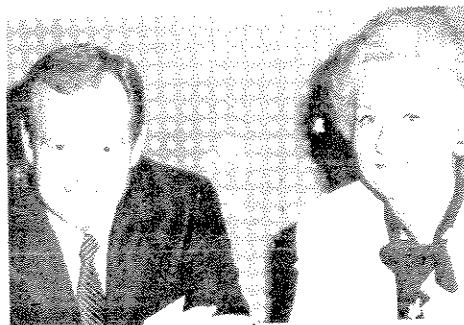
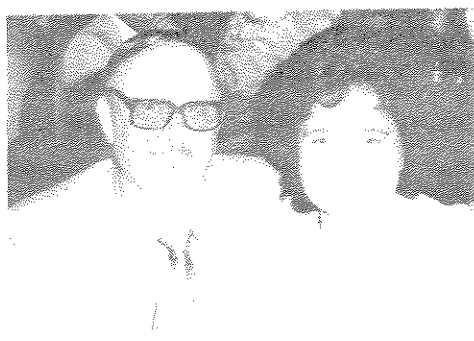
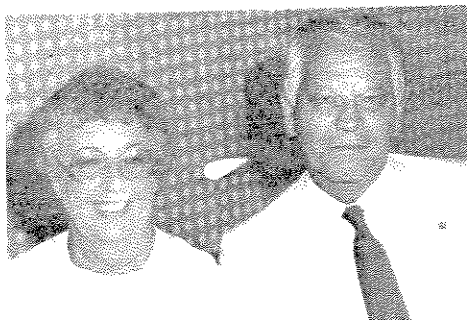
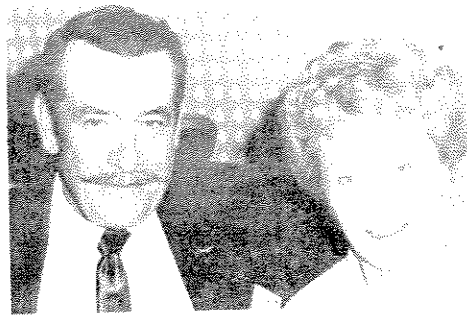


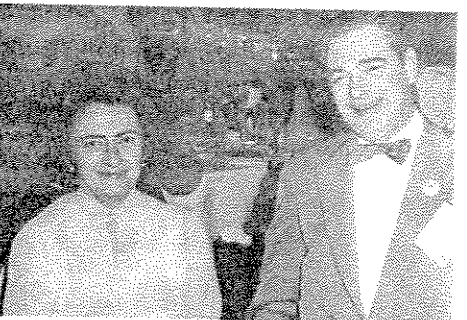
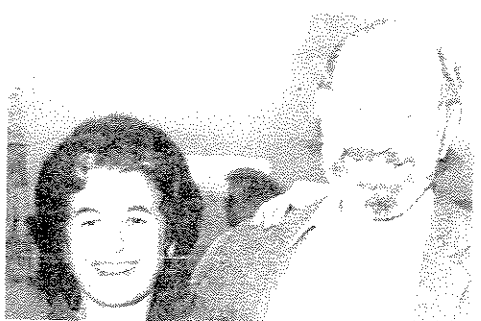
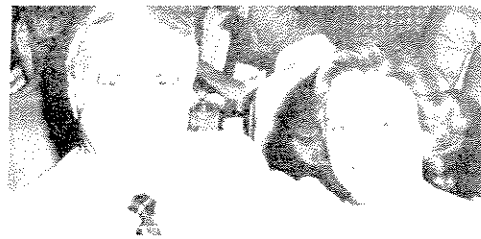




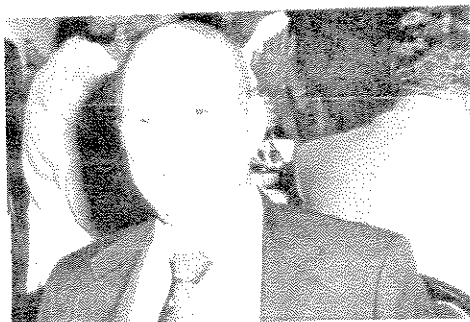
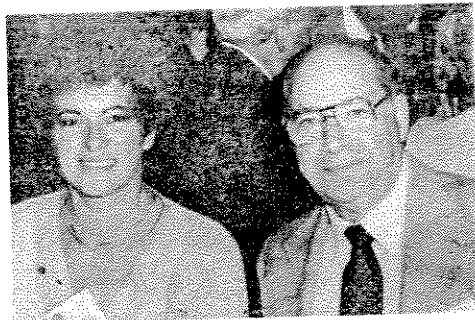
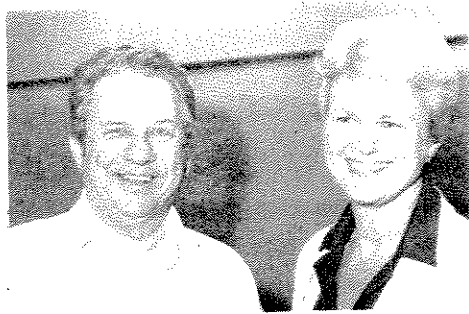
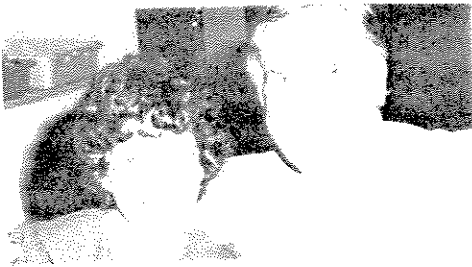




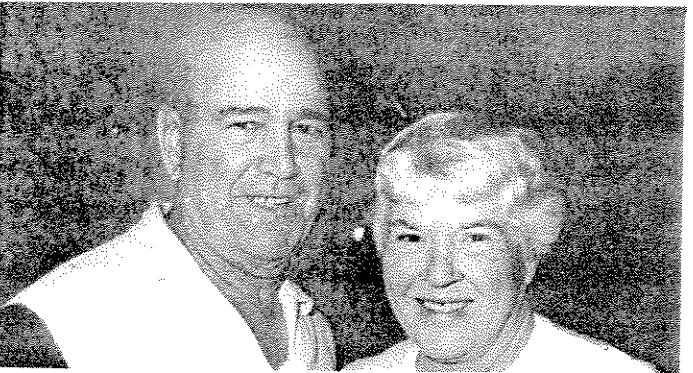
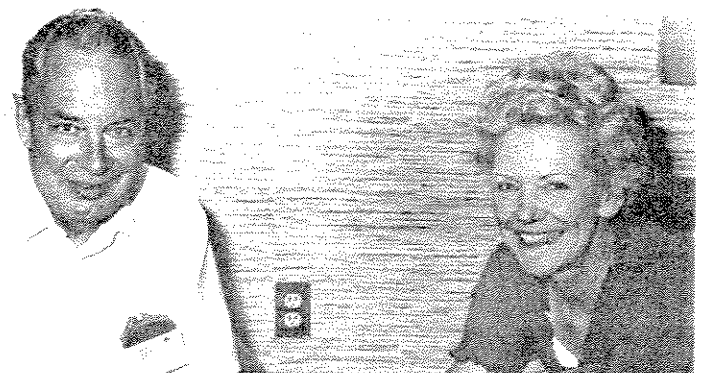












## NEWS OF THE ASSOCIATION

### LIST OF CONTRIBUTORS TO THE MEMORIAL SCHOLARSHIP FUND

Bob Able	767
John M. Billings	825
Edwin T. Goree	764
William T. Kesey	766
(In memory of Jesse J. Lowerins 766 Sq.)	
Bud Markel	827
Frank C. O'Bannon Jr.	764
Raymond C. Kennedy	766
Robert C. Quinlan	825
C. J. Capporelli	825
George Christie	765
Arthur L. Young	765
Thomas P. Hendry	764
Monroe J. Wall	496
Arthur D. Carter	764
Harry R. Watkins	825
Ed Schrader	767
George H. Miller	764
James D. Mackin	767
Paul W. Kerr	826
Kelton G. Bush	767
Clifton J. Stewart	765
Jerome L. Levin	827
Nye E. Norris	461
Eugene LaPierre	824
William A. Lecuyer	766
Thomas M. Voegelé	767
Peter Drill	484
Robert R. Warne	826
Warren Spray	764
George B. Cran	764
John L. Underwood	764
Lawrence Huntoon	826
Kenneth L. Hilliker	764
Eugene Hetzel	765
Ralph W. Carr	825
Sidney Ostrovsky	827
Vernon Garrison	765
Harry C. Sadowski	827
Adolph Marcus	824
(Kime Memorial Fund)	
Melvin I. Albert	824
Roque Gonzales	764
W.D. (Chris) Donaldson	765
George E. Davis	824
(Kime Memorial Fund)	
Arthur P. Coogan	827
Mike Hendrickson	824
George Bouras	824
(Kime Memorial Fund)	

John B. O'Neill	824
(Kime Memorial Fund)	
Val R. Miller	765
James Gough	826
Robert L. Hughes	824
(Kime Memorial Fund)	
Leonard J. Roederer	767
Harold Toomey	824
George Kolbe	826
Ed Prendeville	766
Howard Heller	827
Frederick Schlosstein	767
Charles Wayshak	824

### CREW PHOTOS WANTED

If you would like your crew picture published (Ground and Flight) please forward it to the Association in care of the Editor, with a caption stating the names, rank, job classification, date and place photo was taken. Complete the information, stating your own remembrances of the circumstances surrounding the picture taking session.

### MEMBERSHIP REPORT

#### 1983 Rolls Show Increase!

At the close of the year 1982, the Association had 401 paid members. Renewal and new membership dues received from early 1983 to date of this publication, brings our membership total to 675. This figure includes the response to the Membership Dues Reminder mailed out this past June of approximately 177. There are still 80 members who have not sent in their 1983 membership renewals. Issue No. 8 of the Torretta Flyer was mailed out to all on our mailing list of 1388. This issue of the Flyer is being mailed to paid members only, so if a crew member or friend of yours does not receive this copy, tell him to contact the Association office for membership verification.

### AWARDS — CONTESTS — AWARDS

For the 1984 Reunion, the Association will be recognizing the efforts of our members who bring outstanding displays for exhibit during the Reunion. The subject matter should deal with Armed Forces activities during World War II, with the restriction that any armaments must be demilitarized. We are looking for: 1) Photographic displays, albums, scrapbooks. 2) Displays of currencies and allied military bills. 3) Food displays, mess kits, layout of K or C ration items. 4) Flags, banners of the Allied and Axis Powers. 5) Aircraft hardware, clocks, instruments, gun sights. 6) Display on the history of the B-24. 7) Uniforms can be full sized or miniatures, toy soldier, etc. of allied and axis military personnel. 8) Displays dealing with German flak guns. 9) Exhibit of the entertainment troops (Example: Bob Hope Tour) who visited 15th Air Force encampments. 10) Book collections dealing with Air War over Europe. 11) Awards and Decorations (Allied & Axis) 12) Communication equipment (radio, radar, etc.) 13) Construction techniques dealing with tuff block.

This is just a partial list ideas to work on. Contact the office for further information. Each display should be restricted to one theme and have protective covering or cases depending on need. Please advise us what you plan to bring and how much space your display will require. Table top space will be provided in the hospitality room. Easels are also available.

**ROBERT W. KIME MEMORIAL  
ESTABLISHED**

The nine surviving members of Pilot Robert W. Kime's flight crew, 824 Sq. shown in this photo, have donated equally in the Living Memorial Scholarship Fund in his honor, as reported by Adolph Marcus, the crew's nose gunner:

We flew #15 Ramp Rooster, which was previously flown by Nance's crew. They flew it with hardly a scratch. We flew it a number of times and always got hit bad but always got back. The last time, on 17 Dec. 1944, when it was scrapped, Kime brought back this sieve. He probably was one of the best pilots in the 824 Sq. He could stick his left wing almost into the right waist window of the plane on our left and flew tight formation that way. He was calm, unemotional, modest and confident. →

Editor's Note: Jerry Marcus, a famous cartoonist, whose work is distributed by King Features, is the brother of Adolph Marcus (824th Sq.) one of our members. ↘



THE ABOVE PHOTOS OF THE CRASH OF 24 DEC 1944, REFERRED TO IN PREVIOUS BULLETINS WERE SUBMITTED BY TED AHLBERG. SEE HIS LETTER AND THAT OF DOC SPROUL ELSEWHERE IN THIS EDITION

**TRUDY**

**by Jerry Marcus**

**Panel 1:** I NEVER SHOWED YOU MY OLD PHOTO ALBUM, DID I, CRAWFORD?

**Panel 2:** THAT'S GRANDPA IN HIS OLD AIR CORPS UNIFORM WAY BACK IN 1944 - I HAD MORE HAIR THEN. DID YOU FLY A PLANE, GRANDPA?

**Panel 3:** NO, I WAS A NOSE GUNNER ON A B-24! SEE, THAT'S ME AND OUR CREW JUST AFTER A BOMBING MISSION. THAT PLANE'S FULL OF HOLES!

**Panel 4:** THOSE WERE MADE BY ENEMY FIGHTER PLANES.

**Panel 5:** I REMEMBER ONE DAY FLYING BACK TO OUR BASE IN ITALY. OUR PLANE WAS SO BADLY SHOT UP WE ALL HAD TO BAIL OUT.

**Panel 6:** GOSH, AND ALL THESE YEARS I THOUGHT YOU WERE JUST A GRANDPA!

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7-25



BACK ROW - (LEFT TO RIGHT)  
 ROBERT KIME (PILOT), RICHARD BROWN (CO-PILOT), GEORGE BOURAS  
 (NAVIGATOR), DAVID NICKERSON (BOMBARDIER)

FRONT ROW- (LEFT TO RIGHT)  
 GEORGE DAVIS (ENGINEER/GUNNER), ROBERT HUGHES (RADIO OPERATOR/  
 GUNNER), ADOLPH MARCUS (NOSE GUNNER), JOHN O'NEILL (TAIL  
 GUNNER), CHARLES RANCK (BALL GUNNER), ARNOLD REIFF (TOP  
 TURRET GUNNER)

### HOW CAN I FIND MY BUDDIES?

We were asked by several members and wives of members at the reunion how they could get in touch with wartime buddies, crew members, or squadron mates. The methods listed here are effective and have worked depending on the particular circumstances. Try some or all and keep the Association advised on your progress.

1. Inquire via long distance information (area code) 555-1212 for a phone listing and address verification or update.
2. Write a letter to the last known address, to neighbors living on either side, ask for address change, phone number, etc.

3. Send a letter to Postmaster of city involved. State that you are seeking an address change via the Freedom of Information Act. This costs \$1.00 per inquiry. If there is a change of address on file, they will forward it to you.
4. Place ad in the personal column of the local newspaper.
5. Contact Fraternal and Veterans Associations by using phone books available in public libraries or use long distance information.

Always state in your inquiry that you are trying to contact the party to advise them of the next Reunion. It's easy. You'll be surprised at the results.

GOOD LUCK!

### 461st and 484th Bomb Groups Assn.

I was an original member of the 484th - 827th Sq. when it was composed and I deployed with the squadron and flew a complete tour.

You may want to notify the association members that I have written a hardcover book that is a collection of recipes gathered during an Air Force career spanning over thirty years. The book is called "Launch Pad to Lunch Pad or Diane's Aerospace Recipes". A donation of \$4.00 per book will be made to the Association for each copy purchased by members. For more information, please have members contact me:

Col. Clifford V. Taylor 827 Sq.  
 Star Route No. 401AA  
 Burnet, TX 78611



## THE LAST MISSION

ROBERT D. FALKNER  
PILOT 766/461 SQ.

"He was hard to find, almost impossible", said his crewmate, Paul Lawrence, "until I remembered he had worked as a magician at one time and I was able to trace him through the Magician's Registry." Bob was an active man, a devoted patriot who served a tour in Korea piloting a B-26 with the 5th Air Force, 3rd Bomb Wing. He served as a Chief of Flight Test for the Air Force at Douglas, Long Beach, and finished his Air Force career in 1964 at the Pentagon as a Coordination Officer of Media for the Secretary of the Air Force. He was head of media production at N. Illinois University, which included television, film production and cinematography. Bob had a fine speaking voice and could command an audience with his delivery and presence. Bob attended his first reunion in Williamsburg, Virginia, where he met friends he had not seen since the end of the war. Bob was a sky diver. He died shortly after the reunion when his parachute did not deploy correctly at a recent meet. He is survived by his wife, Dory, and seven children, Sandy, Chris, Bobby, Patty, Mike, Terry and Steve. The Association extends condolences to Bob's family.

## DONATIONS ARE IN ORDER

As the officers responsible for the administration and operation of the Association, Beatrice and myself feel like we are in the dark ages, working with office technology that was great for 1920 but totally inadequate for our needs today. Without some labor-saving devices, we will soon "burn out".

Membership has doubled over last year. Attendance at the Williamsburg Reunion this year reached 500 and promises to grow even higher in 1984. We estimate that we have reached one out of four of the possible 4000 personnel based at Torretta Airfield at one time or another. The future of the Association looks bright but this success could also be disastrous for your already over-burdened staff of two. We are soliciting your help to insure the continuation of the Association.

## HOW CAN YOU HELP?

Your tax free contributions will allow us to obtain a computerized office system. Not only will it save us valuable time but it will enable the Association to consolidate information efficiently so that it is readily available to our membership. As an example, on request we can call for a printout of a personnel list with last known addresses enabling members to find ground, flight crew members, or war time buddies.

## OTHER NEEDS

The war time histories of the 461st and 484th Bomb Groups are available on 16 mm microfilm reels from Maxwell AFB Alabama. These reels contain rosters, addresses, orders of decorations, mission summaries, flight filmsies, escape and evasion reports and other vital information, important to all members. Each reel holds 2000 pages of exciting history (Association has six reels at present.) Help us obtain a 16 mm Reader/Printer or arrange to have the films printed on 8½x11 paper.



## THE EARLY REGISTRATION GIFTS

Your early registration played an important part in making the Williamsburg Reunion a memorable event as this helped us in our planning and enabled us to purchase the necessary materials in advance of the event.

The Williamsburg Hilton, in a gesture of appreciation for your early registration, provided the first 132 registrants with a salt glazed Colonial Williamsburg inkwell and quill pen, which were recently distributed.

## NOTE ON THE WASHINGTON POST STORY

DATELINE: JULY 30, 1983

We wish to thank all of our members who sent in copies of the Washington Post story regarding the three POW's of the 764th Squadron who recently met at the National Headquarters of the American Legion in Washington, D.C. One of the three members is the National Commander of the American Legion. We have sent membership applications to all three.

## A THANK YOU TO CONTRIBUTORS

Our thanks go out to those of you who have graciously provided letters, stories, photographs and diaries that are used in this edition. Contributions are welcome for forthcoming issues too.

## AND IN THE NEXT EDITION...

Watch for "The Last Flight of Crew #14". A POW story by Trefry Ross, (765 Sq.) based on his war experience. The "Nose Art Collection" of Joe Hebert (826 Sq.) You'll laugh at the illustrative GI humor. And the Intelligence Report 110.



HEADQUARTERS FIFTEENTH  
AIR FORCE  
OFFICE OF THE ASSISTANT  
CHIEF OF STAFF, A-2  
APO 520, U.S. ARMY

SPECIAL INTELLIGENCE  
REPORT NO. 110

OPERATIONS OF THE GAF

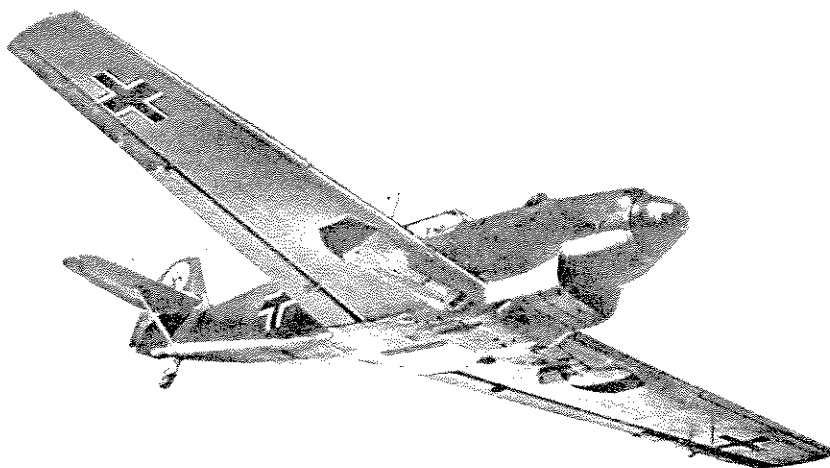
1939 - 1945

15 April 1945

The following statement has been secured from a senior and experienced GAF flying officer captured recently on the Western Front.

The purpose of my statement is to show the development of air warfare during the last two years and all its possibilities as well as its actual course, which I experienced as Pilot, as "Gruppenkommandeur" and as "Geschwaderkommodore". I should like to stress right away that I am not taking the "Flak" into account as my knowledge of that subject is too slight and I had little to do with it.

Before coming to my main subject, it is first necessary to give a short survey of the development and especially the preliminary steps of air warfare up to that period, in order to facilitate the understanding of the subject. We all witnessed the triumphal march through POLAND, NORWAY and then in the the Spring of 1940 in the West with great admiration and enthusiasm. It made clear to us the importance for successful modern warfare of motorized troops, and especially tanks, on the ground and of the GAF in the air. I don't think it is an exaggeration to say that the main factor which enabled us to crush and defeat FRANCE in so short a time and drive the British Expeditionary Force from the continent was



ME-109

the GAF. After the French campaign was over we airmen often wondered about the continuation of the fight against ENGLAND; we thought the next step would be to throw in the entire GAF against ENGLAND's most sensitive spot, her shipping. We all agreed the thing to do would be for us all to take a torpedo on board and try and cut ENGLAND's life-line. Instead of that came the battle against ENGLAND itself, against LONDON. Before the air-offensive started, our General Staff promised that our opponents would consist of three-hundred British fighters, part of whom would be piloted by very young and inexperienced pilots and also that, to some extent, with the exception of Spitfires their aircraft were inferior. As a result we were amazed when in the battle of BRITAIN the three-hundred fighters drew to an end. There weren't just three hundred but at least as many as we had. At the time we had about nine hundred or a thousand fighter-aircraft operating and the English had the advan-

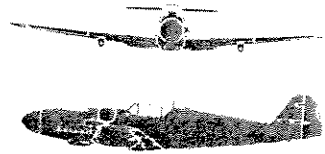
tage of fighting over their own territory. The British armament industry had prepared for this period with great foresight. The construction of fighters was given priority over all other types of aircraft during the battle of BRITAIN; pilots, reconnaissance and bomber-pilots were restrained in order to be able to be employed as fighter pilots in case of emergency. As a result we were faced with a fighter force of practically equal strength to ours which had the additional advantage of having plentiful material reinforcements at hand. If a pilot was shown down over ENGLAND - and it transpired that 60 or 70% of them landed safely by parachute -the following day he went at us again in a new aircraft. That was a situation which unfortunately the GAF never experienced.

When the war started it was said: "Well, we'll have plenty of aircraft, too many in fact; but we'll lose our pilots; there will be a shortage of them because the training lasts so

long and we won't manage to provide the necessary reinforcements." That situation never actually arose; it was always just the opposite. We always had enough pilots, reinforcements of crews were at hand but we lacked reinforcements of equipment of aircraft. ENGLAND has to thank her policy of retraining pilots for defense and her total concentration on defense in the air for the fact she won the battle of BRITAIN and that, after both sides were completely exhausted, we had to give it up. Now the English say that they only had twenty fighters left on the last day, or after the last day-raids, but we hadn't many more either.

The next phase of air warfare was the transition from day-raids to night raids, which it was possible to keep up for a relatively long period until British night fighting had developed to such a point that night raids also became too costly for us. Then our battles in the Southeast started, followed by fighting in the East the following year. That gave ENGLAND a breathing space. They were able to bring their fighter-arm up to strength and increase its numbers, and above all, it enabled them to start building up their strategic air force, building bombers, which by the end of 1941 and beginning of 1942 were already coming out as four-engined models.

Then we experienced a similar situation at home. Night raids started on the REICH, on GERMANY. We started developing night fighting, which already existed in its preliminary stages; and night-fighting was developed in a relatively short time into at least a weapon to be reckoned with. The whole development was further delayed by the



fact that instruments still had to be constructed, and even invented, and tested in operations. At the time our night-fighting only had one aircraft, the Me 110, at its disposal; it was first used operationally as a long-range-fighter-bomber; it was intended as a long-range-fighter and was then specially equipped with instruments for night-fighting, but with no other improvements. At first we tried equipping the approach lanes used by the enemy with a belt of searchlights which were to illuminate the enemy aircraft approaching at night. Our night-fighters were waiting above and tried to attack the enemy aircraft and shoot it down while it was in the cone of searchlights. It was a fairly exciting but not very successful enterprise. At the same time we developed the so-called dark night-fighting restricted to a given area. It was based on the following principle: a whole belt of WT beacons was placed along the entire coast, from JUTLAND down as far as possible towards the BREST area. An aircraft, a night fighter circled around each of these beacons whenever enemy aircraft were approaching, and these night-fighters were directed to the enemy aircraft by control from the ground. The disadvantage of this method was that the instruments we had at the time only covered a radius of 20 km; they described exact circles of 20 km, adjacent circles of 20 km; there was a second similar belt of them behind the first forming a double ring. If you succeeded in directing your own night-

fighters on to the tail of the enemy aircraft while it was within this 20 km radius, by instructing it to: "fly slightly to the left or to the right, or somewhat higher or lower". The exact height and everything was given to the fighter until he was immediately behind the enemy aircraft, could see it and attack it visually.

This method of night-fighting, this restricted area night-fighting, as it was called, was to be built up in such a way that this one belt extended all along the coast and then there was to be a second belt, a little inside the REICH, running from North of the RUHR district, West of the frontier of the REICH down as far as SWITZERLAND. That was the second belt which was planned; then thirdly, there were planned similar belts near the most important objectives, the RUHR district, FRANKFORT-on-MAIN, the industrial area of the UPPER RHINE, BERLIN, etc. That was to be the third line of defense.

These night-fighter tactics would have been more successful - and some aircraft were actually shot down; the number varied between 15, 20 and 25 per night - had not the enemy adopted their tactics to our defense methods. How did British bombers avoid being shot down? Firstly, they approached at a very high altitude and secondly, after these areas where our night-fighters were operating had become known, the enemy dived down to cross these areas at the greatest possible speed. Their aircraft nosed down, that is, they converted their height into speed and thus reduced to a minimum the period in which they could be attacked.

After we countered that by

instruments covering twice the radius and able to locate the enemy and direct our fighters within a 40 km radius instead of 20 km, the enemy changed to a policy of approaching in thick streams, that is to say they assembled all their bombers over ENGLAND and approached like a narrow stream at low level. It was the real bomber stream, as we are experiencing it even today in daylight. It put our night fighters under a great disadvantage, as it was no longer possible to direct individual fighters with all those enemy targets; even when it was possible we could only bring three, four or five night-fighters into fighting contact with those enemy aircraft.

Of course the development of our tactics continued during this time; we switched over to free-lance night-fighting when each aircraft was fitted with an instrument, a Radar, to enable it to home on to enemy aircraft on its own once it had been directed into the neighborhood of the stream of enemy bombers. That was the period when our night-fighter successes increased and we used to shoot down an average of 40, 50, 60 and sometimes even 70 a night. That was the period, roughly from the end of 1942 until the beginning of 1943, during which the British bombers suffered such heavy losses that one could reckon on their having to give up these attacks sooner or later.

However, parallel with those British night-raids came the growth of the American Air Force in ENGLAND. Vast airfields were laid out and runways and underground battle HQs were built in the area of the Northeast of LONDON, right up to the WASH. Fog-dispersing plants were constructed, working as follows:

you burn petrol on the airfield; you spray it out of some sort of pipe-lines and it produces great heat. The hot air disperses the fog, that is to say the air can absorb the humidity in it and thus it is possible to clear airfields of fog up to a height of 100 m.

Apart from this, there is to be observed from the middle of 1942 onwards, all the training which was taking place in ENGLAND, where American crews were working up and being trained in formation-flying and, as soon as they were ready, undertook their first flights over FRANCE. With what could we oppose those American four-engined aircraft: What was our fighter-arm like at the time? Our standard model was the Me 109, the further development of the '109' with which we had entered the war, and the recently added Fw 190.

The armament of the '109' at the time consisted of two MG 17s with the normal calibre of 7.9 mm. and an MG 131, a 13 mm MG. The armament of the '190' was better; it consisted of two MG 131's and two MG151/20 that is two 20 mm cannons. With that armament our fighters on the CHANNEL coast met the first attacks made by the four-engined formations. In their initial experiments the enemy flew in with a tremendous fighter cover. Forty or fifty bombers were protected by about a hundred or a hundred-and-fifty Spitfires. Our only chance was for our fighters to gain height in time and just dive through the enemy fighter formation, fire a short burst at the bombers and dive down further in order to avoid being involved in dog-fights with the superior number of enemy fighters, as these fights always led to considerable losses on

our side owing to the numerical superiority of the enemy. In order to make myself clear I must add that we only had about a hundred fighters along the entire coast, the huge stretch from the HELI-GOLAND BIGHT to BIARRITZ. Of course, it was never possible to assemble these fighters as it would have meant their being in the air so long that they would have run out of fuel; usually about fifteen or twenty aircraft was the maximum number that operated in these invading bomber formations with fighter protection.

This disparity in number was reported to higher authority by the "Verbandsfuhrer" concerned and an increase in the number of night fighters was asked for. It had little or no effect, the reason being: that we were tied down in the East; our valient fighter pilots were as indispensable on those immense fronts as they were in AFRICA, down in the South. After the American Air Force realized that their fighter protection was superfluous because we had too few fighters anyhow and the ones we had were badly armed and as a result very seldom shot down a four-engined aircraft, they started flying without fighter-protection. The raids were always on territory occupied by us. PARIS was attacked, LILLE, in the Northern French Industrial area, HOLLAND, with the result that their losses were very much less than the Americans had estimated. I should like to add another example: A Fortress, a Boeing B 17 is flying home alone from a raid over HOLLAND with one engine shot to pieces, a wave of Me 109s with the armament mentioned above, two MG 17s or a MG 131 attacks the Fortress. Three out of the four aircraft

are shot down by the Fortress and the fourth gets the wind up and makes off. That was the situation at that time. As a result it was said that Fortresses were not to be attacked, as no fighter can shoot them down. That was the first blow at morale German fighter pilots had. It was realized that their armament was inadequate and something was done about it too. The "109" was given two MG 131s instead of its two MG 17s, that is two 13 mm MGs, and instead of one of its 13 mm MGs it was given a 20 mm one; that is to say its explosive capacity was quadrupled; the Fw 190 was given four cannons instead of its two and retained its two MG 131s. That made us at last capable, as far as armament is concerned, of taking up the fight against four-engined bombers with success.

The following is a short description of the armament of the four-engine bombers, and of the way in which, in combination with the tactics they employed, i.e. close formation it affected the attackers, our fighters. The Flying Fortress has been advertised since 1940; we knew they were coming. When attacking from the rear you are faced by six or seven MGs, firing to the rear at the fighter. Let us reckon according to the law of probabilities, six MGs against three MGs in the '109'. This is, however, to some extent compensated in favor of the Fighter by the difference of size. Now it must be realized that you're not faced by a single aircraft, but by at least fifteen in close formation. At the start, eighty to a hundred-and-twenty aircraft used to fly over the REICH in the very closest formation, a flying achievement of the first order. If you take the average of eighty aircraft approaching in

close formation you have to reckon with 720 MGs firing out to the rear at you. You were already hit at a distance of

1000 m. The first aircraft were shot down while they had little chance of hitting a bomber on account of their armament. The MG 12.7 has the advantage over our cannon that owing to its initial velocity it has a considerably greater range. That proved that these aircraft cannot be attacked from the rear, and attack from the front turned out to be the only possible method. From the front you are only faced with the defensive fire of two or four MGs. In addition, you have the tremendous speed at which you approach your target; the bombers do about 400 km at a height of 8000 m and your own speed when you approach at full speed is usually 600 km; as a result you are approaching

your target at 1000 km and are only exposed to the enemy fire for a very short time. On account of the dispersion fire and the density of the cone of fire the most dangerous distance for the fighter is between 1000 and 600 m. Once you are nearer than that the dispersion from those guns is so slight that the smallest error of aim will cause the whole cone of fire to miss you. Once you've passed the effective range of 1000 to 600 m it is much more difficult to hit you and you have a chance of bringing them down. There are many advantages besides which make frontal attack appear to be especially appropriate: firstly you can kill the crew straight away and secondly the four-engines are in front and they're most vulnerable, the tanks are in front and they are more easily hit by an attack from the front than the rear.

TO BE CONTINUED IN THE NEXT ISSUE OF THE TORRETTA FLYER

**LETTER TO THE EDITOR:**

Port Mansfield, TX

We want to thank you for your hard work—the many hours—the headaches, joys—you have gone through this past 3 or 4 years. (This was our first time to attend). Gotta feeling that without Bea, you guys might have "cried a little". Also thanks for letting us help hand out packets at the desk.

When we left, Detroit, Orlando and Texas were being considered for next year. God willing, we plan to attend.

Thank you again!  
Wren & Jo Bowyer

**NOTES ON TORRETTA FLYER  
NO. 8**

In reference to the photo of Cherokee #56, this was Gerald Vanderhoeven's plan. About August of 1944, plane was declared war weary and became a "Hack Ship". The new Cherokee #56 had a different nose drawing.

The ship depicted on page 10 was flown by Gerald Vanderhoeven. He volunteered for the flight as he was the last pilot around. The others having gone to town. Co-pilot was a man by the name of Gardner. Gerry Huizena survived the crash along with Bill Lecuyer.

Frank C. O'Bannon, Jr.  
764th Sq.

## ESCAPE STATEMENT

The following document is reproduced from a micro film supplied by Maxwell Airfield Archives.

20 March 1945

Headquarters 484th  
Bomb Group

## ESCAPE STATEMENT

Pilot: Schick, Alva M.  
484th B.G.  
825th B.S. (H)

MIA - 7 Feb. 1945  
RTD - 15 Mar 1945

Missions: 2

Co-Pilot: Calvert, James K.  
484th B.G.  
825th B.S. (H)

MIA - 7 Feb. 1945  
RTD - 15 Mar 1945

Missions: 1

## ESCAPE STATEMENT OF:

### PILOT AND CO-PILOT

Mission was to Floridsdorf Refinery, February 7th, 1945. As they turned on the Initial Point, #1 engine went out, and almost immediately afterwards, two more went out, apparently due to lack of gasoline. The aircraft lost altitude from 26000 to 14000 feet in a few seconds and the pilot headed between Moosbierbaum and Vienna, then took up a heading of 130° for the Russian lines. Still losing altitude, the pilot ordered the crew to bail out on the Northwest side of Lake Balaton, and the co-pilot and he were the last to go out of 4000 and 2000 respectively. It is presumed that the rest of the crew are in enemy hands.

Pilot and co-pilot landed within 200 feet of one another on the ice on the eastern part of

Lake Balaton and both were somewhat stunned upon landing. While they lay on the ice an ME 109 passed over from West to East and then returned at about 500 feet, but made no attempt to fire on them. Bullets presumably from rifles could be heard ricocheting off the ice. Eventually, six men came out to them from the southern bank and covered them with tommy guns. They stood up and called "Amerikanski", but it did not seem to be understood. The Russians were in charge of a NCO, and by his orders they took away their guns, and also most of the contents of their EUR purses, personal escape kits, and their watches. They took them along the center of the lake in a westerly direction, perhaps to avoid fire from the Germans, and then to a NCO Headquarters on the south side of the Lake. They had very great difficulty in persuading the Russians that they were Americans, although, once again, the Air Corps insignie on their flying clothes helped to partially convince them, at least to the point where they returned part of their belongings, including their watches and an escape purse, less \$5.00 which they probably kept as a souvenir. They left this Headquarters by motor cycle for another NCO Headquarters and then to a Russian Majors house. He appeared very suspicious of them, until a Czechoslovakian interpreter appeared, and convinced the Major.

They spent that night in a Russian front line hospital just 3 Km from the south side of the Lake, where there were three Russian doctors, two of them female, and one nurse. The interpreter told them the next day that the Russians had sent out a patrol to try and find the other eight members, but without success. They

were then taken to the area headquarters, and then to Kaposvar with a Russian Captain and there they met another crew from the 456th Bomb Group. From there they went by train to Dumbovar where they stayed at the commandants Headquarters then Baja to Csavoly which was apparently a collecting point for Allied airmen, and which was used because Baja was subject to strafing and bombing attacks by the Germans. At this point the enlisted men slept on straw in a school house, while the officers were billeted in Hungarian homes. The food served here was for the first time on their journey, inadequate, consisting almost entirely of barley soup three times a day. They bought food from the people with whom they stayed, however, using the money from the EUR purse, and in this way managed very well, their diet being mostly eggs and veal. After about two weeks in Csavoly, they went to Bucarest on a hospital train, which took six days and nights. They reported to the American mission there, and were returned by C-47, to 15th Air Force Headquarters, Bari on 14 March 1945.

## COMMENTS:

1. In the escape kit, the halazone tablets are useful, because most water is not safe to drink. If a man does not have halazone with him, he would be well advised to drink wine instead of water, as the Russians do.
2. If there is a choice between landing in an emergency at either Pecs or Keksceinet, the latter is more advisable, because the Germans not infrequently strafe Pecs.



3. The Russians always ask for identification papers, so the new "Passport" should always be carried.
4. Aspirin would be a valuable addition to a personal escape kit, because landing after a parachute jump frequently leaves the jumper with a headache for a period of several days.
5. Band aides would be another useful item to carry.
6. In describing the kind of aircraft the crew member flew, he should always use its name, rather than its Army designation. For instance, a B-24 always a Liberator, and an A-20 a Boston to the Russians.
7. The Russians frequently refer to Roosevelt, Stalin and Churchill together as Symbolizing the United Nations. Reference to the three names together might help with identifying a crew member who did not have any means of identification.

John F. Holstius, Captain,  
Air Corps  
Escape Officer

10 April 1945

#### ESCAPE STATEMENT

1. 1st Lt. Edward N. Duke  
825 Sq. 484th Group  
Born: 31 March 1922  
Interrogated:  
February 20, 1945  
Home Address:  
R.F. 9 No. 3  
Marion, Virginia  
Returned to Duty:  
18 February 1945

Missions: 33 Sorties

2. On 17 February 1945 Source was on a mission to bomb Trieste. The air speed indicator was not functioning and the pilot, Captain K.R. Larsen, was using the lead aircraft as a reference to maintain his airspeed so that he would not stall. The formation was flying at about 22,000 feet. Over some islands off Sibenik (43, 44 N 15.34) aircraft, for some reason unknown to Source (bombardier) collided with the lead ship or vice versa. At any rate propeller on No. 4 engine crumpled and the aircraft went into a flat spin. The pilot rang the alarm bell and at approximately 10,000 feet, source bailed out of the nose wheel hatch. He saw no one else leave the aircraft. By the time source was able to take a look around aircraft had already crashed on an island below him and was burning.
3. Neyer in enemy hands.
4. Source landed in the water midway between another island and the shore and after an hour was picked up by fishermen who soon transferred him to a Partisan launch which brought him to a British Naval craft in Sibenik. On the British craft were three men who had bailed out of the lead aircraft. One of them, Redifer, the engineer, had an injured leg and was taken to a hospital in Sibenik. Source and his companions stayed on board overnight and on the 15th went by an Air Sea Rescue launch to Vis where they were evacuated on a C-47, reaching Bari around 1550 hours on February 18.

#### LETTERS, WE GET LETTERS....

I want to personally thank you for another wonderful reunion. Williamsburg was a perfect choice for this one. It had good location and facilities and plenty of things to do and see for the wives. Everyone I talked to said they had a great time. The squadron reunions were an excellent opportunity for getting squadron buddies together. Our other squadron commander, i.e. the man who replaced Jim Dooley in the 766 squadron showed up. He is H. Garrett Word. It was great to see him after all these years. The banquet was perfect as well as the brunch and service.

Thanks again for the gift of the opportunity to get together, to honor our comrades who didn't survive, and to remind us of our contributions to the Good 'Ole USA.

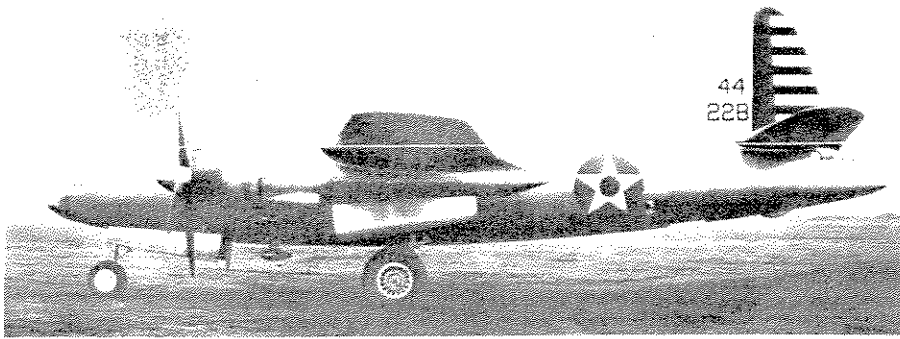
Greg Mazza, 766th

#### LETTER TO THE EDITOR:

I was most grateful for the address you forwarded to me for C.V. Taylor. I was co-pilot for George Ingham in the States, but as you know crews were re-organized overseas, and I flew as replacement and instructor pilot for new crews as they arrived. However, I can tell you that George Ingham is deceased. He was killed in the air accident in England in about the mid-1950s.

I will give you the names and addresses of the crewmen on my last mission where most of us were internees.

Respectfully yours,  
Ed Eibs, Jr. 827th Sq.  
8/5/83



MARTIN B-26 OF THE 22ND BOMB GROUP

7/7/83

Enclosed is a money order for payment of my yearly dues for the Torretta Flyer and other news of the Association. I really look forward to receiving these tidbits of information and I'd like to say thank you for all the time and effort you have put into forming the Association. I was with the 484th Group from its birth at Mt. Home, Idaho. In fact I was with the 9th Bomb Group at Mitchell AFB LI NY, which is the granddaddy of the 484th. A cadre of 9th Bomb Group people were sent to Langley Field, VA in late 1940 to form the 22nd Bomb Group which later fought so well in Australia. In turn a cadre of men from the 22nd Bomb Group was formed at Langley and sent to Orlando, FL as the 13th Bomb Group. The 22nd Bomb Group was flying the first B-26s to come off the production lines at Langley. The 13th Bomb Group which I was assigned to had old B-18s, but we got and service tested the first B-25s to come out of the Martin plant in Baltimore, MD. We were still testing our B-25s when the Japanese hit Pearl Harbor. We flew anti-submarine patrol for a few weeks off the Florida coast and then in early January, the group was sent to Westover, AFB Mass. coast. Our B-26s did a good job but were limited to four hour patrols due to

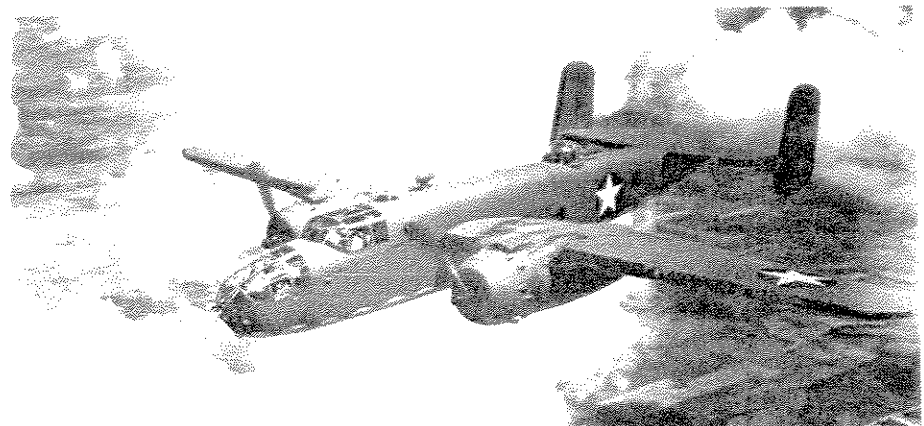
small fuel supply. While at Westover, the group was in continual training and was sending replacement crews to bomb groups in England. Col. Westside T. Larson was the C.O. and he wound up the war as a three star General. Eventually the group was dispersed with the 41st Squadron remaining at Westover, Lt. Col. Chester C. Busch, C.O.

In 1943, (I'm hazy about the dates) the 41st was taken off sub patrol and sent to Mt. Home, Idaho. No one knew if we would be assigned overseas as replacements or form a new group. After three months of chasing jack rabbits, snake hunting, etc. in the desert, it was decided to form us into a new group. And so did the 484th come into being with Col. Keese, commanding. It was a cold winter in Harvard, NE where we got new crews and new four B-24s.

The 826th Bomb Group ground personnel on board the Lucretia Moff, a Liberty Ship, sailed out of Norfolk, VA in early March 1944. 27 days after meandering all over the Atlantic Ocean, we finally reached Gibraltar. Our convoy was a big one and never had a sub alert on the way over. That night the Germans welcomed us to the war zone by dropping a few tons of bombs our way. Easter Sunday morning the Lucretia Moff docked in Brindisi, Italy. We were roused out of the sack at 4 AM, then fed a heavy meal of baked ham, mashed potatoes, etc. I'll never forget that meal. Then it was off the boat and stand around the RR yard for hours. Late in the day we finally boarded freight cars, the 40-men, 8 mule type, and got under way. Cerignola was reached late that night and believe me, Easter Sunday 1944 was not a great joy for the men of the 484th.

I don't know if anything I wrote here is something you never heard before, but the 13 months I spent in Italy, and the years from 1938 are filled with memories pertaining to the war years. Again, I say thank you for what you are doing for the Association and keep up the good work.

Most sincerely,  
Raymond Snyder-826th Sq.



NORTH AMERICAN B-25

5/5/83

Redding, California

Dear Bud:

I have enclosed a picture of my crew (Photo #1). They are:

From Left Bottom Row: Pilot Alton McClung, Co-Pilot Bob Myers, Nav. John Jackson, Bomb. Walter L. Bruesch, Top Row from Left: Eng. E. Bouchee, Radio R.C. Scott, Nose Gunner W. Ohne, Tail Gunner R. Miller, Top Turret Rubin Englesberg, Ball Gunner P.E. Johnson.

The other picture (Photo #2) was taken in the 484 B.G. Officers Club. They had a custom of sneaking up on a buddy and pouring beer in their pocket. Hence, the wet pockets. I am holding the paddle over Capt. Oliver's head (left). He was lost in action. Arthur Jepson, one of your members, has a surprised look next to outstretched hand (right). The rest are unidentified.

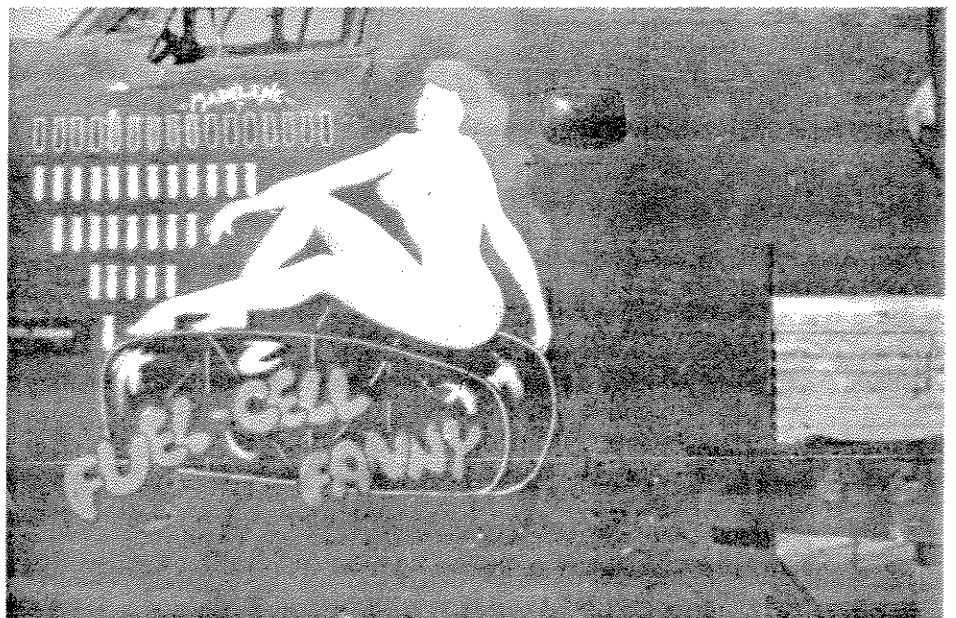
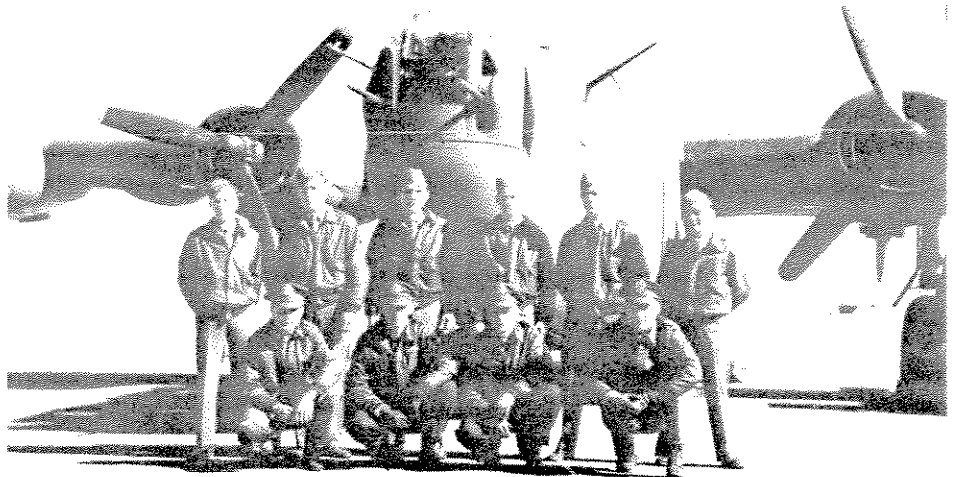
Walter L. Bruesch, 826 Sq.



Dear Bud:

In News Bulletin #7 back page shows Ship 12 of 824th Squadron. That ship is the one I was a member of. Can you tell me who submitted it? We named it "Fuel Cell Fanny" Our crew left Italy on July 9, 1944 after 40 max effort missions.

Walter C. Weiczorek  
824th Sq.  
Chicago, Illinois



## LETTER TO THE EDITOR:

I have never noticed the names of Group Headquarters Personnel in Association literature. I attended the reunion in Dayton last year but saw only two people that I knew. I am wondering if you are reaching Hqtrs people properly, since you continually carry my name with 765th Squadron instead of 461st Sp. Hdqtrs. I have called a couple of old buddies, personally, trying to create interest in the Association and Reunion. Sorry, cannot attend this year—maybe 1984.

Sincerely,  
W. L. Stanforth formerly  
Group Ordinance Officer,  
461st Bomb Group.

## EDITOR'S NOTE:

Thank you for your letter. I couldn't agree with you more. Information on names, addresses and assignments come from varied sources. Some of it out of date or unreadable. In some cases, members have been assigned to several squadrons within the 49th Wing. We may arbitrarily pick one squadron or the other for the membership rolls or the members will advise us as you have done as to which unit they wish to be identified with. Some information sources are:

1. Escape and Evasion reports  
Home towns are sometimes shown. We obtain prints from 16 mm micro film some of which is very difficult to read depending on the condition of the original material being photographed.
2. Decoration Orders, Leave, Furlough, Discharge Orders and similar documents donated by members.
3. Letters from Members.

4. Information taken from the Questionnaire and Information Forms sent in by Members.
5. Letters and phone calls from former Torretta personnel who see our notices published in various magazines and newspapers.
6. Contacts made via ads placed in personal columns of daily newspapers.

Contrary to what many people believe, government agencies, whose policy it is to protect the rights of privacy of former service personnel, have not provided rosters or address lists in response to our request. So as you see, the search for former members of our groups is an on-going challenge. We, of course, welcome suggestions and ideas on additional search methods.

Tulsa, Oklahoma

Dear Bud:

Lucky Lady was the one plane that we flew quite a bit before she disappeared, shot down. I was in on the Tactical effort to supply Patton with gas and ammo in '44. We were new then and had made only one bombing run before going Tactical. Our Pilot was Lt. Woodrow Wilson of Wink Texas, and while in France he was killed while riding a motorcycle and as far as I know was buried there...Ed Wilcox our R/O was with him at the time, and he survived the crash to finish our tour of missions with all the rest of us.

I'm about to the end of this page and will close for now. Again, thanks for all the effort, I really enjoy it.

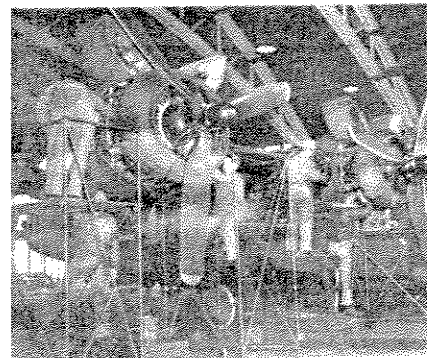
Best regards,  
Jim Clemons 827 Sq.

Quosoc, Maine  
April 1, 1983

Dear Bud:

Here are some photos you might have and may be of help to you. Photo #1 taken at the training center, at Harvard, Nebraska Hanger, 826 Squadron. Photo #2 picture of John Raskam of Oklahoma (R) and myself (L).

Sincerely,  
Ray Surette, 826th Sq.



MORE....

Again, we wish to thank you for arranging the Williamsburg reunion. This was our first experience with the annual reunion, and we thought it was superb. We hope to attend future meetings. We thought the location was tremendous and thoroughly enjoyed the many attractions in the area.

Best regards,  
Bill Mocha (764 Squadron)



Dear Bud:

I was able to identify the picture of 484th B.G. Hdqts. in Bulletin No. 8 through the skeet shooting platform to the right of H.Q. The long building to the right is the 826th orderly room and quarters for the staff. The building to the extreme right I cannot identify. It may have been showers. To the rear of H.Q.'s South with Bay of Tarrento a short distance away. To the South and East of the orderly room was the Officers tent area, enlisted tent area was North and East of the orderly room. The officers club located in a converted stable, was between the tent area and H.Q. East of the officers tent area was the mess hall. The runway was located North of the tent area and a takeout to the South took us directly over the mess hall.

I remember taking off on a mission with a full bomb load to the South when the co-pilot raised the flaps instead of the gear. The mess line scattered in four directions as we settled down towards a wipe-out of the building. Fooled those chow hounds, they didn't need to run.

Another amusing incident in the tent area. My crew was flying a practice mission, not needing a navigator, I remained on the ground. The "Brass" decided all officers should line up at the West end of the tent area and proceed East policing the area on the way. Halfway through this exercise my crew took off. The bombardier seeing many people in the tent area dropped a box of chaff on them. This ended the policing for the day.

On Christmas Day 1944, we returned from a mission to

find the field socked in. The pilot, Bill Mauldin, a huge ex-All American lineman from Texas, called for a heading from the Bay. We were searching for a break when the church steeple in Cerignola loomed directly ahead of us. Mauldin literally lifted the plane over and around the steeple. We gave up after that and landed at an alternate. In the Fall of 1946, Time Magazine noted that Bill Mauldin died of a heart attack in the New York dressing room after a pro game. In my opinion, he was a war casualty caused by many hours under stress on oxygen, with the time in between flights on sacktime.

Your picture of plane #62 is called Vivacious Virgin in the text, but Vivacious Lady is painted on the plane. The plane we left in Yugoslavia was Vicious Virgin, and was assigned to the sqdn. about the same time. Left it near Bihac and entire crew evaded capture and returned to finish missions.

Your efforts in organizing this Association are appreciated by myself and I am sure by all of the members. You are preserving a bit of history.

Very truly yours,  
Ralph D. Pierson 826 Sq.  
Salem, Oregon

Dear Bud:

After receiving (The Toretta Flyer) news bulletin No. 8, I noticed on page 10 something I can relate to.

I am the (Capt.) Ted Ahlberg referred to in the photo article. I have enclosed actual pictures of the subject plane wreck. If I remember correctly, Capt. Vanderhoven, S/Sgt. Ed Baker (my combat crew nose gunner), two other

personnel and myself survived the crash. The wreck shown in the "Flyer" is some other mishap.

I am enclosing my \$10.00 for 1983 dues and would appreciate hearing from you regarding my comments. If you need any other information concerning the 766th Squadron, I might be able to help you. I had one of the first four crews in the squadron along with Donald MacDougall and Marion Mixson.

Best regards,  
Ted Ahlberg 766th Sq.

#### LETTER TO THE EDITOR:

Re the picture of a bent B-24 in the last Torretta Flyer, if memory serves me correctly, Ahlberg was the pilot and Vanderhoeven was in the right seat. Vanderhoeven was alive at the time of our 1st reunion, and lived about 10 miles from Torrance. However, he flatly refused to have anything to do with us. He lost an eye in the crash, but to the best of my knowledge was otherwise unhurt. Ahlberg was unscratched.

I am sure you have heard from many people by now that Gerry Huizenga was also on board. He had multiple injuries and was evacuated to the General Hospital in Bari, and thence to the Zone of Interior. He was hospitalized for 2 years but has been at both of our reunions and also on the trip to Italy.

A. E. Sproul, M.D.  
Staunton, VA 5/3/83 766 Sq.



10 April 1983  
461st & 484th Grp. Assn.

Attention Editor:

In your issue of Spring 1983 #8, the article of CHEROKEE by W. Robinson it appears that at least two squadrons had possession of CHEROKEE since two #s appear on her: 56 and 11. I'm enclosing a colored photo of her with #11 on her nose. This is the only information that I have.



About the article Bubble Trouble, the last paragraph, it wasn't CHIPPIE DOLL that Schank was in on his last mission. CHIPPIE DOLL was shot down over Yugoslavia on 11 June 1944. Lt. Hefling's crew shot down four Fighters before bailing out. They returned to the Squadron 12 Aug 1944 through the underground before returning to the States. (Info furnished by Robert Sayre). I think it was A/C 44-40632 LUCKY LADY on her 20th mission. This can be firmed up if Schank can identify the radio operator. Capt. Southern's Radio Operator (George) was aboard Lucky Lady when she went down. George spoke German and operated special radio equipment aboard. Sgt. BC Sharp had just completed the painting the afternoon before. George wrote his dad from PW camp telling him that I had taken a picture of the ship before their take off. I gave one of George's regular crew a copy to send to his dad. The Association has a copy too.

James L. Hardee 764 Sq.

7/26/83

Dear Bud and Bea:

Due to a near fatal stroke that left Anthony paralyzed on the right side, he will be unable to attend the next reunion. He would appreciate letters and visits of his former buddies at any time.

Mrs. Anthony Goduto  
Fairfield, CT  
Phone: 203/368-1804

#### EDITOR'S NOTE:

Sgt. Anthony Goduto was an Engine Mechanic with the 766th Squadron, 461st Bomb Group.

#### From the Desk of:

Bob Sayre - 764th Sq.

Bud:

You can advise Sgt. Carl Schank that I flew Chippiedoll from Fresno, CA along with the others from the 461st with Jim Hardee aboard to Torretta, Italy and put the 1st mission on her. Lt. Veluva and crew bailed out of this ship over Yugoslavia about May of 1944 on its 45th consecutive mission. The crew returned to Italy intact about a month later. I had two other #13 ships before returning to the States. However, they were not painted and carried only #13.



5/3/83

Dear Bud:

In your News Bulletin 8 -Spring '83, you included a picture very interesting to me! It's the one taken on the airport at Lyon, France, Aug. '44. The plane immediately behind the burning one with its tail in the air was MINE! You can't see my crew in the pix, because we are huddled in a bomb crater behind the wrecked fighter-bomber in the foreground. (Didn't know a pix was taken of this event I have recounted numerous times, because of the humor in my pushing the "bail-out button" ON THE GROUND. The crew thought I'd flipped... bail-out on the ground?...until they saw the smoke coming from the burning plane. I can't remember the pilot's name...Robert something... Captain...who made exit from the top hatch...jumped off the nose turret and sprained both ankles... the pilot of the burning plane. Anyway, it was an interesting mission.

Bob Cessna, 765th Sq.

#### AND STILL MORE....

For my book, the Williamsburg affair was a rousing success—your tireless efforts were certainly evidenced everywhere and most appreciated.

George Fraser, 765 Sq.

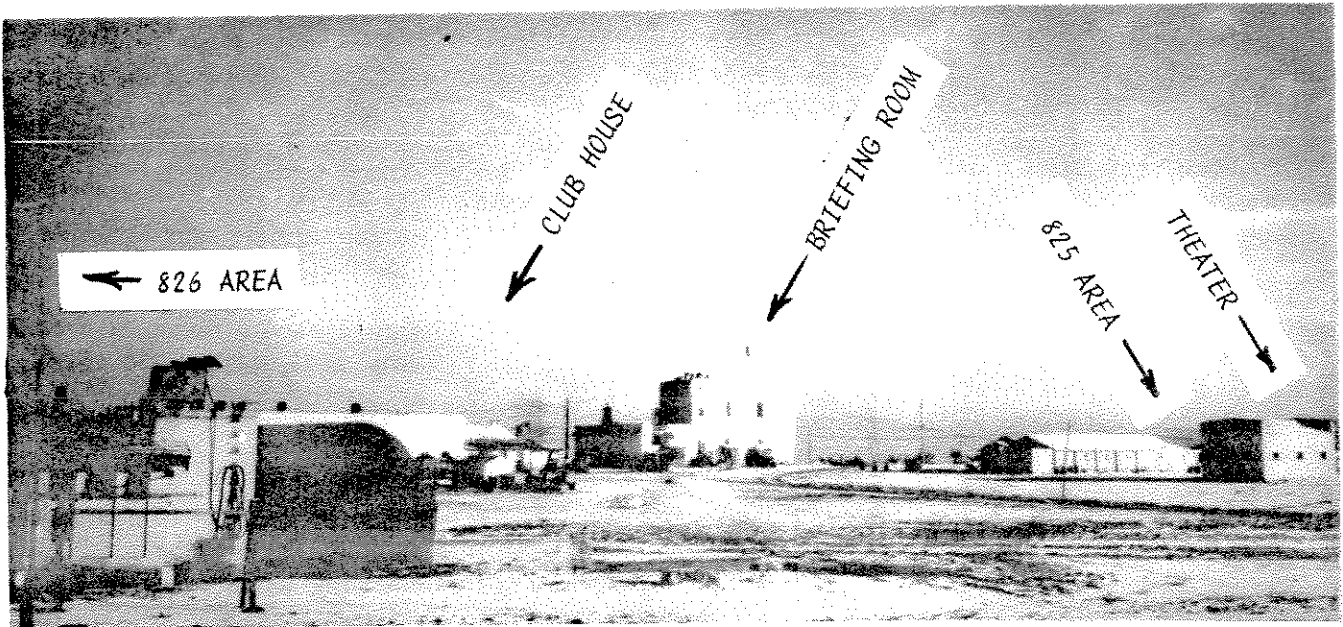
30 April 1983

Dear Bud:

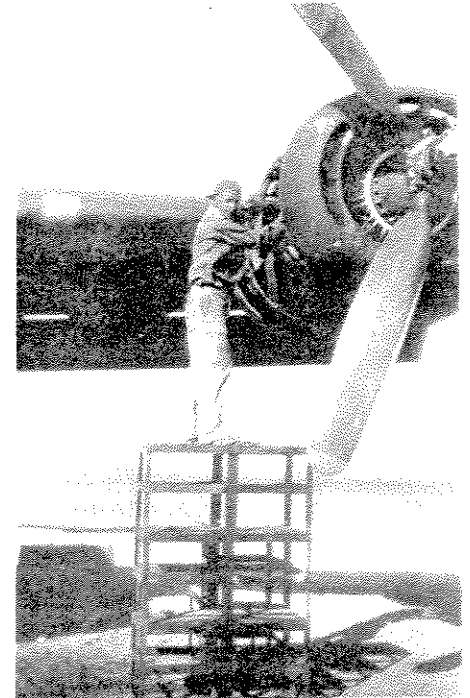
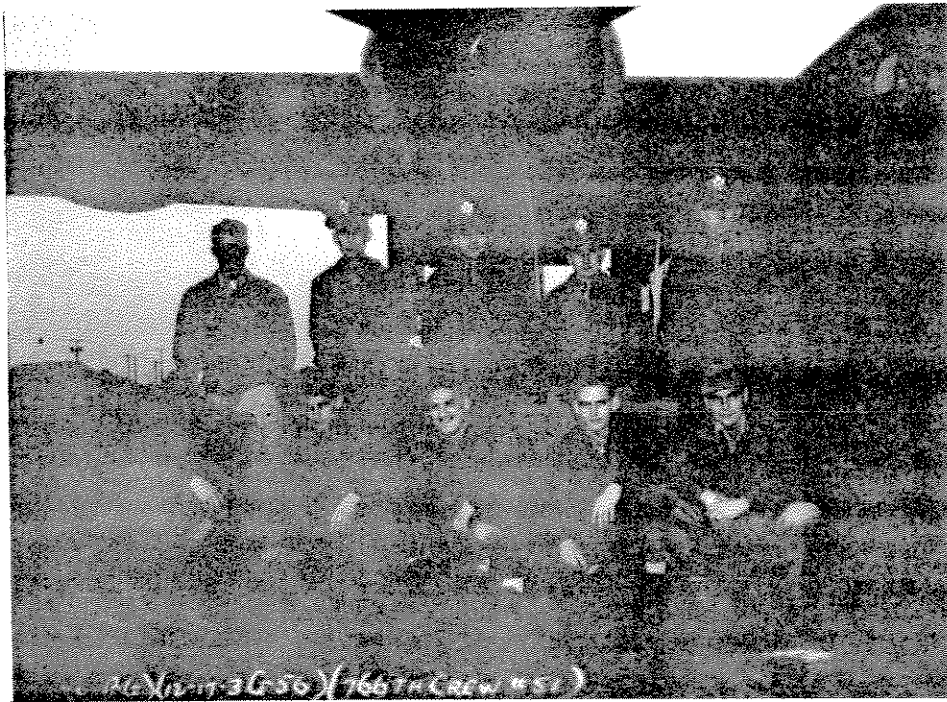
Please find enclosed a photo of my landing on return from a mission to Odertal 17 December 1944. Plane is "Judy R."

Regards,  
Bob Chalmers

READER COMMENT PAGE

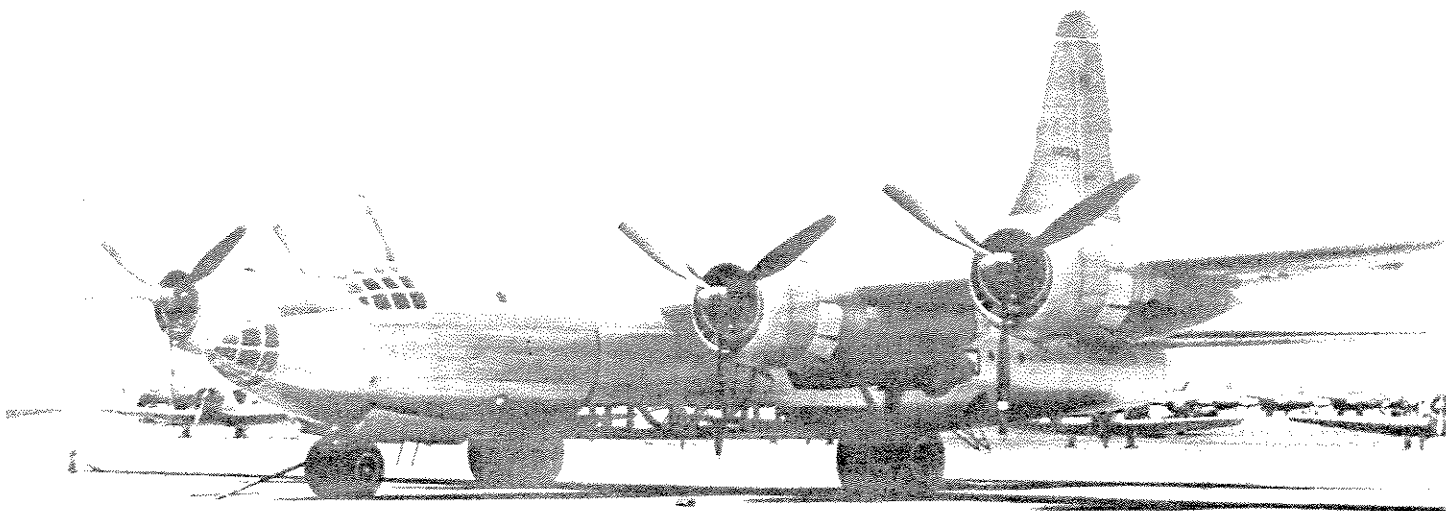


JAMES NOSTDAL-826 SQ. WROTE US REGARDING THE ABOVE PHOTO WHICH RAN IN THE LAST EDITION OF THE FLYER, AND INDICATED DIRECTIONS AS SHOWN ABOVE WITH THE ARROWS

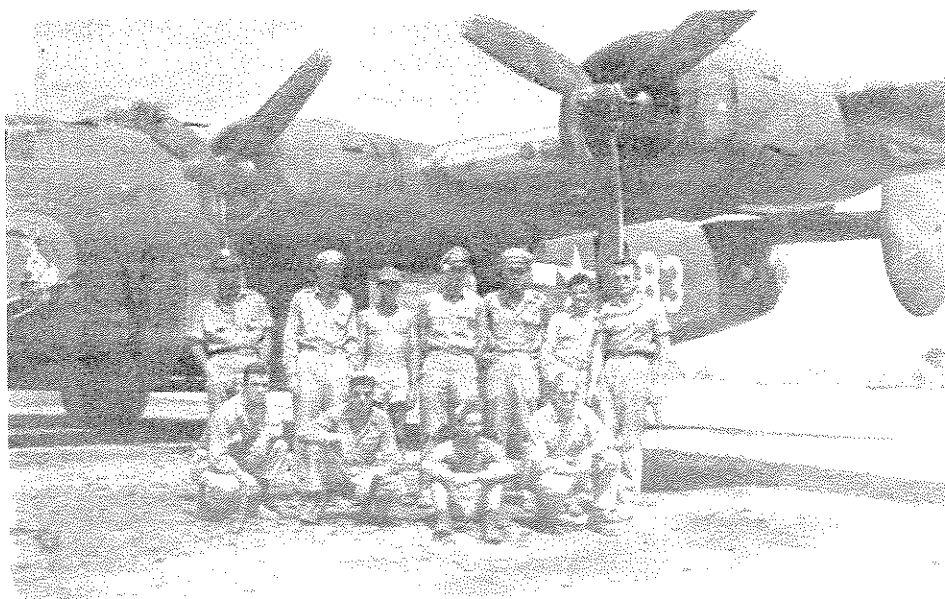


MEMBER, ED PREDEVILLE, NAVIGATOR, CREW #51-766 SQ. SENT THIS PHOTO OF HIS CREW. THEY ARE: (TOP L TO R) DON LUNDQUIST, ED PREDEVILLE, JOE CLARKE, BOB WOOD, PILOT, AND JACK KNIEVEL, (LOWER ROW L TO R) LARRY PENOYER, LEE ROGERS, S. LACARTA, BILL NEWCOMB, AND ROLAND MEMBER. PHOTO TAKEN HAMMER FIELD, CALIFORNIA 17 DECEMBER 1943.

FILE PHOTO.WHO IS THIS MECHANIC WORKING ON THE ACCESSORY SECTION OF THIS BUICK BUILT R-1830 ENGINE ?

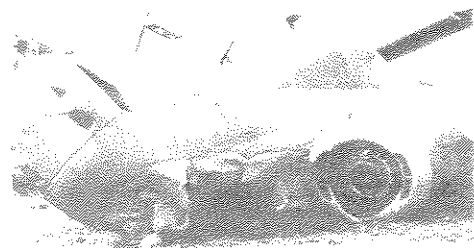


BIG BROTHER TO THE B-24 CAN YOU GUESS WHAT IT IS?



READER COMMENT IS REQUESTED.

PHOTO OF THE CREW OF ROBERT HATCH 827 SQ. THEY ARE:  
TOP ROW: NAVIGATOR-JOE LAVINE, NEW YORK; BOMBARDIER-  
RAYMOND STRAND, CHICAGO, ILL.; CREW CHIEF ? ; PILOT-  
SMITH ?; ENGINEER-JACK LAWLESS, DALLAS, TX; ASST.  
ENGINEER-BROWN, LOS ANGELES, CA.; BOTTOM ROW: TAIL GUNNER-  
DANNY CHICARELLA, CANONSBURG, PA.; RADIO OPERATOR-KENNETH  
SMITH, BURNT PRAIRIE, ILL.; BALL GUNNER-JOHN BRAMCONE,  
DETROIT, MI.; (ME) NOSE GUNNER - RUDY MARTINO, LATROBE,  
PA. (NOW -MEDFORD, NJ.) SUBMITTED BY RUDY MARTINO-827 SQ.





## PRESIDENT'S BRIEFING

The photographs on the front and back cover are symbolic of the use of air power as applied during WWII by the Luftwaffe and the Army Air Forces of the United States. In the Intelligence Report, beginning on page 16 of this issue, the operations of the German Air Force are told by a German prisoner of war. In this enlarged edition, we are intent on making your Torretta Flyer more interesting. Your comments on this edition are welcome.

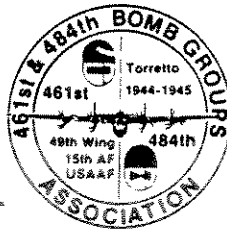
Can you name the two aircraft? Don't let the star and bar on the front cover fool you.

You will note from the annual meeting report that Frank J. Valdez was elected as a Director of the corporation. He replaces Frank C. O'Bannon, Jr. who resigned.

When talking to Ed Prendeville 766th Sq., in Williamsburg, we mentioned the need for a computer system by the association. He made a substantial contribution on the spot and suggested others do the same. His comments indicated that this was his way of insuring the future of the Association. With moderately priced units now available, contributions from other members can make this a reality. Do let us hear from you.

While this bulletin was in preparation, the Directors were busy with the next reunion plans. Orlando, Florida is being considered for the 1984 reunion. The enclosed tear slip must be completed and returned to us promptly to insure our going ahead with the negotiations.

**BUD MARKEL**  
President/Founder



### THE TORRETTA FLYER

Published by the 461st and 484th Bomb Groups  
Association

Editor: Bud Markel  
Assoc. Editor: Bea Markel

The Association welcomes articles and photos for use in future issues. Direct all of your inquiries to the business office: Editor, Torretta Flyer, 1122 Ysabel St. Redondo Beach, California 90277. Phone (213) - 316-3330.

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1984 REUNION  
INFORMATION FORM

ORLANDO, FLORIDA, IS BEING CONSIDERED FOR THE 1984 REUNION. THE AVAILABILITY OF HOTEL SPACE WILL DETERMINE THE DATES: EITHER MAY 25-28 OR JUNE 1-4, 1984.

PLEASE CHECK THE APPROPRIATE BOXES AND COMPLETE AS APPLICABLE. RETURN TO BUD MARKEL, 461ST AND 484TH BOMB GROUPS ASSOCIATION, 1122 YSABEL STREET, REDONDO BEACH, CA. 90277 (PHONE: 213 - 316-3330) PLEASE FILL OUT AND RETURN PROMPTLY

I PLAN TO ATTEND THE 1984 REUNION IN ORLANDO, FLORIDA. YES \_\_\_\_\_ NO \_\_\_\_\_

NUMBER IN PARTY \_\_\_\_\_ ARRIVAL BY CAR \_\_\_\_\_ PLANE \_\_\_\_\_ RV \_\_\_\_\_

I WOULD LIKE TO SERVE ON THE REUNION COMMITTEE. YES \_\_\_\_\_ NO \_\_\_\_\_

THIS IS MY 1ST \_\_\_\_\_ 2ND \_\_\_\_\_ 3RD \_\_\_\_\_ 4TH \_\_\_\_\_ REUNION ATTENDANCE.

I FAVOR A 4-DAY REUNION BECAUSE OF THE MANY ORLANDO ATTRACTIONS. YES \_\_\_\_\_ NO \_\_\_\_\_

I WOULD LIKE AN OUTDOOR BARBECUE-TYPE EVENT. YES \_\_\_\_\_ NO \_\_\_\_\_

I WOULD LIKE A SPECIAL PROGRAM FOR THE LADIES (IF APPLICABLE) YES \_\_\_\_\_ NO \_\_\_\_\_

DURING THE REUNION I PLAN TO VISIT: EPCOT/DISNEYWORLD YES \_\_\_\_\_ NO \_\_\_\_\_

AND THE KENNEDY SPACE CENTER. YES \_\_\_\_\_ NO \_\_\_\_\_

I AM INTERESTED IN TOURS TO THESE PLACES. YES \_\_\_\_\_ NO \_\_\_\_\_

I WILL TRAVEL INDEPENDENTLY. YES \_\_\_\_\_ NO \_\_\_\_\_

REFERRING TO THE SUGGESTIONS ON PAGE 12 OF THE BULLETIN #9, I PLAN TO ENTER \_\_\_\_\_

FOR PRIZE CONSIDERATION. (DESCRIBE DISPLAY)

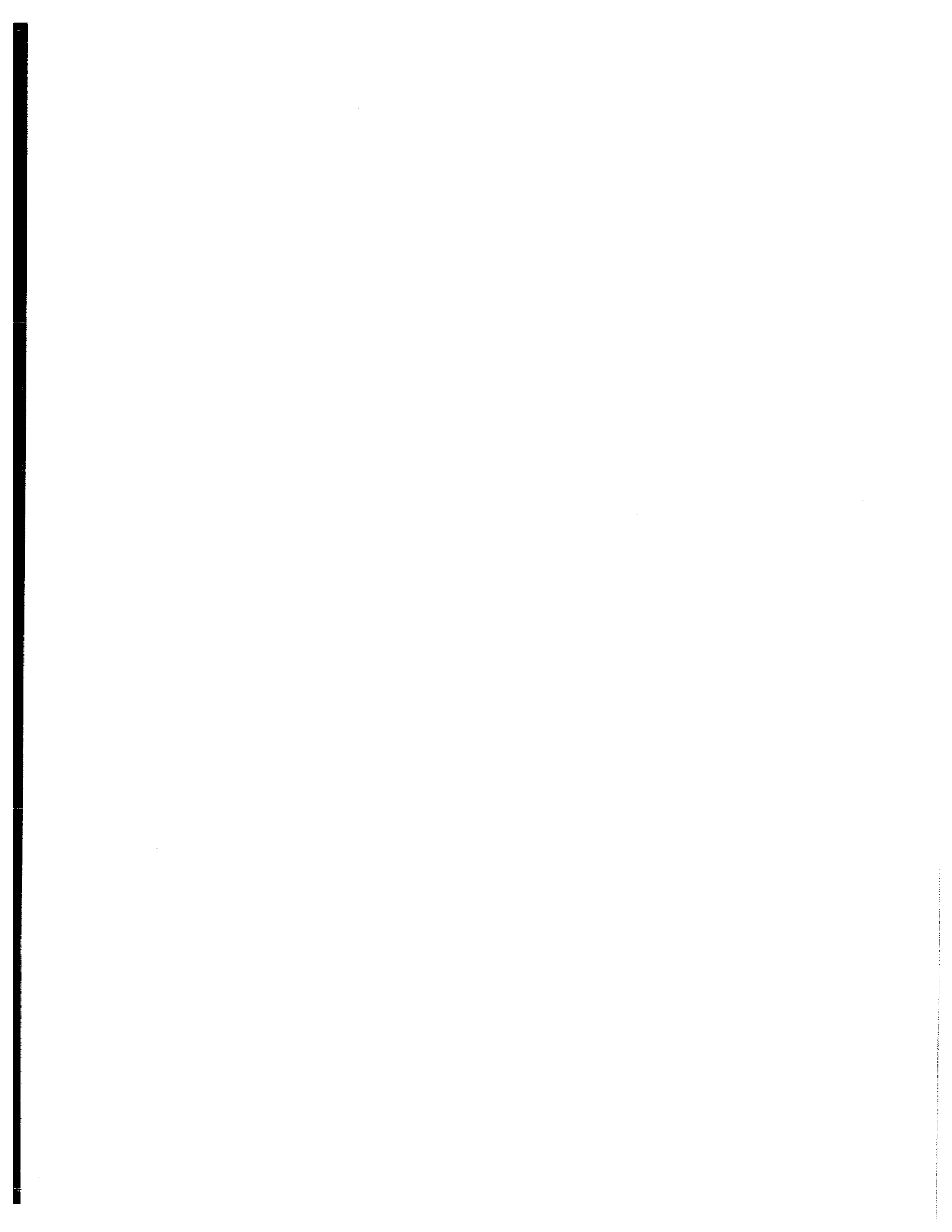
PLEASE PUT THE FOLLOWING NAMES (INCLUDE ADDRESSES) ON THE MAILING LIST.

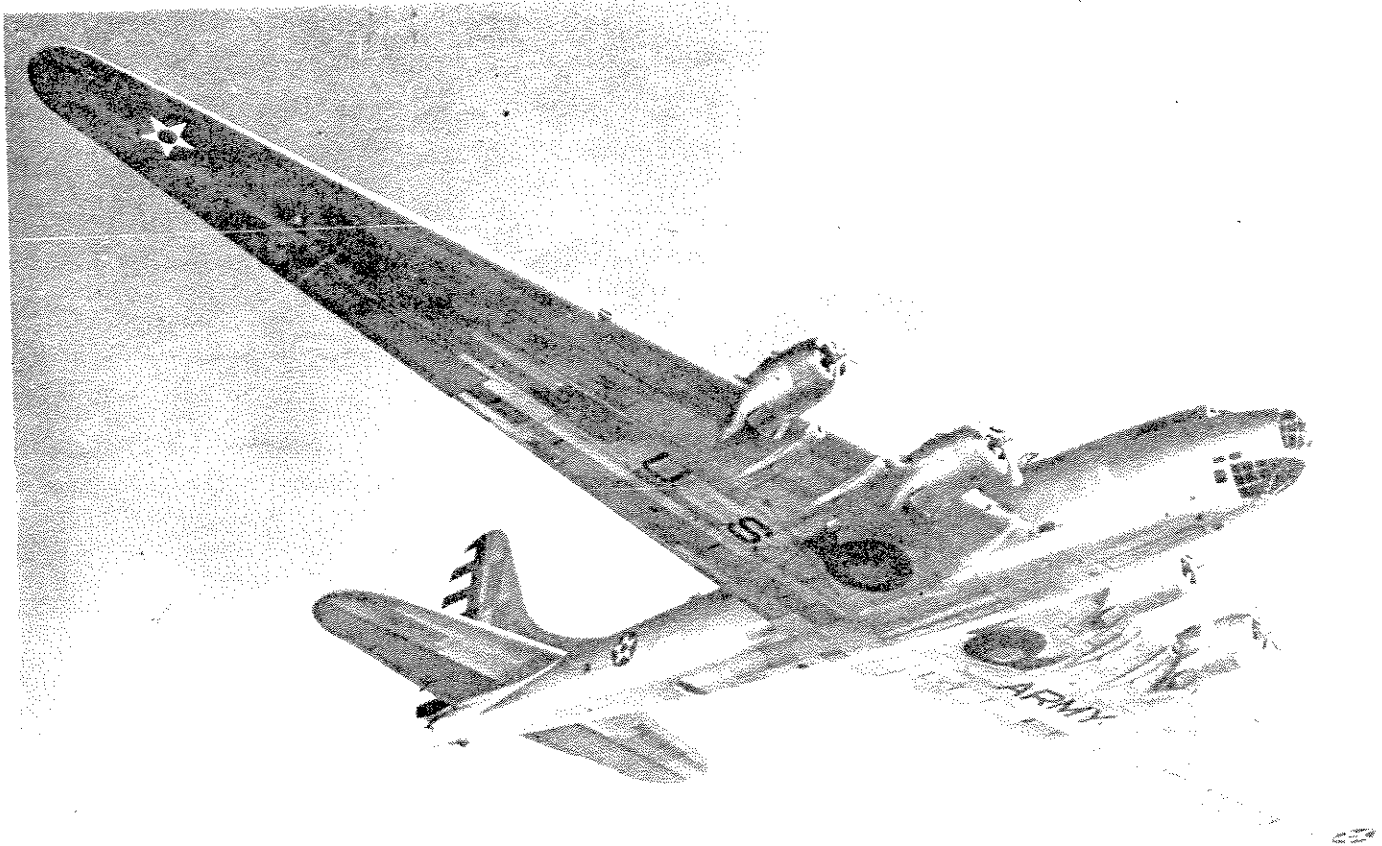
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BE SURE TO FILL OUT THE FORM BELOW WITH YOUR CORRECT MAILING ADDRESS AND RETURN THIS ENTIRE FORM TO THE ADDRESS AS SHOWN ABOVE.

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_  
(P.O. Box or Street and No.)

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