

## What's in this Issue and Other Things

In this issue we are again featuring a story of one of the 484th Bomb Groups missions. The mission of 1 February, 1945 was supposed to be a maximum effort, but unforeseen mechanical difficulties changed this as you will see. You will note that all of the personnel who participated in this mission are listed alphabetically rather than by combat unit to ease the reader's search for names. If you think you have flown this mission check the listings. The material was obtained by Joe Shugrue of the 827 Squadron.

### ***The National Archives***

Joe Shugrue, working at the National Archives in College Park, Maryland, has provided the Association with mission records from 14 June, 1944 to 19 December, 1944. The records from April 1944 to June 13, 1944, are lost and may be anywhere in the archives, he reports, as he found material of the 486th Bomb Group among the 484th's mission records..

### ***Mission Records Displayed at the Reunion***

All of these mission records will be available for viewing in the display room at the next reunion in Washington, DC. The mission bundles vary from mission to mission, but contain on average: pilots flimsies, navigators and bombardier flimsies, and some poor photos of the route maps. Also included are documents from the 49th Bomb Wing in the form of orders and/or annexes, enroute reports, Operational Flight Logs, Briefing Sheets, Attack Sheets, Navigation and Bombing/Pathfinder Analysis Reports, and most importantly Squadron Orders listing all personnel who flew the mission. Members are urged to review their Form 5 for missions flown. Form 5 is the individual flight log issued to all airmen. Up until now the Association has been able to display only a few missions. This will add special interest to attendees at the D.C. Reunion. Due to the volume of this material, inclusion in future Torretta Flyers will be limited.

### ***WW97 February 1945***

In order to set the theme for this issue the editor has gathered other material that was published in February 1945. The war on the ground had both the Western armies and the Russians in the

East gobbling up real estate at a fast clip. As the territory that the German Armies had to defend began to shrink, flak guns such as the 88MM and others that could fire at ground targets as well as high flying bombers were transferred to defend the remaining oil refineries still operating. In February of 1945 the oil situation in German controlled territory was desperate. There were many cases of robbing Peter to pay Paul.

### ***Enemy Fighter Grounded***

As is well documented, much of the Me 109s and FW-190s during this period were grounded because of the fuel shortage. A few Me262s were flying about menacing bomber formations with great effect.

For the bomber crews of the 15th Air Force, their duty was to bring the war to a swift conclusion. The attack on oil went on. Enemy troops came under attack. Rail transport, and bridges in the mountain passes were hit hard to contain the enemy armies so they could not escape. Surrender was their only option. The 484th Bomb Group dispatched its armada, as ordered, in concert with the whole 15th Air Forces. Ships and crews were lost right up to the last mission flown by the 484th on April 27, 1945.

### ***CO AA7 H.H. Arnold to Sec.. Of War Report***

The Second Report of H.H. Arnold to the Secretary of War was provided by Richard S Wood, 825th Squadron. We have only taken a portion of it to show the progress of technology from the beginning of the war to February 27, 1945. The report includes the development of jet propulsion. The Whittle engine was brought to the United States through the cooperation of the British Government as there was no appreciable jet engine construction efforts going forth in the United States prior to 1941. That engine design was copied and used in the Lockheed P-80 Shooting Star. The aircraft came too late to be used in combat. It would have been interesting to see how the P-80 would have stood up to the Messerschmitt Me 262 which at the time was the best German jet fighter. Read on for more information. We lost contact with Richard S Wood S/ N#13091762, a gunner on Charles O'Crane's crew, in 1988.

