

TEAR SLIP NOTES

I have been unable to attend any of the previous reunions due to long distances and poor health. I am a fully disabled veteran, but if the Lord lets me, my family and I will make every effort to attend the 1986 reunion in San Antonio.

The following was excerpted from a newspaper article describing my 50th mission.

The mission was to bomb the oil refineries at Guirgut, Romania. Their formation was jumped by eight enemy fighters who tried desperately to stop them from reaching the target. With two engines shot out, the gunners were able to destroy three ME-109's. A fuel leak developed just over one of the superchargers which might have caused the ship to catch fire at any moment. To keep from losing altitude everything removable was cast overboard, including parachutes. They steadily fell back until they were able to join another formation. Because of their crippled condition they were given the lead and thus proceeded safely to their base.

Dennis M. Cheek 767Sq

Dear Bud,

In answer to the editors note requesting reader comment found on page 14 of Torretta Flyer No. 11, I wish to state that the number on our B-24 was 31 and not 41 as stated in the letter of Ernie Green, 827 Sq. I was the radio operator on James R. Porter's crew and we flew all of our missions, some 40 in all, on the same B-24 until shot down on a Vienna raid June 24, 1944. Our crew named in the editor's note flew every mission together. The B-24 that crashed was not Porter's plane.

John C. Chaffe Jr. 825 Sq.

Dear Bud:

I received a letter from John Hribar of North Port, Florida in which he asks all airmen rescued by Slovene Partisans to contact : JANEZ ZERVOVC, SORLIJEVA 24, KRANJ, YUGOSLAVIA 64000. Janez is the head of the Liberator Club in Slovenia and would like rescued airmen to write or visit him.

I have also learned of the passing of Laverne Sage of the 824 Squadron

Charles McKew, 824 Sq.



Reader comment is required to identify the gang surrounding the Red Cross Girl. Photo by Robert A. Harrison, 825 Squadron.

Editor, Torretta Flyer

Dear Bud;

I am late in providing the following information to you, but it required some research to make sure the facts were correct. I refer to the story in the Torretta Flyer Spring 84, page 22, Var River Bridge, Nice, France June 7, 1944.

I was the lead bombardier on this mission and flying with Capt. McDaniel, later Major, killed in action on a mission to Vienna. As soon as we reached the IP and turned to the target, McDaniel put on the auto-pilot and turned the ship over to me. (The bomb sight, interfaced with the auto-pilot allowed the bombardier to fly the plane by adjusting the bomb sight controls). Within seconds I had the target in sight and the bomb sight set up to drop, but flak let us have it instantly. Mc Daniel switched to manual and I had to start from scratch. We were bouncing all over the sky, and the last second I threw the whole squadron into a steep left bank and out went the bombs. (Control having been returned to him) Needless to say I was one sad bomb aimer until the bomb strike photos came in showing the bombs going down the length of the bridge, leaving me one happy man after all.

Best regards,

Walter Bruesch, 826 Sq.

Dear Bud

We enjoyed the 4th reunion very much, (our first). Thanks for Torretta Flyer No #11. We are the couple on page 5 lower left.

Thanks, Victor and Betty Seely,
824 Sq.

Brawley, California

Bud the Article on page 12 by Hank Ronson in Torretta Flyer No 11 was close to being accurate. It was my crew, #17 "The Feather Merchants" It all happened on June 13, 1944 when our target was Innsbruck, Austria. Maybe at the 86 reunion I'll give all of the gory details.

Robert Bedwell 824 Sq.

Manchester, NH

Dear Bud and Bea:

We went to the last reunion and had a great time. It was the first we had been to. We have every intention of attending the 86 Reunion in San Antonio

One comment, I hate to have the group insignia (484th BG) referred to as a Box Tie. I understand it to be an hour glass, meaning time was running out for the Germans, but was turned sideways to fit on the vertical stabilizer.

Sincerely yours,
Ellsworth E. Goodell 826 Sq.