

THE FILE COPY TORRETTA FLYER

Torretta Flyer No 12

Redondo Beach, California

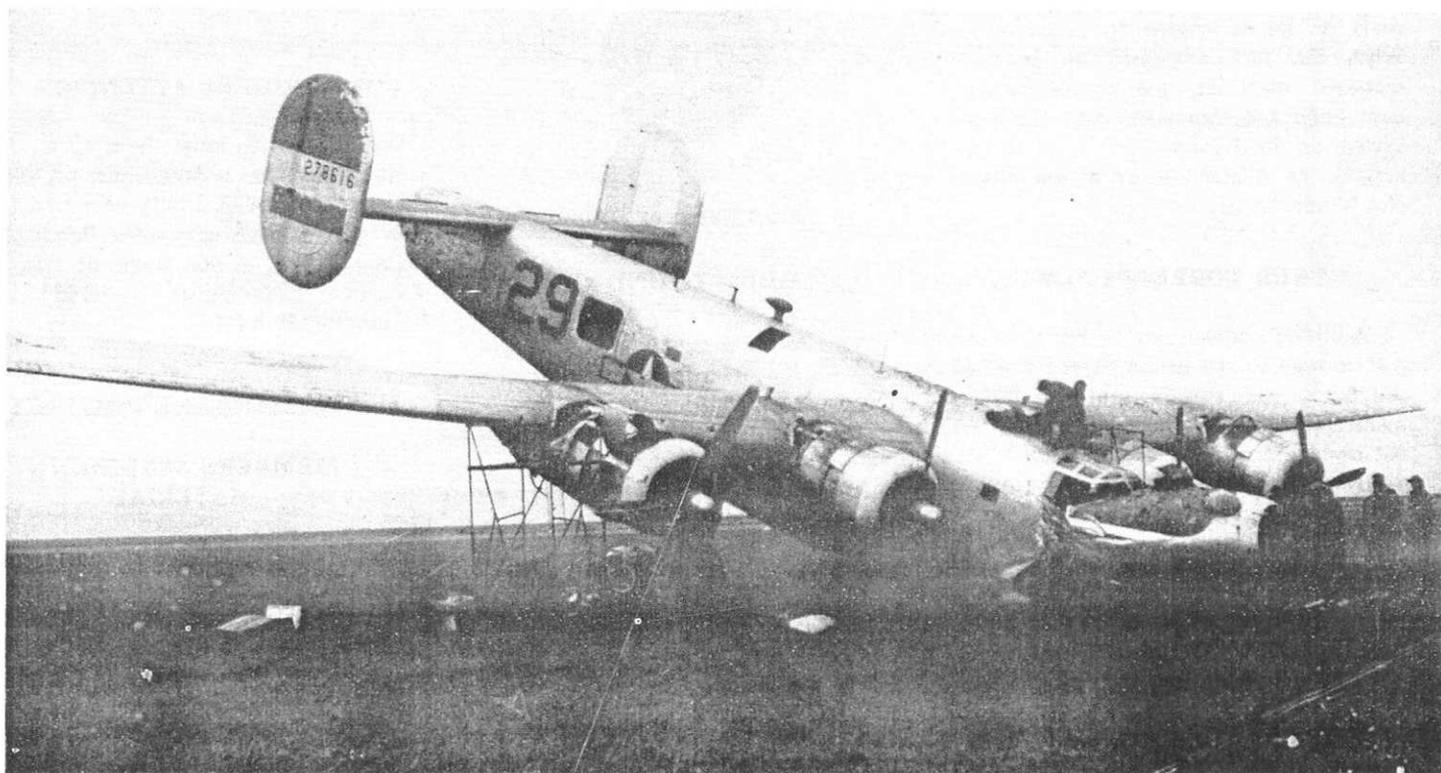
Spring 1986

FIRST STUDENTS FOR SCHOLARSHIP AWARDS SELECTED

(See Page 5)

ALL SYSTEMS GO FOR THE 1986 "MAX EFFORT REUNION"

(See Page 6)



No #29, 765th Squadron, ran out of fuel on base leg. Either the Navigator or Bombardier had gone back into the nose to retrieve some items, but couldn't get back in time and was killed on impact. Stan Staples Photo 765 Sq. See comments regarding fuel management problems with the B-24 on page 11 .

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PRESIDENT'S MESSAGE. The Directors of the 461st & 484th Bomb Groups Association extend a most cordial welcome to all members, friends, and family to the fifth reunion of these two fine groups. San Antonio offers a wonderful relaxed atmosphere that vacationers have enjoyed for years along the famous Riverwalk. Besides the Air Bases and the Alamo, the city has many fine restaurants of diverse varieties, be it sea food, or Tex-Mex style cooking, unique to the Southwest.

Now that the first award of scholarship grants is about to take place,(the first of many awards we hope), I would like to remind our members that donations to the fund are always in order. To better tabulate scholarship receipts a computer database has been set up so that future grants can be matched to anticipated growth in the fund Looking forward to meeting you all once again in San Antonio, Bud Markel,President.

NEWS OF THE ASSOCIATION

FROM THE EDITOR'S DESK

I added my remarks to the B-24 Serial Number Story regarding fuel management problems, because in reviewing crash photographs, many were caused by lack of fuel. My own crew almost suffered the same fate as the one shown on the front cover when we landed after one mission with less than 100 gallons sloshing in the tanks. The fuel tank selector valves could be set to engine to cross feed. When the fuel was used up in the crossfeed manifold, the engine would quit. From a design standpoint the fuel system on the B-24 had left a lot to be desired. As a result many of our boys died in unnecessary crashes.

YOUR TORRETTA FLYER

It's difficult sometimes to know what our readers want to see in the Flyer. I respond to the ideas and stories sent in from our members and that is good as far as it goes, but my concern is the silent readers. What are your needs? How can we improve the publication to serve all members? Use the tear slip, drop us a line, or telephone us at (213)316-3330.

DUES REMINDER

Association dues are still \$15.00 per year and are payable on the 1st of January each year. Please check your membership card for 1986 date, and send in your membership renewal if required.



THE TORRETTA FLYER

Official Publication of the 461st and 484th Bomb Groups

Association is distributed several times a year to members of the Association.

Editor: Bud Markel
Associate Editor: Bea Markel

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

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Fuel Selector Valve

OUR GROUND CREW

Here's to the men with greasy hands
Who fuel our planes when we
come in to land
Who fix the flak damage and
stop the leaks
Who change the tires and oil
the squeaks
Tend to the controls to make
them fly straight
Wait for the planes when the
pilots are late
Who smooth the scratches,
rivet the panels
Check "Loud and Clear" on
the radio channels
Who read the writeups and
make the repairs
Check the lines for chaffing
and tears
Who pull the chocks and
check the wings
And do a million other things
That make an aircraft safe and
ready to fly
So here's a salute to those hard
working guys
From a group of fliers who too
seldom ponder
About the men who keep us up in
the wild blue yonder

From the Royal Canadian Air Force Magazine Via "Post San Giovanni" 454th BG Publication.

ASSOCIATION CAPS NOW IN STOCK

We still have both mens and ladies style hats in stock now, but orders are being received at a steady pace, so to avoid disappointment send for yours today. Caps are shipped same day orders are received. Please use tear slip (next to page 14) to order.

BOMBARDIERS ATTENTION

We received a letter from E. C. "Ned" Humphreys Jr. a Bombardier of Midland Class 43-1(7-Jan 1943) who would like to get in touch with other Bombardiers. Contact him at Star Route #1 Box 254, Eagle Harbor, MI 49951 Tel.906/289-4440.

THE AIRBASE PROJECT

MEMBERS SENDING IN MATERIAL

The Technical Training Command consisting of schools and airfields scattered over most of the continental United States during World War Two, accomplished an unprecedented training record that has yet to be equalled. The airmen and specialists of an air unit required training in hundreds of different skills. The huge build up of the Army Air Corps at the onset of the war required men and flyers to man these new planes. Our generation not only manned these planes but used them with great effect to defeat the enemy. To recall this great endeavor, the Association is gathering historic documents and material to display at the 1986 reunion. We are asking all members to join in the Air Base Project by sending in documents, photographs, post cards, and memorabilia pertaining to training they received prior to overseas deployment. Please mark each piece with your name and squadron so that proper identification can be made. So far we have received material issued on March Field, Santa Ana Army Airbase, Keesler Field, and Kelly Field. Dig into those trunks in the attic and in the basement.

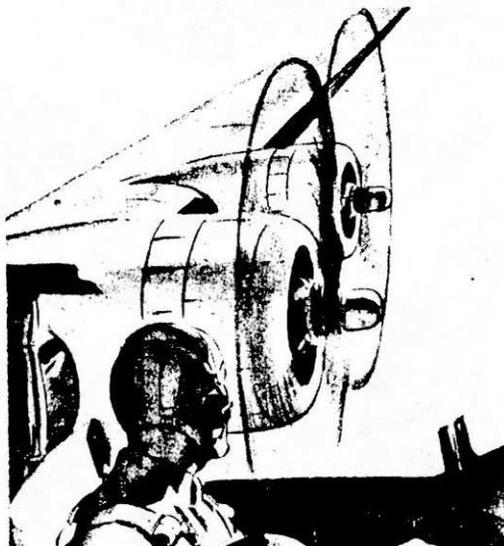
15TH AIR FORCE REUNION HUGE SUCCESS

Ben Franklin of the 15th Air Force Association can rest easy after pulling off a great reunion that was rated the best ever by all of those who attended. The Seattle Reunion drew 1100 happy people this last July from a cross section of most 15th AF units. Bob Lehnerr, the Seattle host and committee chairman is to be congratulated for a first class and very professional job of organizing and coordinating the various events.

Two groups, the 460th and 463rd held their reunions in conjunction with the 15th AF reunion. Because of the draw of the 15th, they reported greater attendance at their own reunions. They added an extra event to the schedule, that being their individual banquets held when the big reunion had a free evening.

Another important benefit of the joint reunions was the economy of scale that allowed negotiations with vendors and contracted services to be conducted from one office. This resulted in the signing up of superior events. This ranged all the way from the Salmon Bar-be-que to the Air Force Band of the Golden Wests' musical accompaniment of the multi-screen presentation, "History of the 15th Air Force". that was shown at the grand banquet.

The highlight of the reunion (even for B-24ers) was the fiftieth anniversary flight of the B-17. All of the units from both the 15th AF and the 8th AF holding reunions simultaneously, were guests of the Boeing Company at Boeing Field. It was estimated that close to 10,000 veterans were in attendance between both Air Forces. There were many WWII aircraft on static display including three B-17's that later did a fly over in conjunction with a B-25. It was the sound of synchronized reciprocating engines that brought back the memories associated with large formation flying. To close your eyes for a few minutes the war would come rushing back with numbing suddenness. The Boeing Company took full charge of the afternoon, arranging the displays, providing transportation and lunch to all veterans and guests.



For your information the following units made up the wartime 15th Air Force Heavy Bomb Groups.

Wings

5TH WING (B-17'S Groups)

2nd, 97th, 98th, 99th, 301st, 463rd, 483rd.

47TH WING (B-24'S)
376th, 449th, 450th.

49TH WING (B-24'S)
451st, 461st, 484th.

55TH WING (B-24'S)
460th, 464th, 465th, 484th.

304TH WING (B-24'S)
454th, 455th, 456th, 459th.

15TH SPECIAL GROUP

859TH B SQ. (B-24'S),
885TH B Sq.
(B-17'S & B-24'S)

CAMPAIGN CREDITS

The following list of Campaign medals were issued to Army Air Force personnel serving with the 15th Air Force during the Second world war. Eligibility is dependent on dates of European Service. (Source 15th AF Anniversary Program)

HQ 15TH AF

Naples-Foggia(Air)(War Dept.
GO-96,10/31/45
Rome- Arno(War Dept. GO-99/11/6/45

Air Combat, EAME Theater

11/7/41 to 9/2/45
Air Offensive, Europe 7/4/42 to 6/5/44
Naples-Foggia (Air) 8/18/43 to 1/12/44
Anzio 1/22/44 to 5/24/44
Rome-Arno 3/22/44 to 9/944
Normandy 6/6/44 to 7/24/44
Northern France 7/25/44 to 9/14/44
Southern France 8/15/44 to 9/14/44
North Appennines 9/10/44 to 4/4/45
Rhineland 9/15/44 to 3/21/45
Central Europe 3/22/44 to
3/11/45
Po Valley 4/5/44 to 5/8/45

15TH AIR FORCE STATISTICS

CASUALTIES

Killed in Action 2,703
Missing in Action
12,359
Wounded in Action
2,553

AWARDS

Medal of Honor 2
Dist. Service Cross 2
Dist. Service Medal 13
Silver Star 939
Legion of Merit 46
Dist: Flying Cross 11,985
Soldiers Medal 729
Bronze Star 2,741
Air Medal 163,651
Dist. Unit Citations 63

The 15th Air Force will hold its next reunion in 1987 at a site somewhere in the mid-west. Members wishing to join the 15th Air Force Association should write to :

15th Air Force Association
PO BOX 6325
March Air Force Base, CA 92518

FIRST SCHOLARSHIP GRANTS TO BE AWARDED



VIEW OF THE PIAZZA DUOMO, THE CENTER OF CERIGNOLA
(The square in front of the church)

HOW THE CANDIDATES WERE SELECTED

PROFESSORE UMBERTO ALBANESE, A RESIDENT OF CERIGNOLA, ITALY
GRACIOUSLY OFFERED HIS SERVICES TO THE ASSOCIATION

Chris Donaldson 765 Squadron and Ed Goree 764 Squadron the Memorial Scholarship Committee Co- Chairmen announce the selection of the first recipients for scholarship grants.

The Association has been collecting donations since 1982 that now total \$4500, including accrued interest. Contributions have been received from a wide cross section of our membership indicating a high degree of participation in the plan. From the very beginning the membership has approved the idea of helping to further the education of needy Italian students, who are descendants of families from the Torretta/Cerignola Area, 1944-45. Many have shown their approval of this Living Memorial Scholarship Fund, honoring our fallen comrades, and all personnel assigned to the 461st and 484th Bomb Groups, by continuing to contribute on a yearly basis.

It has been a long wait since 1982, but now the first awards are about to be given. The committee set up standards and scholastic criteria for eligibility, developed with the assistance of Umberto Albanese, a professor of economics, now teaching law at the college in Cerignola. To attract qualified students, the professor distributed publicity to the press media and received wide coverage in the greater Cerignola/ Torretta area. An example of the story in the Italian press is shown in conjunction with this article.

The original plan was to make an initial grant of \$1,000.00 to two students, one boy and one girl. Instead three young ladies age 16 to 18 years old with their outstanding scholastic records have met the set criteria with ease. As they were equally qualified it was decided to grant a \$500.00 stipend to each one of them, for a total grant of \$1,500.00.

Professore Umberto Albanese has graciously suggested that members of the 461st & 484th Bomb Groups Association participate in the presentation of the awards at a ceremony in Cerignola, involving affixing a memorial plaque in the vicinity of the Piazza Duomo (the large square in the main street), followed by a presentation of the awards. There would be an exhibit of photographs of wartime Cerignola and of the Torretta airfield, at the cinema; a reception by the civil authorities and a memorial speech, followed by a ceremony to remember the war fallen.

Members who wish to take part in the awards ceremony should contact the Association office, 1122 Ysabel St., Redondo Beach, CA 90277.

In the meantime, preparations are underway for the actual distribution of the funds to the three scholarship recipients.

TO THREE YOUNG LADIES FROM TORRETTA



RIPALTA SCALZO, age 17 was born in San Giovanni Rotondo and comes from a family of six persons. Her father is a cabinet maker in Cerignola. Her scholastic ability was shown rather quickly during attendance at primary school in Cerignola where she graduated and went on to junior high school finishing there in 1981. She has been attending the "Istituto Technico Commerciale, (a commercial school) since 1982 with very high marks. The scholarship grant will allow her to attend the University.



LUCIA NIGRO, age 17 was born in Stornara where her father is a farmer and pensioner. There are eight persons in her family. She spends much of her free time studying. She attended primary school in Stornara before going on to junior high school graduating in 1981 with high marks. Since 1982 she too has been attending the Istituto Technico Commerciale in Cerignola, where her teachers hold her in high esteem. The scholarship grant will allow her to go to the University of her choice to study law.



LUISA MARINELLI, age 16, was born in Cerignola where her father works at the "Liceo Classico" (a grammar school). She is the last child in a family of six persons. Her schooling took place in Cerignola graduating from junior high school in 1983. Since then she has been a student at the " Liceo Scientifico" , a scientific school in Cerignola. With most of her free time taken with studies and chores, she still breaks free to enjoy music and her first love, reading. She too hopes to attend the University.

ADDITIONS TO THE LIST OF CONTRIBUTORS TO THE MEMORIAL SCHOLARSHIP FUND

DONALD L.	ASKERMAN	764	MIKE	HENDRICKSON	824	ARTHUR J.	PERRY	766
ALEX J.	AZARY	765	THOMAS P.	HENDRY	764	CARL H.	PETER	767
ARTHUR C	BARKLEY	824	KENNETH L.	HILLIKER	764	JAMES D.	POOL	825
JOHN M.	BILLINGS	825	CLARE T.	IRELAND , JR.	826	EDWARD J.	PRENDEVILLE	766
BATES	BOLES	765	RAYMOND L.	KENNEDY	766	ROBERT C.	QUINLAN	825
WAYNE	BOYCE	765	WILLIAM T	KESEY	766	CHESTER A.	RAY	826
WILLIAM	BURKE	766	CYRIL L.	KLINE	764	WALLACE W.	ROBINSON	767
CLARENCE L.	BUSH	825	ROBERT H.	KOENIG	765	GLEN L.	SANDBERG	825
RALPH W	CARR	825	JOSEPH C.	KUESTERSTEFFEN	767	WALTER H.	SCHEURS	825
ROBERT	CHAAT	767	FREDERICK D.	KUHN	826	EDWARD E.	SCHRADER	767
GEORGE	CHRISTIE	765	JAMES T.	KUIPER	827	CLAUDE	SCHROEDER	827
ARTHUR P.	COOGAN	827	EDWARD J.	LATAL	767	EDWARD R.	SCHWARTZ, JR.	825
RAYMOND T.	CROMER	825	JACOB R	LEBSACK	767	VICTOR J.	SEELY	824
JEROME J.	DAVIS	766	WILLIAM A.	LECUYER	766	CHARLES G	SHAFFER JR	827
W.D. CHRIS	DONALDSON	765	ARTHUR	LUNDH	765	ROBERT L.	SMITH	766
PETER	DRILL	484	JAMES D.	MACKIN	767	ALFRED J.	SOLOMON	826
JAY	DUDLEY	764	ADOLPH	MARCUS	824	WARREN	SPRAY	764
CLARK W.	ECTON	825	BUD	MARKEL	827	REED	SPRINKEL	825
THOMAS L.	ELDER JR	767	RUDOLPH S.	MARTINO	827	RAYMOND M.	STRAND	827
SKIPPER	ELLIS	872	DAVID P.	MCQUILLAN	767	OLIVIER L.	TESSIER	766
FRANKLIN S.	ENNIS	824	GEORGE H.	MILLER	764	OLIVIER L.	TESSIER	766
JOSEPH J.	ERCOLE	824	VAL R.	MILLER	765	CHARLES E.	TRINKLE	826
BOB C.	FERGUSON	767	FRANCIS J.	MITCHELL	826	JAMES	VAN NOSTRAND	765
GORDON	FERGUSON	765	JUDSON W.	MOORE	766	CARL H.	VOSS	826
JOEL	FISH	766	THOMAS C.	MOORE	767	JOHN A.	WAGENER	461
LEONARD G.	FORNER	824	BILL	MORDICA	826	MONROE J.	WALL	496
RICHARD E.	FREEMAN	764	ED	NAHKUNST	764	RICHARD A.	WARRINGTON	827
ROQUE	GONZALES	764	THOMAS M.	NOESGES	765	LAWRENCE P	WEAKLEY	824
MICHAEL P.	GOODMAN	827	VINCENT W.	O'SHEA	826	JACK A.	WILLIAMS	825
JOHN A.	GRIMM	825	EDWARD J.	ORESKEY	764	ROY E.	WILLIAMS	765
LEROY A.	HAMILTON	827	SIDNEY	OSTROVSKY	827	WILLIAM F.	WILSON	826
MIKE	HARTUNIAN	825	WILLARD I.	PEARSON	826	CLEO V.	WINTER	766
JOSEPH M.	HEBERT	826	D. R.	PERKINS	767	ARTHUR L.	YOUNG	765

CERIGNOLA RED CROSS CLUB
(vicinity of the Piazza Duomo)



BORSE DI STUDIO U.S.A.

Da diversi anni si è costituita negli U.S.A. la « 461 st and 484 th Bomb Groups Association », a cui aderiscono gli aviatori americani che, durante l'ultima guerra mondiale, furono di stanza nella base aerea di « Torretta ».

Tra le altre finalità di questa Associazione vi è quella di ricordare e onorare quegli aviatori appartenenti ai predetti groups 461 e 484 che non fecero ritorno in patria.

A tal fine ha istituito due borse di studio di 500 dollari ciascuna da assegnare a due studenti italiani frequentanti gli istituti di istruzione superiore.

I requisiti per l'attribuzione delle predette borse sono: 1) appartenenza a famiglia che nel periodo 1944-45 viveva nella zona di Torretta; 2) merito scolastico e disagiate condizioni economiche che indichino un effettivo beneficio ed aiuto nella prosecuzione degli studi.

Tale progetto, che sarà ampliato nei prossimi anni, è diretto dai sigg. Donaldson, Markel e Goree che hanno scelto come loro agente e rappresentante per l'Italia il nostro concittadino prof. Umberto Albanese.

Pertanto tutti coloro che sono interessati all'assegnazione delle borse di studio in questione devono inoltrare

domanda in carta semplice, entro il 30 maggio 1985, alla « 461 e 484 Bomb Groups Association » e indirizzarla al prof. Umberto Albanese, via XXV Aprile n. 3.

La domanda deve contenere tutti gli elementi necessari alla individuazione dei candidati e dei loro requisiti.

Si consiglia di inoltrare la domanda anche agli studenti che non si trovino nella condizione sub 1); ciò al fine di segnalare i più meritevoli all'Associazione, nella ipotesi che non vengano prodotte domande da alunni appartenenti a famiglie che nel periodo 1944-45 risiedevano nella zona di Torretta.

The clipping, shown at left, cut from one of the leading newspapers of central Italy that reported the Scholarship awards program of the 461 St & 484th Bomb Groups Association. It says that the Association formed from personnel from the 461st & 484th Bomb Groups, based at Torretta during WWII have established a scholarship program to memorialize the fallen airmen who did not return after the war. Two awards of \$500 each will be given out next year (1986). to two qualified students from families who resided in the vicinity of the Airfield at Torretta during 1944, 1945.

San Antonio
UPTOWN DOWN HOME



HERE WE COME

ALL SYSTEMS GO FOR THE FIFTH
REUNION IN SAN ANTONIO

DATES: THURSDAY NOVEMBER 13 TO
SUNDAY NOVEMBER 16, 1986
CITY: SAN ANTONIO, TEXAS, PLACE; SAN
ANTONIO MARRIOTT HOTEL

TENTATIVE SCHEDULE SET

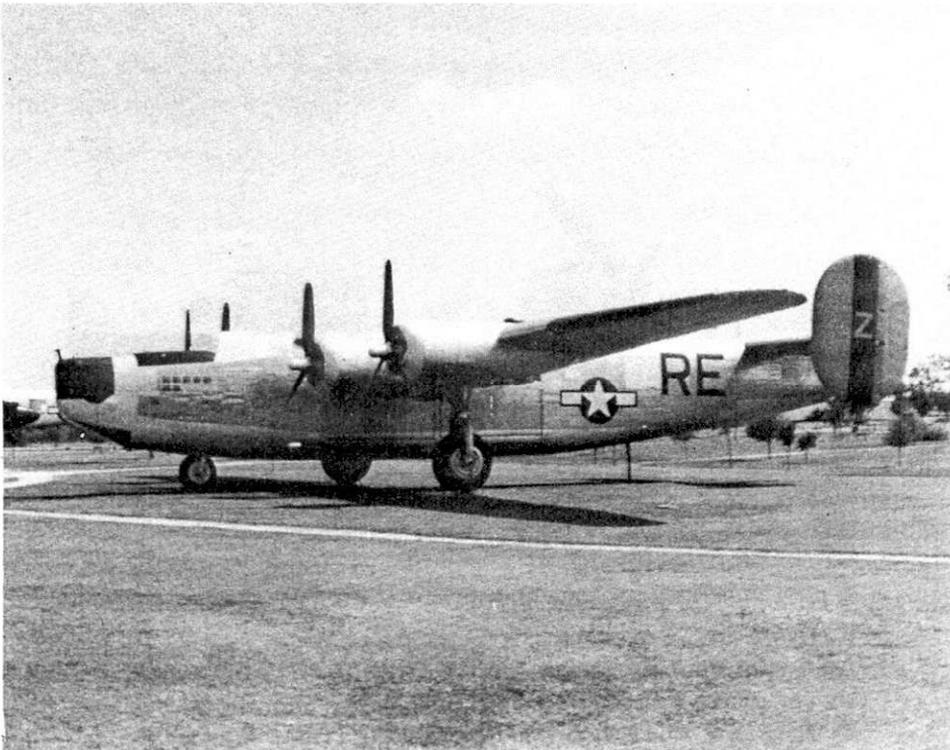
THE SAN ANTONIO MARRIOTT
711 EAST RIVERWALK
SAN ANTONIO, TEXAS 78205

Members and guests not familiar with downtown San Antonio, are in for a treat. The San Antonio River winds gracefully to and fro across the mid-section of the city tying many visitor attractions together. To enhance its natural state, the riverbanks were beautified with flowers, shrubbery, embankments, and walkways. Arched bridges span the waterway that plays host to paddle boats and passenger barges gayly decorated in bright colors. Along the picturesque shoreline, shops, hotels, restaurants, and night spots offering libations, and live entertainment, invite strollers to stop and enjoy the relaxing atmosphere. This is called the Riverwalk. Your reunion hotel, the Marriott sits on a slight bluff overlooking the river. A few steps away down through the outdoor bar, you can catch a boat that will take you anywhere on the river. Just two blocks away the historic Alamo waits patiently for your visit.

Check in Time 4PM, Check out 12PM. The 59.00 room rate is available two days prior and two days after the reunion. We are expecting a large turnout for this reunion, so we are urging all members to reserve early to avoid disappointment. Please use the enclosed reservation envelope for guaranteed rooms. For your added convenience reservation phone numbers are listed. 800-228-9200 or 512-224-4555.

A multi story parking facility adjoins the hotel.

Convenient bus service is available from the airport to the hotel.



Consolidated Liberator B-24M-21-FO (Ford built) s/n 44-51228, on static display at Lackland AFB. This model sported a two piece windshield, and fuel quantity indicators for the outboard "Tokyo" tanks (Engineers: remember transferring fuel until the fuel pressure dropped?). Used in ice research, this "Lib" was last flown in 1954. Clark Ecton photo 825 Sq.

NEW FILMS TO BE SHOWN AT THE REUNION

Bring The Kids, Show Them What Daddy Did In The War

We want to advise all personnel that the complete series of the Air Force Story will be shown during the run of the reunion along with three new additions to films shown at past reunions. They are; The Willow Run Story*, Pre Flight Inspection of the B-24, and How to Fly the B-24. Also available for showing are: 12 O' Clock High, Air Force, The Home Front, and Normandy to Berlin. All features will be shown in VHS format, in two mini theaters adjacent to the hospitality room. All that's missing is the popcorn and we will provide that. *Donated By Roger Nixon (765Sq.)



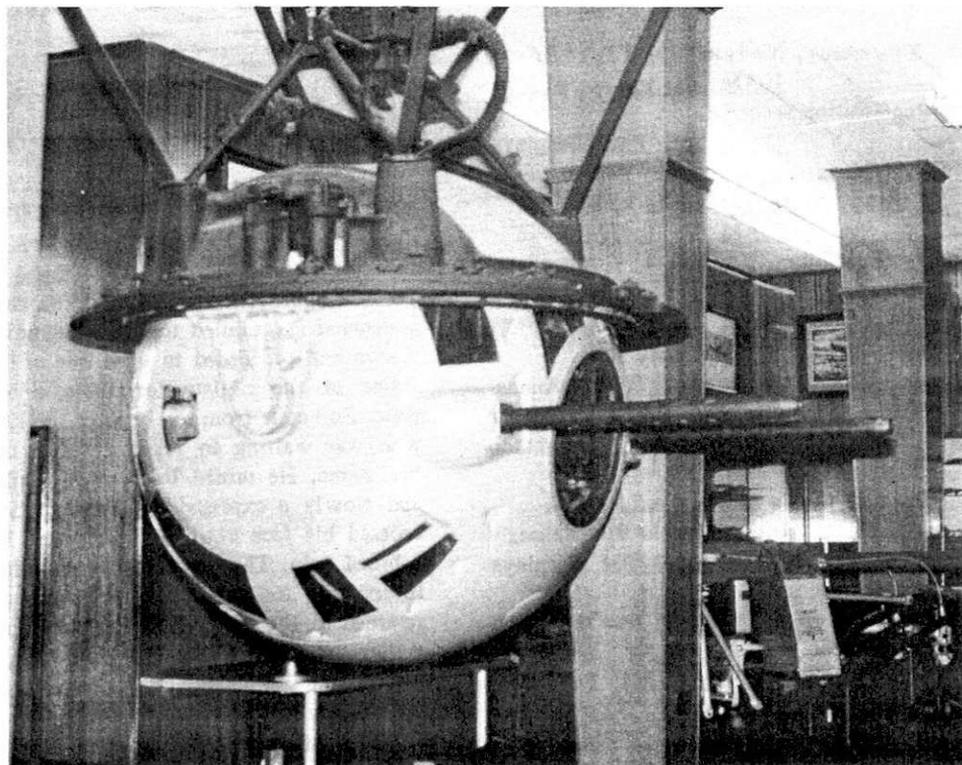
AIR BASE TOUR

See The Air Fields where You Trained

The state of Texas was used extensively during the war for pilot and aircrew training because of its dry climate allowing almost unlimited days for aviation training. With numerous schools and airfields scattered across the great expanse of land many of our members had a stop or two in Texas before going into combat. Members attending the reunion are encouraged to visit some of these sites, such as Laredo, or Harlingen, (gunnery school sites). Harlingen, just down the coast from San Antonio, is the home of the Confederate Air Force, where warbirds of WWII are flown and displayed.

Arrangements are being made for an all day bus tour of Lackland Air Force Base, Kelly AFB, and Randolph AFB. Lackland has many aircraft of WWII vintage on static display throughout the base and surrounding the parade ground. Included is a B-24M-21-FO B-17 (How did that thing get in?), P-47, P-38, P-51, and a Bell RP-63G-1-BE King Cobra.

One of the problems faced with conventional aerial gunnery training was that shooting at tow targets in the air or targets on the ground did not duplicate an enemy fighter turning in to attack a bomber.



Sperry Ball Turret, displayed at the Lackland AFB Museum, was used by both the B-17, and B-24. Cramped and cold it suffered one indignity not shared by the other turrets. That being in the direct path of the forward relief tubes. Clark Ecton photo 825 Sq.

The RP-63, (a later version of the P-39), was employed in a most unusual way during the war. Its skin and cockpit windows were reinforced so that frangible ammunition could be used for live gunnery practice. Whenever hits were scored a red light would flash at the wing tip like a pin ball machine, thus it acquired the name "Ping-Pong". With this innovation it was now possible to train gunners to shoot at attacking fighters with a higher degree of accuracy. Gunners don't miss seeing this special aircraft.

MEMORABILIA INVITED

Members and guests are urged to bring albums, documents, slides and film to share at the squadron dinners. Rare slides and home movies taken during training and overseas should be converted to VHS two hour mode video tape for ease of showing and protection of the original material. An 8MM movie projector and a slide projector will be available on a stand by basis. Please advise us early of what special material you plan to bring to the reunion.

REUNION HINTS

The weather in November is generally quite pleasant, with night time temperatures dropping slightly. Guests are reminded to bring jackets and sweaters for the evening riverwalk stroll. A few pieces of summer clothes should be packed to enjoy the sunny days also. Remember to bring cameras and plenty of film.

BANQUET SEATING PLAN

We liked the seating plan that was used at the 15th Air Force Reunion and will adopt it for this year's reunion. A large bulletin board will be placed near the registration area displaying a diagram of the numbered tables. Members and Guests can then write their preference inside the table circle. This accommodates friends who want to sit together. Each table will seat 10.

For the benefit of early risers, coffee and danish pastries will be provided in the hospitality suite Thursday and Friday mornings.



P-47D on display at Lackland AFB. The P-47 was based on the popular Seversky P-35 of pre-war days. The P-43 Lancer, a later version with a bottom mounted super charger that was already obsolete by European standards, was enlarged to hold the 2000HP Pratt & Whitney engine, and 8 wing mounted Cal 50 machine guns. As the P-47 now it weighed twice as much as contemporary fighters with a corresponding high fuel consumption. Many a fighter pilot saved his life by diving away from his adversary as no other fighter in the sky could catch him. The P-47 saw service with the 325th, and 332nd Fighter Groups of the 15th Air Force. Clark Ecton photo 825 Sq.

TENTATIVE SCHEDULE

Thursday, November 13, 1986
10AM to 4PM,
 Registration second floor.
10AM to 4PM, Displays
 and Videos in hospitality suite
Friday, November 14, 1986
10AM to 4PM,
 Registration, second
 floor
10AM to 4PM, Displays
 and Videos in hospitality suite
4PM to 5:30PM Annual
 Meeting
7PM to 10PM Squadron
 Dinners
Saturday, November 15, 1986
9AM Bus tour to air bases
10AM to 12PM Displays
 open
5:30Pm Bus tour returns to
 hotel
6PM to 7PM Reception
 second floor lobby
7PM to 11:30PM, Grand
 Banquet, speeches, dancing
Sunday, November 16, 1986
9AM to 12PM, Memorial
 Service and Brunch
 End of meeting



GET YOUR CREW MEMBERS TO ATTEND

At one reunion, a man who served at Torretta approached the registration desk somewhat disgruntled for some unknown reason and proceeded to give one of our ladies at the registration table a bad time. Someone from the back of the line who was waiting to register called out his name. He turned to face the caller and slowly a expression of recognition crossed his face until it was replaced by a broad grin. They rushed to each other to embrace for a long moment before he returned to the desk and threw down his wallet and said, "Take what you want, I just met an old buddy and I'm having the time of my life."

Why not experience the same feeling with your own crew, tent mates, or buddies. Write them or call them to-day, and make arrangements to meet at the **MAX EFFORT** reunion in San Antonio.

B-24 LIBERATOR PRODUCTION SERIAL NUMBERS DEBUGGED THE MOST PRODUCED ALLIED AIRCRAFT OF WORLD WAR TWO

B-24 SERIAL NUMBERS

HOW TO IDENTIFY YOUR LIBERATOR

The aircraft serial number can tell you which of the five factories the B-24 was made in and can reveal the model number and sub group as well. The first two digits signify the fiscal year the contract was signed for a particular batch. Thus the prefix 42- shows a fiscal 1942 contract date. The planes in most cases were delivered after that date. Later on during the war, the first digit was often dropped from the one shown on the horizontal stabilizer, it being assumed the war would end before 1950, so there would be no need to show the number 4 signifying 1940-49. The next number was assigned in blocks of five to the various manufacturers. Thus 44-41149 was a B-24J-200 model built by Consolidated Aircraft in San Diego, California. The numbers 149 in the above example are the serial numbers 44-41(149). The two letter code following the model designator stenciled on the left side of the aircraft below and slightly forward of the pilots sliding window identified the factory and location.

CF=Consolidated, Ft Worth,TX
CO=Consolidated, San Diego,CA
DT=Douglas, Tulsa,OK
FO=Ford, Willow Run,MI
NT=North American,Dallas,TX

Thus a B-24L-20 FO would be a Ford built at Willow Run, Michigan B-24L Sub-model 20.

Model Numbers of the B-24 Series

Model	No Built	Factory
XB-24	1	CO
LB-30A	6	CO
YB-24	1	CO
B-24A	9	CO
LIB II	140	CO
B-24C	9	CO
B-24D	2728	CO,CF
B-24E	801	CF,FO,DT
B-24G	430	NT
B-24H	3100	CF,FO,DT
B-24J	6678	CO,CF,FO,DT,NT
B24L	1667	CO,FO
B-24M	2593	CO,FO
XB-24N	1	FO
YB-24N	7	FO

It can be seen from this list that more H and J models were built than any other. Original equipment for the 461st & 484th Bomb Groups were either J or H models. It is reported that a few earlier models may have been substituted as it is known that the groups of the 15th Air Force did swap planes from time to time as needs dictated. Replacement crews ferrying aircraft to the groups delivered J, and H models as well as L and M models.

All B-24 types manufactured, including the C-87 all cargo version, and naval patrol bombers total 19,256. There were more B-24 series built in the United States than any other aircraft type, including the B-17.

Selected serial numbers of models used by the 461st & 484th Bomb Groups. Each block number represents variations to the basic model. The factories were dependent on the many vendors who manufactured and supplied parts to aircraft factories. As an example, the Buick division of General Motors manufactured the R-1830 engines for certain block numbers while Pratt & Whitney provided engines for other blocks. Chandler-Evans and Stromberg supplied carburetors. The Chandler-Evans carburetor had different fuel flow settings than the Stromberg, and had to be adjusted accordingly. While these slight differences were reflected in different model numbers, the flight characteristics were often quite noticeable. Some crews had very strong dislikes for Ford built air-craft while others preferred them.

The sub model numbers are not shown in the following serial numbers:

41-28574 to 41-29006	B-24H-DT
41-29116 to 41-28608	B-24H-CF
42-7465 to 42-7769	B-24H-FO
42-50277 to 42-50451	B-24H-CF
42-50452 to 42-50508	B-24H-CF
42-50509 to 42-51076	B-24J-FO
42-51077 to 42-51225	B-24H-DT
42-51226 to 42-51430	B-24J-DT
42-51431 to 42-52076	B-24J-FO
42-52077 to 42-52776	B-24J-FO
42-64047 to 42-64394	B-24J-CF
42-64432 to 42-64501	B-24H-CF
42-72964 to 42-73514	B-24J-CO
42-78475 to 42-78794	B-24J-NT
42-94729 to 42-95503	B-24H-FO
42-95504 to 42-95628	B-24J-FO
42-99736 to 42-99935	B-24J-CF
42-99936 to 42-100435	B-24J-CO
42-109789 42-110188	B-24J-CO
44-10253 to 44-10752	B-24J-CF
44-28061 to 44-28276	B-24J-NT
44-40049 to 44-41389	B-24J-CO
44-41390 to 44-41806	B-24L-CO
44-41807 to 44-42722	B-24M-FO
44-44049 to 44-44501	B-24J-CF
44-48754 to 44-49001	B-24J-FO
44-49001 to 44-50251	B-24L-FO
44-50252 to 44-51928	B-24M-FO

Model variations and manufacturing differences could result in varying flight characteristics. Fuel burn out, to use an example, could vary considerably. This might explain why some crews flying certain aircraft on a particular mission would use more fuel than the mission plan and run into great difficulty reaching base, while others would land with reserve fuel. When it was practical from an operational standpoint, crews were often assigned to one or two aircraft in the squadron for this very reason, so that they could become familiarized with a particular plane's idiosyncrasies.

Also of interest is to note that the first B-24 weighed about 30,000 pounds while a fully loaded B-24J would gross about 71,000 lbs making them increasingly difficult to fly in formation at operational altitudes of 19,000 to 21,000 feet. A formation stick that worked through the C-1 autopilot was added to later models to relieve the strain on the pilots.



As the aircraft grew heavier it was learned that the lift created by the fuselage could be utilized by flying the plane "on the step". The plane was flown to its cruise altitude and then the tail was lowered slightly and the engine power setting was adjusted for minimum burn out. It was for this reason that the fuel quantity gauges were so unreliable. They could only be read with the plane flying straight and level, so if the nose was dropped to read the fuel gauges, valuable altitude could be lost. Many flight engineers calculated fuel burnout by use of cruise control charts. However this wasn't too practical during combat when everyone was busy warding off enemy fighters. Another idiosyncrasy of the B-24 was that on climb out with full tanks, fuel would syphon out of the filler caps because the caps located on the top of the wing were placed at the highest point so that the tanks could be filled to the top, but this location also coincided with the area of the wing that produced the most lift or suction. The outboard fuel tanks, referred to as the Tokyo tanks did not have any means of determining fuel quantity at all. The usual practice was to transfer fuel from these tanks and when the fuel pressure started to drop the tanks were assumed to be empty. This oversight was corrected in the later L and M models. Compared to today's modern jetliners, the aircraft of WWII were as primitive as the Wright Brothers first flyer would be compared with the planes of WWII. Now it can be understood why so many crews ran out of gas returning to base.



North American Aircraft production of B-24s at Dallas, Texas. Many aircraft plants located in the southwestern states often completed production work outside when weather permitted. In this photo propellers are being installed using a small hut that is moved from engine to engine as each prop is hung. This photo shows the paddle blade design propellers that replaced the slim props used on the earlier B-24D series. Bob Waag Photo.



B-24'S ON VIEW AT MUSEUMS OF THE OVER 19,000 PRODUCED ONLY A HANDFUL ARE LEFT

B-24 Models can be seen at the Museums listed below. The bus tour at the 1986 reunion in San Antonio will visit Lackland AFB, so our members can see the static display of aircraft that includes a B-17 and a B-24.

- LB-30, Confederate Air Force, Harlingen, Texas
- B-24J, Pima County Museum, Tucson, Arizona
- B-24J, March Airforce Base, California.
- B-24D Airforce Museum, Dayton, Ohio
- B-24M Lackland Airforce Base, San Antonio, Texas



THE LIBERATOR IN THE LAKE, NEWS UPDATE

In the last issue of the Torretta Flyer there was a story of the B-24 from the 461st BG that crashed into Huntington Lake, California on a training mission when the group was based at Hammer Field, (Fresno) California. A news update on that story appeared in the fall issue 1985 of the Liberator Club's "BRIEFING": "Here in California some veterans found a B-24D wing in a salvage yard and moved it to the Stockton airport. The wing, it turns out belonged to the Liberator that went down on December 6, 1943 and was found in Huntington Lake in 1955 when part of the aircraft was salvaged. A club called the Stockton WW11 Warbird Group still hopes to find more".

Malta, IL

Dear Bud: I am sorry the crew picture and photos of the three crew members has taken so long to reach you. The snap shots were taken at the 1983 reunion.

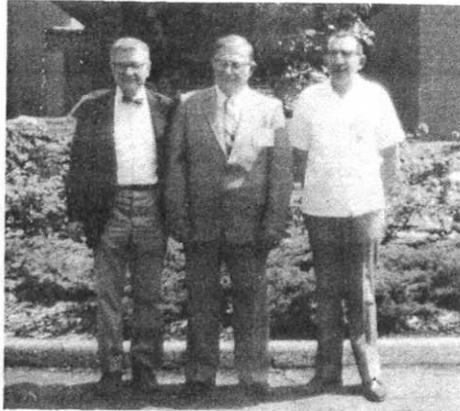
We have lost two crewmen since the pictures were taken, James Gough passed away January 27, 1985 of cancer. Kenneth Monsell died March 5, 1985 from complications of emphysema. Jim Gough expressed his desire to see everyone before they all went to the giant B-24 in the sky. Ken too was planning one last trip to see his crew, but didn't make it.

The long delay was caused by an injury I had due to a fall on the ice. It required knee surgery.

Sure hope you folks are all well

Ray and Carilyn Foss (826Sq.)

THE LAST MISSION



James Gough, Bombardier (deceased) stands left with crew members Ray Foss,Pilot; and Ken Munsell, Nose Gunner (deceased) Photo taken at the 1983 reunion in Williamsburg, Virginia.



Crew of Ray Foss 826 Sq. Back row from left Gaylord Canter,Ball Gunner; Kenneth Monsell, Nose Gunner (deceased); Leonard Marshall, Radio Operator; John Bodine,Engineer; William Robinson,Waist Gunner; and Thomas Price, Tail Gunner. Front row kneeling from left James Gough, Bombardier (deceased); Walter Fair,Navigator; George De Lawten, Co-pilot (deceased); and Ray Foss, Pilot. Photo taken at Topeka, Kansas. Ray Foss photo.

THE LAST MISSION

Frank K. (Red) Hudson,(ASN 0-684113) member 827 Squadron passed away November 23,1985.He was the bombardier on crew #71 piloted by Earl W.DePue. Frank Hudson first reported to the 484Th Bomb Group on December 30, 1943, and completed his tour of duty in August of 1944. His crew often flew ship #42-52667 "Trouble-Maker"

His roughest mission was on July 25,1944 on a raid to Linz Austria. He reported in his log book, "This was the narrowest escape of my combat career. I was riding in the nose turret as navigator. The bombardier was killed instantly by a direct hit of an 88MM shell. I was nearly knocked out by the concussion, but not scratched, and trapped in the turret without an interphone. I thought the plane was falling, but finally escaped the turret to find the bombardier dead, the co-pilot's controls shot away and the hydraulic system holed. When the German fighters returned I got back into the turret. If I had flown my normal position, I would have got it instead of the other officer. Time of mission 7 hours 15 minutes".

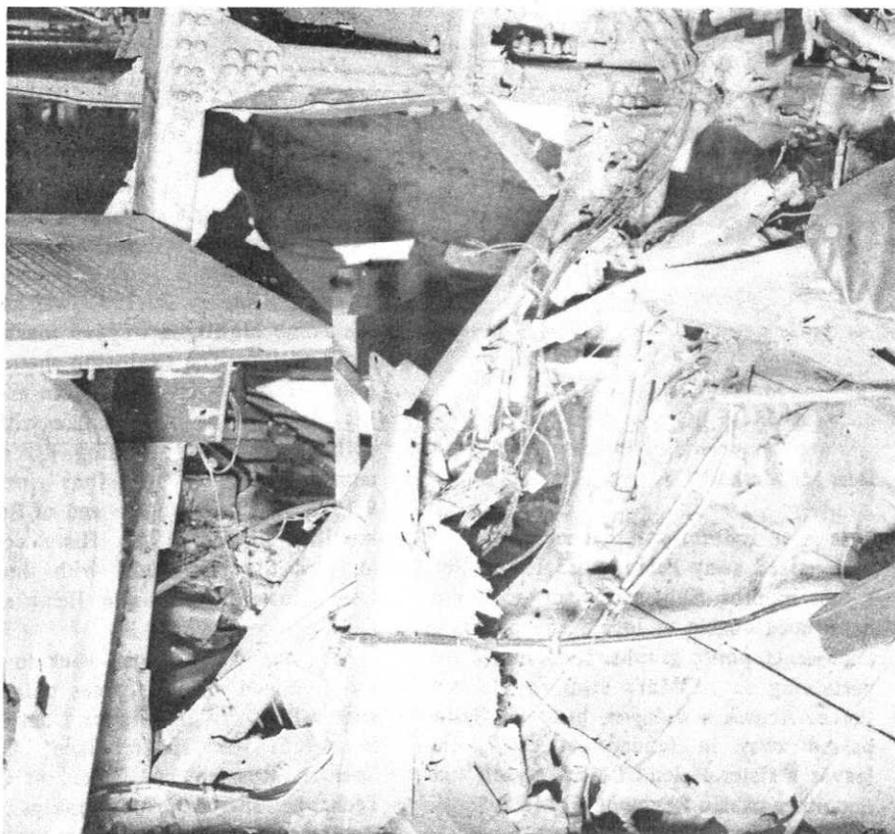


Photo of Bombardier's station after the attack described by Frank K. Hudson in his flight log. See Obit left.

Donald A. Anderson, 62, Navigator on Tony Nahkunst's crew, 764 Squadron passed away November 7, 1984 After his service in the U.S. Army Air service in WWII, he was employed as an engineer with American Motors in Racine, Wisconsin. He is survived by his wife Dolores,a daughter Karen, and a sister, Dorothy.



Donald A. Anderson,Navigator on Tony Nahkunst's crew, 764 Squadron, died of natural causes, November 7,1984.

The Last Mission

Donald W Hofmann,(ASN 35547423) a member from the 765 Squadron has passed away. He served as an automotive equipment mechanic,(MOS 014), and last lived in Lima, Ohio. He is survived by a niece,April Conway of W. Palm Beach, Florida.



Joseph C. Brlansky,(ASN 13157945)a member from the 765 Squadron died March 8,1985 from massive lung and brain tumors. He was the radio operator, (MOS 747) on crew #30. He was reported missing in action April 24,1944, on a mission to Bucharest, Roumania. He subsequently was taken prisoner and made a POW at Stalag Luft III West Camp.

The Last Mission

Mr Bud Markel
461St & 484th BG

Dear Mr Markel:

This is to inform you that my cousin Al Mai passed away February 23, 1985 after a four months fight with cancer. We have been unable to locate any papers, documents, photo graphs, or memorabilia pertaining to Al Mai's stint in the Air Force. Al was a widower, his wife Grace passed away in January of 1977. He leaves a sister Helen C. May, myself and one other cousin Raymond F. Mai

Yours very truly,
Theodore N. Baldwin

Editors Note: Abert E. Mai, a member in good standing from the 765 Squadron, had attended every reunion of the Association. He was heavy set with a ruddy complexion and always sported a good natured outgoing expression. He could be easily spotted in a crowd as he favored white or bright colored clothing. He will be missed by all of us.

Walter M. Zaharevitz a member from the 825 Squadron, and a Bombardier on crew #40 passed away recently. He last lived in Camp Springs, Maryland.
Louis J. Yuhasz, 764 Squadron a member, second engineer on Robert Sayre's crew passed away of cancer.

James Gough Jr. a member from the 826 squadron, succumbed to cancer this last January. He was a Bombardier, who on a mission February 27, 1945 was saved by his bomb sight and oxygen mask from a burst of flak. The explosion shattered the glass of the bomb sight, tore a hole in his mask sprinkling his face with glass splinters narrowly missing his eyes. He completed his 35 missions on April 9, 1945 just prior to the end of European hostilities in May 1945. His decorations included the Air Medal with three Oak Leaf Cluster, the Purple Heart and the DFC.

After the war he went back to school and obtained many degrees culminating with a PH.D. in linguistics from Harvard in 1965. He spoke fluent German, Spanish, Russian, and Dutch. At Georgia Tech. he shared professorships in the Department of Modern Languages and the School of Information and Computer Science. He was 63.



Professor James Gough



William Mocha, Bombardier on crew #13, piloted by Robert Sayre 764 Squadron. A member, he attended the reunions in Williamsburg and Orlando. His widow Susie lives in Tulsa, Oklahoma.

Edwin W. (Pat) Grogan, (0-274185) reported sick in issue #10 of the Torretta Flyer is dead at age 82. He was made executive officer of the 461St Bomb Group in August, 1943 having served in various capacities first as an enlisted man and then as an officer receiving his commission in 1930 in The United States Army Infantry Reserve. His military experience in Adjutant General's Office and as an administrative inspector

Ronald C. Lung, age 41, son of Raymond C. Lung Jr. 767 squadron, has died of injuries sustained in a traffic accident that also seriously injured his father Raymond C. Lung. He is survived by his parents, a wife, a sister and two children.





Sidney D. Brodsky 766 Squadron, reported to be deceased by Mark Blitztein. No other information available at press time.



Bud Markel, President
461st & 484th Bomb Groups

Thank you for your kind letter regarding my late cousin John O'Brien.

Prior to induction he worked for a hardware supply company here in San Francisco, California. After separation he rejoined the company and remained until retirement. He did not marry and lived with his sister and brother-in-law. He died of lung disease February 3, 1985 at age 63. The enclosed photo was taken in Italy.

Sgt. John P. O'Brien, an association member, was assigned to 461st Bomb Group headquarters.

The Last Mission



Photograph of Crew 69, 767th Squadron, taken at Hammer Field Fresno, California prior to a high altitude training mission. This crew was lost on their first mission over Bihac, Yugoslavia in a mid air collision. Those identified are from left, William H Zumsteg pilot, and standing far right George M Felber Bombardier. Shipping orders from the United States to the Italian Theater show the crew of William Zumsteg as follows: John C Fuller Co/pilot, Donald C Higgins Navigator, Antonio Lerma Gunner, Andrew J Kadlecek Radio Operator, Woodrow P Clayton Engineer, Richard Karl Gunner, and James A Hatch Gunner. They were listed under crew number 62 assigned to ship 42-52388. The photograph was sent by Carl H Peter an original member of the crew, who was grounded prior to overseas shipment. Oscar R Ives, the ship's crew chief who was riding the waist during the mission and was the only one to survive as he tied down his parachute pack, enabling him to retrieve it and step out of the plane as it broke apart. Harry Hoermann 767sq Armament M/Sg who loaded the bombs for this mission said the collision took place right after bombs away when the ship lurched upward rapidly hitting the plane above. Reader comment is invited as information on the other crew is not available



**CHANGES AND CORRECTIONS TO THE MASTER MEMBERSHIP LIST
IMPORTANT NOTICE**

The following rosters are issued solely for the purpose of communications between members of the 461st and 484th Bomb Groups Association and are not to be transferred or used for any other Veterans Association, Club, Unit or Group. Commercial use by Corporations, Companies, or Clubs is strictly prohibited. The Association will terminate membership of anyone violating this declaration.

* Some street names have been abbreviated and some Zip Codes reduced to 5 places because of space requirements.

MARION M	PRUITT	211 NORTH SIXTH	CELESTE	TX	75423	461
ALBERT C.	ROSS	5237 E. DALLAS ST.	MESA	AZ	85205	461
WILLIAM M.	HARDIN	646 BLUEBIRD CT.	LAKE MARY	FL	32746*	484
HERM	SCHINDLER	9210 SW 104 LANE	Ocala	FL	32676*	484
LESTER J.	BROWN	2710 HAGAN CT.	LONGWOOD	FL	32779*	764
BERNARD C.	COONEY	502 GARFIELD	SIGOURNEY	IA	52591*	764
LYNN M.	DELAMETER	4210 B. AGENA STREET	TEMACULA	CA	92390	764
KENNETH L.	HILLIKER	5832 LYNN LAKE DR S	ST. PETERSBURG	FL	33712	764
WILLIAM J.	KELLEHER	801 N CASS AV #300	WESTMONT	IL	60559	764
JOSEPH T.	KUCERA	10 S. MADISON AVE	HINSDALE	IL	60521	764
CHARLES L.	LOUIS	HCR 01 - BOX 276	EAGLE ROCK	MO	65641	764
RICHARD E.	NOSTRAND	BOX 267 808-53RD AV E	BRADENTON	FL	34203	764
JOHN	TROMMERSHAUSSER	14410 QUIETMEADOW CT W	ST. LOUIS	MO	63017*	764
JOHN L.	UNDERWOOD	BOX 829	PRUDENVILLE	MI	48651	764
MARVIN	WEINSTEIN	14 CANTERBURY LANE	AVON	CT	06001	764
ALEX	AZARY	2931 LAKEHURST CT.	ANN ARBOR	MI	48105	765
HUGH G.	BAKER	109 FORD AVENUE	NEWTON	MS	39345	765
MALCOM L.	LEECH, JR.	P. O. BOX 36124	FT. WORTH	TX	76136*	765
GERALD J.	MAYFIELD	5098 RIVERVIEW ROAD	WILLIAMSBURG	VA	23185	765
ELMORE E.	STANHOPE	12 WILLIAMSBURG PLACE	DOTHAN	AL	36301	765
CHARLES L	ARNEY	102-1ST STREET SE	LONG BEACH	CA	28461*	766
JOE	GERMAN	HC 66 BOX 16	SANDSFIELD	MA	01255	766
RALPH H.	GRANO	41 CLUBHOUSE DRIVE	BRICK	NJ	08723	766
RAYMOND L.	KENNEDY	1106 CANARY LN	ENID	OK	73703	766
WILLIAM A.	LECUYER	4 ANNA ST PINEHILL EST	RAYNHAM	MA	02767	766
ALFRED J.	MURRER	RIVERMERE #3D	BRONXVILLE	NY	10708	766
WILMA A.	STASTNY	16688 NARROWS DRIVE	JUPITER	FL	33458	766
G. NEIL	WARD	6626 ALTA WOODS WAY	ALTA LOMA	CA	91701*	766
EDWIN WREN	BOWYER	1824 PALM VALLEY DR W	HARLINGEN	TX	78552	767
ROBERT	CHAAT	BOX 653	LAWTON	OK	73501	767
CLARENCE E	BYERS	2807 WESTERBROOK DR #300*	FT. WAYNE	IN	46808*	824
RALPH E.	DENLINGER	2994 INDIAN RIVER DR NE	PALM BAY	FL	32905	824
THOMAS A.	DOWNS	28 W 587 LEVERENZ	NAPERVILLE	IL	60540	824
FRED	FARRIS	5760 AVE. JUAN BAPTISTE	RIVERSIDE	CA	92509*	824
HARRY A.	GAMAUF	362 SWORDWAY	BOLINGBROOK	IL	60139*	824
RALPH J.	HALLENBECK	101 COCOA AVENUE	INDIALANTIC	FL	32903	824
JOHN F.	MC CAULAY	519 GOODLET AVENUE	INDIANAPOLIS	IN	46222	824
CHARLES A.	MC KEW	67 FERNVIEW AVE. #6	NO ANDOVER	MA	01845	824
FREDERICK H	SPARKS	RFD 1 BOX 392	EASTHAMPTON	MA	01027	824
CHARLES	WAYSHAK	111 PLEASANT ST. #12A	WATERTOWN	MA	02172	824
JAMES E.	ROOK	8220 SW GREENTREE DR	STUART	FL	33497	825
GEORGE A.	SETSER	P. O. BOX 637	COUPEVILLE	WA	98239	825
CALVIN R.	TEEL	P. O. BOX 364	HASTINGS	FL	32045	825
JOSEPH W.	WATKINS	P O BOX 1392	PANHANDLE	TX	79068	825
ROBERT	GOBLE	RR #2 BOX 17	CASEY	IL	62420	826
FRED A.	MEIER	3808 WILSHIRE CIRCLE W.	SARASOTA	FL	33583*	826
LEONARD T	PATRICK	319 OWL CREEK ROAD	TAMAQUA	PA	18252	826
CHESTER A.	RAY	14521 WINTER DRIVE	TAMPA	FL	33613	826
WILLIAM F	WILSON	RT. 2 BOX 51	MILAN	TN	38358	826
RUSSELL K.	BOLTON	4950 BILMOOR AVENUE	TARZANA	CA	91356*	827
LEONARD	BRODSKY	167 VIA DE LA REINA	MERRITT ISL	FL	32953	827
LEWIS J.	COOK	4106 SPRINGWAY CIRCLE	VALRICO	FL	33594	827
JAMES E.	ELLIS II	P. O. DRAWER 99	WILSON	NC	27894*	827
MARVIN W.	FISCHER	1546 153RD AVENUE NE	ANOKA	MN	55304	827
ALBERT H.	HALWEG	1645 POPKO CIRCLE W.	MERCER	WI	54547*	827
ALBERT	JORGENSEN, JR	1341 W. HIWAY 83	ALAMO	TX	78516	827
FRED	ROESSLER	220 TOWNSEND LANE	SANTA MARIA	CA	93455	827
JAMES P.	SPALDING	2528 CYPRESS DR L CON CL*	PAWLEY'S ISL	SC	29585	827

NEW MEMBERS OF THE ASSOCIATION

DONALD L.	ASKERMAN	3914 AUTUMN WAY	RIDGECREST	CA	93555	764
EDWIN A.	BURKHARDT	311 VIERLING DRIVE	SILVER SPRING	MD	20904	764
EDWARD F.	GOODHUE	90 LAWRENCE AVE.	LYNBROOK	NY	11563	764
FRANK V.	HOKR	6661 AMPERE AV	N HOLLYWOOD	CA	91606	764
ROBERT E.	RATHFON	1772 N. ETNA ROAD	HUNTINGTON	IN	46750	764
ELLIOTT D	ROSENBERG	907 N ROHLWING RD	PALATINE	IL	60067	764
ROGER E	WEAVER	12 COACHMAN LN	YARMOUTH	MA	02673	764
JACK	CARSON	6203 TURKEY HOLLOW	AUSTIN	TX	78750	765
HELEN	DETWEILER	1625 SOLES ST	MCKEESPORT	PA	15132	765
JOHN	DETWEILER	1625 SOLES ST	MCKEESPORT	PA	15132	765
OTIS G.	GROOM	3000 N. BOND	EDMOND	OK	73034	765
HENRY J.	MC CANN	18 WILLS DRIVE	NEW HARTFORD	NY	13413	765
ROBERT J.	MURRAY	81 LOCUST AVE.	PEEKSKILL	NY	10566	765
DAVID	NELSON	8923-42 AVE N	NEW HOPE	MN	55427	765
MARY	CAROSELL	3094 S. ADAMS ST.	DENVER	CO	80210	766
DONALD F.	MOWERY	494 WARNER AV	LOGAN	OH	43138	766
FRED W.	BOCK	917 SUMMIT	BARRINGTON	IL	60010	767
MARLO R.	HENSPIETER	RT. 1 BOX 1602	BODFISH	CA	93205	767
WALTER E.	JAZWA	1986 WALL ST	RAHWAY	NJ	07065	767
NORMAN	BENNETT	2827 S PAXTON RD	SIOUX CITY	IA	51106	824
WILLIAM F	GASKILL	BOX 185	HUNTSVILLE	AR	72740	824
TELSA I	JOHNSON	STAR RT PO BOX 51	BERRY CREEK	CA	95916	824
RUSSELL H.	JONES	507 MAIN STREET	BRAWLEY	CA	92227	824
CHARLES L.	KOPETZKY	25 BRIARWOOD DR	ST. CHARLES	MO	63301	824
JOHN T.	MILLER	2512 NANCY STREET	COLUMBUS	GA	31906	824
DANA	STEWART, SR.	R. 1	PRINCEVILLE	IL	61559	824
VERNAL D.	TUTTLE	1416 S. AVE B	PORTALES	NM	88130	824
CARL R.	ADAMS	1712 SAPLING DR	COLUMBIA	SC	29210	826
JOSEPH A	DICKMANN	14 WAYSIDE LN	WANTAGH	NY	11793	826
COLIN E.	DYE	2525 RALSTON LN	REDONDO BCH	CA	90278	826
FLOYD	KIRBY	1901 W COMANCHE	DODGE CITY	KS	67801	826
LEE R	LUCAS	1614 WYOMING WAY	MADISON	WI	53704	826
WILLIS (RED)	MOORE	940 S HAGUE AV	COLUMBUS	OH	43204	826
RICHARD	OLSON	P. O. BOX 1465	NOXON	MT	59853	826
CHARLES E.	TRINKLE	112 WALLINGFORD RD	GREENVILLE	SC	29609	826
CLAUDE A.	TROTTER	P. O. BOX 45	LUVERNE	AL	36049	484

Bluefield, WV
Dear Mr Markel

I was sent down from the 8Th Air Force as a replacement gunner and flew as a spare until Bob Faulkner's crew came back from R & R. They had been shot down previously over Yugoslavia and had recently walked back. I was assigned to Faulkner's crew then to replace one casualty from their last mission. We flew "Rough Rider" and "Full Boost" most of the time. After the war I stayed in the Army almost 30 years. I was sorry to hear of Bob Faulkner's untimely death.

Norman Dangerfield 766 Squadron

Editors Note: In late 1944 about 30 replacements were sent to the 461st Bomb Group from the 8th Air Force to fill out crews with airmen who were lost due to casualties and other reasons.

Dear Bud:

You might put in a blurb in the next *Torretta* Flyer about the book, "ATTACK ", by Richard G. Byers of the 376th Bomb Group, 15th Air Force. It is the story of the low level mission to Ploesti in 1943. A reviewer wrote of this 300 page, 200 photograph book, "Byers' description of the actual raid crackles with authenticity, and more than 40 years after the fact, manages even to create suspense ". You can obtain a copy by mail by writing , The Corner Book Store, 101 North Main St. Bentonville, AR, 72712. Enclose \$7.95 for the book and postage. Our fellow fighting B-24 crews can enjoy reading about the tent life and , slit trench straddles of a North African based bomber group.

The old Texas Wildcatter, Col Grant (FANG) Hansen 824 Squadron.

Dear Bud;

Regarding No #11 Flyer page 31, I was flying in the practice run when #21 collided. The Bombardier bailed out and landed near the island target only to be in range of the second run with #100 pound sand bombs. On a later mission he bailed out over France when his ship was hit by anti-aircraft fire. He spent almost two months getting back, but had valuable information of the invasion of Southern France. No #22 (page 31) could be my ship. We ran out of gas on all four engines coming back from Bleckhammer on August 7, 1944. That day we lost the tail and waist gunners, but all others survived. Didn't think the ship looked that bad, but then it was 41 years ago.

Regards,

H.K. Ridgeway 824 Squadron

Dear Bud

MAIL CALL:

Luverne, Alabama

This story concerns my first mission which was on August 23, 1944. On this particular day Joe Lewis, the Brown Bomber, was to visit our base at about 3:00PM. I was terribly disappointed because the mission and debriefing would take us way past that time.

Our mission was to Moosbierbaum, near Vienna. Just before the IP fighter attacked the groups behind us. I sat spellbound in my tail turret as about 20 P-51's P-38's, ME109's, and FW190's wove in and out of the bomber stream chasing nose to tail. In a few short minutes, the sky was dotted with burning B-24's and fighters. Here and there white parachutes blossomed bobbing slowly while burning aircraft pieces streaked the sky in oily smoke.

Our first pilot Kenneth Rounds was flying co-pilot with Capt. Stebbins, a more experienced combat pilot flying the left seat. With exception of the displaced co-pilot this was our very first combat mission. On the return leg the engineer reported the fuel transfer system was inoperative. The decision was made to try and make it back to Torretta. Lt. Mercer, our navigator plotted a straight in course.

As we entered the landing pattern the fuel supply was almost exhausted. Capt Stebbins fired a RED-RED flare, and the tower replied quickly with the same to give us a straight in approach down wind. The landing gear was dropped and it was my job to see that the yellow pin dropped into place to signify that the gear was down and locked. I called in that the right gear was down and locked, but as I watched the left one the ground appeared to be coming up fast. At the last moment I hit the floor and braced my feet against the bulkhead. Capt. Stebbins made a perfect landing, and we rolled for some distance. As I raised up to look out of the waist window the left gear folded up causing us to swerve to the left into an embankment. I was the first from the plane leaving by the hatch underneath the waist. It was sometime before the nose gunner Ken Crockett came out of the plane. We all came out without a scratch, with the exception of myself, who was conked on the head with a bail out bottle, but my injury was not severe. To my surprise and pleasure Joe Lewis was brought out to the site of the crash landing and I got a chance to meet him. Good things come to those who wait.

Sincerely,

Jim Ellis 827 Squadron



Ridgway, PA

Dear Bud & Bea,

I had shown an acquaintance of mine right here in Ridgway, who was in the 49th Wing HQ in Bari, the Torretta Flyer with the picture of Col. Lee decorating McQuillan and he said, "That was my old Boss ". He had given me some bomb strike photos and an original photograph of the one that was on the cover of the last Torretta Flyer.

From my diary the date of the mission is May 31, 1944 Concordia Vega Oil Refinery at Ploesti. Hit Target with 500 lb demolition bombs. Many enemy fighters. Much Accurate flak. Three planes from the 461st BG badly damaged, went down in the mountains on the way home. More cripples fell behind. One crew bailed out over the base. Only one hole in our plane. Flying time 9 hours.
27th mission.

I have some comments on the article "How I got to Torretta" by Bill Kinyoun. We left the states at the same time for Naples on the SS John Day on January 13th for a total of 31 days at sea. Toward the end of the journey food became a little scarce, and our squadron commander (767) gave us a little morale talk one evening. When he finished he asked for questions or comments. A voice from the back of the crowd spoke out, " Captain, we've been eating so many of those sea biscuits ,I'm wiping my rear end with a whisk broom". That brought down the house. It did more for the morale of the troops than the Captain's talk. I wonder how many remember that.

When we got to Torretta there wasn't much except mud, and we didn't fly for two months. On our first mission April 2, 1944, was a milk run.

Two planes were lost in a collision after bombs away when one plane peeled off too quickly slamming into another. We flew right through the debris. I don't know why we didn't hit anything.

Wally Robinson 767Sq.

Dear Bud;

Sorry that I took so long to answer your letter but I have had some trouble with my breathing.

I was initiated into the Regular Air Force in 1946(Thanks to Bill Keese CO of the 484th BG). That same year my wife had twins, a boy and a girl. Another girl was born in 1948. Served one year in Korea prior to my wife's death of a brain tumor in 1952 With the help of my mother and mother in-law I raised and educated my three children. I retired from the Air Force in 1961 with 20 years of service. After graduating from college in 1963 I went to work for the State of Alabama retiring in 1980. Right now I'm trying to get over the effects of a stroke doing many types of exercises

Give my regards to all of the gang of the 461st and 484th Bomb Groups.

Sincerely,

Claude A (Gus) Trotter Jr 484th BG



**TROTTER
CLAUDE A JR**

Dear Bud,

Torretta Flyer No #10 brought back a lot of memories. I was shot down December 17th, 1944 on the Oderstal Mission and I've been a paraplegic ever since. One is not supposed to live another 40 years, but on the whole life has been pretty good to me. The crew I was with were on their first mission and I did not get a chance to know them well.

Very truly Yours,

Chester Rudel, 764 Sq.
Bakersfield, CA

My Last Mission

By Carl B. Peterson III, 767 Sq.

I was the tail gunner on Edward K. Delana's crew that went down in the Adriatic Sea about 25 miles off of the Yugoslavian Coast on January 31, 1945. We had to abort from the 767 squadron formation after circling over two cloud covered targets, Moosbierbaum and Wiener-Newstadt. The bombs were salvoed at sea dropping through the bomb bay doors as the hydraulic selector valve was not working (Editors Note: Ditching a B-24 at sea with the bomb bay doors flapping in the breeze is especially hazardous as the rush of water into the center of the ship decreases the float time rapidly.)

I went out the left waist window and down, down, in the ice cold water. When I came up again and regained consciousness, I swam to the left side life raft which was floating free nearby. I was barely able to climb aboard. Seconds later the left wing sunk and the whole ship, (what was left of it) rolled over on its left side with the right wing standing straight up. There were four crew members already in the right side life raft. Then the plane rolled over more with the right wing and broken and bent props crashing on top of that raft. Somehow I managed with the "Grace of God" to pull three of them into my raft.

I was injured in the crash and after a few weeks at the 61st Station Hospital in Foggia I returned to the squadron area and went on rest leave with the 4 other survivors of my crew.

At the time I was not aware of the severity of my injuries receiving compression fractures of the cervical spine and lumbar area. In November of 1984 I was operated on at the VA Hospital in Iowa City. I piece of pelvic bone was grafted into my neck and a disk was removed along with three arthritic spurs. I am still weak, but hope to make the San Antonio reunion. I am a disabled veteran.

Killed in the crash:

Edward K Delana, Pilot
Frank F. Hower, Co-pilot
William Ungenthum, Navigator
Richard Gomez, Engineer
William M. (Ziggy) Gross, N/gunner
Ray Steelman, Recon Cameraman*

Surviving the crash;

Moe Halverson, Bombardier
Robert C.(Casey) Neal, Radio operator
Wallace D.(Ole) Olson, Top gunner
William F Nourse, Ball gunner
Carl B. Peterson, Tail gunner

* This was his 35th and last mission

Bud Markel
461St & 484Th BG Assn

Dear Mr Markel;

In reviewing my file, I came across some documents that might be of interest for publication in the Torretta Flyer. I had been doing some research on my father's old units and had obtained from the Albert F Simpson Historical Research Center, information on the airfield at Torretta, Italy.

I visited the field in May, 1984 with the help of Professor Umberto Albanese of Cerignola. I found the trip extremely sentimental, as my father, William M Warren ASN A270880, had been killed on a mission over Elba forty years prior to my visit. I have plans to make the San Antonio reunion in 1986

Yours very truly,

William (Bill) Miles Warren, son of
Willliam M. Warren, 827 Sq.

Dear Bud

I would like to correct something in the last "Flyer". You have George Barulic listed in the 764 Sq as a new member. He was actually in the 766 Sq and a member of our crew.

In the article "The Rise and Fall of a Liberator" there are some errors. William H Darden 766th Sq CO was flying pilot and Culos Marion Settle from crew #35 was the co-pilot. Later Culos (RIP) said that the ship lost power and Captain Darden announced that he was going to ditch in the reservoir and that anyone who wanted to bail out could. Culos Settle decided to go. George Barulic seeing Settle bailing out did so also. The crew was then rebuilt to replace those lost in the lake. I replaced Schlosser as navigator. Looking forward to seeing you all in San Antonio.

Joel Fish 766Sq

Mail Call



Dear Bud

Last fall Adolph Marcus, nose gunner on our crew and I journeyed to Neponsit NY to visit John B. O'Neill, who lives in a rest home there. He was our tail gunner. I enjoyed seeing him again very much as it had been October 1957 when I last saw him. With the exception of his crew mates and a brother he does not have many visitors, so our evening with him at dinner was especially enjoyable for him. We hope to bring John with us to the reunion in San Antonio.

Cordially,
George Bouras MD, Navigator, 824 Sq.

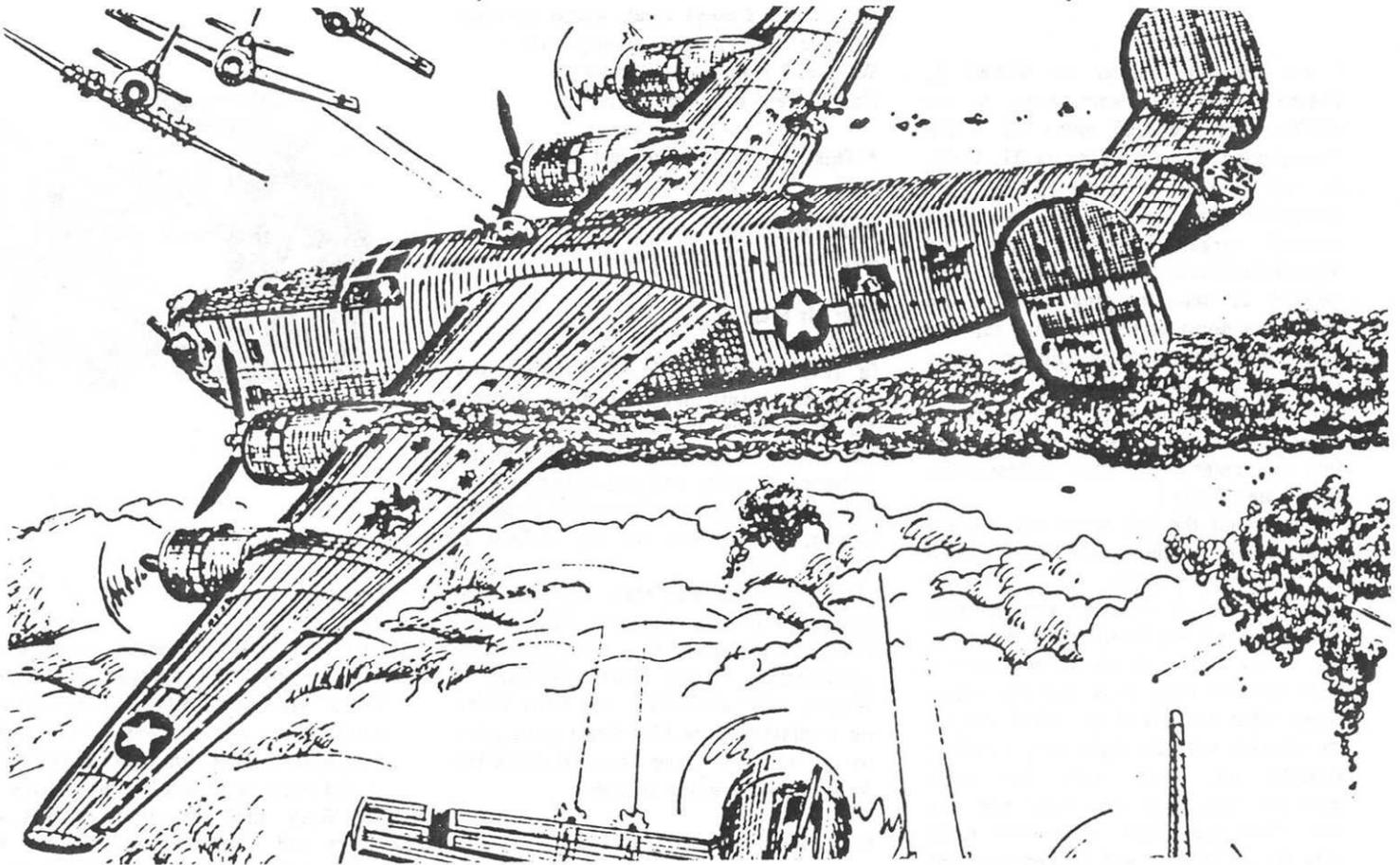


From left, George Bouras, Adolph Marcus, and John B. O'Neill, crew of Ramp Roster.

One Way Trip ... and Back

DECEMBER 17, 1944

DECEMBER 14, 1984



I would like to share with you the news of our crew reunion. This was the first time we had met as a crew since our disastrous first mission on December 17th, 1944. Our target was the synthetic oil plant in Oderstal. We were hit by flak somewhere over Czechoslovakia. Unable to stay in formation, we were hit by a gaggle of FW190's. In the fighter assault we lost our ball gunner, Roland Morin. During the continuing fighter attacks our radio operator Charlie Foss, who was manning the right waist gun was hit. The fuel cell in the right wing began to burn. Ken Smith, the pilot was finally forced to give the bail out command. We were all able to bail out safely. We were in the general vicinity of Trencin, Czechoslovakia. Bob Trumpy, top turret and Chet Rudel, co-pilot were injured hitting the ground. Chet suffered a broken back, and Bob received an injured ankle.

Chet, Bob and Charlie Foss were taken to a hospital in Trencin. Ken Smith,

Harry Edmiston, bombardier, Urban (Homer) Grainger, tail gunner and I were captured and taken to a military barracks, ("Kasaren") in Trencin.

Ed Burkhardt, the nose gunner was found by an underground guerilla group. It was formed by Hungarian, Romanian, Russian, Czech, and other partisans. He stayed with the group to the end of the war.

Ken Smith, Harry Edmiston, and I were sent to interrogation centers and wound up in Stalag I near Barth. Homer Hymbaugh, the engineer, and Urban Grainger, were also confined in Stalag I but in a different compound. Charlie Foss, radio operator, and Chet Rudel, co-pilot remained in the hospital in Czechoslovakia. Bob Trumpy, top turret gunner eventually was sent to another POW camp.

When the war ended we were returned stateside to rehab centers nearest our homes. Unfortunately we lost touch with each other. Then some years later while

watching pro football on TV I kept seeing a running back for the Cincinnati Bengals named Bob Trumpy.

About a year ago, when he retired from pro ball and became a sportscaster I wrote to him and inquired if he might be related to my crew member of the same name. He was Bob Trumpy's son. Bob Sr. phoned long distance in February, 1984. We began writing to each other and tracked down the others of the crew. We planned a reunion on the fortieth anniversary of our fateful first and only mission.

We met in Springfield for an emotion filled weekend accompanied by our wives. Everyone made it except the bombardier, Harry Edmiston, and Chet, the co-pilot. Incidentally Chet was the co-pilot on another crew assigned to help us on our first mission. I did get a chance to meet Chet when I discovered he lived in Bakersfield, California. He was the one who told me about the Association.

Frank V Hokr, Navigator, 764 Sq.
North Hollywood, California

Bay Shore, Ny

Dear Bud

Torretta Flyer No#11 got my full attention. I was particularly interested in the photo by Lowell K. Davis center left page 31 where some of the names were omitted on the bottom row. For the record they are; Arthur Shak, Navigator; Layton McDonald, Co-pilot; Lowell K Davis, Pilot; David M Bartow, Bombardier; and Thomas Woolcott, Co-pilot. Eleven members are shown because Tom Woolcott was the original Co-pilot and subsequently he got his own crew. It is important that this crew be properly identified as these intrepid airmen and their gallant aircraft are a common thread woven throughout Flyer No#11.

I am enclosing a photo of ship #20 "Guardian Angel" This was Lowell K. Davis' aircraft. The photo was taken from Nance's much discussed "Ramp Rooster". While the name "Guardian Angel" may not have aroused as much interest as did some of her peers, it turned out to be somewhat prophetic inasmuch as this aircraft escorted Bob Bedwell across the Adriatic and stood by while his crew ditched. This incident is the beginning of the story reported in Hank Ronson's letter on page 12 of Torretta Flyer No#11

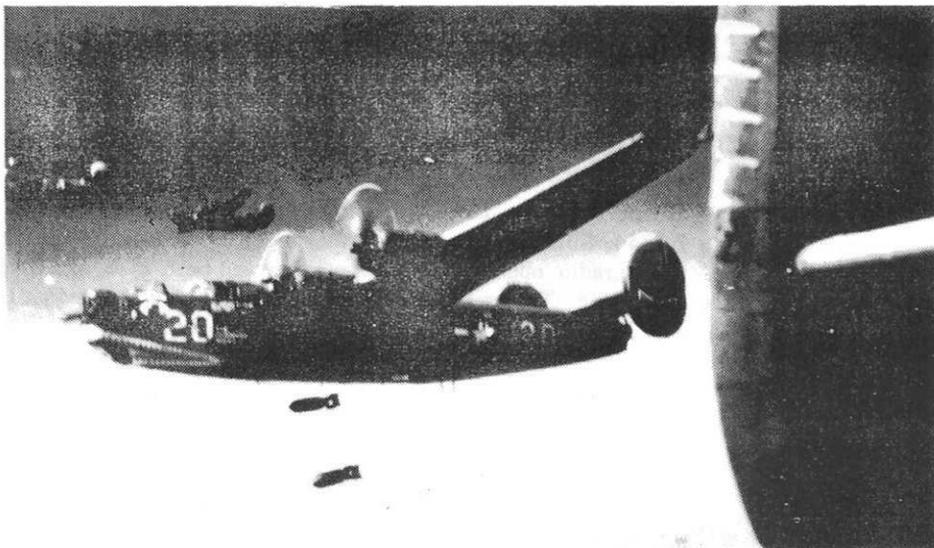
David Bartow, 824 Sq.
Ship 20 *24 Squadron



David M. Bartow, left reviews the mission plan with Layton McDonald right, Dave Bartow Photo 824 Sq.



Rome 1944. Left to right, John Cameron, Bill Adams, Franklin Mathews, and David Bartow, all of the 824 Squadron. Dave Bartow Photo 824 Sq.



Guardian Angel in flight. Lowell K. Davis, pilot. Dave Bartow photo 824 Sq.

Dear Bud and Bea

In regard to the B-24 with the hung up 500 pounder which blew up on the runway at Torretta. I am quite sure it was the crew of Lt. Donald Kooker of Bucks County, PA. The camp area of the officers of his crew and mine were back to back.

Keep up the good work.

Ruben J Kaiser, 825 Sq.

Dear Bud,

Referring to the photo of Tail Dragon top of page 22 Torretta Flyer No#11 you show "Tail Dragon" as being assigned to the 766th Sq. This is an error as I was the ship's waist gunner and I was in the 767 squadron.

Stanley A. Schwenden 767Sq
El Monte, CA

Bud,

In the Torretta Flyer No #10, page 25 in the lower right hand corner, I am the airman photographed with Donald E. Lundberg. I believe this was taken after my last mission to the Brenner Pass in February of 1945. I flew as a replacement radio operator on this mission.

Sincerely,
Dalton A Verner 764 Sq.



Dear Bud

No #22, 824 Squadron, lost in the Adriatic on August 7, 1944. Spinney, the tail gunner and Bombson, radio operator did not survive the ditching. The crew was later picked up by a German Hospital boat, their wounds dressed and put back in the water to be rescued by a friendly flying boat. Forest A. Parkins Photo 824 Sq.



This B-24 from the 824 Squadron is reported to have been piloted by Lt. Gilpin. It was so named because the story goes because they were always last. Reader comment is invited. Photo via Forrest Nance.

This photo is of a crew in the 824 Squadron. From left to right 1) Major Mialam, C/O 824 Sq; 2) ?; 3); 4) ?; 5) Standing Phelps, Engineer; 6) Spinney, Tail Gunner killed 50th mission, 7) ?; 8) Bombson, Radio Operator, killed 49th mission. The crew was shot up over the target and ditched in the Adriatic. One gunner went back inside to rescue another crew member and both were lost. They paddled their rubber boat all night and next morning saw a big white ship with a red cross on it, but when they got up close they saw a German flag flying. They were taken on board, bandaged and given German cigarettes. They were given a choice to remain on board and become POWs or being put back in their raft.

The pilot asked if they would radio their position. The crew was advised that the Germans would be notified also. They then got back in the rafts and in about two hours a flying boat picked them up. They were escorted back to base by 22 P-38s. Forest A Parkins, 824 Sq. who submitted this photo reports that he sat in on the debriefing and smoked one of the German cigarettes. Reader comment : urged to help identify the others shown in this photo.



The sad end to ship #82 of the 827 Squadron. No other details are available at press time. Photo by Forrest Nance 824 Sq.

TEAR SLIP NOTES



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.

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.



Walter Dunn 766 Squadron sent in this photo of the 461st band taken at Hammer Field, December 1943. From left, Walter Dunn, Liebman, Houde, and Alverson. Reader Comment requested.



On Page 38 of Torretta Flyer No #11, the photo sent by Simon Faherty was cut off. On the roof was 1st./Sgt. Robert Fisher left. and Mark Bales, supply clerk; right. On the ground from left are: George Williams; Norman Geary, Supply Sgt.; George Thullenson; Al Morse; and Nate Lieblich. New information provided by Wally Robinson and Ed Schrader both of the 767Sq. Ed goes on to say that this building was framed and erected by the Italians with the squadron personnel completing the work. Whenever additional materials or supplies were needed, Nate Lieblich could always obtain them with or without an official requisition.



This photo appears to have been taken in a 461st BG NCO club in Italy during the war. Reader comment is requested to identify them. File Photo



This is what a 155MM shell does to the waist section of a Liberator. A split second after Major Frank M. Poole's ship #70 (767Sq.) had dropped its load of high explosive on the railyards of Graz, March 10, 1945, the shell whistled through the open bomb bay and smashed the radio compartment to splinters.

Miraculously not a person was hurt, with the exception of the radio operator who received a slight smack on the arm. Rudder cables, interphone and oxygen systems were cut, but the plane returned safely to base.

From Left Standing, Hook, Spencer, Shaw, Ryan, Ferrara, and Poturalski. Kneeling, Donner, Hanly, Herbert, and Scott. Not shown were Major Poole and Lt Holms.

Photo and story originally appeared in the "THE 461ST LIBERAIDER" a special edition newspaper published by the 461st Bomb Group in April 1945. New Photo sent in by Harry Oglesby, 767Sq.



Crew 5, 764 Squadron, Hammer Field Decmeber 1943 posing in front of B-24H, 41-29289, "Battle Crate". They are from left standing: Vito J Parisi, Radio Operator; Euwell O. Hartwell, Engineer; Roque Gonzales, Bombardier; Keith L Fuller, Pilot; and Richard L Durand, Nose Gunner. Kneeling from left are: Elmer L. Hanson, Tail Gunner; Ira W. Hebert, Top Turret Gunner; Kenneth L Parker, Ball Gunner; Thomas E. Daly, Navigator; and Mac L. Lucas, Co Pilot. Robert L. Butlar photo 764 Sq.

AIRCRAFT SERVICE AND MAINTENANCE PERSONNEL



767 Communications Crew. Reader comment is urged to help identify them. Photo taken in Italy. The OD Uniforms suggest photo was taken in early spring or late fall of 1944. Harry Oglesby Photo 767Sq.



Engineering personnel of the 766 squadron standing in front of "Malfunction Sired by Ford" Reader comment is urged to help identify the men shown and to tell us why the name was chosen. Harry Oglesby Photo 767 Sq.



Richard Warrington 484th BG sent in this photo of the ground service crew They are from left: Kemp, Jones, Richard Warrington,, and J Truitt. Kneeling Gates, and Morgan.



Aircraft Engineering Officer Grant V. (Fang) Hansen 824 Squadron standing third from left, poses with some of his maintenance specialists. The servicing and maintenance of aircraft took superhuman effort considering the primitive conditions existing at Torretta during the whole combat operational period of the 461st & 484th Bomb Groups. Fang Hansen photo 824 Sq.

FLIGHT CREWS OF THE 461ST BG & 484TH BG



Crew # 55 (The Mountainer) 461St BG, standing left to right. Joel Fish, Earl Ostrander, Richard Berhrens, and Culos Settle. Bottom row S/sgts Williams , Meyer, Sherrette, Alexander Peisen, and Barulic. Photo taken Dec 21, 1943 at Hammer Field. Joel Fish 766 Sq photo.



Crew photo sent in by Dexter Shultz 824 Sq. Standing from left: Svela, Shultz, Ambramoff, and Gamouf. Kneeling from left Bernhardt, Foster, Morese, Mendes, Hartman, and Hoffman



The crew of Tony Nahkunst, top from left to right. Tony Nahkunst, Pilot; Carl Jurack, Co-Pilot; Donald A. Anderson, Navigator (Deceased); Harry A. Jenks, Bombardier; and Bartlett M. Garvey, Engineer. Bottom row from left, Orville J. King, Ball Gunner; Paul Householder, Waist Gunner; Vincent J. Ptak, Nose Gunner; Frank Kenniston, Tail Gunner; and Roger E. Weaver, Radio Operator. Tony Nahkunst photo 764 Sq.



The crew of 1st/Lt S.B. Porter, 825 Sq. Standing left to right: Arthur R. Hotalen, Ball-gunner; Robert W. Flippen, Engineer; James D. Boggess, Tail gunner; Joseph H. Heck, Nose Gunner; and David Dixon, Radio Operator. Front row left to right: Bernard R. Bloomfield, Navigator; Thomas J. Harris, Co/pilot; Severson B. Porter, Pilot; and William W. Lloyd, Bombardier. Missing from the photo is William Newsom, upper turret gunner. Robert W. Flippen photo 825 Sq.



AN ITALIAN/ EUROPE TOUR BEING PLANNED
15TH AIR FORCE GROUPS WILL FLY TOGETHER ONCE AGAIN
CHOICE OF ITALY OR ITALY,AUSTRIA,GERMANY TOUR

**THE 454TH BOMB GROUP
 ORGANIZING THIS SPECIAL
 15TH AIR FORCE OVERSEAS
 TOUR**

ITALY

September 15th to September 22nd, 1986
 \$1320

ITALY, AUSTRIA, & GERMANY

September 15th to October 2,
 1986 \$2100

Many of our members have written to us expressing a desire to participate in a tour to Italy . For the benefit of new members, the Association held an all Italy tour in 1981, that our members enjoyed very much. Those attending also expressed a desire to return to Italy once again. To satisfy these desires your directors have been working with the 454th Bomb Group for a joint tour.

The 454th Bomb Group was based at San Giovanni a few kilometers North on the road to Stornara from Torretta. There will be a one day stop in Cerignola. There each group will take a bus to their respective air field. Other 15th Air Force Groups may join the tour also.

Several itineraries are being planned now. Tour No.1 would be an all Italy trip at \$1320 per person leaving September 15 and ending on September 22, 1986. Tour No. 2 would include Italy, Austria, and Germany at \$2100 per person starting September 15th and ending October 2, 1986. Schedules and price quotes are tentative.

Tour information can be obtained from, Michael C. Barone Byyn Mawr Travel Agency, Ltd. PO BOX 1058 Byrn Mawr, PA 19010. Ph. (215) 525-3701



YOUR TOUR FEATURES

Roundtrip by scheduled Airline

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First Class Hotels

Continental breakfasts with juice daily

Welcome Dinner first evening in Rome, 1/2 half bottle wine per person and after dinner coffee at Checco Al 13 Restaurant

Farewell Dinner including beer on the Octoberfest Grounds

Table D'Hote Dinners all other days

Tour Manager for each motor coach

Transfers by private Motorcoach

Uniformed representatives at each airport on arrival and departure

Includes taxes, tips and service charges

Portage of one bag per person

Sightseeing by private motor coach

Hydrofoil travel between Naples and Capri

Transfers to and from hotel in Venice by private motor launch

WHAT'S UP DOC, THE CONTINUATION OF THE STORY

By M/SGT HAROLD C. JACOBS, 825 SQUADRON

Referring to the story on "What's Up Doc" by one of its flight crew that appeared in Issue #11 of the Torretta Flyer, I wish to tell the maintenance story.

I started out with the 825 Squadron in Harvard Nebraska and ended up with the Green Project in North Africa after the 484th BG and the 825 Sq broke up when the war in Europe ended.

A recent tape I made for Bombardier Isaac Smoke of Porter's crew giving details of what went on in the outfit after they were shot down over Vienna, has through channels been made a part of Training Activities at the Air Force Academy in Colorado Springs.

Ship #34 was my airplane, and it was the airplane that won the Bronze Star for me. She had a record of 55 continuous missions, 2 fighters to its credit and was headed for greater glory. Maintenance was performed throughout the night under the most primitive conditions, so that it would always be ready the next morning for a mission.

The morning of December 10, 1944, a new crew was flying #34. As the ship took off it was reported that the engines were on fire and engines were feathered and fuel shut off. All this happened very quickly during the takeoff. In reality what was reported as fire from the waist window was only torching from a rich mixture and only appeared to be on fire. As a result of the feathering and unfeathering of the engines and manipulating the fuel selector valves the running engines were starved of fuel. As a result the plane lost power and crash landed in the field south of the runway. Had the crew been aware that on occasion a rich mixture can cause a torching effect, and had they leaned out the mixture during climb out, the accident would not have happened.

(See Editors note following the story)

The plane was carrying Booby Trap Bombs. It lay for three days before we went to examine it.

The left landing gear was down and locked. The right landing gear strut and all was sheared off. The nose wheel crumpled into the fuselage on impact.

After the time had expired for the booby trap bombs to go off we entered the ship. The arming wires were still in place making the bombs quite safe. The ordnance crew under Sgt. Matranga removed the bombs as shown in the accompanying photograph

We inspected the engines for fire damage and found none. The inside of the waist gate showed deposits of carbon due to the richness of the mixture.

On impact the windshield was partially torn away enabling the pilot and co-pilot to merely step out of their seats walking out on the top of the fuselage and then jumping down to the ground. The fuselage never split apart as the photos show.

No #34 saw service earlier in France when part of the 825th was at Avignon hauling supplies of fuel, 50 Cal. ammo and 500 lb bombs for General Patton's army. These supplies were lifted to Lyon and later North to Dijon as the Germans moved out.

As a crew chief on ships #34 and #31 I had the good feeling of sending many aircrews back to the states when they completed their tour of duty. This was a wonderful feeling. However when all of the ships had returned to the revetments after a mission and yours was empty that was a sadness that only someone who has had this experience can understand. Many times a crew chief cried when his ship did not return.

Stud Hoss (see photo elsewhere by John Grimm) was crewed by M/Sgt Leonard Suiter. Some of your flight crews might remember how you fought to get just one mission on this ship. I believe it was the only original ship in our squadron to survive the war and return home. I understand also there was an effort to scrap it but enough pilots thwarted that idea. With it's old camouflage paint it stuck out in a formation of newer aircraft.

On page 14 of Torretta Flyer No 11, reader comment requested. Ship #41 that crashed was not flown by Crew # 41 or Porters crew. Crew 41 had gone down previously on a raid to Vienna.

Crew numbers and ship numbers had nothing in common. As I recall M/Sgt. Lepley was crew chief of #41.

Enjoyed a reunion with Isaac Smoke, bombardier, and John Chaffe Jr. radio operator on Porter's crew that was shot down over Vienna. I had often wondered what happened to the ship Big Dick on that day and after almost 41 years I found out.

It was at Lyon where I viewed the atrocities of Klaus Barbie, the butcher of Lyon. In one hangar where I went looking for souvenirs we found row upon row of dead women and children massacred by the Germans. The Germans upon capturing the airfield had rosters of French Jews, the addresses taken from the men who worked at the airfield. They went to the homes dragging back the women and children to the field where they were lined up at the edges of bomb craters, to be machine gunned and pushed into the craters then covered up. As they were dug up the French laid them upon the hangar floor for identification.

I was crew chief of the following:

"BIG DICK" #31. Porter's crew, lost Vienna June 26, 1944

"WHAT'S UP DOC" #34. Crashed end of runway

"BONA VENTURE" #31. Shot up, went to Russia, confiscated

"SNUFFIES PUBING MISSION" #31. Shot up, went to Russia, Yugoslavia.

I would like to hear from anyone who knows of any other original B-24, besides "STUD HOSS" that survived the war and returned to the States.

THE END



In reference to the story of What's Up Doc ? on page 14-15 of the last Flyer I'm enclosing some additional photos of the ship.(No.1) ship 34 before the accident. (No.2) Crew Chief M/sgt Harold C Jacobs in front of wreck. (No 3) 34 under repair after being shot up near Vis.(No.4) Ordnance crew with truck under the direction of M/Sgt Leo Matranga (standing by the truck with back to the camera). Lt J R Dowless Operations Officer,(in ODs and O'seas cap between the fuselage and No 2 engine) supervises the removal of time fused bombs. (No 5) Maintenance crew of ship 34 preparing an engine change under dust free conditions.From left they are M/Sgt Harold C Jacobs,Eddie Carpenter, and electrician Henry Glass.

M/Sgt Harold C Jacobs,824 sq.



PHOTO NO. 1



PHOTO NO. 2



PHOTO NO. 4



PHOTO NO. 3

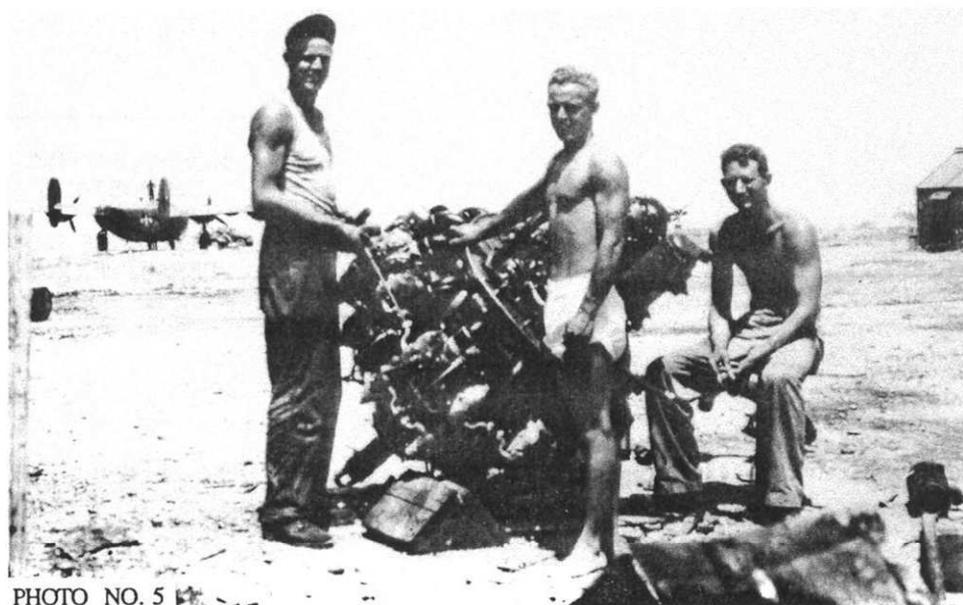
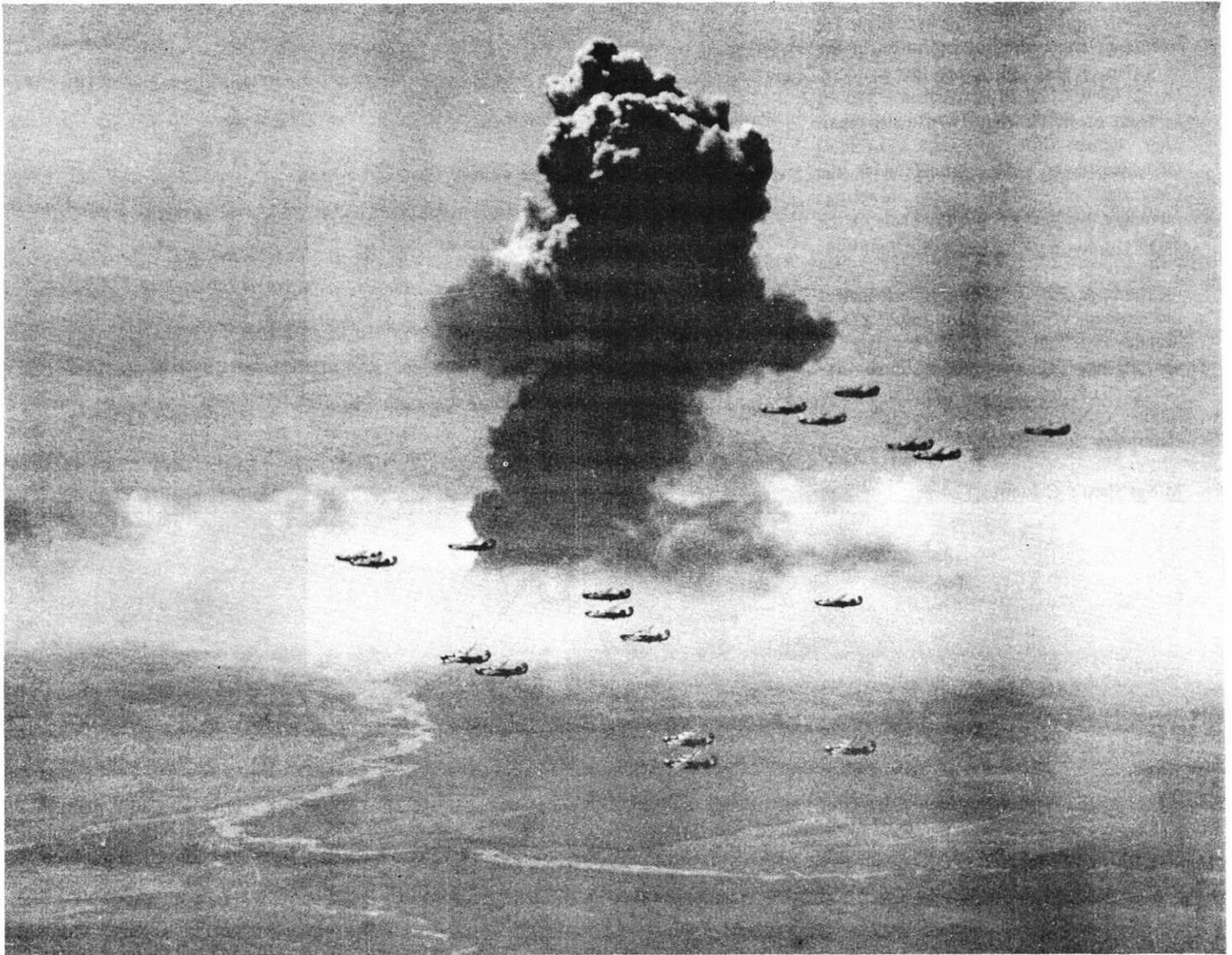


PHOTO NO. 5

Editors Note: The pilots Flight Manual called for take off power in auto rich, then an adjustment to auto lean at cruise power. During WWII many pilots were taught to only use the auto detents for carburetor mixture adjustments. It was only after Col Lindberg went to the South Pacific to teach the P-38 pilots how to lean their engines to best power to increase the range of the fighters, that this practice was accepted. In this procedure, the mixture control lever is raised out of the auto detent while the increase in RPM is observed. At the point of further leaning when the RPM starts to drop off again, the mixture lever is stopped. This is called, "Leaning to Best Power". The radial engines of WWII required a rich mixture for take off power to aid in cooling the cylinder head and the exhaust valves.

Some fighter planes of WWII (Gruman F6F) used water injection for cooling at high power demands such as at take off and fast pursuit. The water-menthol alcohol mixture replaced the fuel that was used for cooling more efficiently allowing greater take off power. In the case of the R-2800 engine, as used in F6F,F4U, and the later Commerical Douglas DC-6, The increase in power from 1950 HP to 2400 HP was quite dramatic when using water injection.



A column of black smoke rises up from the blazing Xexia Oil Refinery at Ploesti, Rumania following a pounding by the Fifteenth Air Force bombers on 10 August, 1944. A formation of Consolidated B-24 Liberators leaves the scene of destruction. (United States Air Force Photo, via Tom Hendry, 764 Sq).

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