

turn outward. A Spitfire flying along the African coast so we don't get stale. Decide to abandon the idea of letting our beards grow until our first combat mission because the oxygen mask makes your face itch. Barnum and Bailey never had camels this dirty or ugly.

ITALY

Away we go, crossing just below Sicily on a beautiful day and I am getting stick time in the co-pilot's seat. The major taps me on the shoulder and points to the loose cover over the oil cap on No # 2 engine. " No Dzus is a bad Szus." So this is Italy. Easy on the pepperoni in my pizza.

The End

Topeka, Kansas
Dear Bud:

On page 19 of Torretta Flyer No 13 lower left, I have some additional names of our Radio Maintenance Crew as follows: Standing center top row next to Newton D Lewis, (far left) and (L) Sagonavich is PFC James Lawler. Sipes; and PFC or Cpl Meguel Chavez. Kneeling from left: Sgt William Beatty; Sgt Harper; Bill Knapp (D); and PFC Eddie Gauthier.

William J Beatty 824 Sq.

Bud

I was an original crew member with most of crew 63 in the 29th B Group at Boise, Idaho in the summer of 1943. Col Jimmy Stewart was a squadron CO but I never had the honor to fly with him. Good crews came out of the 767 squadron, 61,62, 63 were the top three. I did receive a nice letter from a

friend, Pete Henspeter of Bodfish, California. I sure never heard of that one before. He was on crew 75 with Robert E Scott of Mariposa, California. Pete saw my letter in the last issue of the Flyer.

Be seeing you,

Dennis Cheek 767 Sq

Detroit, Michigan
Dear Bud:

The picture of B-24 number 29 on the front cover of Torretta Flyer No 12 was the crash of Lt Mac Mullen's plane, 765 Squadron. We were returning from a mission to Linz, Austria January 29, 1945. We were unable to drop the nose wheel due to frozen mud during the approach. However we were ordered to allow the following plane to land ahead of us due to an injured flyer, so we started another approach. With number 4 engine feathered and working on the nose wheel, we were only 500 feet from the ground the other three engines cut out. Our navigator Seymour J Tenner ran past us to the front of the plane for his chute. We crashed about 4:30 PM and the ground crew didn't remove him until 9:00 Pm, being injured he died the next day.

A few days later a fill in bombardier stated that the crew chief had learned there was remaining gasoline so we didn't run out of fuel.

Later I learned that the fuel lines were damaged by flak and rubber fuel lines collapsed when the transfer pumps were started.

My sincere thanks to you Bud and your wife for the wonderful enjoyment at these reunions

George Christie 765 Squadron

Bud Markel,
461St & 484th B G Assn

Dear Sir:

Sign me up for membership in this group. I flew as top turret gunner on ship #70 ,827 squadron 484th Bomb Group. I am a member of the original crew of ship #70 that we picked up in Lincoln, Nebraska. Enclosed is a picture of the original crew. Keep it for display at the next reunion.

Robert W Day 827 Sq.



Top Row from left: :

James P Spaulding-Co/Pilot (Later Ist Pilot), John J Dunn-Navigator (later Group Navigator), Hewit-Bombardier (Later Group Bombardier), Marvin N Watson-Engineer, and Lawrence A Moxely-Ball Gunner. Bottom: Robert W Day-Top Gunner, and Patrick M Layne Jr-Tail Gunner. Not in the photo are Wilburn M Kitchen-Pilot, and Willie Wong-Radio Operator who were in the hospital recovering from wounds at the time this picture was taken. Also missing from the photo is James Martin-Nose Gunner. Robert W Day photo 827 Squadron.