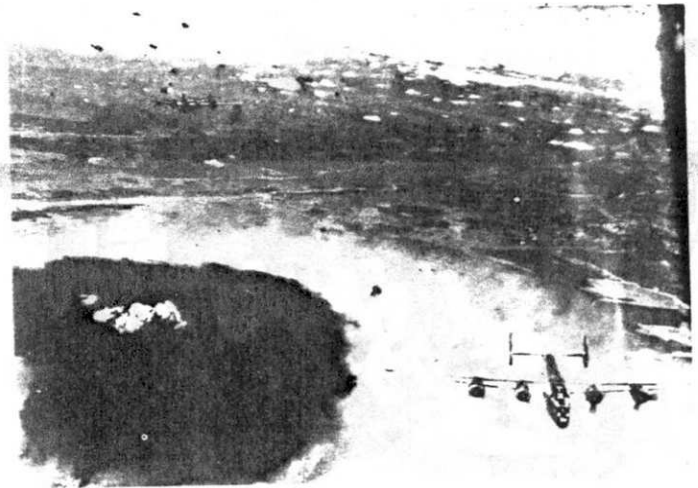


461st & 484th BGA
Bud & Bea

This is a real good shot of "Malfunction". We were granted the use of this old bird when we arrived at the 767 squadron in "44". She always brought us home without fail. The photo is from the Don Charland collection.

Tom Moore, 767 Sq.



As we left the target, flak severed the trim tab control cable to the right rudder. This left the trim tab free to flutter wildly in the slip stream and caused the whole tail section of 81 to vibrate badly.

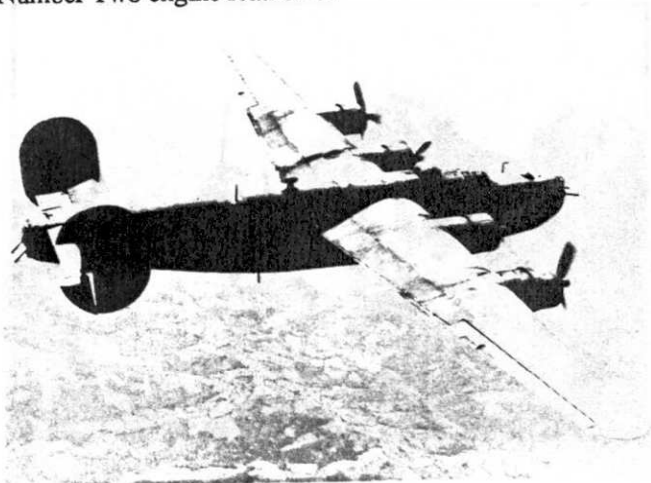
For some reason this caused unhappiness up front. The intercom came alive, I could hear Lt Spaulding, (or Spalding), well enough, but when I tried to explain, the vibration came back making it impossible for the crew to understand me. In a very short time, the tab tore itself loose carrying part of the rudder with it. Everything settled down and #81 came home. Others on the crew that day that I can remember are Keffer, co-pilot, Watson, Gilbert, and Brownie,

Parker Shaw, 827 Sq.

Dear Bud:

I am enclosing two photographs, which may be of some interest. As to the one of a Ploesti mission, I have no information. It was given to me by S/Sgt David Shertzer, of New York. We were both stationed at Tyndall AAFB, Florida as gunnery instructors after returning from Italy, and an instructors course at Laredo, Texas. My log shows that I had two Ploesti missions, but I don't know if I was flying the day the photo was taken.

The picture of 81 was taken on the return from a Budapest, Hungary mission on July 27, 1944. This one I do have vivid memories of as I was flying tail. If you'll notice about 1/3 of the rudder is missing and closer observation shows Number Two engine feathered.



Hi Bud:

The Torretta Flyer No 14, was the best yet. Of particular interest to me was the picture of the crew of Lt Robert E Arbutnot. I was a member of that crew. All of the crew members survived the war. We became a lead crew later, so sometimes our navigator, bombardier, and co-pilot flew with other crews. The navigator, Lt Leland J Harp and bombardier, William E Patterson Jr were shot down and became POW's

On page 15 Torretta Flyer No 14, The Official Report of mission number 67; 22 July, 1944, Ploesti Oil Refinery, Rumania shows that Lt Jack T Gunn bailed out near the base and sustained a broken leg. If my memory is correct he was flying with 1st Lt Taylor, who was noted in the report as bailing his crew out. Our crew was not flying the day of the Ploesti mission

I remember the bomb dump fire. It was some display of fireworks, and the smoke over the runway was bad, and strong crosswinds made it even worse. It was almost impossible to make a normal landing.