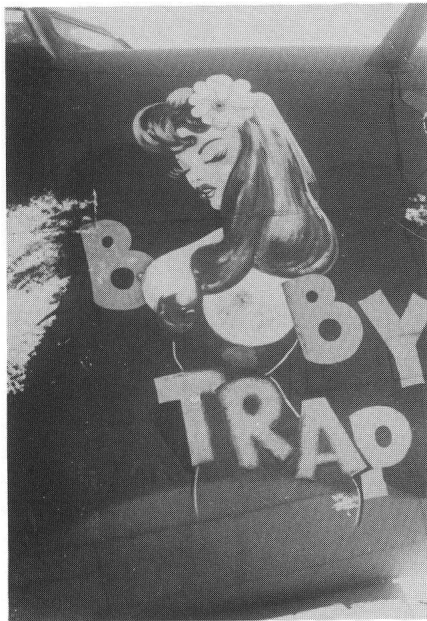




Top row from left: Walter S Rogel-B, unknown-N, Stanley Dunsmore-C/P, and John W Roney-P. Bottom row: Forrest Parkins-T/G, Arthur Johnson (D)-E, Grifford-U/G, Stephen A Cronan (D)-R/O, Von Ray Harris-N/G, and William Delonga-B/G. (William J Delonga photo)

Here is a photo of my crew (above).  
Take care,  
William Delonga



Booby Trap, (Tillman Gressitt photo)  
per left hand corner co-pilots sliding window. Some German FW-190 fighters were reinforced in a similar manner. See also on page 11 "Rhapsody in Junk."

Atlantic  
Highlands, NJ

Dear Bud:

Please find enclosed a photograph taken at Torretta: photo 1 Booby Trap,

Tillman Gressitt  
827 squadron

*Editors Note:*  
*This ship may have been transferred from the 8th Air Force. The copilots 'sliding glass window is bullet proof. See the extreme up-*

M/Sgt Harold C. Jacobs 37414279  
484 BG, 825 Sq

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West Caldwell,  
NJ  
Dear Bud:

In response to your request for data on the 766 squadron, I am enclosing a photograph of the Ordnance Section taken in Italy in 1944. The picture of me was taken during basic training Miami Beach, Florida. Sorry I can't give you any more information, but after 50 years a lot of things have been forgotten.

Sincerely,  
Russell C  
Mac Eachern,  
766 Sq.



Russell C Mac Eachern, Miami Beach, FL, 1943 ( R C Mac Eachern photo)

Palmyra, Missouri 63461  
Dear Bud:

In reply to Torretta Flyer # 20, back page with picture of "The Rover Boys." This was my airplane, I, being Crew Chief.

The photo in flyer #20 shows Lt. Henshell, Assistant Maintenance officer, Capt J.R. Dowless was Chief Maintenance Officer.

The "Rover Boys" came to me as a replacement airplane . S . B . Porter's crew flew this aircraft a lot. I changed the name from "Rover Boys" to "Ahhhh What's Up Doc" and it was with this aircraft that I won the "Bronze star Medal" it had, I forget, how many continuous missions without missing one. This aircraft also was involved in the "supply" missions in France where we were based at Avignon, flying gasoline, bombs and ammunition to Patton's forces at Lyon and Dijon. While "34" "What's up Doc" was in France many of the French people came to the airport to see the nose design.

"34" was assigned to the 825th Squadron and crashed on take off destroying the aircraft. One picture of the crash was featured in your Flyer#10 dated Spring 84.