

Just before command was turned over to the mother ship, the live crew were to parachute out of the flying bomb. It is believed that when Kennedy turned on the autopilot to stabilize the plane before jumping the ship blew up. Joe Kennedy's remains were never found but pieces of his aircraft were found years later and are now on display at Framlingham, including a 3 by 4 foot section of the bomb bay door. The rollers are rusted solid, but the aluminum is in remarkable condition. It isn't often one gets a chance to touch a bit of history, but your editor did.

The excavation of aircraft crash sites is called Aviation Archeology. In England, most of the crash sites are known. As a result excavation activity is slowing down. Association members visiting England should plan a visit to Thorpe Abbots and Framlingham, as well as the Imperial War Museums in London and Duxford (Memphis Belle was shot here). The RAF Museum in Hendon on the outskirts of London shouldn't be missed either.

It is not known if any excavation of crash sites in Italy has taken place to date. We all know that many B-24s and other aircraft lay at the bottom of the Adriatic Sea, with a goodly number of aircraft from our groups laying side by side with the others.

It is not unusual to say that the victors write most of the history of war. In the case of the 8th Air Force, some of the best and most detailed books are written by English authors who did not experience the war themselves, but have researched and spent many painstaking hours to produce excellent works. Some of these books are in the Association's collection

### Acknowledgments

The front cover photo comes from Tony North of Norwich, England. "Friendly Rivals" comes from the magazine, Air Power History and is reprinted by permission of The Air Force Historical Foundation, published for the Virginia Military Institute, George C Marshall Foundation.

"Friendly Rivals" is sure to stir up, among other things, more controversy over which aircraft was better, the B-17, or the B-24 and, of course, the 8th Air Force vs the 15th.

The author of the article, Kenneth P Werrell bases his conclusion on the loss records of each air force. If the records are correct it would be hard to argue his case,

We do know that in the case of aircrews, those with more experience had a better survival rate. In the case of the B-24, the survival rates also depended on how well they worked together. Skills like good pilotage, overlapping skills, such as pilots who were also good navigators, team work between pilot, co-pilot, and engineer, good fuel management, pre-knowledge of safe ditching procedures, how to rid the aircraft of hung bombs safely, and so on. It may have been that different aircraft required more pilot experience than others. Bomber pilots entering combat with about 250 hours of experience may have been sufficient for the B-17, but we know the B-24's "Davis Wing" had different flight characteristics and may have required additional flying time for pilots to reach an equal level of perfection.

It must be remembered also that the first B-24 flew just nine months after the first drawings were made. The B-17 had a much longer gestation period. The B-17 flight manual reflected a multitude of changes during the time between the first flight and the time when the plane was first issued to WW II combat crews. On the other hand, the B-24 was built in such haste that the fuel quantity gages for the outboard Tokyo tanks were forgotten and were not installed until the "L" model was introduced late in the war.

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"Col. Gunn is Back", was submitted by our own Stan Hutchins, 824 Squadron.

"The United States Strategic Bombing Survey, A Summary", was printed out from the Association's microfilms. The survey is based on the complete work that runs into many volumes.

# The Torretta Flyer

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