

Stuttgart, Ark., for 14 months. and then received further training in four engine ships at Smyrna, Tenn.

Editor's Notes: The target that day was the Herman Goering Tank Werks, Linz, Austria. Bomb Load 1000 Lb G. P. Weather CAVU. Reichmarshall Herman Goering, Chief of the Luftwaffe, also owned the Herman Goering Tanks works outright. He had the power to order a huge fighter force to defend his property, and apparently he did so with disastrous results for the 461st BG. A huge air battle took place that day with 15 B-24's lost from the 461st Bomb Group. Claims for enemy aircraft shot down were 31, 19 probables and 9 unconfirmed. All bombs were salvoed short of the target. If the claims of fighters shot down that day are correct then the crew of "All American" accounted for almost half of the claims. Not bad shooting.

#### The First "All American"

The First "All American" was a B-24 in the 765th Squadron, 461st Bomb Group. Reliable information suggests that she was flown by Bob Chalmers on 25 July, 1944 on a mission to Linz, Austria. The group was attacked by 25 FW190 and 125 ME109 Fighters. Eleven 461st B-24's were lost over the target and four more on the way home. The "All American" made it back and was credited with shooting down 14 German aircraft, the largest number of planes shot down by any aircraft on a single mission during World War II. On 4 October, 1944 the "All American" herself went down over Yugoslavia.

—From the 461st LIBERAIDER

#### James D "Dick" Cummins 825th Squadron

James D "Dick" Cummins, 70 passed away May 4 1991. In 1945 Lt-Cummins, assistant wing navigator 49th Bomb Wing was awarded the DFC for extraordinary achievement while on a mission to Vienna, Austria, when his bomber was so aged by anti aircraft fire that he was forced to bail out before a mission in 1945.

"We were up and there were wounded electrical gone and our crew were out. The was no longer Cummins re-



James D "Dick"  
Cummins.

L t Cummins helped bail out the wounded and the others. Then just before the pilot, he jumped. He landed amid a group of Yugoslavian partisans. They first thought he was a German and it was not until he found a Tito follower who could speak French could

were badly shot were several aboard. All our equipment was superchargers interphone also working," called.

Cummins passed "Lighten ship"

Cummins passed "Lighten ship"

Lt Cummins impress upon him that he was an American. The partisans took him to the Russians, who treated him wonderfully. Within 10 days his return had been arranged and he found himself back in Italy.

He entered the army in June 1942 and was commissioned on March 6, 1944. He flew his first of 34 missions on August 22, 1944 to Vienna and his last on April 25, 1945 to Linz, Austria.

After the war he served with the Air Training Command, the Alaska Command, and the Strategic Air Command. He is survived by his wife Nancy, two daughters Carolyn Cummins, Mary Kay Brittingham, a son James D Cummins III, and three grandchildren.

#### Colonel John B. Paine, CO 826 Squadron

John B. Paine, USAF retired, passed away November 6, 1991. He was a graduate of the University of Texas at Austin. He graduated from the Army Air Corps Flying School at Kelly AFB, San Antonio, in August, 1941, and married Hazel Jo Ivy Kilgore the same month.

Colonel Paine was Squadron Commander of the 826th Bomb Squadron based in Italy during World War two and accepted a regular commission in the Air Force after the war. His last two assignments during thirty years in the service were at Amarillo AFB as Wing Commander of the 461st Bomb Wing, which received the outstanding unit award under his command at Barksdale AFB, Shreveport, Louisiana, as Inspector General of the Second Air Force, where he was presented the Legion of Merit for outstanding achievement.

#### Col John L. Mulligan USAF Ret. 827 Squadron

John Mulligan, a longtime member of the Association, attended many reunions where he met and made many friends over the years. He started his military career at Maxwell AFB in 1942, he retired in 1973 after 31 years of military service. During World War II he flew a combat tour in B-24s with the 15th Air Force. Among his decorations are the Legion of Merit, Air Medal with clusters, and Purple Heart.

John Mulligan was navigator on crew #75, 827 squadron piloted by Joseph W Simmons. Other members of his crew were: Edward A Silven-C/P, Victor P Ranalletta-B, Herbert W Bucknall-E, Vincent S Maillard-R/O, Gilbert E Neher-B/G, Richard Koepke-U/G, Lawrence J Link-N/G.

Letter from John Mulligan's daughter Lisa:  
Prattville, AL

Editor Torretta Flyer

Hello:

I am sorry that it has taken me so long to get back to you. Let me tell you first how nice it was to receive your letter. My family and I really appreciated it.

My dad actually passed away on April 8, 1991. He had been