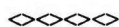


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Flyer regarding the controversy of the B-24 vs the B-17, didn't mention what I still consider one of the most important points in favor of the B-24 and that was the tricycle landing gear. Myself and some other pilots I knew came to recognize early that we were really not natural aviators and didn't have the feel for making consistent good landing on conventional gear which required stalling in from a well judged height. The B-24s tricycle gear made it possible for me to stay in business.

I wonder if some knowledgeable source could be found for a future write up about flak such as "Purple flak, "the airman's" version of the "purple shaft" is what veteran airmen used to warn new crews when they checked in. On some sorties against heavily defended targets such as Bleckhammer, Linz, etc. We experienced black puffs, (88s), big gray puffs (155s), smaller white puffs which we understood to be phosphorous, white puffs that blew smoke rings, and so on.

Again thanks, Bea and Bud,
Bob Kelliher, 765 Squadron



Austin, Texas
Dear Bud;

I could not resist sending you a photograph of me in front of the "All American" when it was in Kansas City.

Best regards to all,
Lowell K Davis, 824 sq.



Lowell K Davis at Kansas City, LK Davis photo

Minot, North Dakota
Dear Bud & Beatrice,

On 11 December 44, our crew flew plane #83 (Shown below under repair) on a mission to Vienna. Edmund J. McLaughlin was the pilot. We bombed a freight yard in Vienna and an 88 mm shell went through the right wing and exploded above us. We lost all of the fuel from the right auxiliary tank. We shut that line off and manifolded the other gas tanks to the number 3 & 4 engines. The # 4 turbo-charger impeller was also knocked out. We didn't have to shut down the number 4 engine as we still were drawing 25" Hg. at 2400 RPM.

We were alone on our way home and another B-24 with the Red Ball marking and I think it was numbered 51, came up under us. McLaughlin pulled the craft sharply up and we stalled out and did a two turn spin. He was able to pull out of the spin and we

made it back with no further problems. Mac checked with Intelligence and they said that the plane that nearly rammed us was no longer on inventory and was presumed to be flown by Germans. They immediately wheeled around and headed north after they sent us into the spin. I thought that you might like to have this photo for your collection. See you in Dearborn.

This is Aircraft # 83 of the 827th Bomb Squadron. The man sitting on the wing between No 3 & 4 Engines gave me this photo and I believe his name is Frankel. I don't think that he was a member of the 827th. A person told me that they thought that he was from a repair or some such Squadron stationed near us.

Best wishes,
Charles B. Lowell

Editors Note: The 496th Service Squadron based at Torretta was charged with heavy repairs that could not be accomplished overnight by the line crew. Frankel is obviously a sheet metal mechanic.



Frankel