

Dear Bud:

I was especially moved by Charles Beal's article in the Summer-Fall 1992 issue of the Torretta Flyer describing the establishment of a memorial to the six airmen who lost their lives aboard the B-24 nicknamed the "Exterminator".

They, along with the many others who lost their lives in non-combat accidents during World War II and other wars, including the "Cold War", gave their lives for their country just as surely as if they had been lost in combat. To each of them, we and the nation owe a lasting debt of gratitude.

It is heartwarming indeed to see that the teachers and students of an elementary school near where they went down were moved, some 48 years later, to remember them with a memorial plaque dedicated in their honor.

Keep up the good work.
Sincerely,

James P. Mullins,
General AF, Retired

Wilson, NC
Dear Bud:

In regards to the war diary of Roy A Nichols, 825 squadron and the cover photo, in which he describes the plane landing with a hung up bomb that jarred loose on landing August 13, 1944. I arrived in our squadron on August 18, 1944. This same thing happened after I was there, and it's hard to believe the same thing happened twice. If I remember the one which I refer to did not kill the entire crew.

Marvin Watson, who has had some medical problems too, comes by my store in Wilson, North Carolina often. You may remember we attended the Orlando reunion together.

I think Torretta Flyer No# 22 is the best yet. I don't know if they are the fondest, but the magazine does bring back memories. I am afraid many of my medical problems of today began in the service.

Sincerely,

Jim Ellis 827 Sq

Port Jervis, NY
Dear Bud and Bea,

I would like to comment on Torretta Flyers No #21 and #22. In Flyer #21 Mission Wels, Austria May 30, 1944 Messerschmitt Aircraft Factory cited as perfect bombing by the 15th Air Force. The caption under the photo states that 37 aircraft made the attack, and one turned back. Our plane, piloted by Robert R Nichols, and Barrow F Neale, developed engine trouble over Yugoslavia, and could not keep up with the group. After calling for P-38 fighter escort, who drove off the enemy fighters, we continued on to the target and dropped our bombs and returned late with one dead engine and one not developing full power. We did *not* abort.

In flyer No #22 View from the Editors Desk in regards to the

crew of Chester Ray 766 squadron. I am puzzled by this as I remember a crew in the 826th known as the "big" crew, big Chet Ray, big Shorty Rahl, big Moose Moss. their radio operator was known as big Coop Cooper. I do remember they crashed on the runway destroying the airplane. The crew went to Italy with the original group as we did. Our ship was Puss n' Boots #64, S/N 42-28835. We finished our tour in August of 1944.

Thank you and Barrow F Neale for the crew and nose art photos in Flyer #22.

Hope to see you all soon.

Best Wishes

John Hicks 826 sq.

Editors Note: You are correct Chester Ray's crew was originally assigned to the 484th Bomb Group but was transferred to the 461st Bomb Group before their crash in Southern France.

Vienna, VA
Dear Bud

Attached is a photo of the crew with which I returned to the US shortly after VE day. Pilot Bert Seaman, Brodsky, and Heidinger both of whom live in Florida, Szemrelyo of Connecticut, Niemezura who lives in Massachusetts, and Knott were members of the original crew with which I trained and flew 28 bombing raids in 1944 and 1945.

As the press notice indicates we flew the first plane back to the US in mid-May, 1945. Discharged in October 1945, I did not hit my twentieth birthday until December 23, 1945.

All the best.

Joe Shugrue 827 Sq.



The Crew: from left bottom row; Richard C Knott N/G, B F Owens C/P, Albert Seaman P, John A Vintier N, and Peter C Heidinger R/O. Back row from left; John J Stephen G, Joseph N Shugrue B/G, Stanley Szemerylo U/G, Leonard Brodsky E, and Stanley W Niemezura T/G.