

The Torretta Flyer



The Torretta Flyer

Redondo Beach, California

Fall-Winter 1992 No 23



About this Issue.

One of the fears your Editor always faces when starting a new issue of the *Flyer* is that there won't be enough material to fill up the pages, and invariably I always seem to end up with more than enough. Through the generosity of Martin Bowman two fine stories appear in this issue,

Glenn Miller Story

Glenn Miller, Missing, Presumed Murdered, and B-24 Liberators in RAF Service. I picked the Glenn Miller story because the controversy over his disappearance continues to interest many people from around the world. His popularity seems to have grown way beyond what would have occurred had he lived his normal life span. The fact is, his music was universally loved not only by the British, and the Americans, but by the people of the axis powers as well. How else can you explain the many airings of his music by Axis Sally?

Liberators in RAF Service

British Liberators is another interesting story from WWII because their experience with the aircraft was different than ours. Remember how we all smoked in our aircraft and why it would have been impossible not to smoke with the stress of some of those missions. Well, the British had the ash trays stripped from their ships and they were forbidden to smoke in the air. What a brave lot they were. See the story that starts on Page 15

Chester C Busch

We had a chance to enjoy a visit with Chester C Busch, deputy CO 484th BG and his wife, Betty, at the Dearborn reunion. He graciously loaned me his scrap book that included the No 1 copy of the 484th BG Statistical Summaries of Combat Operations written by Chester C Busch himself. It is time to include this work in the *Flyer* and so it appears starting on page 22. A Photocopied version of the Summaries has been on display at the reunions.

John Beitling's Contribution

John Beitling has been a B-24 historian for many years. His interest has been the tracking of every B-24 built. The story that appears on pages 6 to 10 is a result of his pouring over countless Missing Air Crew Records. The reports did not always show the aircraft name which accounts for the many missing ones. I added a few serial numbers to this list from looking at photographs in the Association's collection of crash photos. In the course of responding to John's many requests for information, I finally was able to add a list of the B-24 Serial Numbers that appear on Movement Orders that members have been sending in to us these many years. The complete list will be published in a future issue. As you can see we have run out of room in this issue.

I want to thank Martin Bowman and John Beitling for their generosity in sharing their work that took many hours, months and years to complete. This issue is dedicated to the two of them from a grateful editor.

The 484th Bomb Group Missions

We have published for the first time the mission list of the 484th Bomb Group as it appeared in the Statistical Summaries. See page 27. Members submitting stories of their war experiences for publication in the *Flyer* can use this list as well as the Combat Losses List to help establish the dates and targets for their narratives. It is hoped these lists will jog the memories a bit so that more material will be available for publication.

The Torretta Flyer Itself

It was my intention when the organization was formed that when time permitted a history of the 484th Bomb Group would be written. As you can tell, time never permitted. But as it turns out, the *Torretta Flyers* already contain much that would be included in a history, this issue especially adds to this. So do continue to send in your diaries, and war stories.

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The *Torretta Flyer* is the official publication of the 484th Bomb Group Association. Normal distribution is limited to members only. Requests for copies from non members should be directed to the editor.

Contributions of stories, articles, memorabilia, and graphic materials to the *Torretta Flyer* are always welcome. Clean typewritten manuscripts and Microsoft Word disks are preferable. Other forms are acceptable also. Please contact the editor for further information.

The *Torretta Flyer* reports primarily on the history of air warfare during WWII and the accomplishments of members of the 484th Bomb Group during WWII. From time to time the magazine will cover other subject matter related to aeronautical events as material becomes available. Readers are encouraged to submit their own stories or material from other sources.

Editor, Bud Markel
Associate Editor, Bea Markel

Board of Directors 1992-1993
484th Bomb Group, Bud Markel.
Bea Markel, Frank Valdez, John Billings, and Charles McKew.

Scholarship Committee, Chris Donaldson, Ed Goree, Ross J Wilson

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News of the Association

The Dearborn Reunion

Warm, sunny weather and a host hotel of unusual beauty, the Dearborn Inn, helped make the 1992 reunion, in Dearborn, Michigan, a memorable one for all of the guests who attended. The ladies enjoyed a tour to the nearby Ford Estate. Members and guests also toured the Yankee Air Force Museum, located near the Willow Run Bomber plant of WWII fame, (where Ford built all those B-24s). The building is presently used by General Motors. The Henry Ford Museum and Greenfield Village, a stone's throw from the hotel was also a major attraction for attendees.

Because the Dearborn Inn was located away from a commercial center many informal lunch and dinner meetings took place during the reunion that in themselves became happy mini reunions.

At the banquet Saturday evening Ellsworth Goodell was presented with a much belated DFC by his pilot Vincent O'Shea, who had reminded the War Department that Goodell's DFC was not awarded to him because of a quick change of station when the European war ended so abruptly in May of 1945.

The Color guard under the direction of T/Sgt Jacob Williams of the Michigan Air Guard put on a spirited parading of the colors that drew immediate approval from the attendees. The pride in which the airmen carried the flags and their precise military turns, and bearing awakened warm patriotic feelings.

The Ed Burg Orchestras' up-tempo beat added to the happy mood of the evening. Their jazz style interpretations of the old standards of the 40's drew large numbers of guests to the dance floor. The music sounded so good to Lyle Gressitt, a professional jazz singer, and daughter of member Tillman Gressitt, she joined the band to sing many songs. Ed Burg along with everyone else was very impressed. He wanted to hire Lyle right on the spot.

Chaplain Kenton R Gottschalk delivered the banquet invocation Saturday evening and performed the memorial service Sunday morning with a true warmth of understanding. He had deployed with the Air Guard to Gioia several times and was surprised to find out that Gioia had served during WWII as a replacement depot.

Art Shaw of the 827 squadron came to the reunion with silver nylon jackets that

were imprinted with the association logo making them quite attractive. One was raffled off to raise money for the Scholarship Fund. Harry Watkins 827 Squadron held the winning ticket. It fit as if it were special ordered for him Members interested in obtaining a similar jacket from Art can contact him through the association.

The Dearborn reunion was a huge success.

Annual Meeting Report

The annual business meeting took place on Saturday morning, September 26, 1992, at 10 AM. The minutes of the last meeting and financial report were approved and the written report prepared by Chris Donaldson, representing the Memorial Scholarship Committee, was given, indicating that the 1991 scholarship awards which were to have been presented in the spring of 1992, have been delayed until the 1992-1993 school year in Cerignola and that the precise date and time in April or May of 1993, will be set by the Cerignola educational administrators headed by Prof. Umberto Albanese.

Name of Corporation Changed

Members in attendance at the annual meeting approved the change of the corporation name to the 484th Bomb Group Association, in accordance with the notice of the annual meeting mailed to all members. For more details, see the following report of the annual meeting .

In accordance with the recommendation of the Board of Directors, the following proposed changes to the Articles of Incorporation and the By-Laws were approved by the required majority of members in attendance. The name of the Corporation in the Articles of Incorporation was changed to 484TH BOMB GROUP ASSOCIATION.

The By-Laws were amended to include three classes of membership, regular, honorary and associate, effective January 1st, 1993, as follows:

Regular members shall be those persons who were formerly members of the

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<i>Cover Photo. Ship #72, 827 squadron, a B-24-H-15 FO was built at Willow Run by The Ford Motor Company serial number 42-52667. "Troublemaker" is being kept out of trouble by an escorting P-38 when this photo was taken, but later on she was forced to ditch in the Adriatic Sea on October 23, 1944. 484th BG photo via King Beach 827 sq.</i>	

484th Bomb Group and its support groups during the years 1944 and 1945, and their spouses, widows, and lineal descendants.

Honorary members shall be those persons who are not otherwise eligible to be members of the corporation, but who in the opinion of the Directors, have performed services for the Corporation warranting their appointment as Honorary members.

Associate members shall be those persons who were members of the 461st Bomb Group during the years 1944 and 1945, their spouses, widows and lineal descendants, and any other interested veterans of the United States Army Forces.

Associate members have all of the privileges of membership with the exception of voting. Only regular members shall be entitled to voting rights. Members of the 461st BG will become associate members upon renewal of membership after January 1, 1993. The Association extends a warm invitation to all 461st personnel to renew their membership.

After approval of these amendments, the election of directors for the coming year took place. The directors are: Bud Markel, Bea Markel, Frank Valdez, Charles McKew and John Billings.

The aims of the Association will not change but reflect the majority participation of the 484th Bomb Group. For the present, the Scholarship Awards will continue to be made in the name of both groups.

News of 461st BG activities will still be published in the Torretta Flyer as material becomes available. Note that the story of combat losses of aircraft appearing in this issue is of both groups.

Other matters discussed, was the request for an updated membership roster, (a membership roster of all current members will be mailed out) and the 1993 reunion site. The Chairman announced that the 1993 reunion site and annual meeting will be held in Harrisburg, Pennsylvania.

The registration gift this year was a B-24 Liberator 3D pin, pewter color. Members, not in attendance, or wishing additional pins, can order them from the Association office. Price is \$5.00 including postage.

We are most thankful for the services of Ernie Ryan, 826th Sq., and Jack Robson, 826th Sq., who were our local hosts for the Dearborn area. They worked many hours making the contacts necessary for a successful reunion. We also want to thank Harold and Audrey Toomey (824th Sq.) Charles and Agnes Lowell (827th Sq) Ralph and Caryl Carr, (825th Sq) and Marilyn Weakley

(824th Sq) for their work at the registration desk, bus loading, and other go-for help.

Quilting Project Suggested

At one of the gatherings the subject of quilting came up. There was some talk about an overall design for the whole quilt or whether each square would be a separate work to be assembled as a sort of collage. It was agreed however that no matter which plan was adopted that the quilt would be stitched together at the next reunion in Harrisburg and put on display. We would like to receive some suggestions from the ladies of the organization as to whether they would prefer the overall design theme or would they be more interested in creating their own individual squares. Attendance at the reunion would not be a prerequisite. It sounds like a fun thing to do and would certainly create and strengthen friendship bonds. The social aspect of the reunions seems to have become more important as the years go by. It was also suggested that this activity should not be restricted to the ladies. The men could come up with design proposals and assist in transferring their ideas to cloth. This is not to suggest that the scantily clad nose art figures of WWII that adorned our aircraft should be copied entirely. Your editors would appreciate any feedback on this idea.

93 Reunion September 30 to October 1, 1993 in Harrisburg, PA.

Plans for the 1993 reunion in Harrisburg, Pennsylvania are going forward. The Harrisburg Marriott Hotel will host the 1993 reunion. In the vicinity of Harrisburg, three interesting places stand out for tour activities. Nearby is Hershey, Pennsylvania, the home of the famous chocolate, In Lancaster, Pennsylvania Dutch Country, the home of the Amish, and the Battlefield at Gettysburg. There will be lots to do and enjoy.

A Cruise for a Future Reunion ??

When several members at the Dearborn reunion suggested that a future reunion could be held on a cruise ship of about five days duration at a cost equal to that of a conventional reunion, we became interested.

The cruise ships have all of the facilities for a reunion and are also famous for their foods and service. All this combined with visits to many places along the way, for shopping or sight-seeing, make this proposal quite appealing. Member Harold Meshel (824th Sq) of Florida has been gathering material from several cruise lines out of the east coast. If you have any ideas or suggestions send them on to us and we'll transmit your input to him.

An Italy tour for 1994 ??.

A Spring 1994 Tour of Italy to coincide with the Scholarship Awards Ceremony set for the same time of the year could be arranged if at least 25 persons want to participate.

This could encompass Rome, Assisi, Florence, Venice, Ravenna, Bari, Cerignola, Capri, Pompei, Cassino, return to Rome via the Tivoli Gardens. This is only a suggested itinerary.

The Association would be well represented at the ceremony and at a dinner to follow. The recipients are optimistic, articulate, yes! In English too, full of energy, and are fun to be around. The evening would involve an exchange of ideas and thoughts between the late, yes! In English too, full of energy, and are fun to be around. The evening would involve an exchange of ideas and thoughts between the students and the members. Pictures would be taken and exchanged (Bring your Poloroids). This is the time that members can show their pride in the success of the Scholarship program and of the Association as well.

The pleasures and memories of this type of social interaction will stay with you for a long time. It is something nice to plan and look forward to. Just to see the look on the awardees faces makes it all worthwhile. Please contact the office if you are interested in an 1994 Italy tour.

New Membership Pins

The new 484th Bomb Group Association logo that appears in black & white form on the front page of this flyer will soon be made into an official membership pin and will be available for sale beginning in January of 1993 in two styles, tie tack style, and stickpin (for the ladies) They will replace the old pins that are now out of stock.

Contributors to the Scholarship Fund From January 1992 to November 30, 1992

Arthur	Aldene	827	124
Robert C	Arnholt	764	141
Frederick A	Baldinger	824	220
Raymond A	Ballard	827	063
Clyde S	Barr	824	187
Thomas J	Bolt	825	162

Edward A	Burnsed	826	147
Chester C	Busch	484	012
Robert P	Bush	827	157

*Given in memory of
Jimmy Ryan, William H Young, and
Malcom W McAfee*

Clarence L	Bush	824	055
Ralph W	Carr	825	018
James T	Chafin Jr	825	098
George	Christie	765	010

Given in memory of Seymour Tenner

William J	Delanzo	827	116
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Given in memory of Louis J DeLanzo

James Denny		825	163
Robert J	Dieker	824	223
Fred	Dierksmeier	826	047
Joseph	Dondero	826	015
Peter	Drill	484	007
Jay K	Dudley	764	075
Colin E	Dye	826	093

Given in memory of Keith Hamilton Dye

Franklin S	Ennis	824	068
Joseph J	Ercole	824	006
Chester R	Evans	826	105
Stanley L	Forster	826	063
Bill	Franklin	766	065
Robert W	Garvey	825	144
Anthony	Giammattei	827	168
Ellsworth	Goodell	826	039
Tillman J	Gressitt	827	147
Russ)	Hawes	827	185
Joe	Hebert	826	006
Mike	Hendrickson	824	005
John	Hicks	826	037
Eugene W	Hildebrand	825	142
Harry K	Hubertz	824	183
John D	Jacobs	827	144
Vernon C	Janke	825	133
Mike	Karwoski	824	167
Robert M	Kelliher	765	008
J Russell	Kelsey	827	193
Paul W	Kerr	826	038
William T	Kesey	766	006
George E	Kolbe	826	061
John F	Konop	824	151
Frederick D	Kuhn	826	023

Edward J	Lechtanski	826	010
Charles	Lowell	827	161
James D	Mackin	767	003
Joseph F	Malloy	827	117
Adolph	Marcus	824	008

Given in memory of George

Bouras, Robert Kime, John B O'Neill,

and Robert Hughes

Charles A	McKew	824	010
Bud	McRorie	765	097
Judson W	Moore	766	048
John	Morgan	484	003
Barrow F	Neale	826	055
Leonard A	Nucero	824	221
Vincent W	O'Shea	826	046
Sidney	Ostrovsky	827	040
Richard W	Peters	826	097
Louis A	Peterson	826	122
James D	Pool	827	194
Harold D	Pressel Jr	825	121
Kenneth J	Querry	825	140
Harold Ralph	Rigg	827	162
Mrs. Walter	Rix	824	156

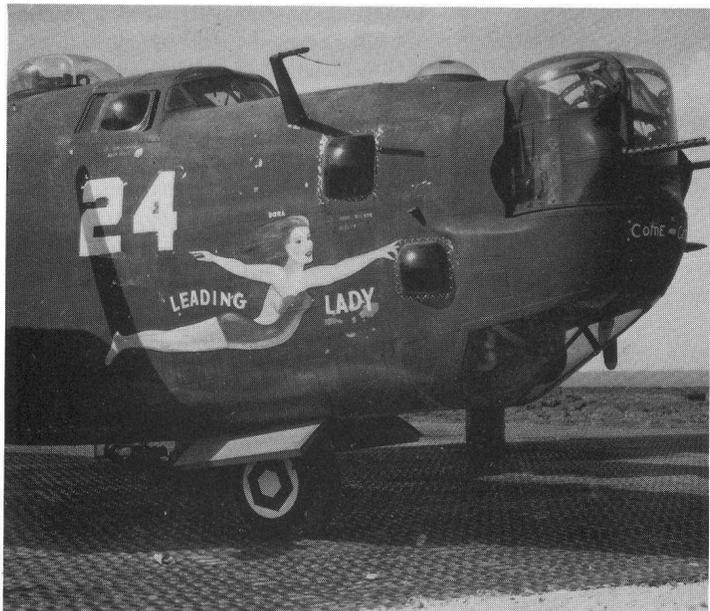
Given in memory of Husband Walter Rix

John H	Robson Jr	826	120
Ernest M	Ryan Sr.	826	113
Arthur J	Scholl	825	131
Claude F	Schroeder	827	002
Edward	Schwartz	826	058
Lesley L	Seyler	827	197
Charles G	Shaffer	827	005
Richard A	Sites	824	129
Raymond L	Snyder	826	066
Alfred J	Solomon	826	009
Reed	Sprinkel	825	007
Raymond M	Strand	827	088
Stanley	Szemreyló	827	079
Robert W	Tissing	824	133
M	Toomey	824	023
David R	Ward	826	087
Richard A	Warrington	827	091
Harry R	Watkins	827	196
Mrs. L P	Weakley	824	103
Bob	Wehner	827	165
Edward J	Whalen	827	121
Orville L	Wildman	826	017
Gussie L	Willet	827	198
Ross J	Wilson	824	137
William F	Wilson	826	089

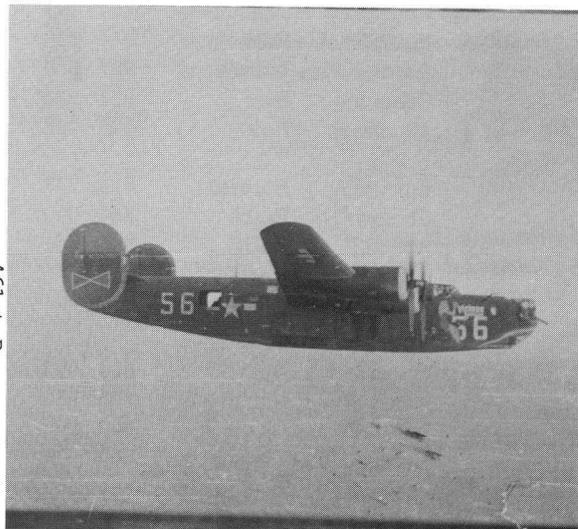
Given in memory of Ray Foss

Thomas R	Woolcott	824	014
Richard A	Yunghans	826	107

B-24 Liberators of the 484th & 461st Bomb Groups Lost In Combat



"Leading Lady" #41 28685 a Douglas Tulsa built B-24H-10, 764th squadron was shot down by flak May 31, 1944 and crashed on Korcula Island. Flown by Samuel N Norris.



A Ford built B-24-H 15 42-94746 Vicious Virgin was brought down by flak November 1, 1944 and crashed near Karencia, with Robert S Simkins at the controls.



"Big Dick," #31 of the 825 squadron serial number 42-94740 a Ford built B-24-H shown dropping what appears to be 1000 pound bombs. "Big Dick" was shot down June 26, 1944 by enemy fighters near Ghorhern. James R Porter was the pilot in command.



A Consolidated built B-24-H 15 #41-29362 764 sq. Hit by flak July 22, 1944 crashed near Alexandria with pilot Clarence W Bloxam in charge. Inscriptions painted under the copilots window reads Lynn L Britton (co pilot) and under the ballooned window left of the 7 reads Lyman M Delameter (B) "Pardon Me"

Combat Losses Collected and Compiled

By John Beitling

Historian John Beitling of Kansas City, Missouri has been tracing the serial numbers and names of all of the B-24s built during the war. Much of the information appearing in this list was gleaned from microfilmed "Missing Air Crew Records." In a recent conversation with John Beitling, he told me that in the 484th Bomb Group over 184 B-24s were assigned.. The 484th Bomb Group originally deployed in Italy with about 65 B-24s. The figure of 184 indicates that losses of aircraft approximated two thirds of the total or about 121 B-24s. It is assumed the same loss ratio would apply to the 461st Bomb Group. The list shown here exhibits those lost to combat, fuel starvation, mechanical failures and accidents for both the 461st and 484th Bomb Groups. Readers who might have more information on aircraft losses, especially crashes at the airfield at Torretta and Southern Italy are urged to contact the editor.

Abbreviations

ABD -Abandoned	FLK -Flak	TRF -Transferred	GRE -Greece
BD -Battle Damage	FTR -Fighters	WEA -Weather	HUN -Hungary
C/L -Crash Landed	HBB -Hit By Bombs	ZI -Zone of Interior	IT -Italy
CON -Condemned	HBD -Hit By Debris	AD -Adriatic Sea	MED -Mediterranean Sea
CR -Crashed	INT- Interned	AUS -Austria	POL -Poland
CTO -Crashed-Take-Cff	MAC -Mid Air Collision	BEL -Belgium	RUM -Rumania
DIT -Ditched	MF -Mechanical Failure	BUL -Bulgaria	RUS -Russia
DOG -Destroyed On Ground	OOF -Out of Fuel	CHK-Czechoslovakia	SWI -Switzerland
ENR -Enroute	RAM -Rammed By EA	FR -France	TUR -Turkey
EXC -Excess	SAL -Salvaged	GER -Germany	YUG -Yugoslavia

Serial	Sqld No	Date	Ship Name	Disposition	Pilot
41-29531	827	5/10/44		FLK-CR near Wiener-Neustadt	Lt. Samuel J. Howes Jr.
42-78212	764	5/10/44		FTR-CR near Appetlon	Lt. William C. Wallace
42-78228	765	5/22/44		MF -DIT/MED	Lt. James T. Bennett
42-78267	767	5/24/44		MF -CR near Grafendorf	Lt. William E. Diggs
42-52399	767	5/27/44		FLK-CR near Orange	
42-52677	827	5/29/44	Hustlin' Hussy	FLK-CR near Graz	Maj. Donald C. Haldeman
41-28780	824	5/29/44		FLK-CR near Seenbenstein	Lt. Col. William M. Hendrix
42-94734	825	5/31/44	Sleepy Time Gal	FLK-CR near Ploesti	Lt. Kenneth A. Hanson
41-28685	765	24 5/31/44	Leading Lady	FLK-CR on Korcula Island	Lt. Samuel N. Norris
42-52773	825	5/31/44		FLK-DIT/MED	Lt. Jack A. Crumbliss
42-78260	767	6/11/44		FLK-CR near Vratza	Lt. Robert L. Heald
42-78298	827	6/11/44		FTR-CR near Giurgu	Lt. Edward A. Silven
42-52684	826	54 6/11/44		FTR-CR near Petroshani	Lt. Lawrence Z. Rose
42-52671	826	6/11/44		FTR-CR near Rhssso	Lt. Clarence B. Odle
42-52679	825	6/13/44		FTR-CR near Munich	Lt. Robert W. Willen
42-52602	825	6/13/44	Stew Bum	FTR-CR near Natters	Capt. Robert C. Quinlan

Serial	Sqd No	Date	Ship Name	Disposition	Pilot
42-52715	825	6/13/44		FTR-CR near Sillertshausen	Lt. Sylfest L. Olson
42-94741	826	62 6/13/44	Vivacious Lady	FTR-CR near Venedig	Lt. Robert L. Remington
42-52655	824	6/13/44		FTR-DIT/AD	Lt. Robert E. Bedwell Jr.
42-52661	827	6/13/44		MF -INT/SWI	Lt. Edward H. Eibs
41-28679	766	47 6/26/44	Heaven Can Wait	FLK-CR near Durnkrut	Lt. Samuel M. Zive
42-94740	825	31 6/26/44	Big Dick	FTR-CR near Ghorherrn	Lt. James R. Porter
41-29289	764	5 7/3/44	Battle Crate	MF -CR near Trebijne	Lt. Mac L Lucas
41-29337	766	53 7/12/44	Dwatted Wabbit	FLR-DIT/MED	Lt William J. Barnes Jr
42-52723	766	7/12/44		FTR-CR near Boulon	Lt. Chester A. Ray
42-78291	766	7/12/44		FTR-CR La Roque D'Anthero	Lt. Frederick L. Dunn
42-78202	766	7/12/44		FTR-CR near St. Martin	Lt. Richard S. Fawcett
42-50303	765	7/15/44		FLK-CR near Frasimal	Lt. William Z. Weems Jr.
41-29362	764	7 7/22/44	Lucky Seven	FLK-CR near Alexandria	Lt. Clarence W. Bloxom
42-50948	766	7/22/44		FLK-CR near Ploesti	Lt. Elias E. Moses
41-28693	764	1 7/25/44	War Eagle	FLK-CR near Linz	Lt Richard E. Freeman
42-95383	764	7/25/44		FLK-CR near Linz	Lt. Grover F. Mitchell
42-52459	764	8 7/25/44		FLK-R near	Lt. Wray M. Stitch
42-52451	767	7/25/44		FTR-CR at Grosser Buchberg	Lt. John J. Kane
42-52368	765	34 7/25/44	Piecemaker	FTR-CR at Stranzberg	Lt. Glennial Fulks
42-95267	767	7/25/44		FTR-CR at Wolfsberg	Lt. Holland T. Olson
41-28836	8767	7/25/44		FTR-CR near Harmannsdorf	Lt Robert H. Fischer
41-29529	765	7/25/44		FTR-CR near Linz	Lt. Robert A. Warren Jr.
41-28850	766	7/25/44		FTR-CR near Muthausen	Lt. Joseph B. Hesser
42-94732	767	69 7/25/44	Tail Dragon	FTR-CR near Richeville	Lt. Edwin W. Bowyer
41-28867	765	21 7/25/44		FTR-CR near Linz	Lt. Kenneth O. Githens
42-78439	825	39 8/3/44		FTR-INT/SWI	Lt. Harry Schultz
41-28970	765	8/3/44		MF-CR near Ravena	Lt Robert E. Schweisberger
42-52436	766	48 8/7/44		MF -CR near Ostffyassen	Lt. Robert E. Sterrett
42-78229	827	8/17/44		FLK-CR near Prizren	Lt. Philip E. Wagner
42-78519	767	8/17/44		FLK-DIT/MED	Lt. Thomas C. Moore
42-52438	825	30 8/20/44		HBB-CR near Szolnok	Lt. Thaddeus H. Walker
42-52632	826	8/22/44		FTR-CR near Holaszi	Lt. Leonard J. Doskitt
44-41116	824	8/22/44		FTR-CR near Papa	Lt. John J. Ruthenberg
41-28689	767	766 8/23/44	Sweet Chariot	MF-CR at	Lt. Gordon W. Rosecrans Jr.
42-51336	766	8/24/44		FLK-CR near Pesaro	Lt John R. Wren Jr.
42-95369	825	8/24/44		FLK-DIT/AD	Lt. Henry E. Dionne
41-28732	764	18 8/24/44	Swee Pea	CR Torretta, salvaged	
42-78332	766	8/26/44		OOF-CR near Mostar	Lt. Howard O. Wilson
42-52697	826	8/28/44	Savo Sally II	MF -CR near Sokolac	Lt. Jack L. Abbott
44-41069	767	9/25/44		MF-CR near	Lt. Ralph E. Newton
42-78247	765	10/4/44		FLK-C/L at Penzing	Lt. William E. Waggoner
42-78446	766	10/4/44	Urgent Virgin	FLK-CR at Schleisheim	Lt. Walter J. Chester
42-51338	766	10/4/44		FLK-CR near Andau	Lt. Robert D. Falkner
42-50970	764	10/4/44	Lucy Lady	FLK-CR near Munich	Lt. John L. Turner Jr.
44-41039	764	10/4/44	Mail Box	HBB-CR at Mining	Lt. William M. Powell
42-51806	827	10/13/44		FLK-CR near Aspern	Lt. James H. Oakley
41-28803	826	10/14/44		MF -CR near Dobvetin	Lt. John H. Robson Jr.
44-41093	766	10/16/44		FLK-CR near Gospic	Lt Roy F Kulman
42-52667	827	72 10/23/44	Troublemaker	MF -DIT/AD	Lt. Charles R. Rhein
42-94746	826	56 11/1/44	Vicious Virgin	FLK-CR near Karencia	Lt. Robert S. Simkins
42-51852	824	11/4/44		FLK-CR near Raum Erding	Lt. William F. Gaskill
42-51971	765	11/15/44		WEA-CR near Innsbruck	Lt William F Beatty
41-28937	824	11/16/44		FLK-CR near Monfalcone	Lt. Walter A. Jehli
42-52774	827	11/17/44	Lady Luck	MF -DIT/AD	Lt. Henry T. Mills
42-95287	766	11/19/44	Strictly G.I.	FLK-CR near Duboj	Lt Arthur E Farnham Jr
44-41162	765	38 11/20/44	Stumpy Joe	COF-CR near Garensnica	Lt. Arthur R Hughes
42-51925	824	11/20/44		FLK-CR near Bosan Petrovic	Lt. R.A. Dean
42-99851	825	44 11/20/44	Flak Strainer	FLK-CR near Plattensee	Lt. Ralph A. Brautigan

Serial	Sqd No	Date	Ship Name	Disposition	Pilot
42-52775	826	12/6/44	Flying Dutchman	FLK-CR near Marhrenberg	Lt. Robert S. Simkins
44-41120	825	12/9/44		FLK-DIT/AD	Lt. Vern E. Compton
42-51346	765	12/15/44	Jake's Nabor	MF-CR near Vordernberg	Lt Clarence C Marshall
42-51922	766	12/16/44		FLK-CR near Liebau	Lt Lee P Ward Jr
42-51319	767	12/17/44		FTR-CR Berau	Lt Frederick B Capalbo
42-95304	766	12/17/44		FTR-CR near Agram	Lt Nicholas Sidovar
42-52025	765	12/17/44	Arsenic And Old Lace	FTR-CR near Bruenn	Lt Gerald R Smith
42-50953	765	12/17/44	The Flying Finger	FTR-CR near Bruenn	Lt Philip J Crossman
42-51322	767	12/17/44		FTR-CR near Gleiwitz	Lt Charles V Lang Jr
42-51835	825	12/17/44		FTR-CR near Liebau	Lt. Roger A. Martin
44-41158	767	12/17/44		FTR-CR near Proesnitz	Lt Max M Hailey
44-41016	765	12/17/44		FTR-CR near Roehren	Lt Thomas K West
41-28913	767	45 12/17/44		FTR-CR near Roschuio	Lt Robert A Galvan
42-50934	824	12/17/44	Little Joe	FTR-CR near Wenzeldorf	Lt. Charles A. Himmler
42-51324	765	12/17/44	Paulette	MF-CR near Omsenic	Lt Kenneth B Smith
42-51898	767	12/18/44		FLK-CR near Budapest	Lt Edward K George
42-94729	766	12/24/44		CR-Torretta	Gerald Vanderhoven
44-48757	767	1/8/45		WEA-CR near St Oswald	Lt Thomas R Wiley
42-95275	824	1/15/45		FTR-CR near Pmjavor	Lt. Donald A. Bolmgren
44-41145	825	1/15/45		MF -CR near Kirchberg	Lt. James J. Ahearn Jr.
42-51378	765	25 1/20/45		FLK-CR at Linz	Lt James R Yancey
44-48761	766	1/20/45		FLK-Cr at Linz	Lt Joseph M O'Neal
44-41147	827	1/20/45		FLK-DIT/AD	Lt. Milton A. Stansberry
44-49501	767	1/31/45	Red Head	OOB-DIT/AD	Lt Edward K Delana
41-28890	824	2/1/45		FLK-CR near Pecs	Lt. John S. Howell
42-52002	824	2/7/45		FLK-CR near Vienna	Lt. Ralph E. Parks
42-52635	825	45 2/7/45	OL' 45	MF -CR near Vienna	Lt. Alva M. Schick
44-49925	766	2/13/45		FLK-CR Vienna	Lt Francis X Pink
42-78224	826	2/16/45		MF - CR near Udine	Lt. George H. Mason
44-48828	826	2/17/45	Bells Of St. Joe	MAC-CR near Sibenik	Capt. Kenneth R. Larsen
42-51882	826	2/20/45		FLK-CR near Pontebbo	Lt. Eugene V. Colvin
44-48993	765	2/21/45	Genoa Hare Power	FLK-C/L Neunkirchin	Lt Dewey E McMillen
42-50528	825	2/21/45		FLK-CR near Bymok	Lt. Charles A. Marshall
44-49858	825	2/21/45		FLK-CR near Neunkirchen	Capt. Percy H. Kramer
42-52041	824	2/21/45		FLK-CR near Oberwartz	Lt. Eugene L. Frazier
42-51851	825	2/21/45		FLK-CR near Raub	Lt. Chad E. Ikerd
42-51610	765	2/21/45	Marjorie H.	FLK-CR near Vienna	Lt Lawrence O Woodruff
44-49936	827	3/1/45		FLK-CR near Pecs	Lt. William K. Sutton
42-51967	826	61 3/4/45	Strange Cargo	FLK-CR near Graz	Lt. James M. Crockett
44-50410	764	3/9/45		MAC-CR near Punit	Paul P Viliesis
42-78268	825	33 3/14/45	Buzz Job II	MF -CR near Graz	Lt. George A. Robb
44-49580	825	3/22/45		FLK-CR near Brezova	Lt. Robert E. Fritts
44-50437	825	3/23/45		FLK-CR near Kecskemet	Lt. Richard C. Helms
44-41091	764	3/23/45		FLK-CR near Vienna	Lt William R Baird
42-51918	766	3/26/45		MF-C/L at Pecs	Radell J Webb
44-49641	764	3/26/45		MF-CR near Kingsted	Lt Raymond E Spehalski
44-49428	765	29 3/26/45		MF-CR near Pecs	Lloyd R Heinz
42-52016	827	4/23/45		FLK-CR near Kecskemet	Lt. Aaron Scharf
42-52653	825	4/25/45	Sleepless Night	FLK-CR near Kecskemet	Lt. Patrick K. Truesdell
44-50762	825	4/25/45		FLK-CR near Linz	Lt. James O. Denny
44-49511	764	15 4/25/45	Miss Lace	FLK-CR near Martinsberg	Lt Lawrence R Toothman
41-29507	824	22 Unkn		CR Torretta, salvaged	
	827	80 Unkn		CR Torretta, salvaged	
42-78444	765	24 10/4/44	All American	FLK-CR near Tolmin	Lt. Robert T. Chalmers
42-52405	766	54 5/24/44		FLR-CR near Sigless	Lt. Robert L. Bigelow
42-78103	764	5/31/44		FLR-DIT/AD	Lt. George N. Ryder Jr.
42-52458	764	13 6/1/44	Chippie Doll	FTR-CR near Raska	Lt. Robert J. Hefling

Glenn Miller: Missing, Presumed Murdered ?

By
Martin Bowman

Editor's note: The disappearance of Glenn Miller continues to be a mystery. A Glenn Miller story appeared in the summer-fall 1990 issue of the Torretta Flyer (No 19) page 26. In that version it was reported that a RAF Lancaster salvaged a bomb load into the English Channel destroying a small plane flying below, presumably the one carrying Glenn Miller. Now Martin Bowman has come up with a new theory suggesting that Miller might have been involved in espionage activities. The contents of what follows is neither confirmed nor denied, but reprinted without editing from the original. Read on.



Lawrence via Martin Bowman

Last known photograph of Glenn Miller taken on the night of December 13, 1944

When the European war was over in June 1945 the last of the Carpetbaggers (a Special AAF Unit) had departed the shores of England. Much post-war rebuilding work was needed: rationing continued and Britain looked to the fortitude and resolve of its people. In Bedfordshire, life went on much as it always had, although there remained a few outstanding problems that the wartime occupation had produced, particularly at Milton Ernest Hall.

At the war's end an American unit completely 'cleansed' the hall and the grounds of any vestiges of military occupation. They were so thorough that the task took a month. The Bailey bridge was dismantled and huts were removed. Even the conduits to the radio aerials were dug up and taken away. Local Bedfordshire journalist Charles Davies recalls: "The place suffered a great deal of damage and after the war there was a long legal wrangle as to who was responsible for the damage caused. It ended with the American authorities having to make good the damage when the owner, Captain Starey, and his wife went back there to live."

To help guide Britain and America through the dark days of the Cold War, rationing and shortages, the old wartime hits continued to be played. Among them were the tunes made popular by Glenn Miller and his orchestra. Although attempts were made, unsuccessfully as it turned out, to prolong the life of his great band, the Glenn Miller magic lived on. No-one had time to question the events leading to his death. It was assumed Miller was just another wartime casualty and his Norseman was just another aircraft that had succumbed to the elements. Officially, the aircraft had gone down in the Channel. It was the fortunes of war.

However, many people, like Miller enthusiast Dennis Cottam, believe that perhaps the true reason for his disappearance has been covered up. In 1947, while on leave from the Army, Cottam was invited by some friends to meet in London for a drink at 'Shepherds' in Shepherds' Market. He recalls: "We discussed several things and the subject got around to Glenn Miller. They said what do you think happened? I said, "If it takes me all my life I will find out."

"I was aware that there was a tall gentleman, nicely dressed in a dark suit, leaning over backwards listening to us talking. He suddenly turned around and said, "Excuse me, I did notice what you said about Glenn Miller. I am glad you appreciate his music and by all means listen to it but don't probe into it if you take my advice." He was an American and I came to the conclusion he was from the American Embassy, which is just around the corner."

Later, when Dennis Cottam was staying with his sister another odd thing happened. "A great friend of my sister worked in the library at the BBC. I asked if there were any Miller recordings. She looked, and found all his wartime broadcasts. About six months later I returned and to my utter amazement she said that somebody had taken them and destroyed them all."

"I later met a producer who worked for both the BBC and ITV and told him about Miller and the mystery. He was usually a man who got to the bottom of things. A few weeks later he ignored me and told me he had been warned to leave the material alone. He said, "In fact you have put my whole career in jeopardy over this. I've been sent for by high up." He refused to say more. Something must have frightened him very much."

In August 1982 Ray Shields, a modern day bandleader who specialized in playing in the Miller style, publicly made astonishing claims of an international cover-up surrounding the death of Glenn Miller and a brain-washing technique which he said the British government were involved in both during and after the war. Known as subliminal or 'message under the music' technique, it is a method of putting a hidden message through to a person's subconscious without the conscious mind being aware.

We know Glenn Miller's music was broadcast to the German Army on the 'Wehrmacht Hour' to help undermine morale but this and any 'musical messages' supplied via the airwaves to Allied agents is hardly unconventional. All Miller's musical scores had been written before the war so there was no obvious intent. However, wartime arrangers could have been appointed to convert it for a more sinister purpose; possibly for use by the Psychological Warfare Division.

These techniques would certainly have been consistent with the security in force at Milton Ernest. Putting his music to this use would have placed Miller under more pressure than his already overburdened body and mind could take.

Certainly, Glenn Miller was under great stress in the days leading up to that fateful day in December 1944. One man who noticed a great change in the major was the British bandleader, Geraldo. Dennis Cottam interviewed him at his offices in New Bond Street shortly before the bandleader's death in 1975. Cottam recalls: "Geraldo said that a lot of the Americans came to England from very quiet places in the States and were very apprehensive. But as soon as they realized most of the British

got on with what they had to do they calmed down. Now Miller was the opposite. He arrived and was rather amazed and upset to find the Doodlebugs and things and he got more and more nervous, more and more depressed.

'When they started working together, Geraldo found Miller a very warm-hearted and a most charming man. Towards the end he found him very difficult, jumpy and very nervous. Miller started missing appointments, something he never normally did. Miller was a stickler for being in the right place at the right time.

'Geraldo said that whenever one was talking to Miller about anything other than music he kept saying that he was absolutely convinced in his own mind that he would never see the States again. He gave the signs of a man cracking up. He ate less and less and became more and more irritable and more difficult to deal with. He said he had no doubts the band would go back but he would never see America again. He told Geraldo this many times.

'Geraldo believed that the whole thing went very much deeper. A lot of friends in the music business felt that when it was said that he had died in this aircraft, they didn't quite believe it.'

James E. Norwood, a retired Air Force Colonel, does not believe it either. He claims to have been 'purged by the intelligence services of the United States'. 'Officially, I disappeared from the radar screen. I underwent a forced change of identity. My wife, Mary Catherine, got the same treatment from the CIA. I mean that everything was blotted out about both of us, as though we had never existed at all.'

Norwood subscribes to the view that Miller was under pressure from personnel at Milton Ernest, but for a different reason. He states, 'I know something about the "crash" that Glenn was alleged to have died in. There was no crash. The entire incident was staged by the intelligence services to cover something up. The Miller disappearance is related to something much larger.

'He and I were on the same side with a number of others in a bit of a squabble with some of the brass or at least with a group of people with certain common points of identity and common purposes who had infiltrated the officer corps of the US military. It seems that they, meaning the members of the group, were predisposed to homosexuality and were attempting to impose their values on others, officers and enlisted men alike, through harassment, intimidation,

and the like.

'It is sufficient to say that Miller perceived, for good reason, that it was in his self interest to flee. He was not a deserter, for he was avoiding patently illegal operations and had no other alternative. The whole thing was, and still is, a very sad page in American history. The corruption went right to the top. It still does, as the massive cover-up continues to this day.'

In recent years several theories attributing to the loss of Miller's aircraft have appeared in print. In 1988 Roy Nesbit (1)-introduced the theory that the Norseman containing Miller dived into the sea after being hit by bombs jettisoned over the Channel by RAF Lancasters returning from the continent. By allowing for the vagaries of GMT and local take-off times Nesbit opines that the UC-64 and Lancasters could have crossed at the same time the bombs were released. However, Nesbit uses 13.55 (as shown on the MAR) as the Norseman's take-off time from Twinwoods. As we will soon see, this may not have been the take-off time at all. All of this is of academic interest if 'the' Norseman was another UC-64 on the same flight path. (One is known to have been lost flying from Grove, Berkshire on 15 December) .

While authors have pronounced the 'patient' dead, none have diagnosed the cause of the disease. Whatever the reason, black marketeering, involvement in psychological warfare or blackmail, life may have become too hot for the famous bandleader, now close to complete mental and physical exhaustion with the strain of it all. Matters would have come to a head if Miller, always the perfectionist, had discovered that his music was being used for brain-washing techniques.

In seeking confirmation or demanding an end to it, he would have been told bluntly, 'You will play it this way Major Miller, or not at all ! ' In retaliation, the bandleader may have threatened to 'spill the beans' and 'break the network wide open'.

At this point the American high command would have had to retire Miller from the scene and eliminate a potential breach of security without drawing attention to any covert operations still in force. All that was needed was a few days for an agency to come up with the means, and a plausible reason, for his disappearance, be it temporary or otherwise. This would be a fairly simple task but surely, even in wartime, a personality like Glenn Miller would soon be missed, both by his band and the listening public.

While in England, his band knew he was prone to disappearing on one of his 'little escapades' for perhaps five or six days at a time and only a few people would know where he was (2). Miller and the band had already recorded a wealth of material so that after 12 December 1944 [incidentally the date of his last 'live' broadcasting appearance all the broadcasts put out over the air were pre-recorded. This means that Miller need not have shown his face publicly for at least three days after this date.

The ideal choice for spiriting the Major away would have to be OSS. They were past masters at their craft and as we have seen there is evidence that they were involved, or were linked, to operations at Milton Ernest. It was known in advance that Miller would have to fly to Paris for his forthcoming engagements. OSS would have had some time to put together a plan which would convince everyone that the Major had 'disappeared' *en route*, when in fact he could have been flown secretly to the USA aboard a long-range aircraft such as the C-47, which was often used on OSS operations.

However, the best laid plans . . . Someone may have taken it upon themselves to eliminate the Major permanently, over the Channel, or better still, near the Azores, in the deepest part of the Atlantic where the aircraft could never be recovered. A simple shot through the head or through the heart and the assassin could bale out, leaving the twinengined aircraft to nose dive into the deep Atlantic. OSS could call upon many men trained in the art of assassination without trace. As a former OSS officer had once said about a doubtful operative, 'If you have any doubts, shoot him over the sea and throw him out. No-one will ever be the wiser.'

Certainly, some of the documentary material in the US National Archives is contradictory and at worst deliberately misleading. Miller's medical record has never been released and the Norseman piloted by one 'Nipper' Morgan which is supposed to have gone down in the Channel with Miller on board has never officially had its engine number released. Also, Eisenhower issued an order on 12 December, instructing 'Major Glenn Miller' to . . . 'Proceed by military aircraft (ATC) on or about 16 December 1944 . . . to . . . the Continent ...'. Curiously, Miller's serial number differs from the one correctly stated on the subsequent MAR (Missing Aircrew Report). It will also be

noted that Ike's order instructed Miller to leave on an ATC aircraft, *not* a US Service Command Norseman which is listed on the MAR.

The MAR had to be compiled in triplicate within 48 hours of the time an aircrew member was officially reported missing but it is dated 23 December a full eight days after the loss of Morgan's aircraft. The delay could have been caused by the need to identify Morgan's passengers. The MAR seems to indicate this as it is typed using two typewriters, with Baesell and Miller's names added later, and an extract that followed listed all three names in the same type. On a more sinister note, could the delay have arisen because Morgan's UC-64 conveniently disappeared near the time Miller was 'lost' on another adventure and, to avoid any 'official embarrassment' over Miller, HQ added Baesell and Miller's names to Morgan's MAR and told the world that all three were on the same flight?

Baesell has become a very effective fall guy as the man who offered Miller what was (especially in view of Eisenhower's order of 12 December), an unauthorized 'lift'. However, some weeks before, in November in fact, Baesell and Miller had already decided how they would fly to Paris. Baesell intended to use Lieutenant (later Lieutenant-Colonel) George W. Ferguson, a test pilot and engineering officer of the Strategic Air Depot at Wattisham. Ferguson first heard of his selection at B52 in Brussels in November. He recalls, 'Baesell came over with General Goodrich. Baesell mentioned to me that the Miller band would be opening in Paris on Christmas Eve. He and Glenn were coming over a week ahead of time so he could show him Paris. He wanted me to be the pilot. I said I would be pleased to do it but I had to get permission because I had a new commander, Colonel O'Connell. Baesell said Goodrich would approve anything.' - (Early in December Goodrich returned to the USA due to failing health. He died of a heart ailment on 12 July 1945 at the Army Air Force hospital at Maxwell Field, Alabama at the age of only fifty.)

Ferguson, who had served under Baesell in the USA, had already flown him to Paris in August and to the continent on two other occasions. Ferguson recalls, (3) 'Baesell was a very profane individual; every third or fourth word would be a four letter word. He was also a braggadocio, a very loud individual who you could hear for blocks; a military bigot. He had been a plantation owner or plantation manager and

loved to push blacks around. He didn't speak softly but carried a big stick. Apparently, he came from a money group because we got talking one time about blacks and he said they had their place. He accused me on many occasions with his favorite expression, "What do you want to do, live for ever?".'

'Baesell usually sat up front in the co-pilot's seat. On our third flight to the continent I made him wear a Mae West. He hated that. In fact he would loosen the Mae West and parachute but would have it close to him when we crossed the Channel. Over land he would put the Mae West back in the baggage compartment in the tail. This last time crossing the Channel going to England, I suddenly remembered the Mae West and of course nobody could get to them. He looked over and asked what about the Mae West? I said, "Well I hope we're going to live forever Colonel.".'

Lieutenant-Colonel (later Brigadier-General) Richard E. Fisher, Engineer, VIII AFSC, who was at Milton Ernest early in December 1944, recalls: 'I spent some time with Glenn Miller at our little Officers' Club at Milton Ernest. He mentioned that he wanted to see Paris and that he might soon have a chance to fly there. He did not say how he intended to do that. If he had, I would have talked him out of having anything to do with the CO of Milton Ernest Station complement [Baesell].'

Early in December George Ferguson met Glenn Miller and Baesell in the hallway at Milton Ernest. Baesell introduced Ferguson to Miller as the pilot who would be flying them to Paris. However, fate later intervened, as Ferguson recalls: 'Baesell called me on the military network in Zaventon, a mile from B52 (now Melsbroek International) and said, "Copy this Ferguson. I want you over here at such and such a time and so forth." I said I still hadn't got my commander's approval. Two days later I said it was doubtful but I did get the tacit approval of my commanding officer, Colonel O'Connell. Basically, it would have to be a one day mission, get them aboard, fly them to Paris and fly back to Brussels. O'Connell didn't want me away any length of time and would not let me go the day before. It had to be all in the one day.'

The morning of 15 December dawned shrouded in fog and swirling mist around Milton Ernest Hall. Ferguson recalls that the weather in Brussels was worse. "The fog was down around your socks, it was so bad. There was a 1,500 ft. ceiling. The weather

was still good in England but bad in Villacoubly, Baesell's destination. The continent was more socked in than England. I thought Baesell was aware of the weather situation so he would just be sitting it out. But the field phone rang at about 08.30 in the morning. Baesell said, "Ferguson, where the Goddammed Hell are you?"

'I said "I'm in Brussels."

'He told me to "get my butt over there right away."

'I said, "We couldn't possibly take off. I asked him what the weather was like over there.

'He said, "Fine."

'I said, "You know me well enough that as soon as I can take off with an alternate that I can get into I would try to get off."

He said, "Hurry up, what do you want to do, live forever?" and hung up.'

It was about 09.30 hours when Ferguson received another telephone call from Baesell. 'He was getting more profane. I said the weather had not yet broken.

'He said "What do you want to do, live forever?"

'I can remember saying to him, "Please wait for me. Will you do that please, Sir?"

"Well, OK but you'd better get over here."

'He seemed to want to go that day come hell or high water. Then his final comments were his familiar, "What do you want to do, live forever?" He hung up. It was the last I ever heard from him.'

George Ferguson's reluctance to fly over from Belgium and pick up Baesell did not appear to thwart the Colonel's plans to press on to Paris. It was indeed fortuitous that another Norseman was going to France. It would appear that Baesell simply 'rustled' up another UC-64 from Abbots Ripton. The pilot was 'Nipper' Morgan who just happened on 15 December to be flying to Bordeaux via A-42 (Villacoubly, near Paris).

Victor Stillwell recalls: 'Miller left the house between 9.00 am and 10.00 am. He said to me, "I'm going off on a little trip with Colonel Baesell, I may be back tonight. I shall certainly be back tomorrow." He looked quite cheerful. He and Baesell climbed into a jeep and their driver drove them off to Twinwoods.'

Dixie Clerke, a WAAF in the RAF control tower that day, saw Miller board a Norseman and take-off with a total of four people in the aircraft. The last contact she had was that the aircraft had landed at Bovingdon, an 8th Air Force Service

Command base near London, presumably for customs clearance. One man left the aircraft. Later that evening she telephoned several stations along the route the UC-64 would have taken but no-one had heard or seen the aircraft.(4)

Meanwhile, in Brussels Ferguson waited for news. 'At noon I called Twinwoods airfield and asked to speak to Baesell. The dispatcher said, "He just left with Major Miller a few moments ago."

I said "Where did they go, the Club?"

"No Sir, they took-off."

"Who was the pilot?"

"Flight Officer Morgan."

"Oh my God." It really grabbed me. This could not end up good.'

Ferguson was alarmed because he knew Morgan's limitations as a pilot having previously checked him out on the Proctor.(5) 'Morgan had trained with the RCAF. He ended up as a Flight Sergeant with the RAF and came in as a liaison pilot. He did not fly any of our fighters. He was a rather frail guy and I don't know whether he could reach the rudder pedals. He wore lifts on his heels and needed two cushions behind him. He was a quiet, dapper little guy, mild-mannered, 5 ft. 6 in tall and about 135 lb. He was a good VFR pilot but a lousy instrument pilot.' These were hardly the attributes needed for a flight across the Channel in the bad weather conditions on 15 December 1944.

'The balance of the day went by and nothing happened. The following day, at about 8.00, I got a call from 8th AF HQ.

"Where's Miller?"

"Major Glenn Miller?" "Yes, is he with you?" "No. "

"Then where in Hell is he?"

"I haven't the foggiest idea. As far as I understood he filed for Paris. "

I started getting calls about every hour. "Where do you think they might be?''

By the end of the second day Ferguson's feeling was that the Norseman undoubtedly went down in the Channel. He put together his thoughts on what might have happened. 'The UC-64 had no deicing equipment. Some models had a prop' deicer but no wing deicers. It had mid-frequency radios with little range and no IFF. Morgan was not a good instrument pilot. Neglected to watch his instruments. Forgotten to put on carburetor heat? Panic, engine back fires, lost power, lost altitude and struck the water. The UC-64 was a fabric aircraft and when it hit it probably broke up and went in 29 directions.'

A Norseman was undoubtedly lost on 15 December but is it the one listed on the MAR? Morgan's UC-64, as we have already learned, was not the only Norseman in the air that day and apparently not the only one at Twinwoods either. (On 14 December a 3rd SAD pilot from Watton had flown a Norseman to Twinwoods with instructions to leave it at the Bedfordshire airfield and return to Watton by road.)

No-one can be certain Miller even left the shores of England on 15 December. Don Haynes, Miller's Executive Officer, said that the first they realized that Miller was missing was on 18 December when the band landed in Paris. Dennis Cottam recalls, 'If a man goes missing, presumed dead the next of kin are informed and all the man's belongings are sent to them. In Miller's case there was an enormous delay.' Victor Stillwell adds, 'When it was presumed Miller was dead all his belongings were put in large 4 ft. x 2 ft. cabin trunks and sealed up by security people at Milton Ernest. They put a stamp on them and after three days they were removed.'

As has already been mentioned, OSS could have been involved in Miller's disappearance. If the MAR report is correct the addition of Baesell and Miller's names would seem to indicate that their part in the flight was unofficial. Although Miller boarded the Norseman, he may have had second thoughts before the aircraft departed the coast of England leaving Baesell and Morgan to go on alone. What if Miller changed aircraft, whether by intent or by force? Under orders from OSS it is quite conceivable that after take-off his aircraft could have alighted on the airstrip beside Milton Ernest Hall. Miller could have been spirited into the Hall, leaving Baesell and Morgan to continue their flight. Later, Miller might have been driven out in a car with blacked out windows to another airfield, possibly at night for take-off in a completely different aircraft to an entirely new destination.

Shortly before his death Charles Davies wrote, 'Personally, I think that Glenn left in a 'plane from Thurleigh airfield and not Twinwoods. These two airdromes were connected by an underground tunnel. They were virtually one [airfield] at that time and there were all kinds of ruses to keep the enemy from finding out where these 'planes were flying from.'

Some years ago local enthusiasts discovered a concealed tunnel entrance in a pill box in the center of Twinwoods airfield. Locals still talk of a tunnel entrance, now

sealed up, inside Milton Ernest Hall itself which might have been the entrance to an underground complex. In *Xavier* Richard Heslop describes a German Naval Headquarters at the Chateau de Pignerolles near Angers, France, which made a perfect target for the RAF but discovered it 'was just a blind and that the real HQ was hidden underground, three-quarters of a mile from the Chateau'.

Meanwhile, controversy still rages about Baesell, and even Lieutenant Colonel David Niven's possible involvement in Miller's disappearance. On 15 December the British film star was in Spa, Belgium visiting Army friends, having arrived in France from England one month before. Little has been written about David Niven's mysterious wartime career and details are notable by their absence in his autobiography, *The Moon's a Balloon*. In fact Niven, who could speak fluent German, served in F Squadron GHQ Reconnaissance Regiment (Phantom), a highly secret, fully mobile organization developed during the threat of German invasion of Britain. Phantom did excellent work behind the enemy lines with the SAS after the invasion of Normandy, severely hindering the German effort and pin pointing targets for RAF bombers. (6)

Dennis Cottam recalls, 'Several people contacted Niven about his association with Miller. He just wrote back to them and said "Sorry old boy, only met the man twice." Yet, of the hundreds of documents I received from Washington every order, every movement, is countersigned by David Niven. Also, Miller used to have regular meetings at SHAEF HQ and obviously met Niven time and time again.'

In 1954 a most astounding thing happened to Dennis Cottam during a visit to France. 'I had gone over to Paris with Tony Palmer-Moorwood, a racing driver friend, to pick up a car. Whilst there we received an invitation from Gerard Crombac, the French motor racing correspondent of the *L'Action d'Automobile*, to meet him at Fred Payne's, a well known British bar in the Pigalle district of Montmatre. Fred Payne was an enigmatic Englishman who spoke with an American accent and was always dashing off across Europe on his motorcycle. I believe he even went to Moscow on one occasion.

'The talk got around to Glenn Miller again and the barman, Fred Payne himself, said, 'Isn't it dash funny, you in England, and the Americans, claim he went missing on 15 December. He was in here drinking on the

15th! Of course we knew him from previous visits with that extraordinary man Baesell, who acted as if he owned half Paris." The barman made a 'phone call. He said if I went to number so-and-so further up the road there was a lady who could tell me more. I visited her house and knocked on the door. The lady looked like a schoolmistress. She introduced me to two very nice looking twins. I soon realized that I was in a "happy house". The lady said that the barman's story was quite true. I asked how she knew and she replied, "Because one of my customers was a Captain in the military police and he claimed he had identified Miller's body." I asked why anyone should want to kill Miller. She said, "Because he knew too much." As far as I know Miller was having a drink in the bars of the Pigalle and was shot, or received a fatal blow to the back of the head in the street.'

One would think that an incident such as this would have hardly passed unnoticed. However, dead bodies were everywhere in war-ravaged Paris in 1944. The withdrawal of the German forces of occupation had given some Frenchmen and women the opportunity to settle old scores. Collaborators had been left dying on the fence around the 'Jardin des Tuileries' while others were hanging from trees.

It could have been another bar-room scuffle, a Parisian gangland killing or even the killing of another collaborator or blackmarketeer.

Normally Baesell would have had access to large quantities of scarce wartime commodities and there were always many customers willing to pay for nylons, perfumes, cigarettes, good whiskey and other luxuries, especially in the wartime capitals of Europe. Although Service Command did not stock these items, it was an Aladdin's cave for marketable items such as aircraft spares, stores, foodstuffs and drugs, that could be converted into hard currency or expensive goods on the black market. Penicillin for instance, had a street value of about 50 pounds an ounce in 1944. Baesell also had what amounted to his own private airline to run these goods to and from the continent if he so wished.

Certainly, US Postal and FBI investigations were conducted at Milton Ernest Hall and at all the Army postal facilities in the ETO. Their mission was to apprehend and court martial individuals involved in black marketeering, professional gambling and illegal currency transactions.

The safest way for US service

personnel to remit dollars to America was by means of US Postal money orders. Money orders were purchased for cash with a very low service charge at a postal facility then mailed via APO to recipients in the States. The recipient could redeem them for cash at any US Post Office. It was noted by Postal authorities that some individuals were purchasing money orders in amounts far greater than their pay (in some cases thousands of dollars more); thus the investigation.

The bandleader's knowledge of black-marketeering or blackmail then may offer reasons leading to Miller's disappearance and possible murder, either in the air or in a Paris street. On the other hand if the famous bandleader was involved in psychological warfare to a greater degree than is immediately apparent, OSS may have been involved in a botched attempt to prevent him revealing the true nature of the techniques involved. The mystery remains.

Today the few remaining people who were associated with Milton Ernest Hall refuse to talk. Just before his death in 1981 Charles Davies wrote cryptically, "There was some connection [at Milton Ernest] but I cannot divulge what it was because we were under the strictest security regulations at the time . . ." Others prefer to remain anonymous.

Edward Blackman, an RAF Intelligence Officer at Thurlough during the war, pointedly refused to answer any questions about Milton Ernest Hall. Even General Dwight D. Eisenhower, when asked about Glenn Miller in a 1964 radio interview, seemed very hesitant and circumspect about the musician's wartime achievements. This is despite the fact Ike must, at one time, have held him in high regard because he specifically asked that Miller and his musicians play for him at a specially arranged concert at SHAEF headquarters just after D-Day, which of course they did. It was as if Miller had at some point fallen from grace or had blotted his copybook in some way and Ike was saying 'remember him for his music but leave the rest alone'. It is a view that many, people from the war years in Bedfordshire offer today if pressed about Miller's wartime activities.

Some researchers into the disappearance of Glenn Miller have even resorted to mediums. A medium was handed an olive green US Army undershirt which had been worn by Glenn Miller but his identity was not revealed to the medium. She felt the wearer was 'a highly nervous, sensitive man.

The man would have tendencies with both sexes, a very nice person, very lovable, kind, but with a very brilliant brain in some capacity'. The medium detected a lot of fear on the vest as if he was afraid he couldn't do what was required of him.

The medium sensed flying in a plane with people speaking several languages. The plane was in difficulty and crashed. Poignantly, the medium questioned if the 'man' had something to do with music because he was so sensitive and to do with making people happy. She said that 'he' was also into something higher and felt that in his sensitivity there was a slight bisexuality but thought 'this was something that would never be proved'.

The medium thought the plane went down in flames but not shot down, in a desolate place, where there was nowhere to run to, and where no one would see it, miles from anywhere.

Perhaps the mysterious silver-gray haired gentleman who was driven into the grounds at Milton Ernest Hall in July 1980 in the blacked-out limousine knew the answer to one of the last great secrets of World War 2. If he did he has not shared it publicly and unless it is recorded in a top security file in a vault somewhere, he has probably taken his secret with him to the grave.

Meanwhile, one can only speculate.

Notes

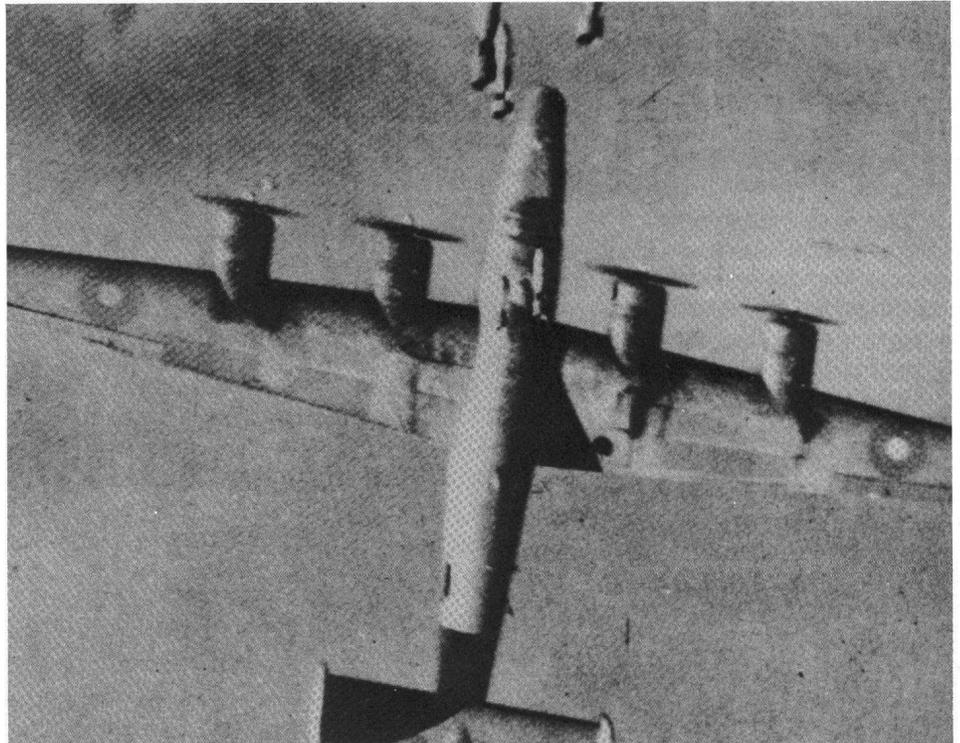
- (1) *Failed to Return* PSL 1988
- (2) Nat Peck in a BBC Radio interview
- (3) 1981 Interview with Royal Frey, the then Curator of the Air Force Museum at Wright Patterson Air Force Base.
- (4) 1981 Interview with Royal Frey, Curator, Air Force Museum at Wright-Patterson Air Force Base.
- (5) 1981 Interview with Royal Frey, Curator, Air Force Museum at Wright-Patterson Air Force Base.
- (6) *The Special Air Service* by Philip Warner (Kimber)

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B-24 Liberators in RAF Service

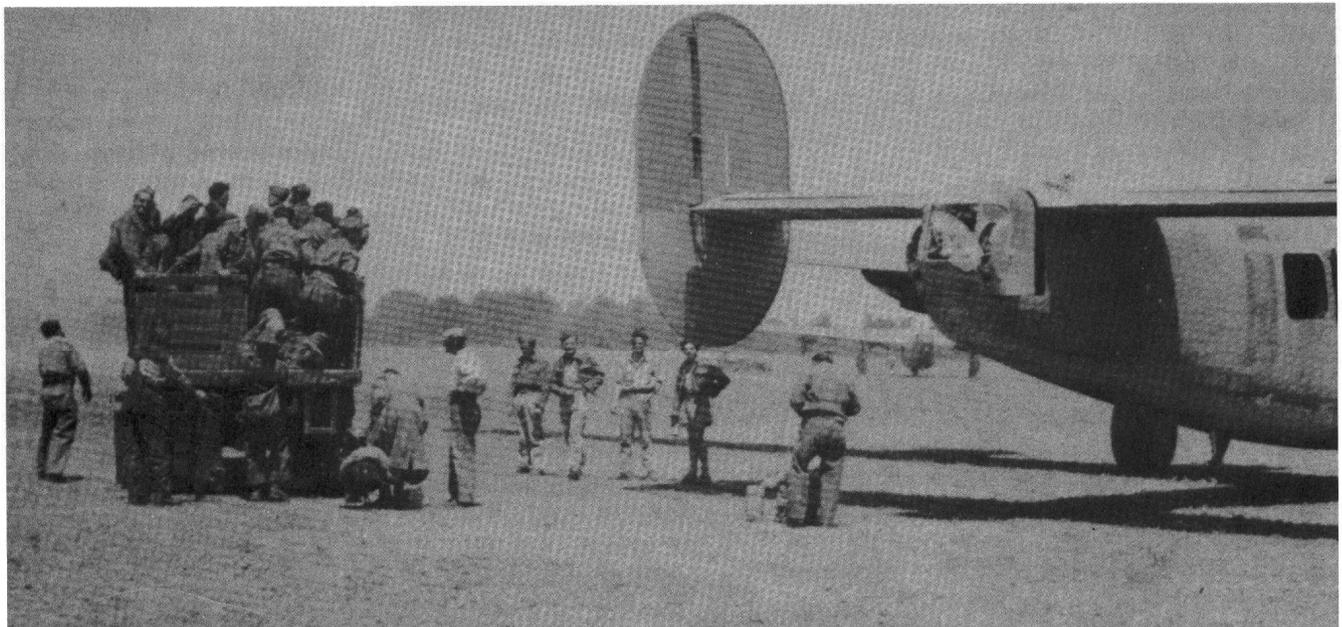
By
Martin Bowman

Less publicized are the achievements of the Liberators of No. 205 Group of the Royal Air Force in the Mediterranean. They not only flew nighttime missions in their B-24s but daylight missions as well. The Group started as No. 257 Wing in the Egyptian Canal Zone, equipped with long-range bombers, mostly Wellingtons. In September 1941 it was re-designated 205 Group and attempts were made to reinforce the Wellington squadrons with other aircraft. The Liberator being made in larger numbers than any other American heavy bomber and available was selected to serve with the RAF.



Martin Bowman

Bombs dropped by 70 Squadron cascade on to V for Victor of 37 Squadron during a raid on the shipyards at Manfredonia, Italy, March 16, 1945. Although damage was extensive the Lib made it back to base safely.



Martin Bowman

Former French POWs boarding trucks at Ystres near Marseilles June 9, 1945 after repatriation by Liberators of the 178 Squadron, RAF. Note aft turret guns are removed to save weight.

There were no suitable heavy night-bombers to be spared for 205 Group so it was decided to equip them with the Liberator, despite the fact that the B-24 had many operational disadvantages for night work, the principal one being the bright flames and white-hot turbo supercharger exhausts which made the aircraft a beacon in the sky for night fighters. Since nightfighter activity was not as intense over Italy and southern Europe as it was in the northwest it was considered that losses from night fighters would not be high. A further disadvantage was the 0.50 caliber machine-guns which had a much better range than the 0.303 guns but as the gunner could not see far enough in the dark to avail himself of this, the only advantage was their superior hitting power. However, it was found that as soon as the gunner fired, the flash from the guns ruined his night vision so he had little chance of aiming on a second attack. The front gun turret was also useless, as was the under gun turret as the light from the turbo-chargers made it impossible to see fighters at night.

So the RAF removed the under gun turret and the guns from the front turret, which was then faired over with fabric. The beam guns were also taken out because it was found that fighter attacks always came from behind. However, conversion to the Liberator was slow. On 15 January 1943 No. 178 Squadron was formed at Shandur in the Suez Canal Zone from a detachment of 160 Squadron and began receiving Liberator Mark IIIs. The following night three Liberators took off and bombed targets in Tripoli. It was not a full-scale beginning and 178 remained the only Liberator Squadron in 205 Group until October 1944, although on 14 March 1943 a 'Special Liberator' Flight was formed at Gambut, Libya. It was later re-designated 148 Squadron and began special duties, dropping arms and supplies to Resistance groups in Albania, Greece, and Yugoslavia.

In January 1944, 148 Squadron moved to Italy and when not engaged in special operations its aircraft joined with other squadrons of 205 Group on heavy bombing raids on northern Italy and southern Europe. By April 1944, the powerful Mediterranean Allied Strategic Force was playing a vital role in the conduct of the war which was by no means confined to Italy or the Italian

Front. The 15th AF continued to pound targets by day while the RAF Liberators and Wellingtons struck under the cover of darkness. By June the combined forces bombed railway networks in south-east Europe in support of Russian military operations in Rumania. Throughout the summer of 1944 Austrian aircraft manufacturing centers at Wiener Neustadt were bombed day and night and oil-producing centers, too, were bombed, often in conjunction with Bomber Command in England. By the autumn of 1944



Martin Bowman

Not a scene from the first World War, but RAF living conditions at Foggia

these attacks had assumed top priority. Vast aerial fleets of 15th AF Liberators and B-17s escorted by Mustangs and Lightnings, attacked the refineries at Ploesti and bombed Budapest, Komarom, Gyor, and Petfurdo in Hungary, Belgrade and other cities in Yugoslavia and Trieste in north-eastern Italy. Meanwhile, Liberators and Wellingtons of No. 205 Group flew unescorted at night from their bases in southern Italy and stoked up the fires left by the American bombers.'

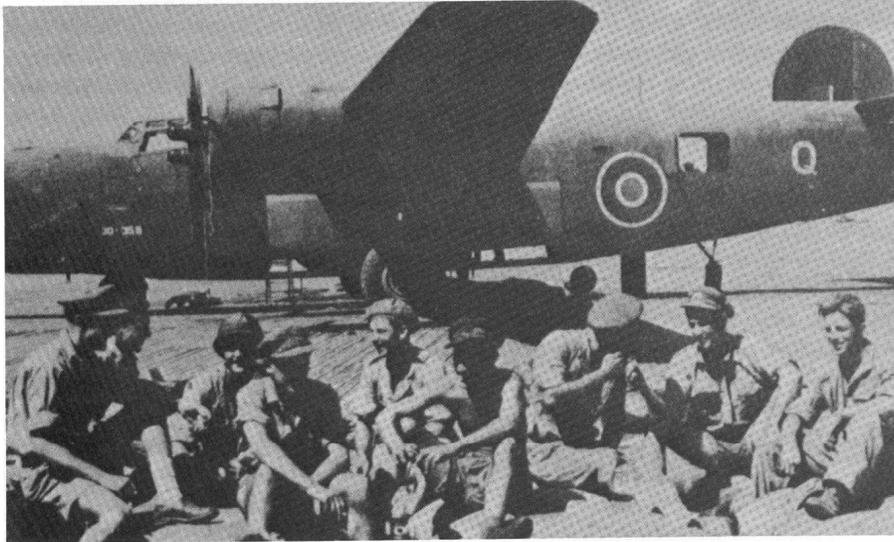
Of special importance to the Germans were the Hungarian and Rumanian railway systems. These came under constant Allied aerial bombardment and in the summer of 1944 the Germans were deprived of the use of the Lwow-Cernauti Railway by the Russians. The only alternative route

linking Germany with the grainlands of Hungary and the oil fields of Rumania was the River Danube, capable of carrying 10,000 tons of war material daily. It was estimated that eight million tons of a B-24 of the 15th AF material had reached Germany in 1942 by this waterway alone. By mid-March 1944 the Danube was carrying more than double the amount carried by rail. Even a temporary halt in this river traffic would seriously hamper the German war effort and in April 1944 No. 205 Group began 'Gardening' operations, 'sowing' the waterways with mines. On the night of 8 April three Liberators and nineteen Wellingtons from 178 Squadron dropped forty mines near Belgrade. Over the next nine days 137 more mines were dropped and in May the total number dropped had risen to over 500. No 'Gardening' sorties were flown during June but on the night of 1 July sixteen Liberators and fifty-three Wellingtons dropped 192 mines in the biggest operation of the mining campaign. The following night another sixty mines were dropped.

At first the 'Gardening' sorties were only flown on nights of the full moon as the aircraft had to fly no higher than 200 feet and even—heights of forty and fifty feet were reported. 'Gardening' sorties continued throughout July, August, and September. On the night of 4 October four Liberators and eighteen Wellingtons flew the final mission of the operation and dropped fifty-eight mines in the Danube in Hungary west of Budapest, north of Gyor, and east of Esztergom. In six months of operations, 1,382 mines were laid by Liberators and Wellingtons of No. 205 Group in eighteen attacks.

The effect on the supply route was catastrophic. Several ships were sunk and blocked the waterway in parts and by May coal traffic had virtually ceased. Canals and ports were choked with barges and by August 1944 the volume of material transported along the Danube had been reduced by about 70 per cent.

Meanwhile yet another Air Command had come into existence in the Mediterranean theatre—the Balkan Air Force. Its formation in June 1944 was a logical step in the sequence of events which had begun in April 1941 when Yugoslavia had been



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Little Queen II a Mark VI Lib of No 2 (SAAF) Wing. Both 31 and 34 Squadrons operated from Italy with the B-24 and operated from Italy as part of 205 Group. In August 1944, 31 Squadron lost 8 B-24s in four nights during supply drops to the beleaguered Polish Home army in Warsaw and in six weeks the squadrons lost 24 of their 33 aircraft.

invaded by the Germans. Various Partisan groups became a constant menace to the occupying troops and in February 1944 the British Prime Minister, Winston Churchill announced that no less than fourteen of the twenty German divisions as well as six other satellite divisions were being contained in the Balkan Peninsula, by a force of 250,000 Yugoslav Partisans supplied by elements of the RAF and American air forces in the Mediterranean.

Four Liberators from No. 148 Squadron had been supplying Resistance groups in Albania, Greece, and Yugoslavia since May 1942. In March 1943 Halifaxes became available and this squadron provided the nucleus of a Special Operations Air Force, which by June 1944 consisted of eight squadrons, including one flight of Liberators, and was manned by personnel from no less than five nations. This arrangement was nothing new. The officers and men of the 376th Bomb Group of the 15th AF was operated from October 1943 by Yugoslav nationals trained in the United States. They made their operational debut in November 1943 in four B-24J Liberators presented to them by President Roosevelt at Bolling Field upon completion of their training. On 16 November the Yugoslavs joined with the 376th crews in bombing hangars, administration buildings, and parked aircraft at Eleusis airbase, north-west of Athens. The Yugoslav Liberators were later ferried to

Cairo where King Peter officially accepted them on behalf of the Yugoslavian Government in Exile. Their war record was long and distinguished and losses were disproportionately high for such a small force.

Special Operations Executive (SOE) units also operated from the Mediterranean during the war. By May 1943 many flights had been made to Poland from England. Between August and October 1943 brief use was made of three Liberators (BZ 859, 860, and 362, later transferred to 1586 Flight) but these long trips were subject to heavy fighter opposition and the risks were great. It was decided, therefore, to operate SOE aircraft from the Mediterranean theater. No. 1575 Flight (which became 624 Squadron in 1943), No. 1586 Flight (which became 301 (Pomeranian-Polish) Squadron in November 1944), and 148 Squadron were based at Blida, Derna, and Tocra in North Africa, although airfields in Italy were used on occasions in 1944, principally Brindisi but also Foggia. G. J. Hill, a fitter with 148 Squadron at Brindisi in August 1944, recalls the Polish Liberators: 'We used these Polish Liberators to convert some of the crews on to B-24s. Our Commanding Officer, Squadron Leader Dickie Knight and his flight engineer, had served on Liberators before so they were given the job of converting the rest of the crews. After a very short time we received a batch of B-24Js from a maintenance unit in Algiers. The old

Polish Liberators were flown back by the crews who had ferried in the new B-24s.'

Liberators, Lysanders, and Halifaxes based in southern Italy ranged throughout the Balkan countries, Czechoslovakia, southern France and, towards the end of the war, Austria and Germany, dropping 'Joes', Resistance leaders, arms, and supplies. By the end of the war the Balkan Air Force had flown over 11,500 sorties into Yugoslavia and had delivered over 16,400 gross tons of supplies to the Partisans. On the personnel side, 2,500 persons had been flown in and 19,000 brought out of the country.

Although the Balkans was the center of operations for the special force, in August 1944 another supply mission was required farther north. The Russian armies had swept aside German resistance in Poland and were at the approaches of Warsaw. The Polish Home Army under General Bor was persuaded to rise against the German occupation troops but the Russians made no attempt whatever to support the rising. On the eve of 1 August 1944 General Bor requested all possible air support for the rising but for some time the Russians refused to allow RAF and American aircraft, involved in supplying arms to Warsaw, to make emergency landings in Russian-held territory. Bor pleaded for the bombing of the environs of the capital, the dispatch of Polish fighter squadrons from France, and even the dropping of the Polish parachute brigade into Warsaw itself. His pleas were, however, impractical. His fourth demand, that of increasing the air supply of arms and ammunition was just possible, involving as it did, a round trip of about 1,750 miles. Much of the journey would be over enemy-held territory bristling with anti-aircraft defenses and night fighters.

The Special Duty squadrons in England were fully committed to 'Overlord' so the task of supplying the Polish Home Army was given to the Mediterranean Allied Air Forces. At first Air Marshal Slessor opposed the plan on the grounds that the undertaking was suicidal but after appeals to Russia had failed and the Polish situation became more acute he was forced to agree to a small trial sortie being dispatched from No. 1586 (Polish) Special Duty Flight. These few aircraft proved successful and two Liberator Squadrons, No. 31 (SAAF) and No. 178 of 205 Group, were diverted from the invasion of southern France to support them. But Slessor's worst fears were realized and on the five nights between the 12 and 17 August, seventeen of the ninety-three aircraft

dispatched failed to return. The South Africans, were hit badly, losing eight Liberators in four nights.

With that operations ceased but were restarted after protests from the Polish authorities with aircraft from No. 1586 Flight. Four of the nine aircraft failed to return on two nights and after further losses bad weather prevented any further missions to the beleaguered Poles. In early September the Russians finally agreed to co-operate but by then the Polish, RAF, and SAAF units had lost thirty-one aircraft out of 181 dispatched in twenty-two nights of operations.

Meanwhile the Liberators of the 15th Air Force and No. 178 Squadron continued pounding enemy targets throughout the Mediterranean and its immediate area. No. 178 Squadron had been using Liberators since the beginning of 1943 and had built up an impressive record, listing among its targets those of Crete, the Aegean Islands, and the Ploesti oil refinery. Apart from a few scattered units employing a handful of Liberators, up to October 1944, 178 was the only true RAF B-24 squadron in the Mediterranean. But that month 37 Squadron, based at Tortorella, began exchanging its Wellingtons for the Liberator Mark VI. During the year this Squadron had flown many operations not only dropping Partisans and mining the Danube, but also normal bombing raids.

As more and more Liberators became available, three more Wellington squadrons converted to Liberators in the first three months of 1945. In January that year 70 Squadron at Tortorella began re-equipping with Liberator VIs, as did 104 Squadron at Foggia Main, a month later. In March 1945, 40 Squadron also began converting to Liberator VIs at Foggia Main.

Crews were doubtless pleased with their new breed of bomber, which was different in every way from the Wellington and most other aircraft. Although it did not have the standard British blind flying panel which contained all the vital flying instruments, the instruments were arranged somewhat haphazardly and checks for take-off and landing were only possible by having the flight engineer read out from a long check list. It did have a superb radio and auto-pilot. The auxiliary engine-driven generator (for use on ground to ensure enough electricity for hydraulic brake pressures etc.) removed the constant anxiety of losing brake power when taxi-ing, which had been experienced with the Wellington, due to the slow running engines not being able to maintain pressure.

Pilots found the flight deck a dream. There was more room than in the 'Wimpey' and there was even a carpet on the floor. (The ashtrays were removed on delivery as no smoking was permitted in any British service aircraft.) In its flying handling the Liberator was a lumbering aircraft 'like flying a bus' but crews rapidly got used to its performance and even enjoyed its superior stability (and hence comfort). The tricycle undercarriage (which no British aircraft had at the time) was also vastly superior to tailwheel designs both for visibility and ease of handling.

No. 205 Group could now call upon six Liberator bomber squadrons including two SAAF Squadrons. The SAAF Squadrons had played a large part in the Mediterranean war, dropping supplies to guerrillas and taking part in the mining operations in the Danube. Not all the personnel in the South African squadrons were natives of that country. Quite often replacements were RAF personnel trained in Egypt and Palestine like Frank Mortimer, a Liberator air-gunner who was one of those who joined 34 Squadron (SAAF) in October 1944. He recalls: 'We arrived at Foggia and reported to 34 SAAF at Tortorella. Our living accommodation was four to a tent. It was raining at the time and ours was on a slope. There were no beds. I was fortunate to have a sleeping-bag with me. All around the airfield, which had been a maintenance unit for the Germans, were wrecked Junkers 88s. None of the JU-88s had tires. They had been stolen by the Italians to mend their plimsolls (sneakers). I took a rudder off a JU-88 and slept on that for a few weeks. We also made radio sets from parts of their wreckage which we finished off with bent pins and razor blades, using our aircraft headsets for earphones.

'There was no place to dry out flying clothes so we slept in them. The dampness was intense and on raids we flew in wet clothes. The dampness also got into the parachutes and it is doubtful whether they would have worked when needed. We tried to make the tents more habitable by digging down about four feet to make more headroom. We also stole runway sheeting and used that to prop up the sides. Cleaning was another problem. There was a bowser which brought one jerry can of water every day. In Foggia we used to try and take a bath but it was over-populated with Americans and the British Army. Gradually as crews were shot down it was the custom to raid their tents, and take little luxuries, like a wooden bed. It was dog eat dog, with little sentiment at all.

'Our first two operations were supply drops to Tito's Partisans in Yugoslavia. These were completed under code names, flying about 100 feet over the DZs. I recall very vividly flying in the region of 500 feet. We dropped sugar, boots, rifles and other supplies and we could quite clearly see horses and carts coming to pick them up. During briefing for a raid on Yugoslavia we were told that there were three main Partisan groups involved-Tito, Mihailovich's men, and the Chetniks. We were told to watch out for the Chetniks because they were known to help the Germans look for downed airmen.

Most of the RAF crews were posted to 70 (ATF) Squadron in January 1945 and the SAs gave us a farewell party. I for one was proud to have flown with them. They were good men and I'll always remember the CO; he was a fantastic man. No. 70 Squadron's base was no better. The Sergeants' Mess was another cowshed and the food was foul. I lived off tins of South African pears and peaches. The place was infested with snakes and I even saw a warrant officer cutting one up to make a tie out of it.'

In January 1945 Denis Allen joined No. 40 Squadron at Foggia Main from 1675 HCU at Abu-Suier in the Canal Zone: 'I was delayed by the smallpox epidemic in Cairo and arrived on the Squadron a few days after my first crew (Skipper F/S Smout), only to find they had gone on their first op without me, and failed to return.

'I became acquainted with many US aircrew, both at Foggia and at Prestwick, where I did the automatic pilot course. I remember with great affection these quiet, serious young men with their easy-going temperament and good nature. The Commanding Officer of 40 Squadron, Group Captain Smythe, placed me with Pilot Officer Colin Dunn's crew who had lost their flight engineer. PO Dunn and crew had already completed ten 'ops' and despite the natural reluctance of all crews to take on a 'rookie' like myself, they made me welcome and I always considered myself lucky to join such a friendly and experienced crew. I flew eight 'ops' with my new crew, including one daylight mission. Our daylight 'op' was interesting, the target, a wharf named Arsa, was too small to bomb at night. We went in just above the altitude for accurate flak at about 24,000 feet. This was too high for such a small target so we were instructed to drop one bomb as a marker, make the necessary corrections on the bomb sight and

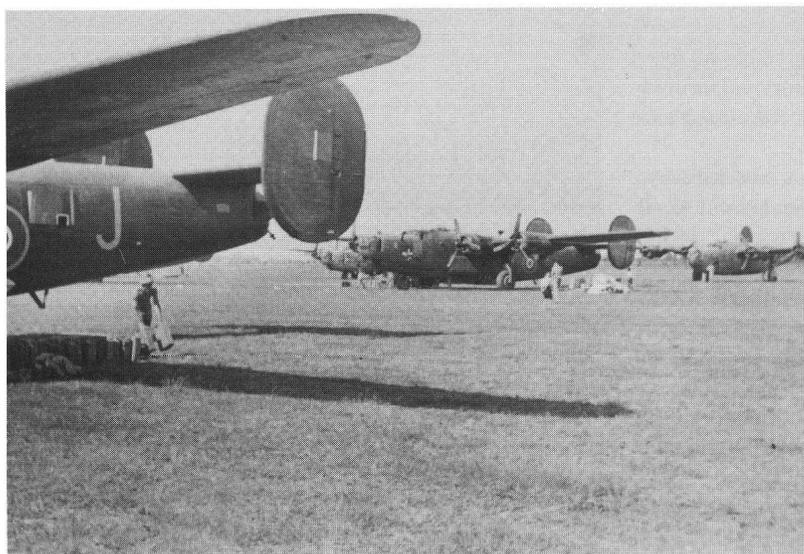
go round again and drop the rest of the bomb load. On approaching the target we were immediately subjected to deadly-accurate flak and after a brief discussion with our bomb-aimer we decided to use the marker-bombs dropped by two Libs who were ahead of us. The bomb-run was very 'dicey'. When the bomb-doors were closed, full power was applied and a steep climbing turn executed. My hands were shaking so violently that I couldn't make my log entry for several minutes.'

Having so many groups in such a confined area caused many problems, as Frank Mortimer recalls: 'Foggia Plain comprised four airfields very close to each other. The flight paths overlapped and the risk of collision was very high. On one occasion two Liberators collided and we had to take the corpses to Bari cemetery. We collected them from the hospital in Foggia which was piled up with coffins. While going through the dock area an ammunition ship exploded and within minutes we were surrounded by hundreds of running Italians. 'As a result of the collision an order was made stating that the rear gunner had to remain in his turret

to look out and warn of collision. Inside the tail turret was a notice which said OWING TO HIGH ACCELERATION GUNNERS MUST NOT LAND WHILE IN THE TURRET The first time I actually landed in the turret it was a daylight raid. We had been warned to brace ourselves because the tail unit shook terrifically on a tricycle undercarriage but fortunately it was a very smooth landing. An aircraft rarely lands straight, it lands sideways, and this causes a lot of acceleration. The second time I landed in the turret was after a night raid and I suppose I was a bit cocky and didn't brace myself. I remember that I banged my head on the gunsights.

'The other dangerous practice was dropping the photoflash to enable us to make a photo record of the bombing. It was a very dangerous 'pyro' in a long cylinder about three foot long, and usually dropped at the same time the bomb-aimer called "bombs away".'

'It was well known that many photo flashes had hung up in the bomb-bay and blown the aircraft in two. Our pilot was very wary of them and asked the rear gunner to throw it out of the rear turret during bombs away. The flash had two safety devices on it. Two wires like hooks on a fishing line connected the fuse to two lines clipped on to the side of the fuselage. It was my job to see that the two fuses came out as the 'pyro' descended. It was a very 'Heath Robinson'



British Liberators on a transport mission probably after the war in Europe ended.

affair and extremely frightening. Prior to throwing out the photo-flash we had to jettison large bundles of leaflets out of the window.

'The rear turret was fitted out for electrical flying-suits although we didn't get these until the end of the war. Owing to dampness in the tents we got a lot of shorting out. On one raid my gloves caught fire and I had to throw them out of the turret. After that I used only silk gloves. My main clothing was two pairs of silk underpants, two vests, probably a shirt and RAF pullover, plus an inner suit. There was no way I could wear an Irvine jacket in the cramped confines of the turret.'

By early 1945 the war seemed to get more vicious rather than the reverse. During a briefing RAF Liberator crews learned that one airman who had baled out had been hanged on the nearest lamp-post by Italian fascists. RAF Liberator crews were still coming through to replace those lost on

operations although their training was not as complete as it could have been. Deryck Fereday, a pilot who joined 178 Squadron in March 1945 recalls: 'Pilots for 178 Squadron were taken from those who had undergone the OTU (Operational Training Unit) on Wellingtons-several in Palestine. Then instead of going straight to a squadron at Foggia they went to 1675 HCU (Heavy Conversion Unit) at Abu Suair, Egypt. The OTU course was five weeks and HCU only

three. I still cannot believe that in so short a time I sufficiently mastered the intricacies of such an advanced aircraft to be entrusted with the lives of seven men and 8,000 lb of high explosive, not to mention thirty tons of Liberator. I joined 178 Squadron at Amendola along the Manfredonia road from Foggia, which we shared with 614 Pathfinder Squadron-just converting From Wellingtons to Liberators. The airfield had only one runway, 2,000 yards long (essential for a fully loaded Liberator), constructed of perforated steel planking laid straight on the

ground. The surface was far from level with plenty of friction to retard acceleration on take-off. With only one runway it meant that we could be as much as ninety degrees out of wind which presented severe flying problems.

'Operations were mainly to northern Italy, Austria, and Yugoslavia, and nearly all the raids, until towards the end of the war, were to railway junctions. I did just two daylight raids, both to coastal targets. It would have been suicide to have tried to go inland with our depleted fire-power but a hit-and-run raid could be pulled off.

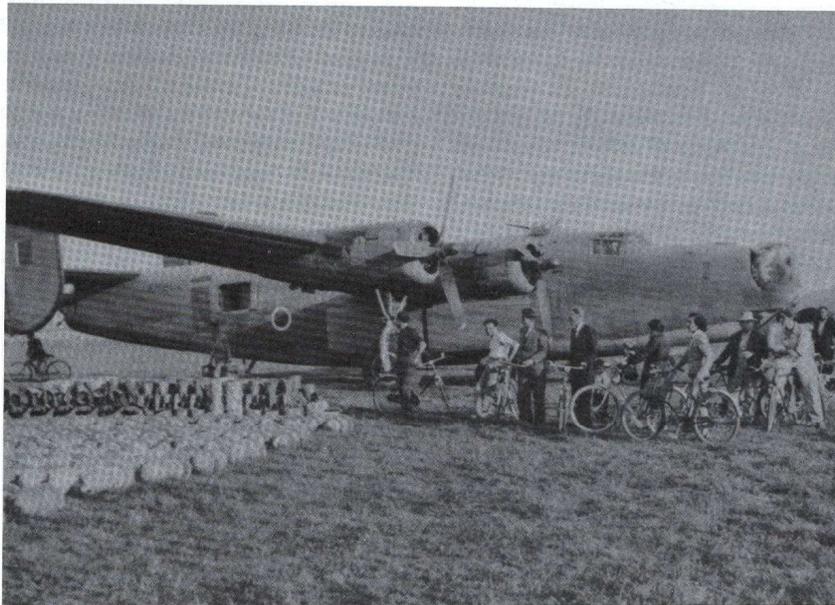
'A typical raid took about five hours, usually taking off at 22.00 or 23.00 hours and returning in the small hours of the morning. For a maximum effort the Group could muster about seventy aircraft. For a 'sustained effort' this was cut back to about forty or fifty aircraft to ensure enough carry-over of serviceable aircraft to the next night. The Liberators had a much better serviceability

record than the Wimpeys, which were truly clapped-out. 'So the bomber force was much fewer than in operations from the UK. But we all had to be over the target in a bombing cloud or 'stream' within three minutes instead of the ten or fifteen minutes usual in north-west Europe. This was essential to prevent flak singling out individual planes and meant that we had to navigate very precisely indeed. The Liberator's wonderful electrical and radio equipment, stability in flying, and good auto-pilot, was a big help in this direction. Incidentally, because the Air Ministry supposed Italian-based Liberators met less opposition than the heavy bombers based in the UK, the tour of duty for crews was increased from thirty to forty operations. The chances of survival for crew members (and planes) was therefore theoretically the same.

The small towns on the railways through the Alps were defended out of all proportion to their size because of the vital German need to keep their supply routes open. Towns like Bruch and Villach in Austria, and Ljubljana in Yugoslavia, were typical. Certainly there were plenty of legitimate targets down there in the dark. For example, I remember one such raid to Pragersko, a tiny junction in Yugoslavia, where we obviously hit a munitions supply train as the explosions on the ground were like a fireworks display and even at 15,000 feet we had the feeling of flying right through an inferno.

'Most raids were flown at around 12,000 to 15,000 feet. There was no point in going higher and losing accuracy in bombing. Over the target we had to stagger our bombing heights to lessen the chance of collisions and sometimes we had to descend to say 8,000 feet, if we had been allocated one of the lower levels. This meant that instead of being able to get the hell away from the target, flak, and prowling night fighters, we had to climb at slower speed to get back to bomber-stream height. Also on raids to Austrian targets, we had to get back over the Alps.

'On 23 March 1945, after bombing a rail junction and marshaling yard near Innsbruck, we had to climb immediately in order to clear the mountains. Had we been only slightly off course we could not have made it, due to the higher peaks on either side. This night we entered cloud as we turned from the target for home. The cloud was colored red from the ground fires and there was no visual contact with the mountain peaks all around. As we climbed the



Martin Bowman

D for Dog of 178 Squadron on supply operations at Revolto, Northern Italy on May 8, 1945.

Liberator seemed slower than usual and we seemed to be heading directly for a mountain. I turned the electronic boost control into 'Emergency position 10' and the Lib seemed just to jump upwards. At that moment we broke cloud into a magnificent scene of the Tyrolean Alps in bright moonlight. Fortunately we were safe at the necessary height so I was able to reduce boost and avoid further over stressing the engine. The panorama below was breathtakingly beautiful and a strong contrast to the scene of death and destruction we had just created only a few miles away.

Towards the end of the war a new type of operation was introduced. Instead of strategic bombing we switched to close support for the 8th Army's final offensive of the war as, the front moved into the plains of the Po valley. We were 'blanket bombing' the German troop positions just before the 8th Army launched a local attack, sometimes going for a small bridge area or a bottleneck as part of the total operation. There was no identifiable bombing point that we could find on our own so we had to bomb on Pathfinder markers which were dropped using dead reckoning or radar.

There was no Gee, unlike in western Europe as we were out of range, which was a pity as it was the best navigational aid in existence and highly accurate. Instead we had 'Loran', which used stations 500 to 1,000 miles away and allowed no instant fixes, so as far as we could we used other

methods. On these tactical raids we were in effect using the Liberators at night to reinforce what the American light bombers were doing in the daytime. ' Arthur Jeffries, a beam gunner with 40 Squadron, flew on the Po raid on the night of 18 April. He recalls: 'The briefing for the raid took a little longer than usual due to the complexities of this range of targets. Our own particular sector was at Malalburgo. We could hardly believe our ears when we were told that we were laying a barrage only a 1,000 yards ahead of the 5th Army and at night! The time for take-off was at 19.25 hours.

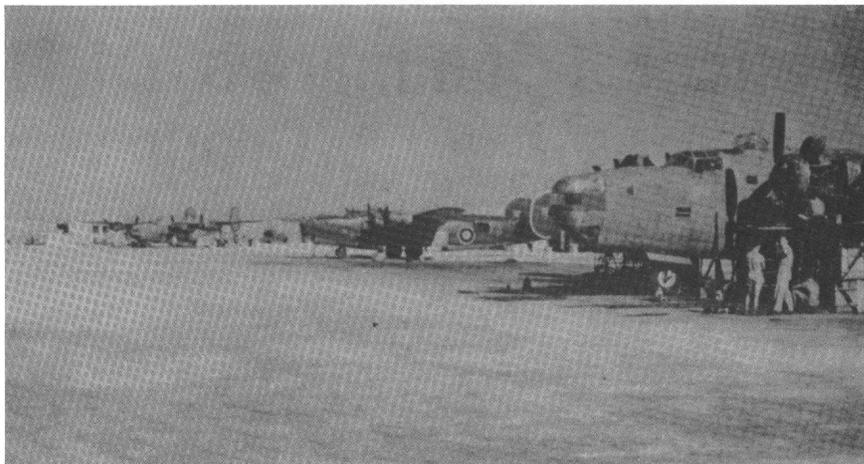
'The Pathfinders (614 Squadron Liberators) were to drop markers, and our navigator and bomb-aimer would be further assisted by members of the ground units firing tracer shells at the enemy positions. Timing was of prime importance. We arrived in *E for Easy* a couple of minutes early and had to resort to a navigational trick or two to rectify this. Right on time the marker flares were dropped and the tracer shells indicated the target. From then on our bombing run began. Ted Hawes, our bomb-aimer, was in complete control, cool and confident. A quick look at our target area and we all knew that this 'first' night-support attack had been a success. Only light anti-aircraft fire was encountered and the night fighters were conspicuous in their absence. Letters of congratulation were received from General Alexander and General McCreery on the success of the mission.'

On 25 April 1945, 205 Group crews were briefed for an operation that was a return to rail junction and marshaling yard raids after their close support work. Sixty-one Liberators were dispatched to the marshaling yards at Freilassing in Austria about four miles northwest of Salzburg. No. 614 (County of Glamorgan) Squadron dispatched seven Pathfinder Liberators to illuminate and mark the yards. Deryck Fereday was among the bomber crews who took part: 'The operation took an hour longer than usual due to the greater distance (I logged six hours five minutes, carrying two 1,000 lb and ten 500 lb bombs). It went completely to the pattern of other raids: heavy flak over the target, lots of ground explosions and flames indicating munitions in the rail trucks destroyed. Coming back we climbed with plenty of time before we reached the Alps so I permitted myself the luxury of 'listening out' on the pilot's standard frequency radio, which was controlled from above the pilot's head in the roof of the flight deck and could be tuned to almost any broadcast frequency (normally we used only the push button VHF radio for ground/air control, plus the WOP's Morse set). Loud and clear was an Austrian station playing Strauss waltzes, without commentary or other introduction, just showing that someone down there was determined to end the war in three-four time. Even today hearing the 'Blue Danube' brings on instant Liberator nostalgia.

'This was the last bombing raid of the war. We stood by for other operations but none were confirmed: indeed the fighting lines were so fluid that no one quite knew what point the invading armies had reached. Then VI-Victory in Italy Day-was announced on 6 May 1945. We won the war in Italy with the help of the Liberator, two days before VE-Day was announced in the West.'

During 1945 Liberators flew British troops from Italy to Athens to help suppress the ELAS rising. This caused unrest among South African crews because many were of Greek extraction. On the very last day of the war and for a few days after the German surrender in Italy, Liberators transported petrol and supplies to the British 8th Army advancing from northern Italy into Austria.

Denis Allen of 40 Squadron recalls: 'During the summer of 1945 we made several flights to northern Italy carrying petrol and army rations. These flights were regarded as an 'easy' number but in fact proved just as hazardous as a 'normal' mission! The trouble arose from the temporary landing strip. The Liberator soon broke-up the sun-



Martin Bowman

Liberators of 70 Squadron at Agir, Palestine after the end of the war in Europe.

baked turf and produced large areas of soft sandy soil which hindered take-off. On one occasion I remember even with 120 on the clock the Liberator simply refused to leave the runway.'

No. 148 Squadron was also involved with 'trooping' duties as G. J. Hill recalls: 'We were given the job of transporting POWs back to the UK as part of Operation Exodus. Benches were fitted and bomb-doors were sealed with doped fabric to keep the draughts out. However, a steady slipstream blew through the holes and the fuselage was below freezing for most of the trip. We carried twenty-seven passengers at a time in the bomb-bays and during the flight, we let them up into the back of the Liberator for a smoke, one at a time and asking him to pass it on.'

One by one the Liberator squadrons left Italy. On 6 November 1945, 148 Squadron left Foggia and flew to Gianacalis in Egypt. G. J. Hill remembers the trip: 'We carried everything we could get on these aircraft and we took possibly the only two pigs to fly on Liberators. The pigs had been with 148 a long time and were well fed with the swill from three messes. It was a sight to behold to see pigs' heads looking out of large beam windows as the Lib took off from Foggia. On 25 January 1946, 148 Squadron was disbanded at Gianacalis. We had a wonderful farewell party.

On 13 November, 178 Squadron moved to Fayid, Egypt, and towards the end of December was disbanded. Crews were posted to 70 Squadron of 205 Group at Shallufa, Egypt. Trooping continued until in February 1946 crews heard that they were to change to Lancs flown by new crews who

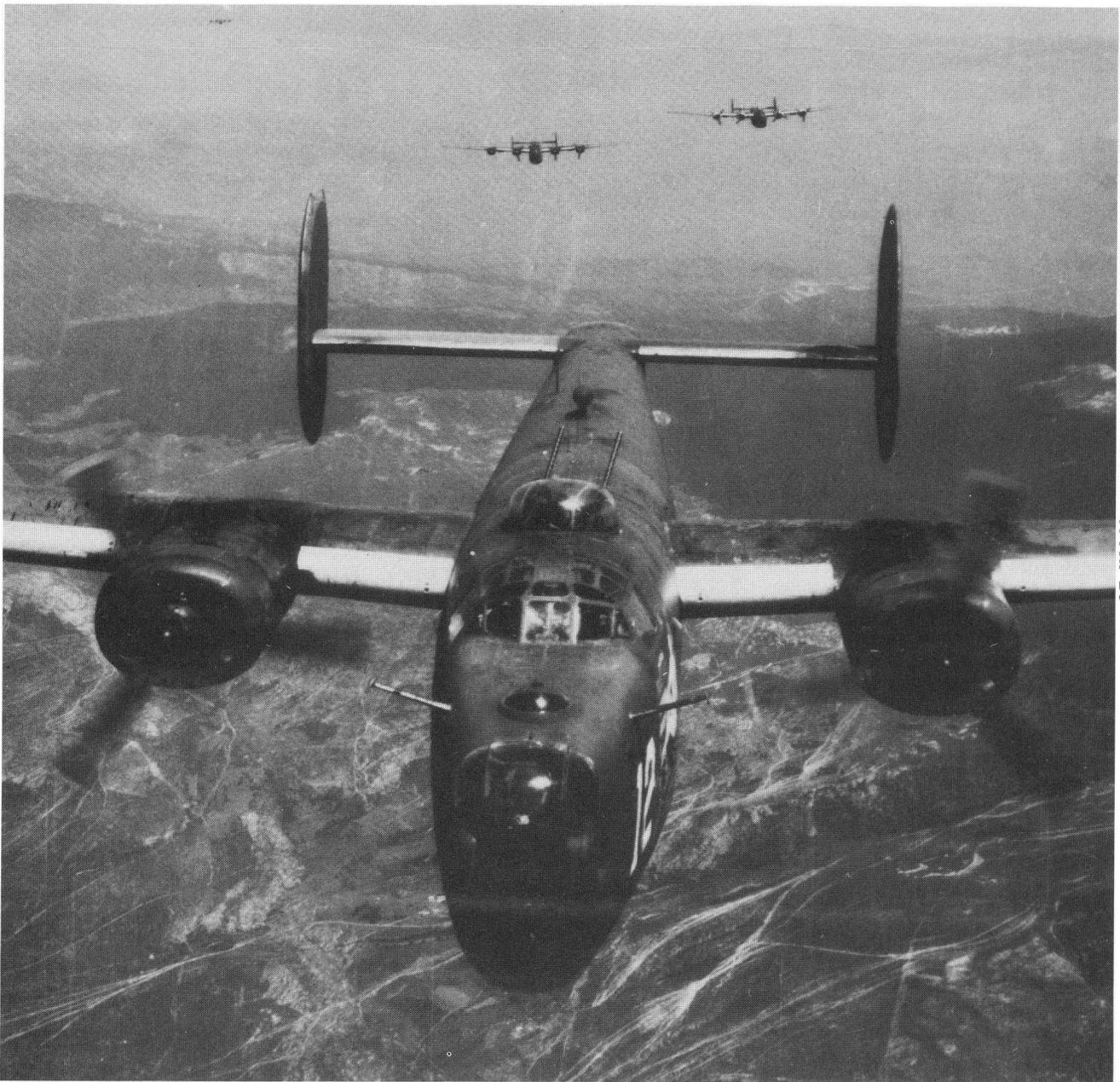
would be coming out from the UK. The Libs were to be given back to the Americans, as Britain saw no point in paying for them when ample British aircraft were now available for bomber squadrons.

Deryck Fereday recalls: 'We ferried the Libs one by one to Gebel Hamzi (formerly known as 'Kilo 40') on the desert road from Cairo to Alexandria and El Alamein. The last trip was made on 20 March 1946 and we had to suffer the indignity of being brought back by a Lancaster crew whose knees were still white and who had never seen a shot fired in anger. The Libs at Gebel Hamzi were parked in two long lines stretching to the desert horizon. The Maintenance Unit closed down in September 1946 but not before German POWs were brought in to chop through the aircraft, breaking the tail-plane off, and hammering a spike sledge through each engine.

'By the time our last trip was made the first Libs had the sand washing over their tires and had already been stripped by locals of anything salable or of scrap value. It was a sorry sight, those beautiful and efficient flying machines in their graveyard, but they had done their job. It was the end of an era.'

Taken from the book, "The Liberator B-24 1939-1945," by Martin Bowman. First published in the United Kingdom by Wensum Books (Norwich Ltd.. Library of Congress Catalog No 80-50342. Reprinted by permission. Book is not in print, but can be found in used book stores.

Statistical Summaries Of The 484th Bomb Group



484th BG

Liberators of the 824 Squadron lead by ship #12 head out on a mission during 1944. Note the deicer boots have been removed.

Compressed into these pages are the facts that made up the life of the 484th Bombardment Group (H) during its first year of combat operations.

**Compiled by
Phillip W Frankelstein Capt. Air Corps, Group Statistical Officer.**

Chester C Busch, Lt. Colonel, AC, Commanding.

A Commanding Officer's working knowledge must come from numerous departmental reports and from the compilations of this information through the Statistical Section. The report speaks for itself. From out of all its facts and figures, its charts and breakdowns, there emerges a history of the Group's existence from its first mission on April 29, 1944 to the last one April 26, 1945.

*Signed
Chester C Busch,
Lt. Colonel, AC, Commanding.*

Preface

On March 13, 1944, the ground echelon of the 484th Bomb Group (H) left the shores of the United States for an unknown destination. Twenty-eight days later, they were busy setting up housing and working facilities in Italy. The air echelon of the Group took off from Morrison Field, Fla., at about the same time the ground echelon was getting its last look at home shores for a long time to come; the air echelon flying down through South America, across the Atlantic Ocean to Dakar and up through Africa and then to our present base in Italy.

On April 29, 1944, the Group took off on their first combat mission. Since that date one year ago, the Group has put up 6252 A/C over the target and dropped over 11,000 tons of bombs on enemy target. Targets were attacked in Germany, Italy, Hungary, Rumania, Yugoslavia, Austria, Czechoslovakia and France.

The Group has been the recipient of two (2) Distinguished Unit Citations. The first, for the raid of August 22, 1944 against the Vienn-Lobau Oil Refineries in Austria. Here the Group completely destroyed the enemy underground oil installations and shot down many enemy fighters. The second citation, was received for the devastating damage done to the Marshalling Yards at Innsbruck, Austria and again shooting down many enemy aircraft.

The Group participated in direct support of the invasion of Southern France; attacking artillery and gun positions on the beachhead, and clearing the way for our 7th Army. For almost the

entire month of September, the Group was utilized in the performance of supply missions. Vital supplies were flown to our rapidly advancing forces in the valley of the upper Rhone.

The personnel of the Group are entitled to wear five (5) Bronze Battle Stars. (1) Rome-Arno, (2) Southern France, (3) Germany, (4) Northern France, (5) Air Offensive-Balkans. In the recent drive by the 5th and 8th Armies, the group gave close air support by again bombing enemy positions thus making the inevitable advance of our armies that much easier.

The work this Group has done in coordination with the other Groups of the 15th Air Force, has materially hastened the defeat of the common enemy.

Part 1 Rest Camps

Flying combat, crewing airplanes or working in an administrative job, after a period of time has elapsed, a certain amount of fatigue sets in a person, thus lessening his efficiency. To relieve this fatigue or "war nerves", the 15th Air Force has set up rest camps at Rome, Capri, Sans Spirito, Cannes, and Villagio Mancuso. During this reporting period the Group sent several thousand men to relax and enjoy themselves at these rest centers.

*The following is the breakdown by Squadron of the
Number of men sent to Rest Camp.*

<u>Place</u>	<u>Hq</u>	<u>824</u>	<u>825</u>	<u>826</u>	<u>827</u>	<u>Total</u>
Rome	97	388	277	269	267	1298
Capri	17	388	388	379	370	1542
Sans Spirito	56	130	129	128	129	572
Villagio Mancuso	8	17	13	7	15	60
<u>Cannes</u>	<u>5</u>	<u>10</u>	<u>8</u>	<u>5</u>	<u>4</u>	<u>32</u>
Total	183	933	815	788	785	3504

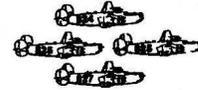
Squadron Strength

Month	Group HQ		824 Squad		825 Squad		826 Squad		827 Squad		Total	
	Off	Enl	Off	Enl	Off	Enl	Off	Enl	Off	Enl	Off	Enl
May	37	65	111	422	101	417	122	456	89	390	460	1750
Jun	39	63	433	126	433	91	407	118	447	78	380	1730
Jul	34	64	115	477	107	479	107	477	92	406	455	1903
Aug	34	65	123	456	107	462	120	481	101	407	485	1871
Sep	33	66	102	421	95	431	99	411	92	406	421	1735
Oct	31	65	110	443	105	460	106	434	99	428	451	1830
Nov	31	64	118	471	119	479	118	460	117	457	503	1931
Dec	33	96	125	486	114	474	119	471	120	461	511	1988
Jan	37	93	119	470	113	485	121	475	112	458	502	1981
Feb	37	87	126	475	121	485	121	479	122	464	533	2190
Mar	36	88	130	482	118	469	122	465	115	455	521	1959
Apr	38	91	120	470	115	465	117	465	117	465	507	1956

The figures in the chart at left of personnel, represent figures appearing on the Squadron Morning Reports as of the end of each month. These figures show that throughout the reporting period of this report, the Squadrons strength was fairly well distributed at all times. Actually, the personnel that really fluctuated was the combat crews. The Ground personnel was practically without change. Information Sources: a) Group Special Orders b) Morning reports.

The Army General Classification Test

In the Army General Classification Test, given to all enlisted men on their initial entry into the service, the Group has a grand average of 106.5. Headquarters has a separate score of 111.3, the 824th Squadron 105.6, the 825th Squadron 105.9, the 826th Squadron 107.2 and the 827th Squadron 106.6. The highest score for an individual was 159, which appeared in the 826th Squadron. Test scores are not truly indicative of actual intelligence. Also, over the period during which the examinations were given, the tests were changed, modified and not always of the same type. Still, as scores go, the average for the entire Group is high and does reflect a degree of alertness and adaptability.



Postwar Planning

If the post-war armed force will be as large as today's prophecy, the percentage of future civilian soldiers should increase. Also due for a substantial boost is the after-demobilization aircraft occupations. This tendency follows the planned expansion of peacetime airplane production and the fact that approximately 62% of all personnel of the Group are graduates of Army Service schools, most courses of which can be utilized by the future aviation industry, assuming women, of course, return to their kitchens.

Of interest to post-war planners is the following sample of civilian occupational specialties of members in the 484th Group:

Unit	IQ Scores				
	130 Up	110 to 129	90 to 109	60 to 89	59 & Under
	GR I	GR II	GR III	GR IV	GR V
Hq	10	29	15	9	0
824th Sq	30	192	162	64	11
825th Sq	27	199	165	63	9
826th Sq	28	202	161	61	1
827th Sq	22	203	160	62	2
Total	117	825	663	259	23

Age

No superannuated graybeard, the medial member of the Group has a sound lifespan of but 25 years and 10 months. The combat crew enlisted men have an average age of 22 years and six months; whereas the ground crew enlisted man has the average age of 24 years and 8 months. The flying officers, which include the Pilots and Co-pilots, Navigators and Bombardiers have an average age of 22 years and 10 months. The youngest of these hits the ripe age of 19, and the oldest the tender age of 30. The oldest man of the Group has the ripe old age of 48.

Skills	Percent
General Labor (semi-skilled)	20 %
General Clerical (all skills)	20 %
Service Labor (skilled)	17 %
Students	13 %
Salesmen-Managers	8 %
Farm and Dairy Industries	7 %
Miscellaneous Professional	6 %
Accounting, Banking, etc	5 %
Aircraft Industries	2 %
Professional Soldier	2 %

Religion

"There are no atheists in foxholes", these famous words were uttered by a soldier fighting on bataan. There are no foxholes in the sky when flak is thick enough to walk on. The combat crews flying these airplanes undoubtedly felt the same way as the soldier on bataan. Through the untiring efforts of our group chaplain, chaplain carter, religion and its meaning to them, the combat crews, has been effectively brought home to them. In addition to conducting services for his own group, the chaplain has also held services for the service squadron, ordnance company, trucking company and the signal company at least once a week. A beautiful chapel was built through the untiring efforts of the chaplain. Taking a custom from home, the chaplain conducted easter sunrise services in front of the chapel. His work has also consisted of holding classes in religion several times weekly. The group has three choirs which have all been trained by the chaplain. At the time the group was ferrying supplies in france, the chaplain accompanied them for a short period and conducted services. For these many achievements and his good work the chaplain was recently awarded the bronze star medal. Shown below is a monthly tabulation of the group attendance for services of all religions.

May 44	1,717	Nov 44	2,498
June 44	1,599	Dec 44	3,430
July 44	2,467	Jan 45	3,126
Aug 44	2,720	Feb 45	3,560
Sept 44	2,388	Mar 45	4,088
Oct 44	2,205	Apr 45	5,003
Total		34,891	

Public Relations

As a morale factor, public relations has proved itself to be of great benefit to both in the army and those back home. Through its stories and picture releases, it has brought the home front in closer contact with the men overseas. It was through the efforts of the public relations, by gathering all the important data, putting it together and forwarding it to higher headquarters, that the Group has been the recipient of two Distinguished Unit Citations. Unfortunately, records are only available from July 1944. Shown below is the breakdown of the number of stories, releases and radio recordings released for publication.

Months	Stories	Pictures	Radio
Jul 44	230	5	0
Aug 44	443	18	0
Sep 44	709	52	2
Oct 44	682	52	0
Nov 44	328	32	2
Dec 44	448	26	28
Jan 45	375	49	24
Feb 45	331	45	13
Mar 45	540	58	40
<u>Apr 45</u>	<u>495</u>	<u>82</u>	<u>47</u>
Totals	4,581	419	156

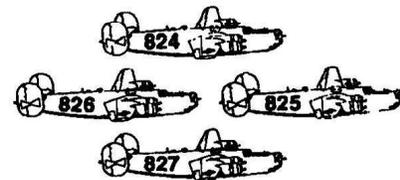
Special Service

To bolster the inner man, Special Service, in November of 1944, started a series of courses such as; Physics, Accounting, Business Management and Business Law, Algebra and Radio. These courses were available to all Squadrons. Text books were furnished to Special Service. Also, during the past year, 1,078 men enrolled for the Army Institute and various University Correspondence courses. In addition, they have maintained a widely circulating library of books, and magazines.

Throughout the year, through the courtesy of Special Service, we were entertained by 185 entertainment films, 52 GI Movies and had a total of 20 USO shows. Each of these films was shown a total of seven times before it left the Group. During last summer, all movies were shown outdoors. However during the cold winter months, a Niesen Hut was located and immediately put up. At each performance of the movies, Special Service inaugurated the broadcasting of the latest news bulletins for the benefit of all personnel.

In celebration of the first year overseas, the Group had a field day. Normal operations were maintained, but each squadron and Group headquarters was properly represented. Such events as Softball throw, Crab race, Three-legged race, Combat Crews Race, Cooks' Obstacle race, Tug-of-war, Skeet Shoot, Flak suit race, Donkey race, 50 yard Dash, Horse Shoe Pitchin and Volley Ball, were held.

For the numerous holidays that had passed while the Group has been overseas Special Service had special V-mail greetings made up. These were distributed to each squadron and made available to all personnel. A tournament which was run by Special Service included the following indoor sports of Bridge, Chess, Pinochle, Cribbage and Ping Pong was recently held. The winners are all entitled to a trip to France for winning in their respective events.



The Medics

Since the arrival of the Group in the combat area, it was steadily evident that the enemies on the ground, earth clinging diseases, could be as vicious as the heaviest flak or fighters. Most dreaded foe has been malaria. By nature of its insidious contagion and its usually determined lingering indefinitely in the body, stringent controls, (sprays, repellants and personal discipline), were established. Just how these imposed barriers to infection rewarded the efforts can never be determined in cold statistics, but the following data evidences that all necessary precautions were taken, therefore the low number of malaria cases.

Diseases

Disease	Unit	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Malaria	HQ	0	0	0	1	1	0	1	0	0	0	0	1
	824TH SQ	0	0	0	3	0	0	0	0	0	0	0	2
	825TH SQ	0	0	1	2	0	1	0	0	1	1	0	0
	826TH SQ	0	0	1	1	0	0	0	0	0	1	0	1
	827TH SQ	1	1	0	2	0	0	0	0	1	0	0	0
	TOTALS	1	1	2	9	1	1	1	0	2	2	0	4
Respiratory	HQ	1	1	0	0	0	2	1	1	2	0	1	0
	824TH SQ	5	3	6	4	2	15	7	5	7	7	18	4
	825TH SQ	0	4	1	0	0	0	1	3	2	0	1	2
	826TH SQ	1	3	3	3	4	4	15	20	18	11	16	4
	827TH SQ	2	7	1	4	2	5	1	6	6	7	2	6
	TOTALS	8	18	11	11	8	26	25	35	35	25	38	16
VD	HQ	0	0	0	0	0	0	1	0	0	0	0	1
	824TH SQ	0	0	0	2	5	3	5	3	1	1	1	2
	825TH SQ	0	0	0	0	4	7	1	10	0	1	1	3
	826TH SQ	0	0	4	2	2	5	4	4	1	1	1	1
	827TH SQ	0	0	2	3	2	2	2	2	1	4	2	3
	TOTALS	0	0	6	7	13	17	13	19	3	7	5	10
Hepatitis	HQ	0	0	1	1	0	1	0	0	0	0	0	0
	824TH SQ	0	0	0	0	0	1	5	6	3	0	0	1
	825TH SQ	0	0	1	3	0	1	2	0	1	0	0	0
	826TH SQ	0	2	5	1	3	3	10	5	4	1	0	1
	827TH SQ	0	0	1	0	0	6	1	0	0	0	0	0
	TOTALS	0	2	8	5	3	12	18	11	8	1	0	2

Venereal Disease

Unlike other communicable diseases, Venereal Diseases are not dependent entirely on the incidence, locations or winged carriers. It is chiefly a matter of personality. As most cases have acknowledged that they had been informed of dangers of VD, especially in this area, and that VD has been brought to their attention time and again; it can be said that Venereal education has been strict, but that individual discipline has been lax.

Combat Crews Gains and Losses

The information given here is a compilation of figures designated to show the corresponding gains and losses. As a result of enemy action which included killed, missing in action and wounded, the Group lost a total of 66 crews. Through transfer and return of personnel (those who have finished their tour of duty) to the United States, approximately 106 crews were lost. Combining the two figures we have a grand total of 172 crews under the category of losses. On the other side of the ledger, we have our replacements consisting of combat crews and staff personnel. In the Group composite a grand total of 174 crews reported. A Group orientation school was set up and SOP was that each new crew entering the organization went through a short period of indoctrination in the methods used in the 15th Air Force. The breakdown of losses and gains by position is shown at right. Unfortunately the records prior to July 15, 1944 were misplaced and figures have not been included in either loss or gain. However, the figures shown here, which represents a period of 9-1/2 months, give a good picture. The average mission experience of those crews who completed their tour of duty was 35 sorties or times over the target.

Gains and Losses by Duty Assignment

Duty	Tot Cas	Losses	Gains
P & CoP	126	209	340
B	63	106	140
N	71	106	171
748 (Eng)	69	221	196
757 (Radio Op)	67	114	176
612 (Arm Gun)	67	156	241
611 (Aerial Gun)	182	133	457
940 (Aer Photo)	2	7	
PFF Navigator	8	3	24
TOTAL	655	1055	1743

Total Missions Flown By The 484th Bomb Group in WWII



*Mission No 21 Bomb Fall Plot
Wels, Austria Aircraft Factory May 30, 1944*

Total Missions Flown by the 484th Bomb Group
April 29, 1944 To April 29, 1945

No	Date	Target	A/C	E/R	Tons	Lost	Casualties
1	4-29-44	Drnis, Yugo	40	1	74.0	0	0
2	4-30-44	Alessandria, Italy	35	1	66.0	0	0
3	5-2-44	Spezia, Italy	38	2	70.0	0	0
4	5-5-44	Podgorica, Yugo	39	2	82.5	0	0
5	5-6-44	Pitesti, Rumania	39	2	82.5	0	0
6	5-7-44	Bucharest, Rum	38	2	78.75	0	1
7	5-10-44	Weiner Neustadt, Aus	40	4	64.75	2	21
8	5-12-44	Via Reggio, Italy	36	0	75.00	0	0
9	5-13-44	Casena, Italy	40	1	85.5	0	0
10	5-14-44	Padua, Italy	40	2	95.5	0	0
11	5-17-44	Porto Ferrajho	39	0	92.0	0	1
12	5-18-44	Belgrad, Yugo	37	0	90.0	0	0
13	5-19-44	Recco Viaduct, Italy	34	34	Bad Weather		
14	5-22-44	Piobino, Italy	39	1	76.0	0	0
15	5-23-44	Subico, Italy	39	0	97.5	0	0
16	5-24-44	Zagreb, Yugo	40	0	88.0	0	0
17	5-25-44	Carnoules, France	39	1	85.5	0	0
18	5-26-44	Lyon, France	38	1	81.0	0	0
19	5-27-44	Salon, France	39	3	83.0	0	0
20	5-29-44	Weiner Neustadt, Aus	39	3	81.0	2	22
21	5-30-44	Wels, Austria	37	1	81.0	0	0
22	5-31-44	Ploesti, Rumania	37	3	76.5	3	22
23	6-2-44	Szolnok, Hungary	37	1	76.25	0	0
24	6-4-44	Recco Viaduct, Italy	39	0	117.0	0	0
25	6-5-44	Marradi Bridge, Italy.	40	1	114.0	0	0
26	6-6-44	Pitesti, Rumania	38	5	76.5	0	1
27	6-7-44	Var Rr Bridge, France.	39	1	95.00	0	2
28	6-9-44	Munich, Germany	40	8	71.5	0	0
29	6-10-44	Porto Marghero, Italy.	39	2	83.0	0	0
30	*6-11-44	Giurgiu, Rumania	36	2	72.5	3	37
31	*6-13-44	Innsbruck, Aus	37	6	76.5	6	60
32	6-14-44	Split, Yugo			38.0	0	0
32	6-14-44	Szony, Hungary	34	4	25.5	0	0
33	6-22-44	Pola Harbor, Italy	39	1	80.5	0	0
34	6-23-44	Giurgiu, Rumania	39	5	87.5	1	11
35	6-25-44	Avignon, France	39	5	61.0	0	0
36	6-26-44	Vienna, Austria	37	3	77.5	1	10
37	*6-28-44	Bucharest, Rum	38	6	70.5	0	0
38	6-30-44	Blechammer, Germ	37	37	Bad Weather		
39	7-2-44	Budapest, Hung	39	1	85.5	0	0
40	7-3-44	Bucharest, Rum	38	1	83.25	0	0
41	*7-5-44	Beziers, France	37	1	81.00	0	0
42	7-6-44	Aviano, Italy	35	2	74.25	0	0
43	*7-7-44	Blechammer, Germ	37	6	69.75	0	1
44	7-8-44	Vienna, Austria	34	5	67.5	0	1
45	7-11-44	Toulon, France	40	1	87.75	0	3
46	7-12-44	Nimes, France	36	4	72.0	0	0
47	7-14-44	Petfurdo, Hungary	32	2	75.0	0	0
48	7-15-44	Ploesti, Rumania	37	6	62.0	0	0
49	7-16-44	Weiner Neustadt, Aus	34	7	64.0	0	0
50	7-17-44	Tarascon, France	31	2	72.5	0	0
51	7-18-44	Friedrichshafen, Germ.	32	5	59.75	0	1
52	7-19-44	Munich, Germany	35	5	72.0	0	4
53	7-21-44	Brux, Czech	35	4	56.0	0	1

No	Date	Target	A/C	E/R	Tons	Lost	Casualties
54	*7-22-44	Ploesti, Rumania	37	3	86.5	0	0
55	7-25-44	Linz, Austria	40	4	88.0	1	2
56	7-27-44	Budapest, Hung	40	5	83.5	0	0
57	7-28-44	Ploesti, Rumania	32	5	63.0	0	0
58	7-30-44	Budapest, Hungary	39	3	71.5	0	0
59	7-31-44	Bucharest, Rumania	34	3	63.0	0	1
60	8- 2-44	Avignon, France	32	1	69.75	0	0
61	8- 3-44	Ober Raderach, Germ	27	5	44.0	1	10
62	8- 6-44	Miramas, France	34	3	69.75	0	0
63	8- 7-44	Blechhammer, Germ	32	5	58.25	1	3
64	8- 9-44	Budapest, Hung	35	2	73.25	0	0
65	8-10-44	Ploesti, Rum	36	2	73.5	0	0
66	8-12-44	Genoa Gun Pos, Italy	37	3	76.25	0	0
67	8-13-44	Genoa Gun Pos, Italy	35	4	67.5	0	0
68	8-14-44	St.Tropaz Guns, France	33	0	79.5	0	0
69	8-15-44	Beach 204A, France	38	0	72.0	0	0
70	8-17-44	Ploesti, Rumania	38	3	77.25	1	10
71	8-18-44	Alibunar, Yugo	33	0	62.0	0	0
72	8-20-44	Szolnok, Hung	33	1	61.0	1	10
73	*8-22-44	Vienna-Lobau, Aus	39	6	75.5	3	29
74	*8-23-44	Markersdorf, Aus	30	4	57.0	1	0
75	8-24-44	Ferrara, Italy	28	5	55.0	1	1
76	8-26-44	Bucharest, Rum	33	7	56.5	0	0
77	8-27-44	Borovnica, Italy	30	0	67.5	0	0
78	8-28-44	Szolnok, Hung	34	1	82.5	1	10
79	8-29-44	Szaged, Hung	33	2	76.5	0	0
80	9- 1-44	Ferrara, Italy	33	33	Bad Weather		2
81	9- 2-44	Mitrovica, Yugo	28	1	66.5	0	0
82	9- 3-44	Smederevo, Yugo	28	0	62.25	0	0
83	9- 5-44	Sava E Rr Br, Italy.	28	28	Bad Weather		0
84	9- 6-44	Sava E.Rr Br, Italy	27	1	64.0	0	0
85	9-11-44	Bron. France	36		Supply Mission		
86	9-12-44	Bron. France	18		Supply Mission		
87	9-13-44	Bron. France	18		Supply Mission		
88	9-15-44	Bron. France	18		Supply Mission		
89	9-16-44	Bron. France	18		Supply Mission		
90	9-17-44	Bron. France	17		Supply Mission		
91	9-22-44	Bron. France	22		Supply Mission		
91	9-22-44	Istres, France	12		Supply Mission		
92	10-4-44	Caesara Br. Italy	17	0	42.5	0	0
93	10-7-44	Komarno, Hun	18	18	Failed To Rendezvous		
94	10-10-44	Castel,Franco, Italy	19	19	Bad Weather		0
95	10-11-44	Dravograd, Yugo	26	7	27.0	0	0
96	10-12-44	Bologna, Italy	38	2	72.0	0	0
97	10-13-44	Vienna, Aus	38	9	63.75	2	12
98	10-14-44	Edrsekujvac, Hung	31	6	54.75	4	10
99	10-16-44	Linz, Aus	31	2	64.5	0	1
100	10-17-44	Vosendorf, Aus	25	25	Bad Weather		0
101	10-20-44	Milan, Italy	34	5	65.25	0	0
102	10-23-44	Munich, Germ	24	3	30.0	1	10
102	10-23-44	Milan, Italy	16	16	Bad Weather		
103	10-29-44	Regensburg, Germ	36	36	Bad Weather		0
104	10-31-44	Podgorica, Yugo	33	33	Bad Weather		0
105	11-1-44	Graz, Austria	31	3	43.75	1	12
106	11-3-44	Klagenfurt, Aus	3	0	4.5	0	0
107	11-4-44	Augsburg, Germ	39	4	68.5	1	3
108	11-5-44	Florisdorf, Aus	30	1	48.5	0	0
108	11-5-44	Sarajevo, Yugo	4	4	Bad Weather		0

No	Date	Target	A/C	E/R	Tons	Lost	Casualties
109	11-6-44	Bossendorf, Aus	32	7	35.0	0	0
110	11-7-44	Alipasin, Yugo	30	1	61.5	0	1
111	11-11-44	Linz, Aus	26	4	32.25	0	0
112	11-15-44	Innsbruck, Aus	3	1	4.0	0	0
113	11-16-44	Munich, Germ	33.0	5	54.0	2	11
114	11-17-44	Blechhammer, Germ	32	4	47.0	1	10
115	11-18-44	Villa Franco, Italy	26	1	44.0	0	0
116	11-19-44	Vienna, Aus	30	2	55.0	0	0
117	11-20-44	Blechhammer, Germ	28	1	46.75	2	21
118	11-21-44	Troops Con, Yug	14	13	2.5	0	0
119	11-22-44	Munich, Germ	27	5	33	0	0
120	11-25-44	Munich, Germ	1	0	1.5	0	0
121	12-2-44	Blechhammer, Germ	25	2	44.0	0	0
122	12-3-44	Innsbruck, Aus	2	0	3.0		
123	12-6-44	Maribou, Italy	35	12	45.75	1	10
124	12-7-44	Innsbruck, Aus	2	1	1.5	0	0
125	12-8-44	Moosbierbaum, Aus	2	2	Bad Weather	0	0
126	12-9-44	Linz, Aus	33	33	Bad Weather	1	10
127	12-10-44	Brux, Czech	27	27	Bad Weather		0
128	12-11-44	Graz, Aus	28	3	49.75	1	10
129	12-12-44	Blechhammer, Germ	2	0	3.0	0	0
130	12-15-44	Linz, Aus	26	1	43.25	0	0
131	12-16-44	Brux, Czech	27	3	43.5	0	0
132	*12-17-44	Odertal, Germ	30	1	52.5	2	25
133	12-18-44	Blechhammer, Germ	24	5	33.0	1	10
134	12-19-44	Blechhammer, Germ	22	5	25.5	1	10
135	12-20-44	Brux, Czech	3	3	34.25	1	5
136	12-25-44	Brux, Czech	26	5	36.0	0	0
137	12-27-44	Venzone, Viaduct, Italy	31	0	75.5	0	0
138	12-28-44	Venzone Rr Brid, Italy	28	1	75.0	0	0
139	12-29-44	Passau, Aus	27	2	54.0	0	0
140	1-4-45	Trento, Italy	28	1	52.5	2	10
141	1-5-45	Zagreb, Yugo	21	21	Bad Weather		0
142	1-8-45	Linz, Aus	24	24	Bad Weather		0
143	1-15-45	Vienna, Aus	28	3	37.5	2	20
144	1-19-45	Brod Br., Yugo	26	0	54.75	0	0
145	1-20-45	Linz, Aus	28	3	39.0	2	20
146	1-31-45	Moosbierbaum, Aus (Red)	20	4	19.5	0	0
146	1-31-45	Moosbierbaum, Aus (Blue)	19	5	18.0	1	0
147	2-1-45	Moosbierbaum, Aus	27	5	36.5	1	10
148	2-5-45	Regensburg, Germ	36	4	65.75	1	10
149	2-7-45	Vienna, Aus (Red)	19	3	24.0	2	20
149	2-7-45	Vienna, Aus (Blue)	19	4	22.5	0	0
150	2-8-45	Vienna, Aus	24	6	34.5	0	0
151	2-9-45	Vienna, Aus	2	1	1.5	0	0
152	2-13-5	Vienna, Aus (Red)	20	2	31.0	0	0
152	2-13-45	Maribor, Yug (Blue)	20	0	30.0	0	0
153	2-14-45	Celje, Yugo (Red)	19	1	27.0	1	10
153	2-14-45	Moosbierbaum, Aus (Blue)	19	0	28.75	0	0
154	2-15-45	Penzinger, Aus (Red)	15	3	23.0	0	0
154	2-15-45	Penzinger, Aus (Blue)	17	0	33.0	0	0
155	2-16-45	Newburg, Aus	34	0	74.25	1	0
156	2-17-45	Trieste, Italy	32	13	25.5	2	16
157	2-18-45	St. Valentin, Aus	28	28	Bad Weather		0
158	2-19-45	Vienna, Aus	28	2	39.0	0	0
159	2-20-45	Bolzano, Italy	27	3	45.0	1	10
160	2-21-45	Vienna, Aus	25	1	41.25	4	42
161	2-22-44	Donauworth	25	25	Bad Weather		0

No	Date	Target	A/C	E/R	Tons	Lost	Casualties
162	2-23-45	Amstettin, Aus	24	3	45.0	0	0
163	2-24-45	Bolzano, Italy	27	27	Bad Weather		
164	2-25-45	Linz, Aus	28	5	34.5	0	0
165	2-26-45	Capraz, Yugo	28	28	Bad Weather		
166	2-27-45	Augsburg, Germ	28	1	38.0	0	0
167	2-28-45	Bressanone, Italy (Red)	19	1	31.0	0	0
167	2-28-45	Bressanone, Italy (Blue)	20	1	33.0	0	0
168	3-1-45	Moosbierbaum, Aus (Red)	17	1	24.0	1	11
168	3-1-45	Moosbierbaum, Aus (Blue)	18	0	27.0	0	1
169	3-2-45	Linz, Aus	28	1	53.0	0	0
170	3-4-45	Graz, Aus	33	3	56.75	1	10
171	3-8-45	Hegyeshalom, Hun (Red)	19	5	25.75	0	0
171	3-8-45	Hegyeshalom, Hun (Blue)	20	3	33.5	0	0
172	3-9-45	Bruck,Aus (Red)	18	1	26.75	0	0
172	3-9-45	Bruck,Aus (Blue)	20	0	43.5	0	0
173	3-12-45	Florisdorf,Aus	39	3	62.0	0	0
174	3-13-45	Regensburg, Germ	28	0	48.25	0	0
175	3-14-45	Weiner Neustadt	34	0	82.5	1	10
176	3-15-45	Pragersko, Yugo	37	0	72.5	0	0
177	3-16-45	Moosbierbaum, Aus	34	1	58.75	0	0
178	3-19-45	Muhldorf, Germ	39	0	76.0	0	0
179	3-20-45	Wels, Aus	40	1	76.5	0	0
180	3-21-45	Bruck, Aus	38	1	89.5	0	4
181	3-22-45	Kagran, Aus	29	3	62.0	1	10
182	3-23-45	Kagran, Aus	34	4	65.25	4	21
183	3-24-45	Budjovice, Czech	29	1	55.0	0	0
184	3-25-45	Praha, Czech	27	1	44.5	0	0
185	3-26-45	Straszhof, Aus	28	1	53.0	0	0
186	3-30-45	Vienna, Aus	4	0	6.0	0	0
187	3-31-45	Linz, Aus	28	2	39.0	0	0
188	4-1-45	Bruck, Aus	28	2	63.0	0	0
189	4-2-45	St Polten	28	1	65.5	0	0
190	4-5-45	Brescia, Italy	28	0	68.0	0	0
191	4-6-45	Brescia,Breda, Italy	28	1	65.5	0	0
192	4-7-45	Campo Di Trens, Italy	28	3	49.5	0	0
193	4-8-45	Bronzolo, Italy	28	0	66.5	0	0
194	4-9-45	Area Apple, Italy	21	1	37.75	0	2
194	4-9-45	Area Apple, Italy	21	0	41.0	0	0
195	4-10-45	Area Baker, Italy	21	0	37.75	0	0
195	4-10-45	Area Baker, Italy	21	1	36.0	0	0
196	4-11-45	Bronzolo, Italy	28	6	54.0	0	0
197	4-12-45	St.Veit Rr Br.Italy	27	0	65.5	0	0
198	4-14-45	Malcontenta, Italy	28	9	45.5	1	1
199	4-15-45	Troop Cone, Italy	40	1	79.5	0	0
199	4-15-45	Nervesa Bridge, Italy	19	4	33.5	0	0
200	4-16-45	Troop Install, Italy	20	1	41.25	0	0
200	4-16-45	Troop Install, Italy	20	20	Bad Weather		
201	4-17-45	Troop Install, Italy	40	2	74.5	0	0
202	4-19-45	Avisio Viaduct, Italy	25	0	55.5	0	0
202	4-19-45	Vipiteno Bridge, Italy	12	3	25.5	0	0
203	4-20-45	Lusia Rr Bidge, Italy	40	2	92.0	0	0
204	4-21-45	Attnang-Pucheim, Aus	36	2	82.0	0	0
205	4-23-45	Badia Bridge, Italy	18	2	43.0	0	0
205	4-23-45	Badia Bridge, Italy	18	0	38.0	0	0
206	4-24-45	Roverta, Italy	38	7	66.0	0	0
207	4-25-45	Linz, Aus	28	4	51.75	2	24
208	4-26-45	Spital, Aus	27	1	27.75	0	0

Legend for Mission List

* On these dates the Group had contact with enemy fighters. In this aerial combat heavy damage was inflicted on the enemy. We destroyed 49 enemy aircraft, had 13 probables and damaged 16.

Codes:

- 1) A/C= number of Aircraft in the attacking force
 2) E/R= Aircraft returning to base before the bomb run due to mechanical failure or battle damage.

- 3) Tons= of Bombs dropped
 4) Lost= Aircraft shot down or not returning to base for any reason
 5) Casualties= Flight crew members MIA, KIA, or WIA reported upon interrogation of flight crews after completion of the mission.
 6) MIA= Missing in action
 7) KIA= Killed in action
 8) WIA= Wounded in action
 9) Bad Weather= Aircraft recalled before

completion of the mission due to weather problems.

- 10) Failed to Rendezvous= Missed joining with other bomb groups to form large attacking force or fighter escort.
 11) Supply Mission= Aerial bombs, 50 Caliber ammunition, and 100 octane fuel transported from Torretta to the vicinity of Lyon, France in support of General Patton's Tactical Airforce during his swift cannonball drive into Germany.

The Men Who Knocked 'em Down!

The words "aerial gunner" in themselves suggests glamour! But, to those who flew and fought with these men, know that there is more than glamour attached to their jobs. Months of practice; learning their jobs in as short a time as possible and knowing them well. Summing it up in a few words, these men knew their jobs and this is the result of their training and skill.

<i>Name</i>	<i>Rank</i>	<i>Asn</i>	<i>Sq</i>	<i>Tupe</i>	<i>Date Shot Down</i>
Arthur E Marvin	S/Sgt	35632552	827th	Me-109	6-11-44
Don D Bowersmith	S/Sgt	35289520	826th	Me-109	6-11-44
Donald W Peterson	S/Sgt	39832587	825th	Me-109	6-11-44
Ernest R Stedman	S/Sgt	39412809	826th	Me-109	6-11-44
George R Custer	Sgt	16081651	827th	Me-109	6-11-44
Howard Burnett	S/Sgt	13091762	826th	Me-109	6-11-44
James E Cain	S/Sgt	34467560	826th	Me-109	6-11-44
John C Chaffe	T/Sgt	20323391	825th	Me-109	6-11-44
Joseph J Canfield	T/Sgt	19286665	825th	Me-109	6-11-44
Richard S Wood	Sgt	16228894	825th	Me-109	6-11-44
William B Snyder	S/Sgt	32242935	826th	Me-109	6-11-44
William C Miller	S/Sgt	14137615	826th	Me-109	6-11-44
William H Richardson	Sgt	7087635	827th	Me-109	6-11-44
Willie R Owen	T/Sgt	34603622	826th	Me-109	6-11-44
Newman Mcmurtre	S/Sgt	18201430	826th	Me-109	6-11-44
Alvin T Houpt	Sgt	19179483	826th	Me-109	6-13-44
Anthony A Giamettie	S/Sgt	32536039	827th	Me-109	6-13-44
Charles A Holder	S/Sgt	39406628	827th	Me-210	6-13-44
Edgar R Lamb	Sgt	18194948	825th	Me-109	6-13-44
Edwin G Rogers	Sgt	38050608	826th	Me-109	6-13-44
Howard L Hatch	Sgt	35596840	827th	Me-210	6-13-44
Irwin Hansen	Sgt	12133607	826th	Me-109	6-13-44
Leo R Bolduc	S/Sgt	11105428	825th	Me-410	6-13-44
Ralph R Stokes	Sgt	36894102	826th	Me-109	6-13-44
Stanley J Biernat	S/Sgt	31145255	826th	Me-210	6-13-44
Walter L Trechok	S/Sgt	31305464	825th	Me-109	6-13-44
William F Jaenke	T/Sgt	36426288	826th	Me-210	6-13-44
William M Sturgill	Sgt	20456225	826th	Me-210	6-13-44
William J Dowling	Sgt	32604700	826th	Me-109	6-28-44
Jack W Frease	S/Sgt	17150570	827th	Me-109	6-30-44
Donald W Spinney	S/Sgt	32739478	824th	Me-109	7-5-44
Edward J Bouzan	S/Sgt	31162509	827th	Me-109	7-5-44
Clifford N Ball	S/Sgt	18101676	824th	Me-109	7-7-44

The Men Who Knocked 'em Down! Continued

Name	Rank	Asn	Sq	Tupe	Date Shot Down
Harold E Hartrough	S/Sgt	35766166	824th	Me-109	7-7-44
Anthony L Cartwright	Cpl	31033942	825th	Me-109	8-22-44
Edward L Koch	S/Sgt	36295624	826th	Me-109	8-22-44
Herbert J Brooks	S/Sgt	32865815	827th	Fw-190	8-23-44
Joseph F Murphy	S/Sgt	33025438	827th	Me-109	8-23-44
Loran L Connor	S/Sgt	14085393	827th	Fw-190	8-23-44
Richard P Bedner	S/Sgt	36885979	827th	Me-109	8-23-44
Robert Z Gray	S/Sgt	19124596	827th	Me-109	8-23-44
Anthony J Cartwright	S/Sgt	31033942	825th	Me-109	12-17-44
F F Gottcham	Cpl	11138369	826th	Me-109	12-17-44
Jack C Whitaker	Sgt	39719975	827th	Me-109	12-17-44
James H Baysinger	S/Sgt	37342397	827th	Me-109	12-17-44
John E Parker	T/Sgt	15131228	827th	Me-109	12-17-44
Joseph L Allesii	Sgt	33834866	827th	Me-109	12-17-44
Louis J Rutana	Cpl	31079087	827th	Me-109	12-17-44
T G O'neil	Sgt	20459546	824th	Me-109	12-17-44

484th Bomb Group European Operations, Tonnage Dropped

Country	Tons
Austria	2,629.75
Czech	281.75
So. France	907.75
Germany	993.0
Hungary	853.5
Italy	3,805.0
Rumania	901.75
Yugoslavia	824.25

Tonnage Dropped by Target Type April 29, 1944 to April 29, 1945

Target	Tons
Airdromes & Landing Fields	471.25
Railroads & Bridges	1662.0
Industrial Centers	1053.5
Marshalling Yards	4424.5
Troop Concentrations	652.0
Harbor & Shipping	450
Oil Refineries	2473.5

Monthly Bombing Accuracy

The bombing accuracy data presented here is based entirely on visual attacks. All scoreable missions, both good and bad are recorded here. They do not represent the precision bombing capability of the Group under ideal circumstances, but do give an index of the actual results achieved under all types of visual bombing conditions. The accuracy attained should be judged in the light of the conditions under which they were obtained.

Months	AF 15th	484 Group
May 44	22.7	24.1
Jun	31.7	36.3
Jul	33.0	33.1
Aug	43.8	45.4
Sep	48.9	57.4
Oct	38.9	35.9
Nov	34.0	*0
Dec	34.2	*25.3
Jan 45	35.1	29.4
Feb	34.1	11.4
Mar	51.6	17.1
Apr	61.4	51.6

*Denotes less than 5 missions scored

Breakdown of Sorties May 1944 to April 1945

Months	A/C	N/B	H/F	F/I	SOR	E/R	TOT
May 44*	704	107	0	0	811	31	842
Jun	518	47	0	0	565	44	609
Jul	679	0	0	0	679	73	752
Aug	613	13	0	0	626	44	670
Sept	81	60	157	207	505	3	508
Oct	205	89	0	50	344	40	384
Nov	319	36	0	0	355	34	389
Dec	312	15	0	0	327	93	420
Jan 45	133	52	0	0	185	9	194
Feb	440	102	0	0	542	68	610
Mar	610	13	0	0	623	19	642
Apr	630	60	0	0	690	26	716
Total	5244	594	157	257	6252	484	6736

Code: A/C= Aircraft Bombing, N/B= A/C Not Bombing, H/F= Hauling in France, F/I = Hauling in France, SOR= Total Sorties, E/R=Early returns, Tot=A/C Not airborne.* Included in these figures are 2 missions flown in April 1944.

Monthly Expenditures

Months	CA	NA	Fuel	C Hours	NCH
May *	92,299	3,890	1,479,410	5,073:50	243:40
June	177,785	180,885	1,313,200	3,948:15	654:40
July	101,530	28,400	1,599,680	5,162:35	349:10
Aug	107,010	14,400	1,493,215	4,155:05	662:30
Sept	13,350	51,250	763,690	2,579:05	521:05
Oct	49,370	32,700	849,715	2,575:40	638:25
Nov	71,080	51,230	886,455	2,549:25	754:50
Dec	57,800	28,900	834,565	2,661:15	731:15
Jan	42,865	20,100	483,395	1,181:05	695:25
Feb 45	112,165	44,950	1,377,635	3,947:20	1,065:50
March	95,940	142,680	1,621,855	4,562:25	1,356:50
<u>April</u>	<u>55,580</u>	<u>126,400</u>	<u>1,767,215</u>	<u>4,392:25</u>	<u>2,030:55</u>
Totals	986,774	717,785	14,471,030	42,788:25	9,705:55

CA= Rounds of ammunition used in combat operations.
 NA= Rounds of ammunition used non combat operations
 Fuel= Gallons of 100 octane aviation gasoline consumed.
 C Hours= Total aircrew combat hours flown.
 NCH= Total aircrew non combat hours flown.

* Two missions flown in April 1944 included in May figures.
 Aircraft lost on missions through flak, enemy aircraft or any other reasons are all included in figures for ammunition and gasoline expended. Did you know - that 1,000 rounds of .50 cal ammunition costs \$179.85? The group expended in one year of combat operations a grand total of 1,704,459 rounds or \$306,244.95.

Bomb expenditures (1 year)

Bombs dropped, jettisoned, or salvaged

The group's main purpose during its first year of combat operations, was to drop bombs on enemy targets of almost every type. Here we have the actual number and type bombs that were expended in this manner. Included are the approximate costs of these expenditures. The old adage that "practice makes perfect", still holds true.

During this past year the group dropped a total of 5,947/100# practice bombs. Not included in these figures of combat expenditures are 226 tons of bombs which were ferried to Southern France for the use of our fighter bombers operating in support of our ground forces. The costs of fins and fuses are included in the figures.

Type Bomb	No	Tons	Cost	Total \$
20# FRAGS	33,092	331.0	\$47.63	\$1,566,171.96
260# FRAGS	48	6.25	93.60	4,492.80
100#GP	16,224	885.75	37.44	607,426.56
250#GP	4,075	585.5	51.21	208,680.75
500#GP	12,856	3,214.0	86.30	1,109,473.80
500#RDX	15,110	3,777.5	86.30	1,303,993.00
500#M-17	709	177.25	97.50	69,127.50
1,000#GP	2,256	1,128.0	156.74	363,605.44
1,000#RDX	2,183	1,091.5	156.74	342,163.42
Total				\$5,565,135.23

Supply missions Sept 1944 to Oct 1944

In support of ground air operations against the enemy in Southern France. The following are total results of the group's supply missions.

Supplies	Numbers
Tons Of Bombs	226 Tons
Gallons Of Gas	541,425 Gallons
Empty 55 Gal. Drums	6,139 Drums
A/C Involved In Transport	414 A/C
Rds Of Ammo	785,740 Rds
Gallons Of Oil	8,240 Gals

Awards And Decorations

Below is recorded the type and number of decorations that the men of the group have received. Among the figures shown in the DFC and Air Medal awards are also included the many Oak Leaf Clusters that our men received. The breakdown of decorations among the squadrons is also shown. Once more brought to the reader's attention is the fact that the group has been the recipient of two (2) Distinguished Unit Citations which was previously shown.

	Hq	824	825	826	827	Tot
Legion Of Merit	1	0	0	0	0	1
Silver Star	5	2	2	1	0	10
DFC	8	157	65	114	90	434
Soldier's Medal	0	1	3	0	2	6
Bronze Star Medal	7	14	6	2	7	36
Air Medal	16	1078	1111	1195	1071	4471
Purple Heart	1	38	41	54	11	145

Accidents

	Hq	824	825	826	827	Total
Operational	0	2	2	2	1	
Non-Optnl	1	4	2	2	1	
Total	1	6	4	4	2	

Causes

Material Fail.	0	1	3	4	1	9
Pilot Error	0	4	0	0	1	5
Other Reasons	1	0	1	0	0	2
Unknown	0	1	0	0	0	1

Damage

Minor Damage	1	1	1	0	1	4
Major Damage	0	4	0	2	1	7
Salvage	0	0	3	1	0	4
Destroyed	0	1	0	1	0	2

Non Effective Sorties and Early Returns

April 29, 1944 to April 29, 1945

	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	Totals
Weather And Recalls	34	33	0	0	60	148	28	58	44	102	0	34	541

Mechanical Failures

Engines(General)	11	24	35	22	2	12	10	14	11	25	10	19	195
Prop Governors	2	0	1	3	0	3	4	1	0	1	2	1	18
Supercharger	4	6	10	10	0	7	9	6	1	10	4	3	70
Manifold	0	3	1	2	0	0	0	0	0	0	0	2	8
Electrical	1	1	0	0	0	1	0	0	0	0	0	0	3
Generators	2	1	6	1	0	0	0	0	0	1	1	0	12
Landing Gear	1	0	0	1	0	1	1	1	0	0	0	0	5
Hydraulic	0	0	1	0	0	0	1	0	0	0	0	0	2
Fuel And Oil Leaks	1	4	10	7	1	6	4	5	1	9	4	2	54

Accessory Failures

Bomb Rack	13	11	0	0	0	0	0	0	0	1	0	0	25
Turrets	2	0	0	1	0	1	0	0	0	0	0	0	4
Bombay Doors	0	0	0	1	0	0	0	0	0	0	1	1	3
Oxygen	1	1	6	3	0	3	6	0	1	4	3	4	32
Radio&Instruments	0	0	0	0	0	0	0	0	1	1	0	0	2
Totals	72	84	70	51	63	182	63	85	59	164	25	66	974

Miscellaneous

Enemy Interception	3	1	0	2	0	1	0	0	0	0	0	0	7
Personnel	3	2	2	1	0	0	2	2	0	0	0	2	14
Failure To Rendezvous	1	1	0	1	0	19	0	12	0	0	0	6	40
All Other Causes	0	3	1	2	0	8	5	6	0	11	7	10	53
Total	7	7	3	6	0	28	7	20	0	11	7	18	114
Grand Total	79	91	73	57	63	210	70	105	59	175	32	84	1088

Aircraft Assignment

At the start of operations on April 29, 1944, the group had a total of 61 B-24 aircraft. During the months that followed there were fluctuations in strength of a/c, due to assignment and attrition. A study of the accompanying data, shows that there was a turnover of approximately two times since the group commenced to fly operational missions.

Number of Planes Operational by Squadrons

	824	825	826	827	Total
Start of Operations 4/29/44	15	15	16	15	61
End of Operations 4/29/45	20	16	16	14	66
Aircraft acquired in 1 year	30	38	25	25	118

Percent of Operational Aircraft

Percent of Operational Aircraft by Squadrons & Group

A/C
Asgd

	824	825	826	827	%	No
May	63.6	75.5	80.6	80.2	75.0	57
June	58.1	70.3	80.5	71.1	70.0	58
July	65.9	68.3	71.6	73.3	70.0	62
Aug	63.9	70.6	75.2	66.2	69.0	60
Sept	84.4	85.9	92.0	84.7	78.0	62
Oct	75.6	80.9	76.5	66.9	75.0	61
Nov	60.4	81.4	67.5	59.0	68.0	52
Dec	83.8	69.6	62.2	68.8	71.0	48
Jan	86.7	70.4	70.0	82.0	77.0	49
Feb	70.2	68.0	73.4	81.5	73.0	54
March	84.1	83.9	80.9	75.7	80.0	55
April	94.4	91.9	85.7	81.8	89.6	62

Letters and Photographs sent to the Editor

M. Phillipe Castellano
Les Tropicales "C"
202 Rue Chateaubriand
06210 Mandelieu,
Cannes, France

Dear Bud

It was a pleasure to find in my mail box, your very good last issue of the "Torretta Flyer" I was glad to find enclosed, the information on the mission of 2nd/Lt Maroney's crew and my request on the two planes from your bomber group, that I have identified in the Var Provence.

I do like the Torretta Flyer and find it a very interesting magazine for it gives me information on the young men who flew over my country in 1944. You know that I am one of the Frenchmen who research the American planes that fell during the war in the area where I live.

On Bastille day, July 14, ten days after your Fourth of July holiday, I was in northern Italy to see and identify one B-17, from the very special and unique squadron from the 15th Air Force, the 885th squadron, that dropped supplies for the Partisans. I found the crash area at 3000 meters, but the plane disappeared, and was discovered by the Italians after the war, where some human bone fragments were found. In one of the containers we found a Mae West from the pilot with his initials and serial number on the collar.

Well, dear friend, this is of utmost interest to me, and I have many crash sites to see yet. It is a lot of work, but this is my passion so that nobody will forget all the lives that the American flyers gave to save our country.

Thank you very much again for your help.

My very bests regards to you, and your associates .

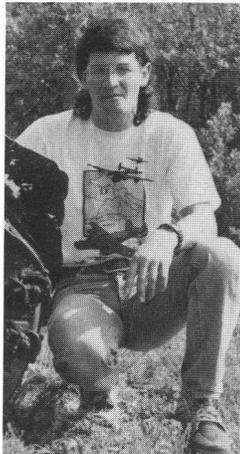
Sincerely your,
Philippe Castellano

Bud & Bea Markel
Toretta Flyer
1122 Ysabel Street
Redondo Beach, CA 90277

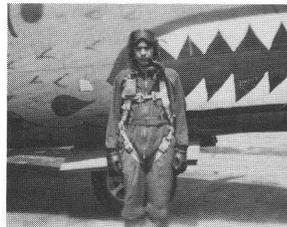
Good morning friends:

In the Summer/Fall issue of the "Torretta Flyer", Page 38, you printed a picture in the lower left hand corner of a B-24H of the 824th Bomb Squadron.

I was a member of the 824th and our crew flew that ship many



Philippe Castellano



Ray Johnson

appreciate these photos back at your convenience, and you are free to print them if you wish.

I was a member of Hilton Goodwyn's crew and we have had crew reunions from time to time. By the way, two of Goodwyn's crew are now deceased.

I thought you would be interested.

Sincerely,
Ray Johnson



Ship #10, 824 Sq

Albuquerque, NM
Dear Bud & Bea

In regard to the "O" Club picture on the back page of Flyer #22, you may not know that the fellow directly below the picture of Bill Keese is Norm Edwards. He was assistant S-2, 826th, from Chattanooga, TN, I believe.

I was glad to see Creasman's picture on page 26. I flew with him in the States as long as he was in the 826th. He lives in Spokane, WA. He has some fine Arabian horses.

Thanks for all your good work.
Gordan Glew 826 Sq.

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.

Spokane, WA
DearBud & Bea

In reference to Torretta Flyer No 22 Summer Fall 1992, the photo on page 38, Harold Meshel, asking for information. I have enclosed a picture of this same plane. Photo shows Paul H Stewart Jr the bombardier and Hilton Goodwyn -P, 824 squadron. Perhaps readers from the 824 squadron could tell us who they are.

Thanks,
Ed Kabasa 824 Sq.



Ed Kabasa 824 Sq



Robert L Boone 825 Sq

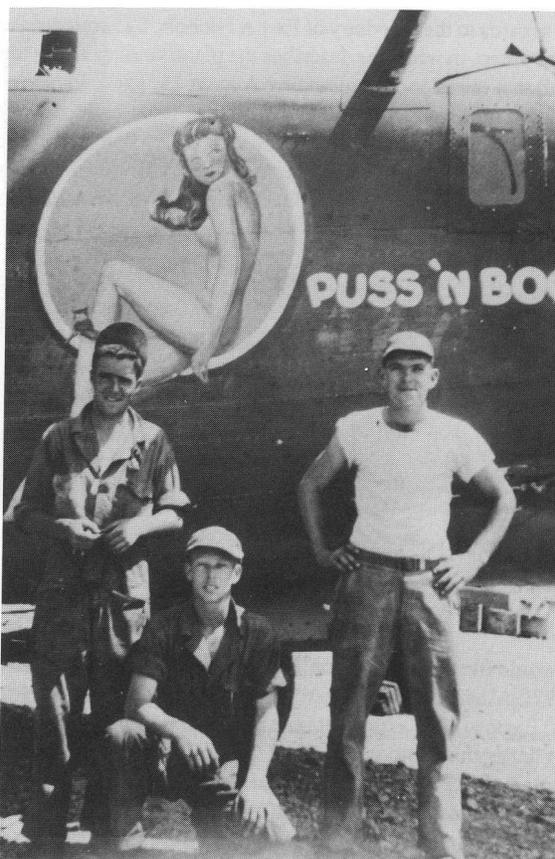
Crew Chief Suter of the Great Speckled Bird #46 825 Sq.
Reader response for full and correct name is requested.

Editors Note: To jar some memories, Crew 228-27 is shown in SO Orders #151 Gowen Field August 28, 1944 as follows: Hilton Goodwyn Jr P, Virgil K Vaughan C/P, Victor J Seely N, Paul H Stewart B, Felix Desisto E, Glenn L Moss R/O, Morris B Burke Second/E, Richard D King U/G, Bennie J Kirsch (D) 2/R/O, George Raymond Johnson N/G.



Robert L Boone 825 Sq

Crew of Robert L Boone 825 Squadron. Top row from left: Robert J Schaefer E, Gerald A Lemieux G, Chandler D Porter Jr, William A Kelly G, Vincent F Gallagher G, and William J Neutzling R/O. Bottom row from left: Lang B, Howard V Sumerlin C/P, Robert L Boone P, and John M Roe N.



Dick Conroy 826Sq.

Ground crew of "Puss N' Boots' 826 squadron. From left: Dick Boyce Assistant Crew Chief, Julius W Bleeker III, and Dick Conroy, Crew Chief.

Most/ Brux, Czechoslovakia
Dear Mr. Markel:

Thank you so much for your letter, the copies of the Torretta Flyer, and the book catalog. I was surprised by the number of books available in the USA on World War II. It is a pity that none of these books are available in my country. It is only within the last three years that we have even been able to talk about the war.

You mentioned in your letter that on mission #53, 484th Bomb Group of July 21, 1944, that a crew member was reported missing. I wanted to report that in the village of Sous, an American flyer by the name of Milaszewski, ASN 13650802 is buried.

Many Dutch and Italian prisoners who died here and about 60 American Airmen are supposed to be interred in a crematorium nearby that has been scheduled for restoration and should be open some time next year. Of the 60 Americans, we have found about 25 names. Hopefully, when the memorial is open next year we will be able to get more information on the Americans.

Yours Sincerely,

Karel Novak
Aviation and War Historian

Editors Note: I had responded in part as shown below to Mr Novak's previous letter in which he requested information on 15th Air Force Bombing Missions to Brux, Czechoslovakia. In that letter he mentions the names of Teddy J Ellis ASN 17059464 and Everett J Hendrix ASN 34875668 who were found near a portion of the wing of a plane that was shot down on April 4, 1945 near the village of Precaply in the vicinity of Chomutov /Komutau. If any reader has any additional information regarding bombing missions to this area, your editor and Mr. Novak would appreciate a reply.

484th Bomb Group Missions to Brux

Mission No 53: July 21, 1944. 31 B-24s in attack force, 56 tons dropped, one airmen reported MIA, no losses.

Mission No 127: December 10, 1944. 27 B-24s in attack force, mission recalled because of bad weather, no bombs dropped.

Mission No 131: December 16, 1944, 24 B-24s in attack force. 44 tons dropped, no losses.

Mission No 135: December 20, 1944, 20 B-24s in attack force. 34 Tons dropped, one aircraft failed to return, 5 airmen MIA.

Mission No 136: December 25 1944, 21 B-24s in attack force. 35 tons dropped. No losses.

461st Bomb Group Missions to Brux

Mission No 66: July 21, 1944, Target Synthetic Oil Refinery

Mission No 149: December 15, 1944, Target Synthetic Oil Refinery

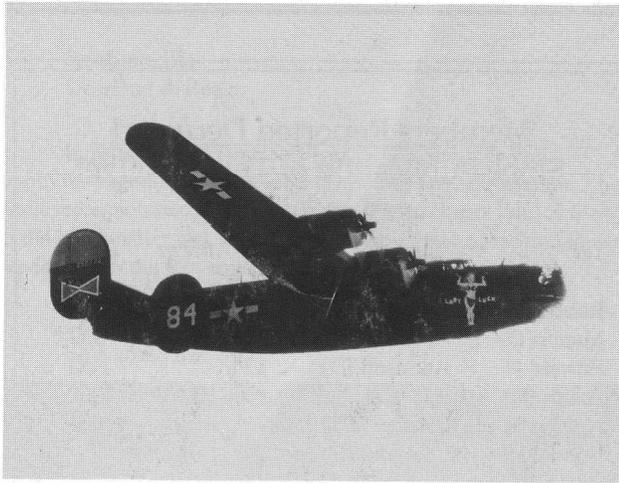
*I show plane No 42-51346 "Jakes Nabor" 765th squadron, 461st Bomb Group flown by Lt Clarence P Marshall crashed near Yordenberg on December 15, 1944.

*This information comes from John R Beitling, 503 Oakley, Kansas City, MO 64123. Phone 816/241/1784. This man has the most complete records on the B-24.

Members Reported Deceased Since Publication of Torretta Flyer No #22

<i>Ist</i>	<i>Last</i>	<i>Sq</i>	<i>Mem</i>	<i>Duty</i>
Robert R	Anthony (D)	824		
Marcus D	Armfield (D)	824		B/G
Edward N	Atkinson (D)	824		N/G
Albert P	Bakutis (D)	827	153	G
Marion W	Bradley (D)	765		T/G
Donald G	Charland (D)	764	042	G
Danny	Chicarella (D)	827		T/G
Harry A	Gamauf (D)	824	051	B
Henry B	Hewett (D)	827	073	
Joe E	Howie (D)	767	027	
Frank	Jacobs (D)	826		B/G
Cyril L	Kline (D)	764	040	
Oran	Pattillo Jr (D)	827	128	G
Jack	Pinta (D)	767		
Ralph H	Queener (D)	824		C/P
Thomas	Reynolds (D)	824		W/G
Harold	Rosenberg (D)	824		B
Charles E	Trinkle (D)	826	091	B/G
Robert W	Walters (D)	767	102	

" The Directors Of The
484th Bomb Group
Association Extend
Their Best Wishes For A
Most Joyous And Happy
Holiday Season. We
Wish That God Grant Us
Good Health In The
Coming Years So That We
All May Enjoy Each
Others Company At
Future Reunions !"



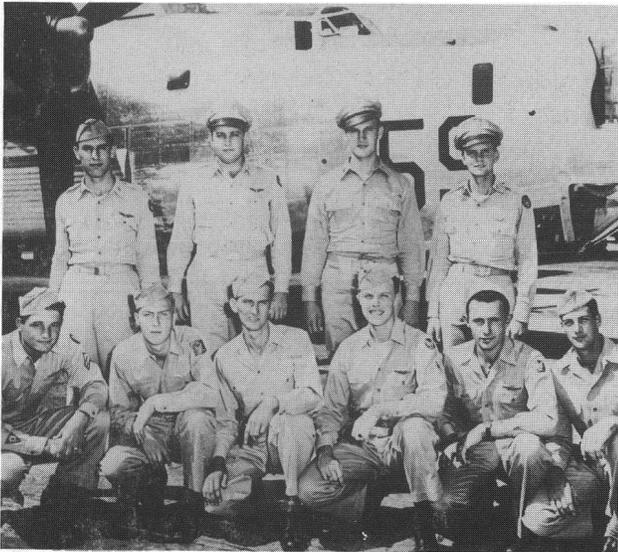
Jim Pool 825th Sq

Ship 42-52774 "Lady Luck"



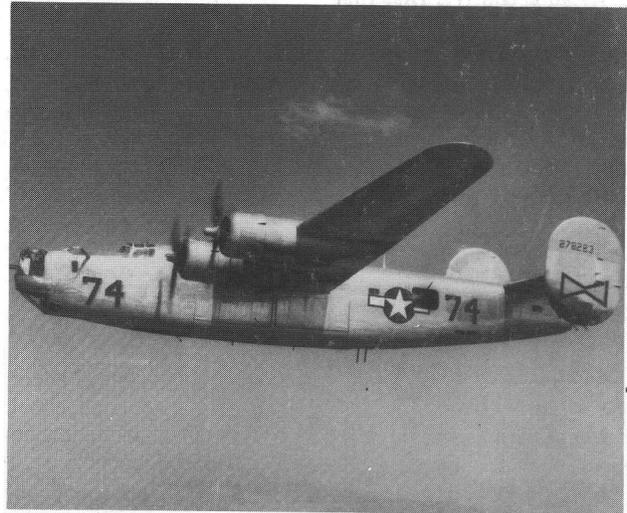
Jim Pool 825th Sq

Ist crew 484th bomb Group to finish 50 missions. Standing from left: Bill Roller (D)B, James Deffenbach C/P, Donald Anderson U/G, Elvin W Brush P, Jim Pool N, and John Russell Kelsey N/G. Front row from left: William A Johnson E, Tim Carrignan R/O, Harry Watkins B/G, and Arthur E Marvin (D) T/G.



Tillman Gressitt 827

827 Squadron crew of Brice Keller. Top from left: Bernie Young, Brice Keller P, John Dorobb, and Tillman Gressitt N. Bottom row from left: Chris Rachal Jr, Bill Hoppa, Al Bakutis, Ed Stoerkel, Richard Dalin, and Ralph Parkhurst.



Jim Pool 825th Sq

Ship 42-78283 827 Squadron

484th Bomb Group Association
1122 Ysabel St
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