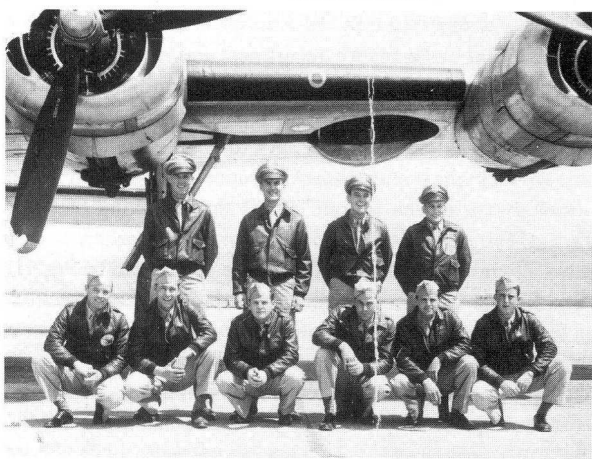


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CORLEY'S CREW

Standing (back row) are left to right Charles B. Corley, pilot; James ("Shotgun") Ellis, co-pilot; Jim Wilhide, navigator; and Ross Billger, bombardier. Kneeling (front row) left to right are Matthew J. Pake, tail gunner; Ira J. Harris (D) engineer; Michael Regenda, radio operator; Claude Lunt,

Brooklyn, MI

I have more information on "What's Cookin" Ship No 55, 44-41143 was originally assigned to William Bill Dipple in Topeka, KS. His crew had the nose art painted on the aircraft in the States. They then flew it to Italy. I don't think Bill cared too much for the plane because it used way too much gas on the trip overseas. When we got to the 826th, I think Bill was offered the ship and because it was a gas guzzler he turned it down and it was assigned to me (I wasn't given a choice) and to James "Tex" Yates, who was the crew chief. Tex went to work on her and what he did I don't know, but when he was done she was a great ship that brought us home with more gas than any other ships on the mission.

I don't know who was flying it but on a mission sometime in April of 1945 they ran low on gas and landed on the emergency strip at Ancona, Italy. The plane was left there. A few days later, we decided to go up to Ancona in another ship with some extra gas and bring her home.

You may remember Col Nothstein, who succeeded Lt Col Bush as Deputy Group C.O. He (Nothstein) was a P-38 pilot from the Canal Zone and had very little time in B-24s. Col Nothstein wanted to get some flying time in a B-24 and it was decided that he would take us up to Ancona.

There is a short strip at Ancona, half of the runway was hardpan and half was soft sand. He landed on the hardpan OK but rolled onto the sand. The nose wheel dug in and broke off. There we sat in the middle of the runway with a broken nosewheel and no help, blocking the runway so that nothing was going to land or take off. Both planes were salvaged, probably by the Italians. We found three tanks empty and 200 gallons in one of the main tanks on "What's Cookin."

As ever,

Charles B Grose Jr. 826 Sq.

Palmyra Mo

On Page 38 of The Torretta Flyer, Fall-Winter 1992 No 23, Ship#46 should read. Crew Chief M/Sgt Harry H Sanders, 38438771 of the "Great Speckled Bird" #46, 825 SQ. #46's revetment was just north, the first ship, of the Engineering tent Ship #35, STÜD HOSS M/Sgt Leonard L. Suiter 37500838 in charge. Stud Hoss the only ship I know of that went overseas with the 484th 825th and was not lost. At the end of the war, it still wore the original paint job.

Ship # 31 Big Dick, Crew Chief M/Sgt Harold C Jacobs, Asst. Crew Chief, Sgt Edward Carpenter. Those are 1000 lb bombs clearing the bomb bay. Stud Hoss's revetment was just north of the Engineering shack and across the taxi-way from #31 Big Dick

Addresses

M/Sgt Harry H. Sanders
1606 Robin St.
Big Spring TX 79720-4040

M/Sgt Leonard L. Suiter
Springfield, MO

M/Sgt Harold C. Jacobs, 825 Sq.

Minot, ND

I attempted to call both Bill Kinyoun and Monroe J. Wall who were members of the 496th Air Service Squadron. I couldn't find a listing for either of these persons. I was hoping to find Frankel through them. I'm presuming that if I can find Frankel under our new structure he would still be eligible to join us. I'm also trying to locate George Gallant who was our mail clerk, so far no luck. Any info you may have will be appreciated. I will be most interested in seeing what type of insignia you come up with for our new association logo. I'm interested in using some of these logos on shirts and possibly on ceramics.

My son came up with some information from the Alexandria, Louisiana (Town Talk), newspaper. A Bob Weiters who is Chief Medical Administrative Service, Veterans Administration Hospital, Shreveport Highway, Alexandria, LA 71301. I think that their phone number is: 800-827-1000, but not positive. Mr. Weiters has or had a service called VETLINK for people to find each other through his computer link. Apparently This has cost him a great deal and he now has an unlisted phone number. My guess is that if you contact him it might do some good.

Incidentally Lt Redden was taken from us at Langley for Domestic Sea Search and FO Vinther was transferred to group soon after we arrived. and worked as a Pathfinder navigator. We were joined by Lt Albert Jorgenson Jr soon after we arrived at Torretta Field. He was a bombardier and just recovered from having ditched in the Adriatic. I think that he left us in April as he had completed his missions just a little ahead of us. I talked with Roy Foss on New Years Day and he hasn't suffered any problems since his fall at the hotel in Dearborn.

I hope that you can use some of this information and if there is anything that I can do to help you, please let me know. Happy New Year.

Charles B. Lowell, 827 Sq.