

Spokane, WA
Dear Bea and Bud:

This was our first cruise and we enjoyed it very much. The Carnival Line put on a good show and wonderful food. They also gave the Bomb Group a warm welcome. Mixing the squadrons at the dinner table was also wonderful. We were able to make lovely new friends. Our thanks to you and Bea.



Virginia Teel speaking at Memorial Service

Dorothy and Ed Kabasa
824 Sq.

Baltimore, MD
Dear Bud;

Over the past numbers of years I have been reading with great interest the Torretta Flyer issues which you and your wife have put together.

I decided to write you because over the past couple of years you have published articles which involved my crew and articles touching on missions in which I flew.

Article #1. In issue #22 you showed a picture of a B-24 which blew up on landing and an article by Roy Nichols. Here are a few comments which I feel are in order:

a. The accident did not occur on August 13, 1944, but rather on Friday October 13, 1944 when returning from Vienna. It was the 13th mission for most of our crew and it was my 10th mission, as most of my crew had received credit for ferrying gasoline to Lyon, France. I received credit for only one mission to Lyon.

b. On page 23 Roy Nichols indicated that the bomb was fully armed. Fifty years later I am not sure what fully armed means, but I do know that our armor gunner stated that before landing the arming wires were pulled loose from the fuses and he and I installed cotter pins in the fuses which should have made them safe. We landed with the bomb bay door open and the bomb dropped out and exploded.

c. We were somewhat criticized for not chopping the bomb out of the shackles or for not removing the fuses. However our armor gunner and I can still remember standing in the catwalk with open bomb bay doors, with no parachutes on over the Adriatic Sea attempting to dislodge a 500 pound general purpose bomb.

d. Unfortunately our nose gunner was killed and three others including our navigator never flew again as part of our crew. I became navigator-bombardier for a number of missions.

Article #2 In your Torretta Flyer # 25 on page 25 you showed a photograph of bomb strikes at Brescia, Italy which was bombed on April 6, 1945. This sounded familiar to me and in reviewing our mission log I found that our crew led Easy Box (Easy 11).

Article #3 On page 8 of issue #26 you show the bombing of the St. Polten marshaling yards on April 2, 1945. Our crew flew deputy lead for Able Box (Able 12).

Article #4 On page nine of the same issue you show a photograph of #41. Our crew flew a number of missions on #41. In fact I

became so attached to this number that 41 is one of the numbers I play in the Maryland Lotto.

Article #5 In the same issue on page 22 you indicated that Venice was bombed on April 1 and April 19. I remember flying a mission to Venice when our crew was again flying deputy lead for Able Box (Able 11). I can still remember seeing the Venice canals from 20,000 feet.

Article #6 In the same issue on pages 34-35 the tent heating system was described. How I remember that heater and the perils it sometime created. Between our accident of October 13, 1944 and again in late December we replaced our tent with a tuffi block house with this same heater. Our crew did eat a lot of toasted cheese sandwiches which we enjoyed very much.

Article #7 Again in the same issue on page 39 you have written about the passing of Charles "Al" Harford. I do not remember him, but I do remember his pilot Charlie Marshall, and also some of the crew as they lived across from us at Torretta. In this article you mentioned that a Ray A Lee Jr-B 825 squadron flew to Vienna on this ill fated mission on February 21, 1945. I feel this referred to me, but I did not fly with Charlie Marshall on this mission. I did fly with him on at least one other mission which was on January 15, 1945 (also a mission to Vienna) in order to catch up with the rest of the crew because I was generally left at the base at Lyon ferrying gasoline. I remember how upset we were when Charlie Marshall and his crew failed to return on February 2, 1945, and how happy we were when they finally returned to base.

Our crew finished with 34 missions. Yes, some were "milk runs." However, in reviewing our missions fifty years later I cannot see how any mission would be considered a milk run when you are flying with a full load of bombs and gasoline in a four engine prop plane. Excuse the length of this letter I just had to comment on the many articles in the Flyer that I was familiar with,

Sincerely,
Ray A Lee Jr 825 Sq.

Editors Note: This letter was sent to AL Kline 824 of the Membership Committee by Jeanette Marshall, widow of Leonard Marshall R/O on Ray Fosse's crew 826 Squadron.

Dear Mr Kline:

After seeing the 50 year commemoration of D Day on television it occurred to me that my husband and I had an infinitesimal part in that tragic period. I thought how everyone in the United States as in so many parts of the world were affected in some way. Everyone was involved with brothers, husbands, sons, cousins, sisters, and friends in uniform.

This is a collection of letters Leonard sent to me during the war and is an account of how it affected two people alive at that time.

I met Leonard at a sorority dance in 1941 and saw him at social functions occasionally. He enlisted in November 1941 and I heard nothing of him until he returned on leave because of his mother's death in March of 1942. While he was on leave a sorority sister asked if I would go with him to some affair. We had several dates and corresponded when he returned to camp. Later he was transferred to Scott Field where we saw each other any time he had leave [sometimes