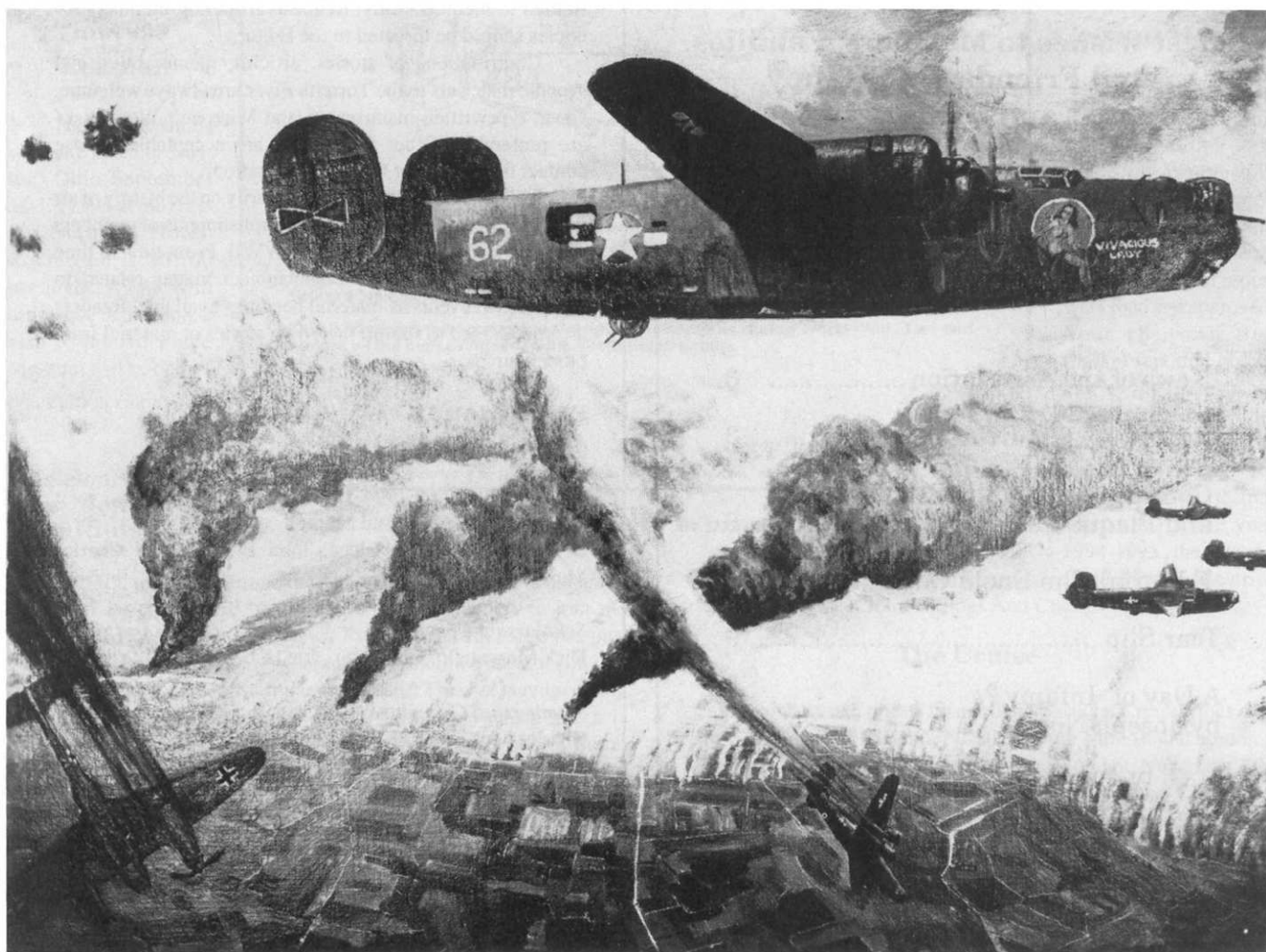

The Torretta Flyer



Torretta Flyer No 27

484th Bomb Group Association

Winter Spring 1995



Ship # 62 42-94741 Vivacious Virgin Piloted by Robert Remington was shot down on the Mission to Innsbruck. See story starting on page 18.

About this Issue

It takes a lifetime to acquire wisdom. We of the WWII generation know this all too well, and with this wisdom we know truth is sometimes hard to come by. I was prompted to write about truth in this issue when the Enola Gay story made the evening news. With this in mind the story, "A Day of Infamy?" (page 11) is published.

The June 13, 1944 Mission to Innsbruck story is told via the actual documents as they appeared on microfilms. The Annex and Pilots Flimsey are in reality battle orders.

Bill Hogan's story (page 15), How We Were Shot Down, is a continuation of the one written by the crew's bombardier Joe MacNamara, on page 10 of Torretta Flyer No 15, Winter 87/88.

In the Letters to the Editor section, Tom Carroll (page 33) and Bruce Smith (page 39) report on the tour to Italy that took place just prior to the reunion, this past fall.

In this same section, your attention is called to the letters written by Leonard Marshall 826 Sq (D) to his wife, Jeanette (pages 36-38) as they give insight to the thoughts and feelings many of us shared.

Best Wishes to Members, Families and Friends for a Happy and Healthy New Year

Index

| | |
|--|----|
| News of the Association | 3 |
| Report of 1994 Cruise Reunion | 3 |
| Contributions to the Scholarship and Plaque funds | 6 |
| Editorial-The Enola Gay | 7 |
| Tear Slip | 9 |
| A Day of Infamy ?, by Joseph Norris | 11 |
| How We Were Shot Down, by Bill Hogan | 15 |
| Mission to Innsbruck | 18 |
| Letters to the Editor | 33 |
| The Last Mission | 41 |

The Torretta Flyer



Issue #27 Winter Spring 1995

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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 from non-members for copies 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 also are acceptable. 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 1994-1995
484th Bomb Group, Bud Markel.
Bea Markel, Frank Valdez, John Billings, and Charles McKew.

Scholarship Committee,
Dick Muscatello, Chairman, Joe Hebert, Ross J Wilson

Membership Committee
Charles McKew, Al Kline, Vernon Janke, Adolph Marcus, Leonard Nucero, Jack Robson, Harold Toomey.

Publicity Committee, Clark Ecton
Adolph Marcus, Harold Toomey, Bud Pressel, John Billings, Jack Robson.

Direct all inquiries to the Editor, Torretta Flyer, 1122 Ysabel St. Redondo Beach, CA 90277-4453-13, USA Phone (310) 316-3330

News of the Association

Installation of Plaque at Air Force Museum

Now that the 1994 Cruise Reunion is history we look forward to the events of 1995. The installation of our memorial plaque at the Air Force Museum will highlight the Dayton Reunion this year. The ceremony will be held Friday September 15, 1995, at the United States Air Force Museum's Memorial Park. This plaque will be made of bronze and will be mounted on a polished marble base for durability. It is comforting to know that those who come after us and see this plaque will know that the 484th Bomb Group had an important role in our country's victory in World War II. Those closest to us, our survivors: family members, children, grandchildren, and other descendants will be able to identify with this spot on earth where their forbearers' deeds are recorded. Do plan now to attend this important event.

The 1995 Reunion

The 1995 Reunion will take place in Dayton, Ohio September 14-17, 1995 at the Dayton Marriott Hotel. Room rate is \$67.00 per night. Along with the plaque dedication, a visit to the Air Force Museum will be one of the reunion events.

The Search For New Members Continues

In 1995, we will continue the search for new members using the CD-ROM disks. We will be asking for more members to join the search. Jeff Robson, the son of Jack Robson, 826 squadron has prepared a telephone list sorted by area codes which we have begun distributing to members with similar area codes. This helps reduce long distance charges. These lists are phone numbers where a match is made of the names of known personnel assigned to the 484th Bomb Group. The work consists of calling these numbers to determine if the person on the other end of the line is the one you are seeking. It is challenging work that brings great satisfaction when a true match is made. Our goal is to maintain the number of members presently active by replacing those too infirm to remain active and those passing on. You can participate by using the prepared lists or more directly using the CD ROM disks. The disks will work on both IBM compatible and Macintosh computers with a CD-ROM drive. Some libraries throughout the nation are equipped with the necessary computers and disks. Drop us a line or call as to how you wish to work on this project.

1996 Reunion. No site has been selected yet. We will make an announcement at the Dayton Reunion. Site suggestions by members are welcome.

Scholarship Report

Dick Muscatello, the Scholarship Committee chairman has been in phone contact with Professor Alberto Albanese, and he advises that four awards will be given to three girls and one boy, and the ceremony is scheduled to take place in January or February of 1995 as we go to press.

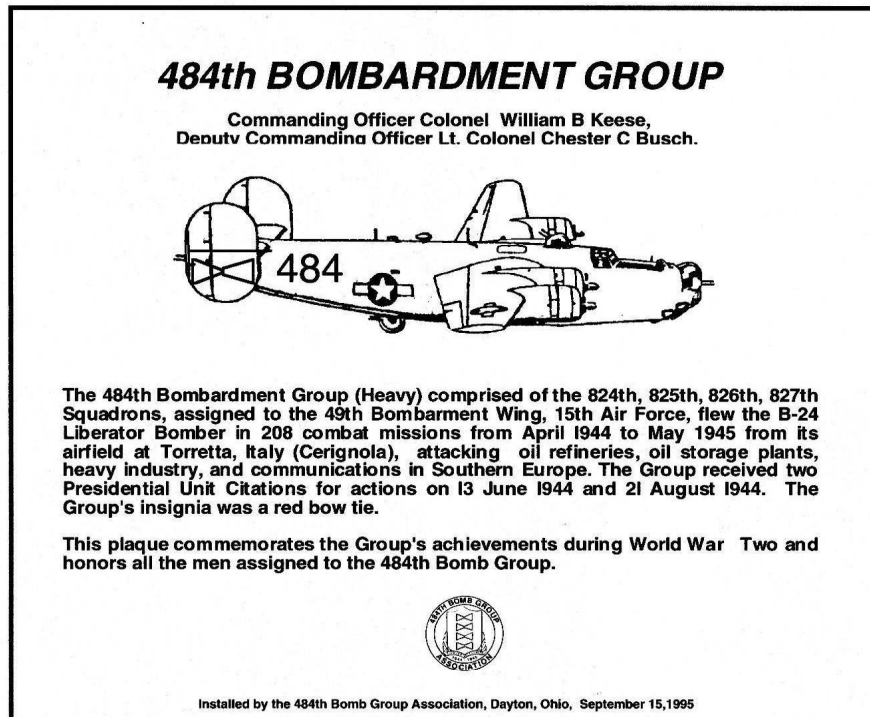
Annual Meeting

Annual Meeting Report: The annual business meeting took place on Wednesday morning November 9, 1994 at 10 am. The minutes of the last meeting and financial report were read and approved. Your chairman Bud Markel reported on behalf of the Scholarship Committee. In accordance with the notice of the annual meeting for the purpose of electing directors for the year 1994-1995, the election

of directors took place. The directors are: Bud Markel, Beatrice Markel, Frank Valdez, John Billings And Charles Mckew.

The Cruise

140 members and guests boarded the Carnival Cruise Lines ship 'Ecstasy' sailing out of Miami, Florida, for the 14th Annual Reunion of the 484th Bomb Group Association, on Monday, November 7th, 1994, and a grand time was had by all! Advertised as the "Fun Ship," the crew, the stewards, all of the personnel, and those wonderful waiters made the five day cruise truly live up to its name. There was not an unhappy person on board. Among the specific reunion activities: the complementary Cocktail Reception for our group took place on Monday shortly after boarding. The Association Annual Meeting was held as scheduled on Wednesday, November 9, 1994, and our Memorial Service on Thursday. Because there was no chaplain on the ship (midweek) your chairman Bud Markel was privileged to improvise and present this first time shipboard service for our members.



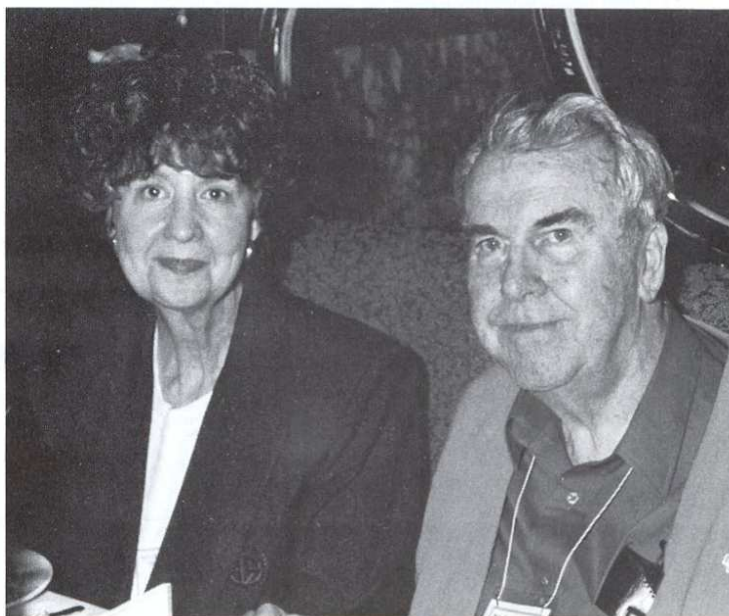
The proposed Plaque in present form.

New Association Members

| | | |
|-------------|-----------|-----|
| Robert C | Baker | 824 |
| Frank W | Carr | 824 |
| Edith F | Hansen | 824 |
| Jack H | Jacobs | 826 |
| Pitacio S | Martinez | 827 |
| Donald O | Maves | 826 |
| Thomas B | Bowlby | 825 |
| Edward J | Berry | 826 |
| James F | Carney | 824 |
| Floyd R | Creasman | 826 |
| Allan L | Davidson | 826 |
| Frederick T | Haase | 827 |
| Justine | Hadden | AM |
| Charles J | Renfro | 825 |
| Albert F | Kline | 824 |
| Jeanette C | Marshall | 826 |
| Dorothy | McGuire | 825 |
| William G | Meeder | 824 |
| Joseph A | Nedela | AM |
| Arthur | Ouellette | 824 |
| Ralph E | Parkhurst | 827 |
| Harry | Schultz | 825 |

AM= Associate Member

Cruise Photos



Audrey and Harold Toomey



Elnora and Ralph Johnson



Lillian and Adolph Marcus



L to R Bea Markel with Cozumel hat, Janet Stover, Gilbert Stover, and Anthony Giammattei.



From L-R: Doris and Ken Hubertz, Fang Hansen, Bud & Bea Markel, Edith Hansen, and Audrey Toomey



Attendees of the 1994 Cruise Reunion pose aboard the Ecstasy.

Plaque Donations

Received after Publication of
Torretta Flyer No 26

| | | |
|--|------------|-----|
| Bernard | Bossick | 824 |
| Edward A | Burnsed | 826 |
| Chester C | Busch | 484 |
| John D | Cannon | 827 |
| Ralph W | Carr | 825 |
| Arthur P | Coogan | 827 |
| William J | Delonga Sr | 824 |
| Joseph J | Dondero | 826 |
| Lloyd R | Edgecombe | 826 |
| Franklin S | Ennis | 824 |
| Joseph J | Ercole | 824 |
| E Harold | Fischbein | 824 |
| William G | Freeman | 825 |
| Howard F | Glasser | 827 |
| Theodore R | Gressen | 824 |
| Edith F | Hansen | 824 |
| Grant V | Hansen | 824 |
| Wayne L | Henly | 827 |
| John | Hicks | 826 |
| Evan H | Housworth | 827 |
| Thomas F | Johnson | 827 |
| William L | Kelver Jr | 826 |
| Paul W | Kerr | 826 |
| Charles L | Kopetsky | 824 |
| <i>In memory of son Charles Kopetsky</i> | | |
| Andrew | Lopez | 826 |
| James C | Langdon | 825 |
| Ray R | Lee Jr | 825 |
| Ralph E | Lewis | 827 |
| Walter | Marsh | 825 |
| Rudolph S | Martino | 827 |
| Walter A | Menn | 826 |
| Ruby S | Moore | 824 |
| E Forrest | Nance | 824 |
| Barrow F | Neale | 826 |
| Robert | Newcomb | 827 |
| Leonard A | Nucero | 824 |
| James D | Pool | 827 |
| Robert J | Person | 825 |
| Harold D | Pressel Jr | 825 |
| George W | Rands | 824 |
| Harold Ralph | Rigg | 827 |
| John H | Robson Jr | 826 |
| Albin A | Rogers | 824 |
| Harry | Sarmanian | 824 |
| James B | Schoonover | 825 |
| Claude F | Schroeder | 827 |
| Edward R | Schwartz | 826 |
| Charles G | Shaffer Jr | 827 |
| Mrs Edith B | Smith | 825 |
| Raymond L | Snyder | 826 |
| Robert W | Tissing | 824 |
| John A | Whitacre | 825 |
| Ray B | Williams | 824 |
| William F | Wilson | 825 |

Scholarship Donations

Received after Publication of
Torretta Flyer No 26

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|---|------------|-----|
| Edward A | Burnsed | 826 |
| Chester C | Busch | 484 |
| Ralph W | Carr | 825 |
| Arthur P | Coogan | 827 |
| Joseph J | Dondero | 826 |
| Lloyd R | Edgecombe | 826 |
| Skipper Ellis | Farkas | 827 |
| Joseph J | Ercole | 824 |
| William G | Freeman | 825 |
| J. Jordan | Glew | 826 |
| <i>In memory of Willard I Pearson, John W Hardt</i> | | |
| Ellsworth Godell | | 826 |
| <i>In memory of wife Alice Goodell</i> | | |
| Theodore R | Gressen | 824 |
| Tillman J | Gressitt | 827 |
| Edith F | Hansen | 824 |
| Grant V | Hansen | 824 |
| Russell L | Hawes | 827 |
| Joe | Hebert | 826 |
| <i>In memory of Willard I Pearson</i> | | |
| John | Hicks | 826 |
| <i>In memory of Nichols, O'Shea, Dowling</i> | | |
| Paul W | Kerr | 826 |
| Charles L | Kopetsky | 824 |
| <i>In memory of son, Charles Kopetsky</i> | | |
| Ralph E | Lewis | 827 |
| Charles B | Lowell | 827 |
| Walter | Marsh | 825 |
| Rudolph S | Martino | 827 |
| Walter A | Menn | 826 |
| Ruby S | Moore | 824 |
| Leo V | Matranga | 825 |
| E Forrest | Nance | 824 |
| Barrow F | Neale | 826 |
| Leonard A | Nucero | 824 |
| Harold D | Pressel Jr | 825 |
| Harold Ralph | Rigg | 827 |
| Albin A | Rogers | 824 |
| <i>In memory of Albert C Hitzing</i> | | |
| Harry | Sarmanian | 824 |
| James B | Schoonover | 825 |
| Claude F | Schroeder | 827 |
| Edward R | Schwartz | 826 |
| Charles G | Shaffer Jr | 827 |
| Raymond L | Snyder | 826 |
| Alfred I | Solomon | 826 |
| <i>In memory of Vincent O'Shea</i> | | |
| Robert W | Tissing | 824 |
| Henry | Walrond | 826 |
| John A | Whitacre | 825 |

Editorial

Your editor was moved to write an editorial regarding truth. We all are subject to distortions created by the media when assumptions are stated by individuals delivering the message. These assumptions become accepted as reality, when in fact they are only unstated opinions by these same persons whether by print or audio and visual media. In the rush to bring out the news first, these assumptions are made much too quick, hence the distortion. This often creates a hysteria that builds on itself. You may have observed that in the media's rush to reveal sensational events, sudden solutions are demanded of government and responsible persons. The seeking of truth takes time and must be determined by the individual.

Now we have an added distortion of truth that is called Political Correctness. Political Correctness is the subject of our first story, "Day of Infamy," by Joseph Norris. It seems to be in style these days to bend historic events so as to not hurt someone's feelings. This editorial deals with an attempt to spare the Japanese embarrassment for the loss of the WWII Pacific War.

The Joe Norris Story dispels the lie that the Roosevelt Administration allowed the Pearl Harbor attack to take place so he could rally the United States into global war. "What Poppycock!" The truth of the matter is the President was brought almost to tears when he learned of the devastation and loss of life.

When it comes to the Japanese, the attack on Pearl Harbor was a colossal blunder. Here was a nation with one tenth the production capacity of the United States at the time, without significant natural resources such as oil, and steel. Japan went to war to steal these resources from the weaker nations of the southwest Pacific, and to conquer land to resettle its growing population. The attack on Pearl was to throw United States off balance freeing the Imperial Japanese Military to conquer and destroy other nations at will.

Until now, your Editor has not written on issues outside the Association's field, but the proposed display of the Enola Gay exhibit by the Smithsonian's Air & Space Museum next May in Washington DC has roused me enough to speak out. At issue is the alleged revision of historical events to fit a theme created by persons who were not witness to the events of WWII. I use "allege" as I have not seen the original and revised proposals and am reflecting criticism from many newspapers and veterans publications.

It would seem that the post WWII generations might have pangs of guilt for the dropping of the atom bomb on Hiroshima and Nagasaki without firsthand knowledge of the events of June-August 1945. We should be spared this nonsense.

It is interesting to note that many more Japanese citizens were killed in the fire raids preceding the A-bomb, but this destruction to life and property by conventional bombs does not seem to generate the same type of guilt by the revisionists.

Was it a cruel and inhumane act? Of course it was, but so is warfare itself. The Japanese Army were cruel and inhumane captors, remember the Bataan Death March? Were any apologies given by the Japanese at the time or since? So why is the Enola Gay exhibit not addressing Japanese guilt as well?

The point the Smithsonian wants to make is that the atom bomb was not needed to end the Pacific War. Well, well, where were these armchair quarterbacks when they were needed and when the decision to drop the bomb was made?

Why the A-bomb in the first place? Scientists from many countries in the thirties had advanced theories that the splitting of the atom could release huge amounts of energy and that an atom bomb was theoretically possible. Albert Einstein, the celebrated physicist, and a refugee from Hitler's persecution wrote a letter to President Roosevelt on August 2, 1939 to the effect that a uranium bomb of tremendous power could be built. In 1940 it was learned in the United States that German scientists had started work on the bomb, hence the nation first with the bomb was going to win the war.

The facts are: Japan of the thirties was a warring nation, with attacks starting in China in September 18, 1931 and the capture of Manchuria, the

bombing of Pearl Harbor on December 7, 1942 and the conquests in southeast Asia. After the Battle of Midway, June 4-6, 1942, the Japanese expansion was stopped cold. This was the time for the Japanese to seek a peaceful settlement to the Pacific War. It was also the time to seek peace after the island of Okinawa was captured in late June 1945. They did not and would not admit that the war was lost.

The fierce and suicidal defenses of the islands of Iwo Jima and Okinawa in June 1945 were very costly in American lives and material. The American military was now fully aware that an invasion of the Japanese home islands was going to be a very bloody venture.

It was known through Ultra intercepts that the Japanese were pouring men and material into Kyushu in a desperate effort to turn it into a killing ground so bloody that the United States would seek a negotiated peace. At the time air attacks from Okinawa were making little impact on the buildup of men, planes and artillery. Underground hangars and camouflaged runways were being built. Nearly 5000 Kamikazes were being stockpiled for a one way flight. It had cost the Americans 50,000 casualties to occupy Okinawa alone. It was estimated that of the quarter million troops McArthur had on hand to

The Enola Gay & Political Correctness

invade Kyushu, over a quarter million were expected to be killed, a loss ratio of 1 in 3. Other estimates raised this figure to over a million US casualties for a protracted battle. The landing on Japanese soil was slated for a possible November 1, 1945 start but no later than November 15, 1945..

July 16, 1945, the first atom bomb was exploded in Alamogordo, New Mexico. On July 26, the Potsdam declaration of unconditional surrender was released to the news media. Unconditional surrender was not welcomed in a Japan that had a two and a half million manned army still able fight. While the army was badly bruised in the island campaigns, it was the Japanese Navy that was soundly defeated.

In the face of high casualty expectations, the use the bomb was approved. One argument that allegedly was postulated is that these loss estimates were too high. Yes, of course, in 50 years hindsight this argument could be made, -now that the war archives are mostly declassified and available for all to see.

There was one other consideration regarding the use of the A-bomb that hasn't been talked about much, and that is: that the end of the war would be secured. Because Japan had been led so long by a military faction bent on conquest, there was no certainty that uprisings wouldn't break out all over the nation. The end of the war had to be dramatic to get the leaders' attention that they were truly defeated once and for all. There was still some opposition to the surrender even while the Emperor was dictating a message of surrender on a transcription record that was to be played on a national radio network on August 15, 1945. In a brief and violent mutiny on the night of August 14 against the palace area, hard core patriots tried to find the

recording and destroy it. The revolt was quickly put down .

When the war in Europe ended in May 1945, many of us in the 15th Air Force were slated for transfer to the Pacific Theater for the war against Japan. It was felt that the 15th Air Force's personnel and possibly its equipment were needed to bring the Pacific War to a quick end. Some 8th Air Force operations were already in the Pacific. The truth of the matter was that naval transport could not re-supply the B-29 commands with incendiaries and bombs fast enough. Such was the fury of conventional B-29 bombing missions. Logistically the transport of a whole air force could not be accomplished in the time frame allotted.

President Truman had three options to consider. 1) Starve them out by blockade, itself very inhumane, costly and time consuming. 2) Invade the island at great cost in human lives. 3) Drop the Bomb and limit destruction and loss of life to a confined area. The bombs were available, the means to drop them were at hand. It was 1) the most cost effective way of bringing the war to a quick and definite close, and 2) to insure a lasting peace. President Truman never wavered in his decision, and the countless GIs who were slated for service in the Pacific, and their families too, never wavered and neither did the general public, and neither should the American People of today.

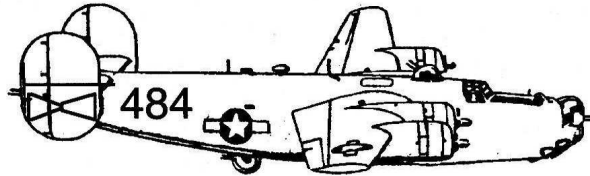
Only a portion of this B-29 will be shown, this is wanton desecration of a proud old bird the way I see it. I think that the Enola Gay should be given to the Air Force Museum in Dayton, Ohio, for restoration and reassembly. It should stay there for exhibit and its role in bringing the war to a close should be told, but without political comment.



Crew of Robert C Quinlan shot down June 13, 1944 on the mission to Innsbruck, They are: Top Row L to R Chester A Nordling-E, Donald W Peterson-AE, Joseph J Canfield-R/O, Joseph W Keene-G, Kenneth Whiat-G, Wallace W Smith-G. Bottom Row Robert C Quinlan-P, Kennth A Hanson-C/P, Charles H Bell B, and Rollin K Preston-N. Plane No 42-52602 crashed near Natters, see page 19.

Tear Slip

484th Bomb Group Association
Phone (310) 316-3330



Please fill out this form as applicable and return to the Association office.

| | |
|---|------------|
| 1995 Dues ----- | \$ _____ |
| <i>Donations</i> | |
| 484th Plaque Fund ----- | \$ _____ |
| Scholarship Fund ----- | \$ _____ |
| <i>PX Items</i> | |
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| Back Issues of Flyer, No 10 to current issue \$30.00 ----- | \$ _____ |
| Total _____ | |
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Do you plan on attending the 1995 reunion
September 14-17 in Dayton, Ohio?
..... Yes _____

How many in your party ? No _____

Travel Via

Private Auto _____

Airline _____

Camper/Mobile Home _____

Will you be in attendance at the Plaque
dedication ceremony Friday, September 15
at 10:00 AM? Yes _____

Number in party _____

Help out at the Reunion? Yes _____

Bring displays ? Yes _____

Fill out and send to:

**484th Bomb Group Association, 1122 Ysabel St. Redondo Beach, CA
90277-4453-13.**

A Day of Infamy ?

By
Joseph Norris

Even after fifty-two years the question of who is to blame for the surprise attack on Pearl Harbor, December 7, 1941, at 7:55 A.M. still lingers. Over half a century after the Japanese launched a successful surprise attack on Pearl Harbor, Oahu, Hawaii, documents, journals, and official reports related to the attack are only now being declassified. In the years since, President Roosevelt's possible participation in that surprise attack on Pearl Harbor is still in question. Did Roosevelt deliberately incite the Japanese to make an attack on the Hawaiian island and withhold information that would have prevented or even lessened the damage done by the Japanese attack? If President Roosevelt wanted to use the Japanese to enter the Second World War, he was not alone. One month before the bombing of Pearl Harbor, Secretary of the Interior Harold Ickes wrote in his diary "For a long time I have believed that our best entrance into the war would be by way of the Japanese.(1)

The Roosevelt Conspiracy places a possible reason for Roosevelt masterminding the Pearl Harbor attack on his great concern for Europe. Europe was fighting a war with the supreme leader of Germany, Adolph Hitler, and the United States entering the war was inevitable. On March 19, 1941, Prime Minister Churchill begged for both economic assistance from the U.S. and for the U.S. military forces to join England in the fight against Germany (2) . President Roosevelt knew that Americans wanted to stay out of the war, but they also wanted strongly to defeat Hitler and his allies. He wanted strongly to assist England in its fight against the Axis powers, and he wanted to gain time for American rearmament. He felt that he could restrain Japanese by means of diplomacy and naval deterrence. Roosevelt did not want a two front war, as neither the Army nor the Navy was prepared for the two sided conflict with Germany on one side and Japan on the other. Instead of declaring war with Germany and Japan it was his policy, not only to give aid to Britain in the form of armaments, but restrain the Japanese by a cautious embargo of war materials.

Before the Great War, Americans had enjoyed a policy of isolationism. Many Americans considered the Atlantic and Pacific oceans as a protective barrier against assault (3) . The strong feelings that America should continue its policy of isolation thwarted Roosevelt in his early attempts to repeal arms embargoes laws (4) . According to John Toland (5) the U.S. more or less invited that attack by projecting the image of a country too isolated and "Sleepy" to see what was going on in the world. During the 1930's the primary concern of most Americans was not the war in Europe but finding an end to the depression.

The attack on December 7, 1941, changed that isolationist feeling. The next day Congress with one dissenting vote declared war on Japan. three days later Germany and Italy, faithful to the tripartite

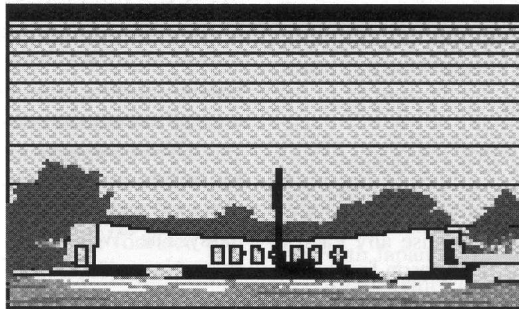
pact, declared war on the United States (6) Roosevelt had his wish, America had entered the war.

In 1946 Senator Arthur Vandenburg of Michigan made the following statement about the surprise attack on Pearl Harbor "Pearl Harbor drove most of us to the conclusion that world peace is indivisible. We learned that the oceans are no longer moats around our ramparts. We learned that mass destruction is a progressive science which defies both time and space and reduces flesh and blood to cruel importance." Vandenburg was a leading isolationist until the attack on Pearl Harbor(7) . Additionally, Homer Ferguson, Senator from Michi-

gan, and Owen Brewster, Senator from Maine, both members of the Joint Congressional Committee came to the conclusion that authorities in Washington and the Commanders in Hawaii should have expected that the Japanese government would make a surprise attack in starting war with the United States (8) . In meetings with Roosevelt, Churchill indicated that a declaration of war by either the US., U.K., the Dominions, the Netherlands and possibly the Soviet Union would restrain Japanese aggressions (9).

To those that strongly believe in the Roosevelt Conspiracy, an important fact in the investigation of the attack was that the all important carriers (Lexington, Enterprise and Saratoga(10)) were at sea, while the majority of the Pacific fleet was at Pearl. Carriers would become the major fighting weapons of the war in the Pacific. If the attack was a real surprise, why were these carriers at sea? During the investigation the Committee (11) came to the conclusion that the carriers were not specially saved from destruction because no one had realized the potential of the carriers (12).

Roosevelt and his commanders should have known that the future balance of sea power in the Pacific would depend less on capital (13) ships and more in the newer weapons particularly adapted to the long-range cut and run war on commerce. The important facts about the future of air power at sea were known, and available in the early twenties. Testifying before the House Naval Committee in February 1921 Brigadier General William Mitchell made the astounding assertion that bombing planes could sink or disable the strongest battle ships in existence (14) . This was down right heresy to the pre-WWI gunboat views. He based his arguments on the tactics that direct bomb hits could cause disruptive damage by breaking vacuum tubes, causing lights to go out, disrupting wireless communications. He stated that such directed hits could also jam turrets, cause fires, explode ammunition bays, and finally destroy the ship (15) . In the summer of 1921, Billy Mitchell proved his theory in extended bombing tests that sank several old American and ex-German WWI battle ships. Despite some confident views that the capital ships had ability to continue its dominance in the country's fleet, when the Washington conference met in 1921, there was not the slightest doubt that modern



Battleship Arizona Memorial at Pearl Harbor

battle ships were vulnerable to air attack, and that command of the air gave command of the surface of the sea (16).

The real truth behind the carriers not being at the attack on Pearl was that carrier missions were fully under the control of the commander in Chief U.S. Pacific Fleet, Admiral Husband E. Kimmel, who established the sailing dates and could have canceled the missions had he so desired. Even if Roosevelt had known, it was Kimmel who set the sailing dates. Unless there was a large conspiracy (which is doubtful), there was no way for Kimmel to know of the impending attack.

In the attempt to find blame for the surprise attack on Pearl Harbor Congress drew two accusations. One was the failure to fortify Guam. It was argued that scout planes from Guam could have spotted the Japanese task force before its surprise attack. At Washington Naval Conference of 1922 the United States pledged itself not to increase forts on Guam (17). In the aftermath of the war Congress drew the accusation that it refused to fortify Guam in order to prevent Pearl from having any warning (18). The real reason behind the failure to fortify Guam was that the Roosevelt Administration never asked for it. The Naval Expansion Act of May 17, 1938, created a review board for determining the need for additional bases. The fortification of Guam was to cost eighty million dollars. Roosevelt and the Bureau of the Budget sent Congress a bill that brought this figure down to five million. Representative E.E. Cox of Georgia informed the Naval Affairs Committee (19) that the fortification of Guam would be an important sub, naval, and air base. Here again the conspiracy theorists believe that Roosevelt engineered the Japanese attack because any Pacific advance would first have to crush Guam. The real reason for the refusal was that the build up on Guam might be taken as a threat. The real effect of the neglect of Guam was that it bolstered two of Japan's beliefs, one was that isolationists ruled America, and that Washington would back down rather than risk offending Tokyo (20). In reality, it would have been virtually impossible for a scout based on Guam to have spotted Nagumo's task force on its cruise (21).

The second action for which Congress drew accusation was the wire tapping of suspected spies. In the summer of 1941 Congress was to pass a bill that would have allowed the eavesdropping of communication of suspected spies. The bill would have allowed the FBI and armed forces intelligence officers to wire tap the phones of suspected spies. Burton K. Wheeler, chairman of the Senate Interstate Commerce Committee pigeonholed the bill and allowed it to die. The House of Representatives later defeated all other forms of similar legislation. In 1942, then Senator Truman told Congress that "the surprise attack on Hawaii was in no way due to the unwillingness of Congress to pass a law authorizing wire tapping." The reality of the wire tapping in Honolulu was that it could not have revealed the Pearl Harbor attack because no conversation discussed Yamamoto's plan (22).

The real controversy over Pearl Harbor centers on several Japanese messages and the breaking of the Japanese codes used to send those messages. MAGIC (23) had broken most of the Japanese codes and General Marshall (24) was very concerned that the Japanese would learn that the United States had broken their Purple code (25) The fact that America had broken the diplomatic codes was not difficult to hide, if one knew where to look. Thomas E. Dewey, the republican candidate for the Presidential election of 1944 learned that the United States had broken most of the Japanese codes prior to 1941. He planned to use the information to discredit Roosevelt, and accuse him of engineering the attack on Pearl Harbor. General Marshall convinced Dewey that general knowledge of the broken codes might prolong the war

and persuaded him not to use the issue of breaking the Japanese codes in the campaign. While the public information of the broken codes would have discredited Roosevelt and assured him the election, Dewey, in the name of American lives, sacrificed the election for these patriotic reasons (26). American Intelligence was not the only country to have broken the Japanese codes. Conrad E.L. Helfrich of the Royal Netherlands Navy stated that the Dutch had broken the code and even stated that his country knew that the Japanese were going to strike Pearl Harbor(27).

The first of many messages surrounding the controversy of Pearl Harbor came in October of 1941 when the Army Signal Intelligence Service decrypted several messages from Tokyo to Consul General Nagao Kita at the American consulate. The first message divided the waters of Pearl Harbor into five areas and asked for the exact locations of Kimmel's (28) warships and carriers.

Intelligence officers guessed Japan was forming a grid system for a bombing attack on Pearl. Three additional messages between Tokyo and Kita indicated unusual Japanese interest in Pearl Harbor. The first was for Ensign Takeo Yoshikawa, a naval spy posing as one of Kita's assistants, to report all ship movements in Pearl Harbor twice a week. Next, Yoshikawa was to subject the fleet air bases on Oahu to special scrutiny. And, the third message, on November 8, 1941, requested information about the strategic points around Honolulu (29).

Of the Japanese messages decrypted, the two that had the greatest impact on Pearl Harbor conspiracy theories were the so-called "Winds" message and a 14 part message sent to the Japanese embassy. The "Winds" message was dispatched from the Foreign ministry to Nomura on Nov. 29.

In case of emergency (danger of cutting off our diplomatic relations) and the cutting off of international communications, the following warning will be added in the middle of the daily Japanese language short wave news broadcast.

1. *In case Japanese-U.S. relations in danger, HIGASHI NO KAZEAME [east wind, rain].*

2. *Japanese-U.S.S.R. relations, KITANOKAZE JUMORI [north wind cloudy].*

3. *Japanese-British relations, NISHI NO KAZE HARE [west wind, clear]. This signal will be given in the middle and at the end as a weather forecast and each sentence will be repeated twice. When this is heard please destroy all code papers.. ect.*

This is as yet to be a completely secret arrangement.

Forward as urgent intelligence.

Tokyo promptly followed this up with an amplification: When our diplomatic relations are becoming dangerous, we will add the following at the beginning and end of our general intelligence broadcasts:

1. *If it is Japanese-U.S. relations, HIGASHI.*

2. *Japanese-U.S.S.R. relations, KITA.*

3. *Japanese-British relations, NISHI. The above will be repeated five times and included at the beginning and end. (30)*

The "Winds" message alerted Washington that diplomatic relations with Japan were dangerously tense. However, there is doubt

that the "Winds" message was even real. Because of the discrepancies in testimony given about the "Winds" message, the inquiry (31) was unable to determine if such a message was ever really received.

The most important message intercepted was a fourteen part message. When this series of messages were decrypted it was obvious that the Japanese were completely dissatisfied with the American-Japanese relations. That message was the Japanese reply to the latest American proposal that had been set forth during diplomatic negotiations, which were aimed at peacefully halting Japanese aggression in the Pacific. Tokyo sent the messages to its diplomats in Washington, asking them to keep information secret for the time being. As soon as Roosevelt read the first 13 parts he said to his adviser, Harry Hopkins, "This Means War" (32). That night the 13 parts of the vital Japanese message were delivered not only to Roosevelt but also to Admiral Wilkinson (33), both were slow to take action (34).

The fourteenth part of the messages would be the conclusion of what Japanese planned to do. This last part of the Japanese message was "It is impossible to reach agreement through further negotiations (35). Col. C.C. Dunsenbury (36) had received all fourteen parts of the Japanese diplomatic message at midnight December 6, 1941 (37). He did not immediately deliver these decryptions to General Marshall because he did not understand their importance and did not wish to disturb him at that late hour. He waited until morning before passing the message on to Marshall. His actions lost nine vital hours that could have been used to warn Pearl Harbor (38). Even if only Kimmel or Short (39) had been informed of the contents of the fourteen part message American losses could have been reduced (40).

The real blame for Pearl Harbor cannot be placed upon any one individual or a single event. Several people are to blame for the surprise attack on December 7, 1941. There was no single scapegoat, from Roosevelt on down they all made mistakes.

The investigations, specifically the Congressional investigation, held that the Army and Navy were responsible for the attack, that officers in both Hawaii and Washington were informed of the possibility of an air attack.

Roosevelt selected Admiral Husband Kimmel over the heads of men who outranked him and promoted him to the temporary rank of full Admiral. This made him one of the few four-star Admirals in the Navy. Kimmel was known for his ability to get the best out of his subordinates (41). Kimmel's major contribution to the attack was withholding vital information. Kimmel was an arrogant man who believed that he was the perfect man to handle any difficulties that might arise on Pearl. He was unwilling to share vital information with even his own command, information that he felt he had worked hard to acquire and was his to do with as he pleased. He withheld that Washington had sent him a war warning message when the Japanese started destroying their codes and code machines. It was Kimmel's job to take care of long range reconnaissance for Oahu, while it was Lieutenant General Walter C. Short's responsibility to protect Oahu against enemy air and sea attack (42).

Lt. Gen. Short is also to blame for the attack on Pearl. As commanding General of Hawaii he made several failures. Like Kimmel, he refused to share information. He did not alert his forces to the possibility of a surprise Japanese attack, and did not follow a Washington order to conduct reconnaissance before the attack. As the commander of Hawaiian forces he never determined the Navy's state of readiness before the attack (43).

The committee (44) reached seven conclusions about Short and

Kimmel's failures.

(1) Failure to discharge their responsibility in light of warnings received from Washington or from other information they possessed, and in light of the principle of command by mutual cooperation

(2) Failure to integrate and coordinate their facilities for defense.

(3) Failure to communicate with each other and to exchange fully all intelligence.

(4) Failure to maintain effective reconnaissance (which included the failure to use radar)

(5) Failure to establish a state of readiness in the Army and Navy capable of meeting all possible attacks

(6) Failure to employ the facilities in their possession to properly repel a Japanese attack.

(7) Failure to appreciate the significance of intelligence and other information available to them.

Even the Chief of Staff, General Marshall was accused of dereliction of duty. The investigations at the end of the war charged Marshall with a failure to keep Short fully informed as to the international situation and the probable outbreak of war, and to note Short's message that he was only preparing for sabotage without taking any action. He was also charged with a failure to alert Short on the evening of December 6 that an almost certain break with Japanese was coming. His greatest failure was not investigating and determining the state of readiness of Short's command during an impending threat of war with Japan (45).

Lieutenant Colonel Kendall J. Fielder was assigned to the Hawaiian department of Army Intelligence. His only crime was being unqualified for the position to which he was assigned. More concerned with social functions than Hawaiian military concerns he shunned responsibilities and failed to find out what was really going on with Pearl Harbor Army and Navy commands (46).

Had they been good observers, these men might have noticed that in January and February of 1941 Japanese businesses were withdrawing money rather than depositing finances (47).

Even the War Department were faulted by the nine different investigations (48) for failure to provide information to Kimmel and Short. Had the Navy Department provided Kimmel with a look at MAGIC and the messages from the Honolulu consulate revealing its reports on US warships in harbor, Knox and Stimson could have arranged for Kimmel and Short to return to the capital for important briefings (49). Kimmel did not have a "Purple" decryption machine which could have enabled his intelligence officers to read the series of disturbing messages being exchanged between Tokyo and Washington. Finally the war department was faulted for not alerting Short and Kimmel to prepare an adequate alert, and for not keeping them informed about the on going diplomatic negotiations between Japan and America (50).

Roosevelt's only crime was that he failed to take prompt effective action. He was guilty of negligence. After reading the thirteen parts of the fourteen part diplomatic message around midnight on December 6, 1941, he then elected to put everything on hold until a meeting could be convened. The next morning at ten, that meeting never came (51). He should have called General Marshall that night, as Marshall would have alerted Kimmel to a possible attack. He failed to take prompt and effective action to bring his subordinates together to achieve a decision about what should be done (52). Roosevelt loved the Navy, he would never have allowed his precious ships and men to be sent to the bottom. That was not his character

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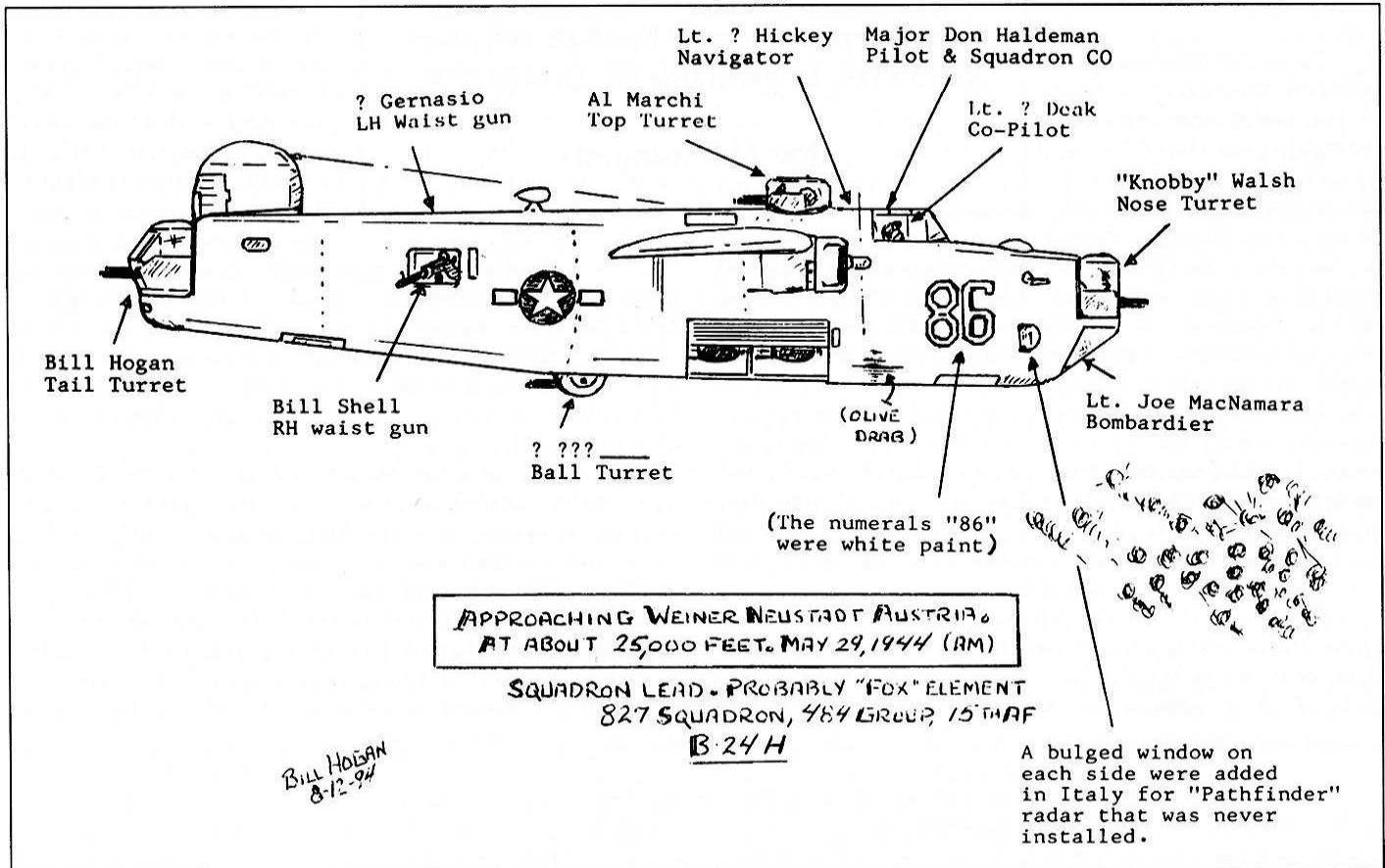
Footnotes:

- (1) Toland, John. *Infamy: Pearl Harbor and its Aftermath*, Garden City: Double Day, 1982, 318. Toland indicated that both Secretary of the Interior, Harold L. Ickes and Secretary of War Henry L. Stimson complained in their diaries about the President's failure to take aggressive military action towards Hitler.
- (2) Ibid, 41.
- (3) Prange, Gorden W. *Pearl Harbor: The Verdict of History*. Candad: Penguin, 1991, XIV
- (4) Morrison Oxford, 1003
- (5) John Toland's previous books took the stand that there was no conspiracies about Pearl Harbor. In *Infamy* he radically change his views on Pearl Harbor
- (6) Morrison, Samuel Eliot. *The Oxford History of the America People*. New York: Oxford UP. 1965, 1002.
- (7) Ibid 1002)
- (8) Prange, Gorden W. *At Dawn We Slept: The Untold*

- Story of Pearl Harbor*. New York: McGraw Hill, 1981, 723
- (9) Ibid., XV 10 Morrison, Oxford, 1003
 - (10) Morrison Oxford, 1003
 - (11) The hearing before the joint committee on the investigation of the Pearl Harbor Attack. seventy-ninth Congress of the Untied States.
 - (12) Prange Pearl, XXXIII
 - (13) Capital Ships is the term used to describe the heavy battle ships, with multiple large guns. Until Pearl Harbor this type of ship was a large portion of a country's Navy.
 - (14) Sprout, Harold and Margret Sprout. *Toward a New Order of Sea Power*. New Jersey: Princeton UP, 1946, 240
 - (15) Ibid, 219
 - (16) Ibid, 220
 - (17) Prange, *Pearls*, 7
 - (18) Ibid ,20
 - (19) Ibid. 221. As part of the Naval Expansion Act of May 17, 1938 Congress created the committee to determine the need for additional bases on Guam.
 - (20) Prange, *Dawn*, 23
 - (21) Ibid 22
 - (22) Prange, *Pearls* 23
 - (23) MAGIC was the closely guarded America process of decrypting Japanese diplomatic messages.
 - (24) George Catlett Marshall, Chief of Staff for the War Department
 - (25) Toland, *Infamy*, 317. Purple was the name given to the Japanese diplomatic code. This was the most secret system used to transmit information between Tokyo and foreign embassies
 - (26) Claussen, Henry C. and Bruce Lee. *Pearl Harbor: Final Judgment*. New York: Crown, 1993, 22. Major Henry C. Claussen was named by Secretary of War, Henry L. Stimson, as special investigator for Pearl Harbor. In 1992 the information he acquired was finally declassified.
 - (27) Toland, *Infamy*, 317
 - (28) Admiral Husband E. Kimmel, Commander in Chief of Pacific Fleet.
 - (29) Toland, *Infamy*, 5
 - (30) Prange, *Dawn*, 360
 - (31) The hearing before the joint committee on the investigation of the Pearl Harbor attack.
 - (32) Toland, *Infamy*, 13
 - (33) Rear Admiral Theodore Stark Wilkinson, Chief of Intelligence Division, Office of Naval Intelligence.
 - (34) Toland, *I Infamy* ,317
 - (35) Ibid, 9
 - (36) Colonel Carlisle Clyde Dusenbury was an assistant to Colonel Rufus Bratton in the Far East section of Army G-2, war Department Message center, Washington.
 - (37) (Claussen 80)
 - (38) Claussen, *Pearl*, 166
 - (39) Lieutenant General Walter c. Short, Commanding General, Hawaiian Department.
 - (40) Toland, *Infamy*, 57
 - (41) Ibid, 7
 - (42) Ibid, 7
 - (43) Claussen, *Pearl*, 300
 - (44) Joint Congressional Committee on the Investigation of the Pearl Harbor Attack. November 15, 1954 to May 31, 1946.
 - (45) Toland, *Infamy*, 107
 - (46) Claussen, *Pearl*, 302
 - (47) Prange, *Pearl*, 25
 - (48) Those nine investigations being; Knox personal inquiry, Roberts Commission, Hart Inquiry, Navy Court of Inquiry, Army Pearl Harbor Board, Clarke Investigation, Claussen Investigation, Hewitt Inquiry, Joint Congressional Committee on the investigation of the Pearl Harbor attack
 - (49) Prange, *Pearl*, 210
 - (50) Claussen. *Pearl*, 26
 - (51) Ibid. 309
 - (52) Ibid, 309

How We Were Shot Down

William C. Hogan 827 Sq



I cannot confirm that the logo of the aircraft was “Hustling Hussy” or that the actual manufacturer’s number was as shown in the “Flyer”. However, the identification painted on both sides of the front section was, positively, the number 86.

When the crew was formed up at Colorado Springs, the Major kept an old crew man of his, from his A-20 flying days, as his first engineer. This made Al Marchi second engineer, but Al retained the top turret position and Gernasio handled one of the waist fifties. In the B-24, that did not have a top mounted gun for the radioman as in the B-17, the other waist gun was his station in combat.

My position in the tail turret was also a minor change, but I had taken over this spot when certain circumstances arose with a former crew while transitioning in B-17 training. I became a permanent “tail gunner” from that point on. The co-pilot, Lieutenant Andrew J Deak, had the misfortune to be chosen for this mission. Major Haldeman would pick different co-pilots for each mission, even though he retained everyone else of his regular crew. Included with my rendition is a sketch I made to illustrate the crew positions as we started the bomb run on the assigned target. (The B-24 heavy bomber certainly looked better than that!)

Joe MacNamara stated in his version that the navigator, Lt. Hickey, stayed up on the flight deck as he did not have to navigate on

this trip. Who can say whether he would have been better off at his regular station?

On the evening before the mission, we sat on empty bomb fin containers and enjoyed the movie, “Going My Way” featuring Bing Crosby and Barry Fitzgerald as it was projected on the side of a building. The next morning we find that our scheduled mission was to be Weiner Neustadt, Austria, (definitely a “double mission”). If this was a postwar movie they made, there would have been groans from the assemblage, but I never heard any in “real life”.

As we prepared to board the aircraft, Major Haldeman kidded the ground crew chief that he was out of uniform. It seems that the CO had promoted the guy, but this was the first time he had heard about it. After the usual line ahead waiting, we took off, then circled about to gather up the rest of the formation. Our element’s call sign was usually, “Fox” and it was probably the same that day. Our home base was call coded, “Snow White”. As we headed northerly toward the target, we were joined by a group of P-38 fighter planes.

At about 25,000 feet we approached Weiner Neustadt. The flak ahead was so dense that someone remarked over the inter-com that it, “looked like a swarm of bees”. The 500 pound bombs had been dropped, the bomb bay doors still open, when at least one flak shell exploded just forward of #3 engine. This definitely occurred and there

is the possibility that another burst adversely affected the plane on the left side.

The right hand burst killed the co-pilot, mortally wounded or killed the top turret gunner and severely wounded the pilot. The bombardier was also hit in the legs, but whether it was the right hand burst or another that did it remains a question. In any event, the nose gunner was not aware of it at the time.

The aircraft immediately fell off of formation in a dive to the left, making me and my turret the highest point of the fuselage. Yes, it was worrisome! Later, I estimated that we lost considerable altitude, but the Major gained control and pulled us out. Of course, we lost the formation. Joe MacNamara stated that a call was made to the P-38's for assistance in our defense, but I don't think that contact was made via the inter-com. I heard the Major tell someone to, "get him out of there!" I believe that the dead co-pilot was then removed from his seat and the navigator, (who was a washed-out pilot), took his place. At the same time, the first engineer went forward and took over the top turret, after Al Marchi was removed by unlatching the Martin turret seat. I don't know if the pilot asked Gernasio to take over that position, but he was certainly sharp enough to go where he felt he was most needed. This left the radioman alone in the waist, but if he was wounded at that time, I'm sure that the engineer would not have left him.

About this time, before the top turret was in action, we were hit by one or more enemy fighter planes. The one(s) I saw were Me210, or the later version Me 410. This was a twin engine fighter with a group of 7.9 mm machine guns and 20 mm cannons in the nose. It

also contained machine gun barbettes on each side of the fuselage behind the wing trailing edge, that fired aft; up and down. If they were utilized, a rear cockpit gunner was required.

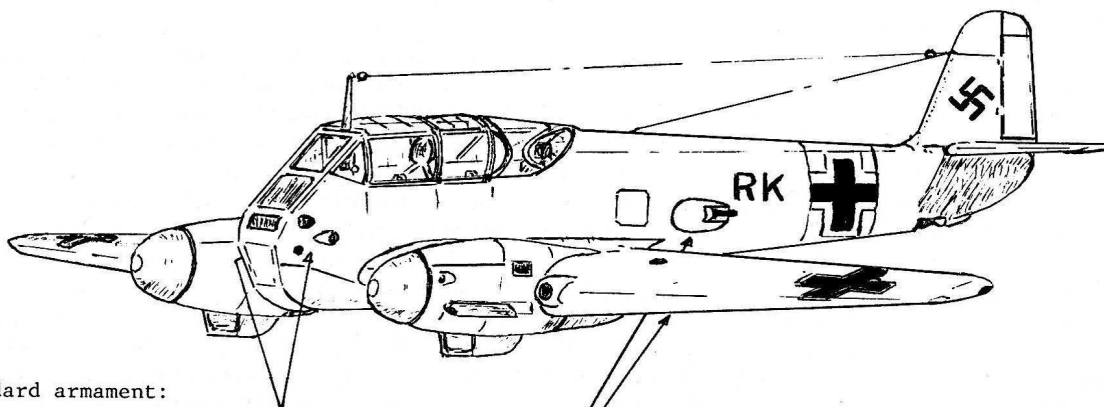
The first fighter attack came from the front, along our right side, obliquely toward me and passing the tail and down. My first inkling of this pass was when all of the fabric was blown off the moveable portion of the right rudder. This did alert me enough that I got a quick burst off as he crossed and I could have hit the Me 210/410 fuselage just aft of the wing. I don't believe that anyone else got a shot off. There is a good chance that the waist gunner/radioman was badly wounded at this time.

The next voice I recognized over the inter-com was the first engineer who had taken over the upper turret. I could "talk" to him and he could hear me, but there was no response from any other station. However, I felt that others could hear me as the circuit had been working earlier. Of course, the pilots could have been trying to raise the P-38's and this would blank me out and I wouldn't chance switching over at that point.

Comparing notes with the nose gunner and bombardier much later, they felt that there were two enemy fighters involved; perhaps a wingman was joining in on the attack. In any event, the next attack came right at me from dead aft. The top gunner yelled that there was an enemy fighter coming in at us. I will always remember that I replied, "I see the bastard" and we both fired at him! We must have been hitting, because he peeled off before fully closing. Unfortunately, he hit my right hand machine gun which jumped in its mount and ceased firing. Two or three 7.9 slugs also started up the turret's bullet

See Torretta Flyer No# 15 Winter 87/88 for beginning of this story by Joe McNamara

MESSERSCHMITT Me210 or Me410. "Hornet" general appearance



Standard armament:

- in the nose firing forward:
two (2) 7.9mm, (30 caliber), machine guns.
four (4) 20mm cannons.
- in "barbettes" firing in an up and down arc;
rearward. One on each side of the rear fuselage
controlled by a rear seat gunner.
two (2) 13mm, (50 caliber), machine guns.

Bill Hoising
8-12-94
(NOT FROM MEMORY)

proof glass.

I commenced pulling on the charging handle and trying to reach in to the restricted space at the breach, but the gun was thoroughly out of action. While I was trying to free up the MG, a fighter came at us again, but more obliquely, from my left to right. It was almost as if he knew that my right gun was out and I had to lead him with the left fifty. There appeared to be no response from any other gun turret now.

I distinctly recall streaks of white smoke passing between and around my feet. As the German 20mm shell is armed when it smashes through a fuselage skin, I suspect that the damage was occurring behind me and in the waist area. Suddenly the hydraulic tank and accumulator for my turret burst into flames! I commenced yelling into my throat mike that the plane was on fire! After three or four warnings that I hoped someone was hearing, the flames appeared at my flying boots! Opening the turret doors, I dropped out backwards. This automatically disconnected my oxygen mask and the communication cord, but I had to reach back to unfasten the heated suit plug.

Standing up, I turned around to walk forward, but kept slipping on loose, unfired, 50 caliber rounds littering the floor. Apparently one or both of the waist ammunition boxes/carriers had been hit. No one but myself was in the waist area. Looking toward the front of the bomber I noticed that the ball turret hatch was positioned below the fuselage and that the radioman was standing on the rear section of the bomb bay catwalk. Then I also saw in horror that the flight deck and APU area were completely engulfed in a fire! As Bill Shell had his chest 'chute on, I violently signaled for him to jump out of the burning aircraft!

Suddenly I realized that I did not have my parachute attached. As the radioman departed via the rear of the open bomb bay, I slipped and slid back to the area of my turret to retrieve my "chute. Along the way, I discarded my oxygen mask and the flak suit. When I pulled the tabs and the heavy suit fell away, I remember that the dark fabric was badly torn and the "kopeck" was spilling out. Apparently it had kept some shell splinters from piercing me!

The rear turret now looked like a roaring fireplace, but I was able to unstrap my chest 'chute from the bulkhead forward of the exploded hydraulic tank and clip it onto my harness. I went to the rear hatch and opened it. It had been hit enough so that only one hinge was holding. Sitting on the forward edge of this open hatch, I dropped out of the aircraft. As I left the plane, I commenced somersaulting over and over. The next time I glimpsed blue sky instead of faraway ground, I yanked the "D" ring that pulled the rip cord away. Wham! I was suddenly pulled upright with the nylon canopy spread above from the risers. Glancing upward, I could see the shadow of the pilot 'chute as it now lay on top of the main parachute. The first realization after you know that the thing opened okay is how unearthly quiet it gets. Just a faint swish of air. You're dropping fairly rapidly, but at altitude, there's no sense of it. As I started my descent, an enemy Me 210/410 flew past; close enough that I could make out the pilot staring at me. Then he was gone. Oddly enough, I had no fear or apprehension.

Suddenly, there was a loud cry from beneath me! It came from the nose gunner, who was fearful that I was going to come down on top of his 'chute! As instructed at someplace or other, I yanked down on a riser. I went away from "Knobby" but also lost altitude rapidly! I decided that maneuver was not a brilliant idea! Nearing the ground, you realize that the descent is quite fast and that straddling a fence would not be to your best interests.

Looking downward as I dropped and moved sideways, I saw a woman sitting on the ground and leaning against a large tree. Fearing that I might land in her lap feet first, I yelled a warning. Looking up,

she let out a shrill scream! This distracted me from watching where I was going, so I slammed into the eaves of a two story farmhouse! I dropped straight down into a ditch along the farmhouse wall. This not only "broke my fall", but also broke both the tibia and fibula of my right ankle!

Sitting on my collapsed parachute and a long bench beside the farmhouse, I was eventually joined by the bombardier, Joe MacNamara, and the nose gunner, "Knobby" Walsh. Although it turned out that MacNamara had been wounded in his legs, he seemed mobile enough. He did have badly burned hands, (looked like claws), that happened when he grabbed the red hot red handles to open the nose wheel doors so he and "Knobby" could bail out; (the wheel stays put). As I recall, the nose gunner had been scorched about the face. I had been burned a bit above the rim of my oxygen mask. The woman that I had startled as I approached the ground stuck a goose quill feather into a green bottle of something, and wiped the substance on my upper face. (Farm people know such things.) Of course, we "enemies" attracted a crowd of neighbors and local authorities. There was a plain-clothes Gestapo type, several women and a Roman Catholic priest. The latter was sent for when a cross I carried was discovered during a body search. (It was a big cross, and they thought, at first, that it was a weapon. However, we didn't carry sidearms on missions of this type.)

The women were fascinated by the nylon parachute underneath my butt. The one who treated my face, produced a pair of scissors and was going to secretly snip off a small section. With both of us keeping an eye on the Gestapo type, I pulled a large portion of the 'chute free so she could cut off a considerable amount!

Eventually, a horse drawn cart arrived to transport us to the local town. There was a body underneath some hay or straw in the cart. Brushing some of the covering away, we read the name, "William Shell" stenciled on the "Mae West". Joe MacNamara told us that he had learned that the radioman had bled to death during his descent as a result of a badly shot-up arm.

We spent the night under guard, sleeping on the bare floor of a vacant room of some sort of official building in town. I don't think that we ever knew the name of the town. My untreated, unset, broken leg did not bother me too much that night, but I was in real agony the next morning, especially on the train platform awaiting transportation to Graz, Austria. Joe MacNamara and I ended up in a ward full of American and English prisoners of war on the next to the top floor of the Graz hospital. "Knobby" Walsh apparently was not injured enough to require hospital care and was sent on to Germany. My ankle was set and I had a full length leg cast. A shrapnel hit was also found in the same area.

After sufficient recuperation in Graz, MacNamara and I were separated. At the time, officer and enlisted POW's were sent to different camps, but this changed later when the invading armies squeezed up the remaining enemy areas. I was sent, (through some beautiful Austrian scenery that I will always remember), to a POW hospital in Germany. There, a British POW doctor reset my leg as it had not been set properly in Graz. Convalescence in another POW hospital followed, then I was sent to the infamous Dulag Luft. Internment in Stalag-Luft 4 and then Stalag-Luft 1 were next; (the latter shared with officers). In early May 1945, the Russian army arrived to free us.

After the whole war, I went to aeronautical school, then was employed by an aviation company; retiring after 45 years in 1991. I lost track of "Knobby" Walsh and Joe MacNamara, then learned that Joe had died in the late 1940's. C'est La Guerre.....

*The June 13, 1944 Mission to Innsbruck,
Austria*



Bomb Strike photo 484th Bomb Group, Time 10:33, Altitude 24,000 feet, Axis of Attack 185 degrees

The Mission of June 13, 1944

Part 1 Introduction

This story is told in six parts for clarity. With the exception of this Introduction, Parts 2-6 are shown as they appeared in the micro-film frames to preserve the original appearance of some of the documents.

The visual bombing techniques employed by the Italian based 15th Air Force depended on good weather for accurate results. In the days before satellite transmission of weather data, weather forecasting in WWII was not as accurate as it is today. The target had to be seen through the bombsight. The use of Radar (pathfinder) for navigation was still not in general practice, the equipment was crude and unreliable, and it took much training for the navigator to recognize and identify the scanned image of the ground below. Visual bombing accuracy took, 1) good weather, 2) a skilled bombardier, and 3) good luck, the latter often playing a big part in the success of the mission. Often a sudden break in the clouds as in the case of this mission could transform a failed mission into a successful one. The Innsbruck mission of June 13, 1944 was an important one for the 484th Bomb Group for the problems as stated above and for the fact that the mission earned the Group its first Presidential Unit Citation.

Correspondence Related to the Mission

Editors Note: I was intrigued by the June 13, 1944 mission to Innsbruck when I received a letter from Mr Alfred Whitman of Ingolstadt, Germany inquiring about a B-24 crash near his home near Ingolstadt on June 13, 1944. He had in his possession, a handwritten report dated 21/6 /44, listing the casualties of the aircraft flown by Robert Willen's crew and further relating to the disposition of the deceased crew members in a nearby churchyard. It may be that the recent publicity about the 50th anniversary of D Day triggered the letter.

Ships Lost on June 13, 1944

42-52679 825 squadron lost near Munich (Ingolstadt) Pilot Robert W Willen
42-52602 825 squadron lost near Natters, pilot Robert C Quinlan.
42-52715 825 squadron lost near Sillertshausen, pilot Sylfest L Olson
42-94741 826 squadron No #62 "Vivacious Lady" lost near Venedig, pilot Robert L Remington
42-52655 824 squadron ditched in the Adriatic, pilot Robert E Bedwell Jr (See Item #2)
42-52661 827 squadron forced to land in Switzerland, pilot Edward H Eibs (See Item #3)

My letter to Mr Wittman

Alfred Wittmann

Barlachstrabe 41
85053 Ingolstadt, Germany
Dear Mr. Wittmann

I will attempt to answer your inquiry as best as I can. I wish to thank you most wholeheartedly for the information on the six airmen who died on June 13, 1944. It will comfort their families to finally know that they were buried with dignity in a churchyard by German authorities.

Of the five airmen listed Arthur C Roth was an officer as determined by the leading zero (0) of the ASN (Army Serial Number). I have determined he was the navigator. All of the men were assigned to the 825th squadron, 484th Bomb Group, 49th Bombardment Wing, 15th Air Force.

The usual crew complement for a B-24 Liberator bomber was ten men, six enlisted men and four officers. In aircraft equipped with an aerial camera, an 11th enlisted man photographer would be on board. My records show that a photographer was not assigned to the aircraft involved. The official mission report for June 13, 1944 shows six aircraft lost and 60 airmen listed as MIA (missing in action).

One of the aircraft was 42-52679, a B-24 flown by Lt. Robert W Willen ASN # 0690333 shot down by fighter aircraft and fell near Ingolstadt, Germany. He was a POW, as well as the navigator, Alfred H Walker 0355464 (prisoner of war) at Stalag Luft III, Center Camp. I talked with Robert Willen today before writing this letter.

He reported that his aircraft was hit by anti aircraft fire in the number 3 engine and that they had to fall back from the formation. He was attacked by Luftwaffe fighter planes causing a fire in the bomb bay, just aft of the flight deck. The fire became so intense that he bailed out of the aircraft through the pilot's sliding window (which is some feat as this window is quite small and with full flight clothing, almost impossible to transit). He goes on to say that the Co/pilot Arthur C Roth was trying to get out of his sliding window, on the right side of the aircraft and that his seat pack parachute was on fire. Roth did not escape and fell with the aircraft.

The crew is as follows:

Officers

2nd/Lt Robert W Willen -Pilot ASN 0690333 MIA POW Stalag Luft III
1st/Lt Alfred H Walker-Navigator ASN 0355464 MIA Stalag Luft III
2nd/Lt Arthur C Roth-Co/Pilot ASN 0820068 MIA (deceased)
2nd/Lt William M Capece-Bombardier ASN 0703445 MIA Stalag Luft III

Enlisted men

S/Sgt. Roland B Giroux ASN 31242281 (deceased)
S/Sgt. Otis E Rule ASN 39408445 (deceased)
Sgt. Julias E Jackson ASN 33564517 (deceased)
Sgt. Earl J Schapker ASN 35723167 (deceased)
S/Sgt. George M Theobald ASN 19010327 (deceased ?) *
Sgt. Philip S Davison ASN 31284665 (deceased ?)*

* May be the two unidentified crewmen referred to in the hand written report.

The 484th Bomb Group was based at Torretta, Italy, about 50 K South and west of Foggia, Italy, and operated B-24 aircraft exclusively from April 1944 to April 1945. It is interesting to note that on this day June 13, 1944, because of bad weather the primary target was an aircraft factory at Neuaubing (Near Munich) (ME 410 production), the first alternate target was the city of Munich by pathfinder (bombing by radar sighting), and the second alternate target was the marshaling yards at Innsbruck, Austria. This target was selected and hit with an excellent bomb pattern at 10:33 AM. Because of the weather delay in the planned attack, a rendezvous with P-47 escort fighters was missed. The bomber formation was thus left unguarded. The formation was to turn west at Landshut on a dogleg path south of Ingolstadt to turn south at Augsburg and come to Munich from the southwest. This route would bring Lt Willen's plane in the vicinity of Ingolstadt, where it was shot down with a full bomb load. The city of Munich was spared because the radar equipped planes were damaged and were not available to sight the target.

The 484th Bomb Group narrative for that day reveals that the Luftwaffe was very determined to defend the aircraft factory and attacked with rocket firing ME 410s, and ME 210's attacking from line astern in air to air bombing, and ME 109's and FW 190's attacking individually with cannon and machine gun fire, five bombers were shot down before the primary target was reached. One aircraft was damaged so badly that it fell in the Adriatic Sea (Robert Bedwell's crew), where the surviving crew members were rescued by a German motor launch. When the crew was asked if they wished to be taken to a prison camp, or put back in the sea they voted to go back into the water. They were picked up by a friendly boat later on.

Robert Willen goes on to say that he did not know the other crew members very well as he was a replacement pilot and was flying in place of someone else.

Sincerely,

Bud Markel
President and Founder
484th Bomb Group Association

Dear Bud and Bea:

Too frequently when war stories are told they involve bestial atrocity or the animal nature of man. When I was with the 824th Squadron, I learned of an event which represented the extreme opposite of this and which may be of interest to the Association membership.

We had a T/Sgt. who was in charge of our parachute room. He was not flying at the time but was a former air crew member. As the story goes, during a mission, his crew was badly shot-up. While time has erased some of the details, I recall that there were some casualties and serious injuries involved. The aircraft was also seriously damaged and it was necessary for the crew to ditch in the Adriatic. The surviving crew members were picked up by a German hospital boat. Our airmen were made comfortable and wounds treated. The captain of the ship spoke perfect English or so it was related. As part of his interrogation, he offered our airmen the alternative of being taken back to Germany as prisoners or to be returned to the waters in their life rafts. The crew requested a return to the life rafts. As was related

to me, the men were given blankets and hot beverages.

A most amazing thing also supposedly happened. The German captain radioed our authorities and a short time later our men were picked up by a PBY flying boat. Again, much is lost in the translation when such tales are related. Also, I may be a bit off regarding the actual details. However, I am convinced that there is some validity to the events related above. I am fascinated about this display of humanness of enemies during wartime. However, I would very much like to meet or hear from someone who was directly involved.

I am also certain that this would also be very interesting to our other members. I do not recall any names or dates, except that it took place several months prior to my arrival in Italy in October 1944.

Sincerely,
Hank Ronson 824th Sq.

Editors Note: This was Robert Bedwell's crew

The following narrative was written by one of the gunners S/ Sgt. Anthony A Giammettie (on Edward Eibs crew) who was credited with shooting down one ME-109 on this mission.

Enroute to the target and already deep in enemy territory, the supercharger on number four engine went out. All efforts to remedy the trouble were in vain. We fell behind very slowly and were still at the tag end of the formation approaching Falenbach. As we turned and headed for the IP we saw the first formation of enemy fighters slide alongside the main body of the formation. We passed through a deep cloud bank. Suddenly the sky was full of enemy fighters. The attack started with an air to air bombing attack from one force overhead. At exactly the same time the force at the side, still out of range of our guns, fired their rockets. Most of the fighters were twin engine jobs and now they attacked from almost every angle and seemed to be all over the formation and single ships coming from every direction. Then they would form up again and come in in waves of three abreast. I was on the raid to Girugui three days before and I thought they were aggressive, but these planes came within less than 25 yards of the formation. We saw four of our bombers ahead twist out of control and away from the formation and we saw eight or nine enemy fighters in flames or plunging, smoking to the ground. All of this time we had been counting ourselves lucky. The entire attack was being concentrated on the main body and though we were definitely out of the formation and struggling we still hadn't been hit. But we knew we might be at any minute and we were alert at our guns when the first fighters bounced us. Either two abreast or singly we were hit by seven ME-109s and ME-210s at the same time. In the first pass we caught an ME-109 and saw it explode in mid air. They kept after us and were getting some hits. Then we caught an ME-210 and in the next few seconds got another one. They were both in flames and we watched one go down and hit the ground. The remaining four stayed for only a few minutes before they turned off, which was very lucky for us. We couldn't have taken much more. The hydraulic system and a second engine had been shot out. The strain on the two remaining engines was finally beginning to tell. We dropped eight thousand feet in a shallow dive and our pilot (Ed Eibs) warned us to be ready to hit the silk. The navigator suggested we set course for Switzerland. We jettisoned everything we could tear loose and we shut the waist windows to reduce air resistance. In this way the plane was kept flying until Swiss fighters arrived to escort us to a neutral field. The landing was successfully made by emergency procedure and before the Swiss guards arrived we were able to destroy our IFF and other secret equipment..

Part 2 The Annex

S E C R E T

NO 034 HEADQUARTERS 49TH BOMBARDMENT WING (H)

12 June 1944

OPERATIONS ORDER)

:NUMBER 72)

1. a. See latest Intelligence Summaries and Annex "A"

b. (1) Bombers: Six Gps B-17s, 5th Wg, will destroy. Oberpfaffenhofen A/D Installations and Dispersal Area; Time at KP 0659B. Fopur Gps B-24s, 47th Wg will destroy ALLACH Main Works; Time at KP 0748B. Three Gps B-24s, 55th Wg will destroy MILBERSHOFEN Ordnance Depot; Time at KP 0739B. Four Gps B-24s 304 Wg will destroy MAYERISCHE MOTOREN WERKE; Time at KP 0729B.

(2) Escort: Fighters will provide two Gps for penetration cover, and five Gps for target cover and withdrawal.

2. Normal effort B-24s each 451st BG, 461st BG, and 484th BG will destroy NEUBING A/C Factory on 13 June 1944, This is plan "A"

FIRST ALTERNATE TARGET: Marshalling Yards at Munich by Pathfinder.

SECOND ALTERNATE TARGET: Marshalling Yards at Innsbruck

LAST RESORT TARGET: PORTO MARGHERA OIL STORAGE

BOMBER RENDEZVOUS: 461st BG will be in rendezvous rectangle from 0635B until 0655B. 484th BG and 451st BG will follow SOP to rendezvous and will lead Gp.

FIGHTER BOMBER RENDEZVOUS: See Para. 1 b (2). Will be furnished later by telephone.

WING FORMATION: Staggered column of Gps stepped up.

AIR FORCE FORMATION: Right echelon of Wgs, 5th Wg leading - 49th Wg

ORDER OF FLIGHT: 461st BG- 484th BG- 451st BG.

ROUTE OUT: Base to KP to TP #1 to TP #2 to TP #3 to TP #4 to IP to target.

KEY POINT: TREMITI ISLAND (42 deg 08 min N. 15 deg 30 min E). Base altitude 5,000 ft at 07129B.

TURN POINT #1: CAORLE (45 deg 36 min N, 12 deg 53 min E).

TURN POINT #2: CHIEM LAKE (47 DEG 53 N, 12 DEG 28 MIN E).

TURN POINT #3: LANDSHUT (48 deg 32 min N, 12 deg 09 min E).

TURN POINT #4:

FAHLENBACH (48 deg 38 min N, 11 deg 35 min E).

TURN POINT #5: AMPEZZO (46 deg 25 min N, 12 deg 48 min E).

INITIAL POINT: AICHACH (48 MIN 28 min N, 11 deg 08 min E).

AXIS OF ATTACK: Primary: 148 deg TC. 1st Alternate 177 deg TC

2nd Alternate- 110 deg TC. Last resort target- 120 deg TC

AIMING POINT: Primary: Optional on Target Chart 13-38-NA, target area Northern half of Area One on Briefing Chart 13-38-NA. 1st Alternate Target: Optional. 2nd Alternate Target; Optional. Last Resort Target: Optional on Target Chart 4-120-NA, target area- 461st BG #34; 484th BG- #32; 451st BG- #13 on Briefing Chart 4-120B-NA.

INTERVALOMETER SETTING: Optional

AREA TO BE BOMBED: Northern half of area #1 on Briefing Chart 13-38-NA

TARGET TIME: 1010B

BOMBING ALTITUDE: (461st BG- 23,000 Ft) (484th BG- 24,000 Ft)

(451st BG- 25,000 Ft)

TARGET ELEVATION: Primary: 1754 ft; 1st Alternate-1750; 2nd Alternate
2200ft; Last Resort Target- 19 ft.

RALLY: Right off target.

ROUTE BACK: Target to Rally Point (WORGL (47 Deg 29 Min N, 12 Deg 04 Min
E) to TP #5 to TP #1 to base.

3. x. (1) 461st BG and 484th BG will load 500# GP with .1 sec nose
and mixed .01 and .025 tail fusing. 451st will load
M-47 incendiaries clustered.
(2) One Pathfinder will lead each Gp.
(3) Each Pathfinder A/C will be landed at the 451st BG on
completion of mission.
(4) Utmost effort will be made to bomb Marshalling Yards at
MUNICH visually or by Pathfinder.
(5) Lead attack units will load four (4) cartons of Window
dispensing will begin three (3) minutes before IP at the rate
of six units every twenty (20) seconds and will continue until
clear of flak.
(6) On approach to MUNICH area the leader of the 5th Wg will
make the decision whether bombing will be by visual or by
Pathfinder method. If Pathfinder method is to be employed,
5th and 49th Wgs will use route and IP as designated for
remaining Wgs. 5th Wg leader will radio decision to the 49th
Wg leader before reaching LANDSHUT. The 49th Wg will follow
route and IP as chosen by the 5th Wg leader.
(7) The route for the 5th Wg, 304th Wg, and 47th Wg will be
from LANDSHUT TO (48 deg 34 min N, 11 deg 44 min E). to IP
(ILLMUNSTER 48 deg 29 min N, 11 deg 30 min E), to target.
These Gps rally left, then right.
(8) Gps will go right eschelon to TP # 4.

4. No Change.

5. a. (1) Command Radio: SOP
(2) Bomber Call Signs: (5th Wg, "Boulder 1"). (47th Wg
"Boulder 5") (304th BG "Boulder #3"), (55th Wg "Boulder 4")
(451st BG "Boulder 23"), (461st BG "Boulder #21"), (484th
BG "Boulder 22")
(3) Fighter Call Signs: Escort will be "Pixie" with suffix
number in order of interception with formation.
(4) Recall Identification Codeword: (5th Wg "Remedy")
(47 Wg, "Riot"), (304th Wg, "Class"), (55th Wg, "Catwalk"),
(49th Wg, "Afford"), (306th Wg, "Dandy")
(5) Bomber-Fighter VHF Channel "A"
(6) Visual Signals: SOP for 49th Wg.

Aldis Lamp: SOP for 49th Wg.

- b. (1) Combat Wing Commander Lt.Col.Hawes
By Order of Colonel LEE:

A-3

OFFICIAL:

/s/ Leroy L. Stefonowicz
/s/ LEROY L. STEFONOWICZ
Lt. Col., Air Corps,
A-3
S E C R E T

Part 3 The Narrative Report

The following Narrative Report is shown as written without editing to show how official documents were organized and to preserve the flavor of army writing style.

MISSION NO. 31 (824th, 825th, 826th, And 827th Squadrons) INNSBRUCK, AUSTRIA

NARRATIVE REPORT

1. MISSION: Main Marshaling Yards, Innsbruck, Austria
2. TARGET: Southern half of Goods Yards
South choke point
Main Line leading south

3. IMPORTANCE OF TARGET Special Intelligence Annex, Headquarters Fifteenth Air Force, dated 8 June 1944, advises, "the invasion of Northern France has given this Air Force one main objective; to give the most direct and immediate aid to our invading forces. Our range is limited, but two objectives areas are well within our reach. We can destroy German Air Force production and repair facilities and attempt the dislocation of Southern German transportation." Enemy aircraft production has been seriously hit. In the immediate future the enemy will largely depend on the FW 190 and ME 410. Production centers for the ME 410 area at Neaubing in Munich. Marshaling yards at Munich and at Innsbruck are two of the most important links in the German Transportation system. Particularly, the yards at Innsbruck control all traffic between Munich, Friedichshafen, the Balkans, and the Brenner Pass into Italy. Aircraft parts enroute to assembly points, troops and supplies desperately require this main route if enemy redistribution is to be effective. A blow at the nerve center will cause a bottleneck and seriously weaken the enemy.

4. THE BATTLE PLAN The highly co-ordinated battle plan anticipated a saturation of the aircraft production complex in the Munich area. A huge force of heavy bombers, totaling more than seven hundred (700) and escorted by six (6) fighter groups, were scheduled for this assault. Of these, one hundred and eleven (111) bombers were to hit the Neaubing aircraft factory. This attack was planned in three waves, each wave consisting of at least thirty six (36) aircraft. timing of the assault placed two fighters groups in the rendezvous enroute as penetration escort and additional four fighter groups over the target for target and withdrawal support. First alternate target was the important marshaling yards at Innsbruck.

5. AIRCRAFT STATISTICS Thirty seven (37) B-24's (9 from the 824th, 10 from the 826th, and 9 from the 827th took off at 0555 hours after an intensive day and half of repairs. Four aircraft returned without bombing. One of these aircraft had a blown cylinder head and three lost engines enroute and were unable to maintain formation. Three aircraft disabled by fighter attack forced to turn back, bombed targets of opportunity. Twenty-four aircraft finding the primary target obscured by smoke, bombed the important marshaling yards at Innsbruck at 1034, Six aircraft failed to return. Of these, five were shot down by fighters and the sixth, mortally damaged by fighters and flak, ditched in the Adriatic Sea.

6. ASSAULT The axis of attack was 185 degrees true. The bomb load of each aircraft was 9 x 5001 lb. demolition bombs (.1 second nose; mixed .01 and .025 second tail fusings). Altitude over the target ranged from 24,000 to 23,000 feet and our formation rallied left.

7. ATTACK CHRONOLOGY Poor weather conditions made rendezvous exceptionally difficult and the Group immediately scheduled for the Wing Lead failed to make the rendezvous. Our Group immediately assumed lead of the Wing formation and continued on through the weather over the Adriatic.

In the dangerous terrain over the Alps several layers of clouds were encountered. In the swiftly gathering overcast the Group following became lost from the formation. Entirely alone, our formation was now easy prey for the hordes of enemy fighters which we had been briefed to anticipate. At 0928 the Group Leader, flying the only Pathfinder aircraft, was forced to abort with a blown cylinder head. The Deputy lead instantly took over command and once through the clouds, quickly tightened his formation.

Enemy aircraft were first sighted south of Fahlenbach. This force of approximately twenty (20) ME 410's paralleled the bomber formation through the IP at Aichach. Just after the turn a second force consisting of more than fifteen (15) ME 210's, was observed in the tight Lufberry circle immediately above and ahead of our formation. Now both forces converged for the attack. The ME 210's breaking out of their circle sped across the top of our formation in line astern in an air- to-air bombing attack. Simultaneously, the force of ME 410's opened their attack with a heavy cannonading of rocket fire. Rockets expended, they passed to the front of the formation and making a wide circling turn, rushed to join the other twin engine fighters already gathering at the rear. Singly and in waves of three abreast, this entire enemy fighter force now pressed home their attack on our lone group. With ever increasing ferocity, they dove, climbed, reformed and dove again. Attack were mainly from five to eleven o'clock , but single aircraft repeatedly swarmed on the bomber lead. As the primary objective was neared the assault mounted in intensity and a smaller force of ME 109's and FW 190's now joined the original attacking force. In pass after pass, with sometimes fatal aggressiveness they pressed continuously closer using twenty millimeter cannons and machine guns. Desperately attempting to break up the bomber formation, the attacks never ceased even as we closed on the target and the first scattering flak burst began to find the range of the formation. Under this punishing assault five our bombers were shot from the sky before reaching the primary target. Three other badly crippled bombers unable to keep pace, turned back and successfully eluding pursuit, bombed a target of opportunity. Taking our own toll in the violent air battle eighteen (18) enemy fighters were put out of action and either destroyed or damaged. Still our formation continued in to the target.

Munich is defended by an extremely powerful concentration of heavy flak guns. In the face of intense barrages of enemy gunfire and still harried by swarms of enemy fighter, the bomber formation penetrated all defenses to find the objective completely obscured by smoke. Having lost their own Pathfinder and unable to bomb by other than visual means, they flew on over the target, continually braving the flak, hoping for a break in the passive defense which would permit a successful run. No hole in the smoke was found. Undaunted, the Group rallied quickly out of range of the anti-aircraft batteries and reformed. A few more passes were made at the formation by the last of the enemy fighters, but the concentrated defensive fire our formation was still strong enough to repulse this attack.

Every ship in the bomber formation had now been hit repeatedly by either flak or fighter fire. The lead aircraft and both planes in the wings of the lead plane had suffered serious damage. Many aircraft had difficulty staying in formation because of severe hits by both flak burst and twenty millimeter cannon shells. In full realization of the dangers involved and ignoring the peril of their dissipated strength the formation gathered itself for an assault on the important alternate target at Innsbruck. Many men had been wounded, but all remained heroically at the assigned posts. Approaching the target, for the second time on this mission the formation encountered heavy, intense and accurate anti- aircraft fire. In the face of repeated burst of murderous enemy gunfire the group leader kept his remaining force intact and led the formation on a perfect bombing run for a brilliant piece of precision bombing. Keeping on incredibly close formation in spite of their crippled condition, the entire explosive force of their bombs was concentrated in the immediate target area inflicting grave damage to the enemy. The determination , superior flying and professional skill of all air crews who reached or attempted to reach the target is exceptional. This damaging blow to the enemy's war effort is a tribute to their outstanding gallantry and unswerving devotion to duty in the face of the greatest opposing odds.

8. RESULTS OF THE BOMBING A concentration of bomb strikes fell across

the South choke point of the main marshaling yards with four direct hits in this area. One warehouse directly North of the choke point received a direct hit and a large explosion followed. The warehouses South of the choke point received five direct hits. There was one direct hit in the highway bridge across the river southeast of the marshaling yards. In addition, the main railroad line to the South was out again below the south choke point. The entire pattern is extremely compact and great destruction has been inflicted on enemy communications and supplies.

9. ROUTE Torretto to Bovino to Castelnuovo to Tremite Island (42-08N-15-30E) to Caorle (45-36N-12-53E) to Chiem Lake (47-53N-12-28E). to Landshut (48-32N-12-09E) to Fahlenbach (48-38N-11-35E) to Aichach(48-28N-11-08E) to primary target at Munich to alternate target at Innsbruck at Ampezzo (46-25N-12-48E) to Tremite Island to Base.

10. ENEMY LOSSES:

| Destroyed | Probably Destroyed | Damaged |
|------------|--------------------|------------|
| ME 410 - 2 | ME 410 - 2 | ME 410 - 2 |
| ME 210 - 2 | ME 210 - 4 | ME 210 - 3 |
| ME 109 - 1 | ME 109 - 1 | |
| FW 190 - 1 | | |
| <hr/> | <hr/> | <hr/> |
| Total 5 | Total 8 | Total 5 |

11. OUR LOSSES:

a. 824th Squadron: One (1) Aircraft lost . This plane after successfully bombing the target was forced to ditch in the Adriatic. After drifting for a day and a half in the open sea seven men were rescued. Three other members of the crew are listed as Killed in Action.

b. 825th Squadron: Three (3) aircraft lost to fighter attack in the area between and Munich. Personnel are listed Killed in Action.

c. 826th Squadron: One aircraft lost. This aircraft after bombing the target was hit by five enemy fighters and shot down. All crew personnel are listed Missing in Action.

d. 827 Squadron: One (1) aircraft lost to fighter attack at Fahlenbach. All personnel list as Missing in Action.

12. ASSESSMENT OF DAMAGE TO OUR AIRCRAFT:

a. By enemy aircraft - twelve, ten major and repairable ten minor and repairable.

b. By flak -fifteen; three major and repairable, twelve minor and repairable

12. SORTIES: Twenty-Seven (27).

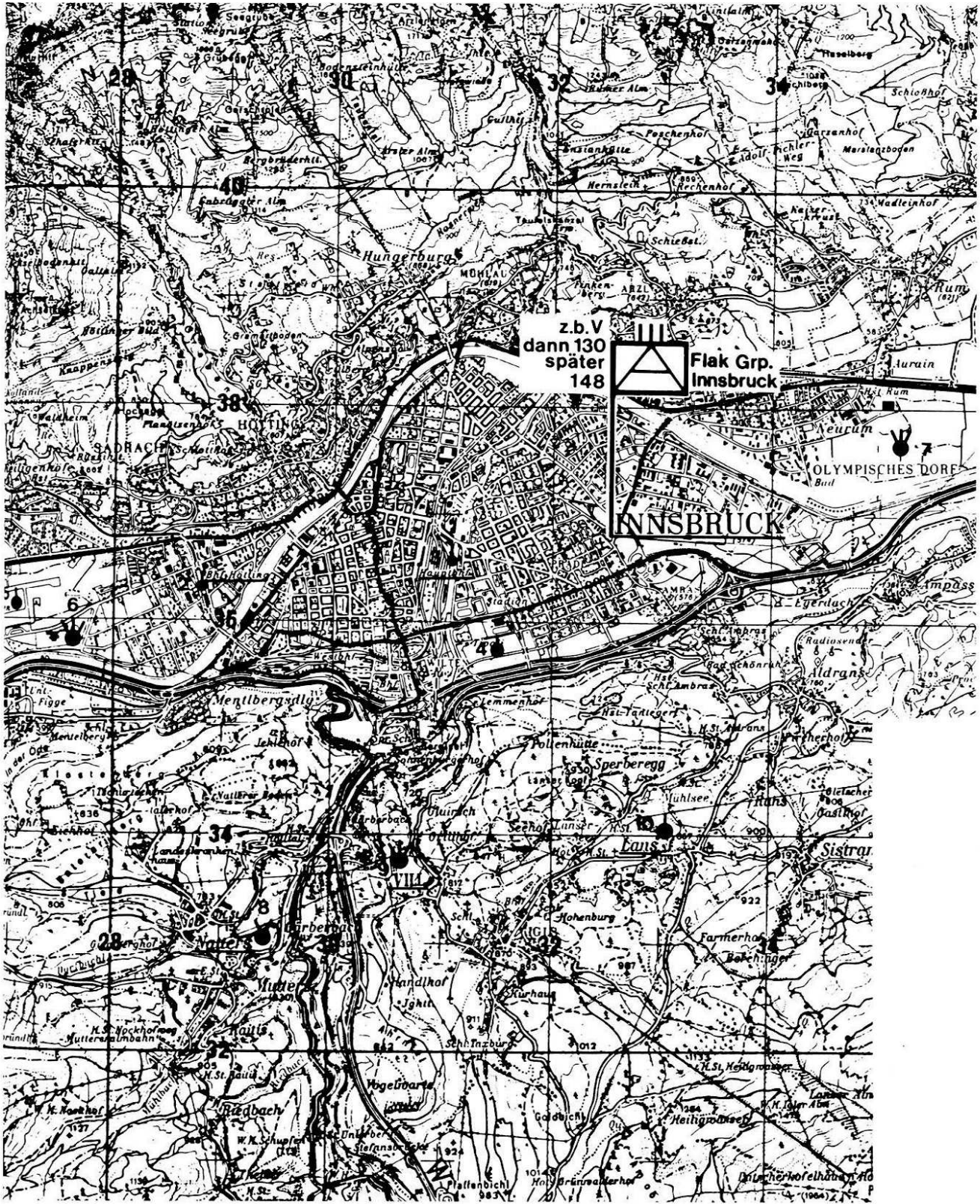
14. NAVAL AND SHIPPING ACTIVITY: At Caiole at 0855 from 18,000 feet, two large transports at anchor.

15. ENEMY AIR INSTALLATIONS: Large fighter field with few hangers and labor barracks. Long wide runways. Observed at Innsbruck at 1034 from 23,300 feet.

16. COMMUNICATIONS: At Muhldorf at 1125 from 22.000 feet Marshaling Yards full of rolling stock.

17. OTHER FLAK POSITIONS At (48-32N-11-19E) from airfield.

/S/ JOHN W. SAWYER
Major, Air Corps,
Group S-2



Map of Innsbruck showing flak batteries situated around the marshalling yard of that city. Batteries 2, 3, and 4 37 MM cannons effective at lower altitudes, Batteries 6, 7, the dreaded 88 MM cannons. Battery 10 105 MM high altitude cannons. Note that Battery No 3 is situated adjacent to the marshalling yard approximate center of the map. Map and information courtesy of Felix Rameder

Part 4

484th Bomb Group Personnel Participating in the Mission to Innsbruck of June 13, 1944

KIA= Killed in Action, MIA= Missing in Action, WIA= Wounded in Action

| | | | | | | | | | | | |
|--------|------------|-------------|-----|-----------|-----|--------|------------|---------------|-----|----------|-----|
| 1st Lt | Billy | Burke | 484 | 0707195 | | Sgt | Scott W | Larson | 824 | 13059636 | |
| Maj | Charles J | Cooke | 484 | 0426193 | | S/Sgt | Yvon R | Lemay | 824 | 31162413 | |
| Col | William B | Keese | 484 | 021550 | | S/Sgt | Leonard E | Long (D) | 824 | 36476026 | KIA |
| Maj | James P | Lyle (D) | 484 | 0412971 | | T/Sgt | John F | Maloney | 824 | 31140342 | |
| Maj | William R | Shannon | 484 | 0663422 | | 1st Lt | Myron A | Manart | 824 | 0704606 | |
| T/Sgt | Fred W | Allen | 824 | 34408731 | | S/Sgt | Peter J | McMahon | 824 | 33432393 | |
| S/Sgt | Clifford V | Ball | 824 | 18101676 | | 1st Lt | Thomas F | Mersch | 824 | 0811230 | |
| 1st Lt | David M | Bartow | 824 | 0690759 | | Maj. | Benjamin W | Milam (D) | 824 | 0413475 | |
| 1st Lt | Robert C | Bedwell | 824 | 0810992 | | 1st Lt | John T | Miller | 824 | 0704128 | |
| 2nd Lt | Rex | Bennett Jr | 824 | 0-810993 | | S/Sgt | Marion F | Minnear (D) | 824 | 16057526 | |
| S/Sgt | Albert K | Borcharding | 824 | 36718980 | | S/Sgt | John J | Mobley | 824 | 15071242 | |
| 1st Lt | Bernard J | Bossick | 824 | 0814232 | | Capt | Charles H | Monnig | 824 | 0803250 | |
| S/Sgt | John M | Cale | 824 | 15332313 | | | Lynn | Monson (D) | 824 | 39835637 | |
| S/Sgt | Othel E | Charles | 824 | 37394481 | | S/Sgt | Vito C | Morabito Jr | 824 | 33675013 | |
| 1st Lt | Harold L | Chern | 824 | 0690305 | | S/Sgt | Victor | Morettini | 824 | 17159507 | |
| S/Sgt | Nathen Y | Conn (D) | 824 | 34625412 | KIA | Cpl | Donald J | Murtaugh (D) | 824 | 36638912 | |
| 1st Lt | Delamr L | Connet | 824 | 0751724 | | 1st Lt | Charles F | Neff | 824 | 0694934 | |
| S/Sgt | Clarence L | Deger | 824 | 15069635 | | 1st Lt | Joseph D | Nelson | 824 | 0816554 | |
| 2nd Lt | Bruce J | Dein | 824 | 0703960 | | S/Sgt | Harrvey B | Niles Jr | 824 | 19026062 | |
| Maj | Eugene C | Derby | 824 | 0424359 | | T/Sgt | Raymond | Orlowski | 824 | 16116373 | |
| S/Sgt | J R | Dunn | 824 | 18192368 | | S/Sgt | Peter J | Paterson | 824 | 12078748 | |
| S/SGT | William P | Dunn | 824 | 32533248 | | S/Sgt | Joseph E | Pemental | 824 | 31137521 | |
| S/Sgt | Louis A | Eimer | 824 | 31297563 | | 1st Lt | Ernest J | Podlucky | 824 | 0814543 | |
| T/Sgt | William H | Elvey | 824 | 12044506 | | 1st Lt | Dennis W | Posten | 824 | 0814545 | |
| 1st Lt | Fred A | Fink (D) | 824 | 0695362 | | T/Sgt | George W | Rands | 824 | 32502534 | |
| 1st Lt | Frank J | Flood (D) | 824 | 01291096 | WIA | 1st Lt | Harold | Rosenberg (D) | 824 | 0685849 | |
| S/Sgt | Louis A | Fontana | 824 | 33034536 | | S/Sgt | Bernard R | Schneider | 824 | 37288756 | |
| 1st Lt | Leonard G | Forner | 824 | 0816648 | | S/Sgt | Everett W | Seavey | 824 | 31111396 | |
| S/Sgt | James G | Fraser | 824 | 34256606 | | 1st Lt | Arthur T | Shak | 824 | 0750156 | |
| T/Sgt | Herman F | Fuhrman | 824 | 37501464 | | 1st Lt | Bruce W | Smith | 824 | 0713026 | |
| T/Sgt | Aurelio E | Gallegos | 824 | 39557451 | | S/Sgt | William S | Smith | 824 | 32488243 | |
| 1st Lt | Leland C | Geiss | 824 | 0686147 | | T/Sgt | Harry F. | Solis | 824 | 38376967 | WIA |
| 1st Lt | George R | Gilpin (D) | 824 | 0806057 | | S/Sgt | August H | Stange | 824 | 33572309 | |
| S/Sgt | William | Haeye | 824 | 32309601 | | 1st Lt | Edward B | Stewart | 824 | 0806744 | |
| S/Sgt | Frank M | Hahn | 824 | 33621959 | | Sgt | Henry A. | Tate | 824 | 6971302 | |
| S/Sgt | John F | Hahn | 824 | 15109235 | WIA | S/Sgt | William P | Taylor | 824 | 15339402 | |
| T/Sgt | John L | Hahn | 824 | 16132156 | | S/Sgt | Richard M | Turner | 824 | 13115368 | |
| S/Sgt | Francis A | Henson | 824 | 15333616 | | S/Sgt | Vertin E | Upton | 824 | 32641001 | WIA |
| 1st Lt | Thomas B | Hett | 824 | 01683595 | | S/Sgt | Thomas R | Wallace | 824 | 17119316 | |
| 1st Lt | Robert W | Hunter Jr | 824 | 0702437 | | 1st Lt | Lawrence P | Weakley (D) | 824 | 0755065 | |
| 2nd Lt | Aytch M | Johnson | 824 | 0-1683598 | | T/Sgt | Walter C | Wieczorek | 824 | 36634278 | |
| 1st Lt | Gary B | Johnson | 824 | 0694779 | | S/Sgt | Vincent E | Willour (D) | 824 | 11118293 | KIA |
| S/Sgt | Ruel B | Johnson | 824 | 14161617 | | S/Sgt | John H. | Wittenberg | 824 | 17152287 | |
| 1st Lt | Don L | Kavanaugh | 824 | 0696104 | | T/Sgt | David H | Wolfe Jr | 824 | 12041457 | |
| T/Sgt | Clarence E | Kelley | 824 | 38365181 | | 1st Lt | Thomas R | Woolcott | 824 | 0808635 | |
| S/Sgt | Cyril B | Kerns (D) | 824 | 36180384 | | S/Sgt | Garland T | Wyrick (D) | 824 | 34601911 | |
| 1st Lt | Richard F | Lacina | 824 | 0811095 | | 2nd Lt | Sheldon M | Rutter | 824 | 0752644 | |
| S/Sgt | Richard S | Langowski | 824 | 12162870 | | 1st Lt | James I | Adams | 825 | 0812336 | |

| | | | | | | | | | | | |
|--------|-------------|----------------|-----|--------------------------|-----|--------|---------------|-----------------|-----|----------|-----|
| Sgt | Francis | Bangs Jr (D) | 825 | 31271822 | | S/Sgt | John C | Morgan | 825 | 33423193 | |
| T/Sgt | Roy J | Baring | 825 | 38366884 | | S/Sgt | William L | Newsom | 825 | 38296203 | |
| 2nd Lt | Charles H | Bell | 825 | 0735247 | MIA | S/Sgt | Chester A | Nordling | 825 | 39276769 | MIA |
| 2nd Lt | John H | Bevis | 825 | 0691869 | | 1st Lt | Robert J | O'Reilly | 825 | 0695518 | |
| 2nd Lt | Lloyd A | Bjerge | 825 | 0700221 | | 1st Lt | Sylfest L | Olson (D) | 825 | 0726815 | MIA |
| 2nd Lt | Bernard D | Bloomfield | 825 | 0687926 | | T/Sgt | Harold J | Parks | 825 | 38465423 | |
| S/Sgt | James D | Boguess | 825 | 15377797 | | S/Sgt | Gerald D | Patten | 825 | 38453030 | |
| T/Sgt | Leo R | Bolduc Jr (D) | 825 | 11105428 | | S/Sgt | Donald W | Peterson | 825 | 39832587 | MIA |
| 1st Lt | Alexander L | Bracken Jr | 825 | 0710223 | | S/Sgt | Christopher A | Pollock | 825 | 33558825 | MIA |
| 2nd Lt | Romus S | Brandehoff (D) | 825 | 0749197 | MIA | 2nd Lt | James R | Porter | 825 | 0806512 | |
| Cpl | Charles J | Brown | 825 | 36752892 | | 1st Lt | Stevenson B | Porter | 825 | 0804732 | |
| Sgt | John M | Canfield | 825 | 37505606 | | Capt | Robert C | Quinlan | 825 | 0424207 | MIA |
| T/Sgt | Joseph J | Canfield | 825 | 19186665 | MIA | 2nd Lt | Donald D | Reifsnnyder (D) | 825 | 0706901 | |
| 2nd Lt | William M | Capece | 825 | 0703445 | MIA | S/Sgt | James E | Rook | 825 | 33427601 | |
| S/Sgt | Marion A | Case | 825 | 39283850, or 39283854 | | 2nd Lt | Arthur C. | Roth (D) | 825 | 0820068 | MIA |
| S/Sgt | Dale W | Cato (D) | 825 | 37410237 | MIA | S/Sgt | Otis E | Rule (D) | 825 | 39408445 | MIA |
| T/Sgt | Jesse F | Compton (D) | 825 | 18077991 | | 2nd Lt | Billie R | Sanders (D) | 825 | 0753931 | |
| T/Sgt | James E | Conochan | 825 | 12134945 | | 1st Lt | Patrick | Schanzmeyer (D) | 825 | 01284030 | |
| T/Sgt | James D | Coppinger | 825 | 14159306 | | Sgt | Earl J | Schapker (D) | 825 | 35723167 | MIA |
| S/Sgt | Vincent J | Costanzo | 825 | 35604001 | MIA | T/Sgt | Walter H | Scheurs | 825 | 37651154 | |
| 1st Lt | Ralph A | Crafton | 825 | 0703872 | | 2nd Lt | Paul J | Schiappacasse | 825 | 0754030 | |
| 1st Lt | Charles O | Crane | 825 | 0811021 | | Sgt | Russell J | Schneider | 825 | 36002951 | |
| Sgt | John W | Cross | 825 | 16063321 | | 1st Lt | Harry | Schultz | 825 | 0813594 | |
| 1st Lt | Gordon D | Darling | 825 | 00756544 | | 1st Lt | Kenneth V | Scott | 825 | 0759825 | |
| Sgt | Phillip S | Davison Jr (D) | 825 | 31284665 | MIA | T/Sgt | Harold A | Seitz | 825 | 15382219 | MIA |
| T/Sgt | David D | Dixon | 825 | 11105202 | | Sgt | Marne C | Selby | 825 | 36479384 | MIA |
| Cpl | Charles R | Dodson | 825 | 34331423 | | T/Sgt | Eugene M | Servis (D) | 825 | 14030238 | MIA |
| 2nd Lt | Marshall C | Dowe | 825 | 0806818 | | S/Sgt | Merritte C | Shaw | 825 | 38113350 | |
| Capt | Max E | Duncan | 825 | 0422887 | | S/Sgt | Arthur J | Smith | 825 | 37661253 | |
| S/Sgt | Wilbur R | Dyott Jr | 825 | 33554087 | | 2nd Lt | Glenn T | Smith | 825 | 0755062 | MIA |
| T/Sgt | Joseph C | Fino | 825 | 12194289 | | S/Sgt | Wallace M | Smith | 825 | 37549073 | MIA |
| Sgt | John J | Fitzpatrick | 825 | 31266420 | | 2nd Lt | William | Smoke | 825 | 0695553 | |
| T/Sgt | Robert W | Flippen | 825 | 19176660 | | Sgt | Howard J | Spetch | 825 | 32785126 | |
| S/Sgt | Clarence P | Gambill (D) | 825 | 35604001 | | 2nd Lt | Gerald G | Spitler Jr | 825 | 0815577 | MIA |
| S/Sgt | Robert W | Garvey | 825 | 37413005 | MIA | S/Sgt | George M | Theobald (D) | 825 | 19010327 | MIA |
| S/Sgt | Roland B | Giroux (D) | 825 | 31242281 | MIA | T/Sgt | Andrew | Toth | 825 | 11041397 | |
| 2nd Lt | Lawrence | Glasser | 825 | 0703982 | | S/Sgt | Walter T | Trechok | 825 | 31304564 | |
| T/Sgt | Franklin B | Gomes | 825 | 12044342 | | Cpl | George A | Van Vliet | 825 | 32588025 | |
| 2nd Lt | Stanley L | Greenberg | 825 | 0701594 | | 1st Lt | Alfred H | Walker | 825 | 0355464 | |
| 1st Lt | Thomas J | Harris | 825 | 0820010 | | T/Sgt | Kenneth A | Whiat | 825 | 19161789 | MIA |
| S/Sgt | Arthur R | Hotalen (D) | 825 | 32288719 | | 1st Lt | John R | White | 825 | 0692526 | |
| 2nd Lt | Benjamin F | Huckins | 825 | 0685121 | MIA | 2nd Lt | Robert W | Willen | 825 | 0690333 | MIA |
| S/Sgt | Edward W | Hughes | 825 | 32509834 | | T/Sgt | Marion G | Young | 825 | 38428193 | |
| Sgt | Julius S | Jackson (D) | 825 | 33564517 | MIA | 2nd Lt | Hyman | Abrams | 826 | 0708384 | |
| S/Sgt | Henry W | Kiefer | 825 | 39413319 | | T/Sgt | Raymond E | Adler | 826 | 16043095 | |
| S/Sgt | Charles W | Killen | 825 | 37347433 | | 2nd Lt | Thomas R | Bacon | 826 | 01695455 | |
| 1st Lt | Joseph S | Kornfeld | 825 | 0452603 | | 1st Lt | Walter L | Bruesch | 826 | 0693512 | |
| 1st Lt | Kenneth F | Kovar | 825 | 0682342 | | 2nd Lt | Walter E | Chapman | 826 | 0685439 | MIA |
| S/Sgt | Walter J | Kressin | 825 | 37538991 | | 2nd Lt | Bernard J | Cronin | 826 | 0693514 | |
| S/Sgt | Edgar R | Lamb | 825 | 18194942 | | 2nd Lt | Roger C | Dorn | 826 | 0688632 | |
| S/Sgt | Kenneth E | Lewelling | 825 | 14159395 | | Cpl | William J | Dowling (D) | 826 | 32604700 | |
| S/Sgt | Horace O | Long | 825 | 14173359 | | 1st Lt | James | Drummond | 826 | 0692769 | |
| 1st Lt | Thomas J | McGuire (D) | 825 | 0686103 | | 1st Lt | Willie G | Fairchild | 826 | 0659285 | |
| | | | | | | 2nd Lt | John | Fenick | 826 | 0814274 | |

| | | | | | | | | | | | |
|--------|-------------|-----------------|-----|-----------|-----|--------|------------|--------------|-----|----------|-----|
| 1st Lt | Vincent | Giminarda | 826 | 0812666 | | S/Sgt | Roland E | Eckhoff | 827 | 37558538 | |
| 1st Lt | Robert W | Goble | 826 | 0814348 | | 2nd Lt | Edward H | Eibs Jr (D) | 827 | 0807803 | MIA |
| Sgt | Irwin | Hansen (D) | 826 | 12133607 | KIA | 1st Lt | Cecil R | Ellis | 827 | 0811044 | |
| 2nd Lt | John | Hassen | 826 | 0704624 | MIA | Cpl | Walter C | Euken | 827 | 33270643 | |
| T/Sgt | Frederick S | Howland | 826 | 31037015 | MIA | 1st Lt | Robert V | Gay | 827 | 0811362 | |
| 1st Lt | John J | Jackson | 826 | 0435582 | | 1st Lt | Alfred | German | 827 | 0812635 | |
| 1st Lt | Arthur W | Jepson | 826 | 0678361 | | S/Sgt | Anthony | Giammattei | 827 | 32536039 | MIA |
| 1t Lt | William M | Landrum Jr | 826 | 0810898 | | T/Sgt | Irving S | Gilbert (D) | 827 | 36337378 | |
| Maj | Clarence L | Lollar | 826 | 0429084 | | 2nd Lt | Fearon J | Glasgow | 827 | 01691703 | |
| 1st Lt | Robert J | Lovett | 826 | 0811102 | | 1st Lt | James P | Griffin, Jr. | 827 | 0684650 | |
| 2nd Lt | Jack F | Martin | 826 | 01703155 | | T/Sgt | George L | Guidmore (D) | 827 | 11031091 | |
| Maj | Alton P | McClung | 826 | 0427284 | | S/Sgt | Jerrell W | Hammons | 827 | 18202549 | |
| 1st Lt | Robert E | Myers | 826 | 0752014 | | 1st Lt | Marshal C | Harvey | 827 | 0813782 | MIA |
| 2nd Lt | Charles E | Nash | 826 | 0810200 | | Sgt | Howard L | Hatch (D) | 827 | 35596840 | MIA |
| 1st Lt | Barrow F | Neale | 826 | 0816552 | | S/Sgt | Frank H | Hazelton | 827 | 36174192 | MIA |
| 2nd Lt | Robert R | Nichols (D) | 826 | 0810203 | | 1st Lt | John D. | Henry | 827 | 0712565 | |
| 1st Lt | Thaddeus L | Obstarczyk | 826 | 0696136 | | S/Sgt | Charles A | Holder | 827 | 39406628 | MIA |
| 2nd Lt | Richard | Olson | 826 | 0700620 | | T/Sgt | Gerald L | Huber | 827 | 39462135 | |
| 1st Lt | Myron J | Porter | 826 | 0687343 | | 1st Lt | Otto J | Hunter | 827 | 0741102 | |
| Sgt | Robert | Purdue | 826 | 17080569 | | Capt | George H | Ingham | 827 | 025954 | |
| 1st Lt | Robert L | Remington | 826 | 0803869 | MIA | T/Sgt | William A | Johhson | 827 | 37270603 | |
| Sgt | Edwin G | Rogers (D) | 826 | 38050608 | MIA | S/Sgt | Nicholas J | Kayganich | 827 | 36584973 | |
| 1st Lt | David | Rothberg | 826 | 0704059 | | S/Sgt | John R | Kelsey | 827 | 12174224 | |
| 1st Lt | Wilson D | Rowland | 826 | 0695454 | | 1st Lt | James T | Kuiper (D) | 827 | 0761131 | |
| 1st Lt | Marvin C | Rudolph | 826 | 0405354 | | S/Sgt | Rudolph P | Laine | 827 | 11093164 | |
| S/Sgt | Julian | Rybicki, Jr. | 826 | 11086853 | | T/Sgt | James C | Landis | 827 | 18084510 | |
| 1st Lt | Joseph N | Shobe Jr | 826 | 01691626 | | S/Sgt | Arthur E | Marvin | 827 | 35632552 | |
| S/Sgt | Francis W | Skolny | 826 | 33496997 | | S/Sgt | Robert L | McKee | 827 | 39281435 | |
| S/Sgt | William B | Snyder | 826 | 33242935 | MIA | 2nd Lt | Merle L | Meddows | 827 | 01703158 | |
| 1st Lt | Leo M | Somers | 826 | 0695382 | | S/Sgt | Billy R | Miller | 827 | 39273740 | |
| S/Sgt | Everett R | Stedman | 826 | 39412818 | | S/Sgt | Charles A | Miranda | 827 | 38393747 | MIA |
| S/Sgt | Ralph R | Stokes (D) | 826 | 36594102 | MIA | 1st Lt | Robert W | Mitchell | 827 | 0693934 | |
| S/Sgt | William M | Sturgill | 826 | 20456225 | | S/Sgt | Burnes R | Myers | 827 | 14161449 | |
| F/O | Morris | Sureck | 826 | T124307 | | T/Sgt | Hudson S | Nance | 827 | 15105680 | |
| T/Sgt | Robert K | Taylor | 826 | 33571927 | | T/Sgt | Claire O | Palmiter | 827 | 39410167 | |
| 1st Lt | Ben H | Varner | 826 | 0806752 | | 1st Lt | John | Plesha | 827 | 0703306 | |
| Sgt | Clark I | Vermilyea, Jr. | 826 | 12208880 | | 1st Lt | James D | Pool | 827 | 0695446 | |
| 1st Lt | David R | Ward | 826 | 0694516 | | 1st Lt | Allen P | Prodggers | 827 | 0695449 | MIA |
| 2nd Lt | Orville L | Wildman | 826 | 0703354 | | 1st Lt | Harold R | Rigg | 827 | 0816363 | |
| S/Sgt | Archie | Williamson, Jr. | 826 | 31266263 | | 1st Lt | William | Roller (D) | 827 | 0691920 | |
| S/Sgt | Donald R | Anderson (D) | 827 | 169095851 | | 1st Lt | Leonard | Romey | 827 | 0705803 | |
| S/Sgt | Iber E | Ashburn | 827 | 36443196 | | S/Sgt | John C | Ryan | 827 | 36737999 | |
| S/Sgt | Ambler M | Blick (D) | 827 | 33727631 | | T/Sgt | William J | Shannon Jr | 827 | 37408906 | |
| S/Sgt | Harold M | Brown | 827 | 36361805 | | Capt | John H | Stebbins | 827 | 0791981 | |
| Capt | Elvin W | Brush | 827 | 0434076 | | Sgt | Gilbert E | Stover | 827 | 33560539 | MIA |
| Capt | William | Bryan Jr | 827 | 01285373 | | S/Sgt | John J | Stuka | 827 | 32853115 | |
| T/Sgt | Armand H | Carignan | 827 | 11040333 | | S/Sgt | Robert C | Thompson | 827 | 11066958 | |
| S/Sgt | Albert J | Carnes | 827 | 35403917 | | T/Sgt | Willard E | Thompson | 827 | 35577240 | |
| 1st Lt | Edward H B | Cornell | 827 | 0676433 | | S/Sgt | Thomas W | Tuttle | 827 | 39029115 | |
| 1st Lt | John H | Cosper Jr | 827 | 0688739 | MIA | 1st Lt | Harry | Urbanek | 827 | 0703349 | |
| 1st Lt | James W | Deffebach | 827 | 0800616 | | S/Sgt | Elbert J | Wallace | 827 | 17099250 | |
| T/Sgt | Robert M | Drake | 827 | 19074211 | | S/Sgt | Harry R | Watkins | 827 | 39255831 | |
| Capt | John H | Dunn | 827 | 0696072 | | T/Sgt | Robert T | Woodlief | 827 | 14030506 | |
| S/Sgt | John M | Eastwood | 827 | 31062327 | | | | | | | |

Part 5 Awarding of the 1st Presidential Unit Citation

Headquarters 49th Bombardment Wing (H)
A.P.O. 520 U.S. Army

1 December 1944

Subject: Proposed Second Citation of the 484th Bombardment Group (Pathfinder) Army Air Forces.

To: Commanding General 15th Air Force

1. In accordance with the provisions of circular No 333 Department, 1943, and Circular No. 89, Headquarters NATOUSA, 10 July 1944, request a second citation for the 484th Bombardment Group for outstanding performance of duty and for extraordinary heroism on 1 July 1944, during an extremely hazardous bombing mission against vital enemy installations at Innsbruck, Austria.

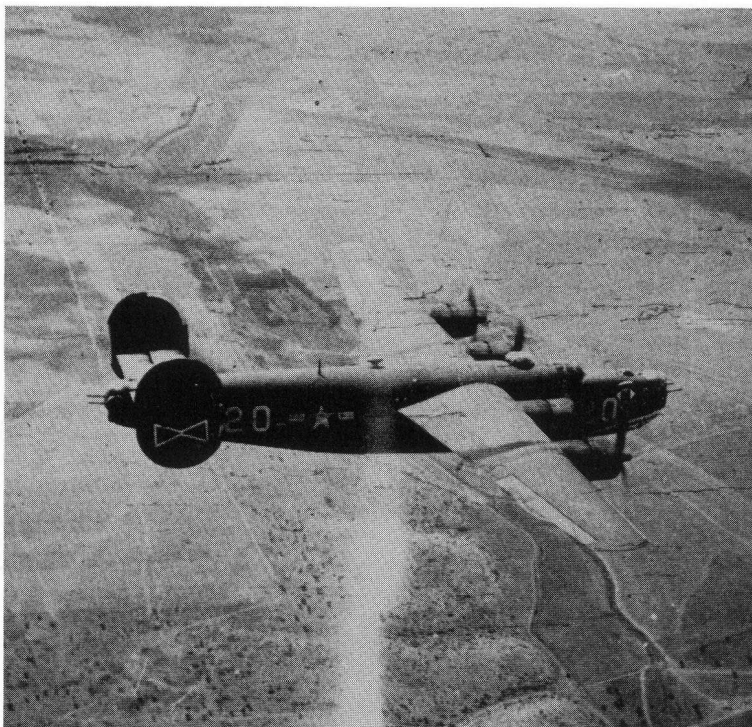
2. On 6 June 1944, Allied armies invaded Northern France. In a Special Intelligence Annex, higher headquarters advised that our primary objective was to render all possible direct and immediate aid to our invading forces. This annex further stressed that two objectives were well into destructive reach of our bombers: German Air Force production and maintenance complex and the enemy's communication system.

3. This bombing mission was part of the larger plan of the Air Force which contemplated the saturation of the enemies aircraft production and maintenance facilities in the greater Munich area, and a definite dislocation of Southern German transportation at the vital nerve center of that system at Innsbruck.

4. Most important plants for the manufacture of single and twin engine fighters were in the Munich area. At Innsbruck, were huge marshaling yards continually handling aircraft parts destined for assembly points North, South, and West, provided highly important communications arteries in the distribution of troops and supplies. Thus the successful accomplishment of this mission could render immediate aid to our invasion by delivering a possible knockout blow at the GAF and by preventing a serious harassment of our troops desperately struggling to gain a foothold on the continent.

5. First fighter interception against this mission was expected to

be encountered in the North Adriatic area. Second interception was anticipated from Salzburg through the target area. Since no diversionary effort was planned and the entire Air Force was routed almost directly to the primary target it would be possible for the enemy to commit all fighters from both Munich and Vienna controls, in a coordinated effort to nullify or prevent the successful completion of the mission. Fighter escort for penetration and withdrawal was divided among five wings. To augment possible weakness inherent in this dispersion of escort strength, crews were carefully briefed on all known enemy air tactics.



Ship 20 was flown by Harold L Chern on June 13, 1944, actual date of photo is not determined.

6. This mission climaxed a period of intense activity for this group. Since the latter part of May it had flown almost daily missions deep into enemy territory. This is the organization commended by Air Force for its complete destruction of the enemy aircraft factory at Wels, Austria on 30 May, 1944. This group had been cited by Air Force for an extremely damaging blow to the enemy oil supplies in two successive days against refineries at Ploesti and Guigu. The latter raid accomplished against terrific odds only the day before this order was received, has resulted in the loss of four of this group's bombers and seriously damaged twenty five other aircraft. It was therefore necessary that all available ground personnel worked feverishly for an uninterrupted period of forty hours to ready planes for this maximum effort. In this time an amazing record was made by engineering, ar-

ment, and ordnance personnel. Five complete engine changes were completed, cannon and shell holes patched and damaged ships repaired. The extent of repairs accomplished in this comparatively short period is a shining tribute to the esprit pervading the entire group.

7. As a direct result of the outstanding performance of ground and air personnel thirty-seven (37) B-24's took off at 0555 hours for the primary objective. So severe were weather conditions attending the rendezvous that the wing lead failed to make this rendezvous and the 484th immediately assumed command of the wing formation and continued through low haze over the Adriatic. Climbing steadily on course, several layers of clouds hampered the passage over the Alps, and the group following the 484th became separated from the formation in the quickly gathering overcast.

8. In the first hours after takeoff three aircraft lost engines and were unable to maintain altitude or the pace of the formation. The

lead aircraft, the only pathfinder in the formation, blew a cylinder head at 0928 and was forced to turn back. Lead of the formation was instantly assumed by the deputy lead, but bombing now had to be visual. Three aircraft crippled by fighter attack and flak left the formation before reaching the target and bombed targets of opportunity. Six aircraft failed to return.

One of these, after successfully bombing with the formation ditched in the Adriatic Sea, the other five bombers were shot down by enemy fighters. Twenty four bombers successfully bombed the objective.

9. The first force of enemy fighters consisting of seventeen ME 410's, was sighted just south of Fahlenbach. The second enemy of Me 210's was seen just after the turn to the IP above and ahead of the formation. Both forces were apparently exceptionally well coordinated by ground control. Almost immediately they gathered their combined strength for a concentrated assault. The

ME 210's sped across the top of the formation in an air to air bombing attack. At the same time the ME 410's launched a fusillade of rockets into the center of the formation. Rockets and bombs expended, all attacking planes rushed to the rear and into position to close for the kill. In a ferocious assault, augmented by FW 190's and ME 109's, the entire fighter force desperately attacked the formation from five to eleven O'clock. Specific assaults were continually made on the lead aircraft as the formation closed on Munich. Repeatedly and with almost suicidal aggressiveness they attempted to disrupt or destroy the formation before completion of the mission. In the course of this violent battle five of our aircraft were knocked from the sky and eighteen enemy aircraft were put out of action, destroyed or damaged. Still the attack did not abate and enemy fighters continued to harry formation even as it came with range of the anti-aircraft batteries defending the target. It was now observed that a dense smoke screen covered the entire area. Braving the intense barrages of heavy enemy gunfire the group gallantly flew on to the objective, hoping that some break in the passive defense would permit visual bombing. This proved impossible and the group leader quickly rallied the formation out of range of the flak batteries.

10. The formation was now seriously crippled, Every bomber had been hit by either fighter gunfire or flak. many men were wounded.

Aircraft were so seriously damaged that they had difficulty remaining in formation. The lead aircraft had been seriously hit with twenty millimeter cannon shells and both ships on the wings of the lead aircraft had been badly damaged. In spite of these seemingly insurmountable difficulties and fully realizing the danger of another assault the group

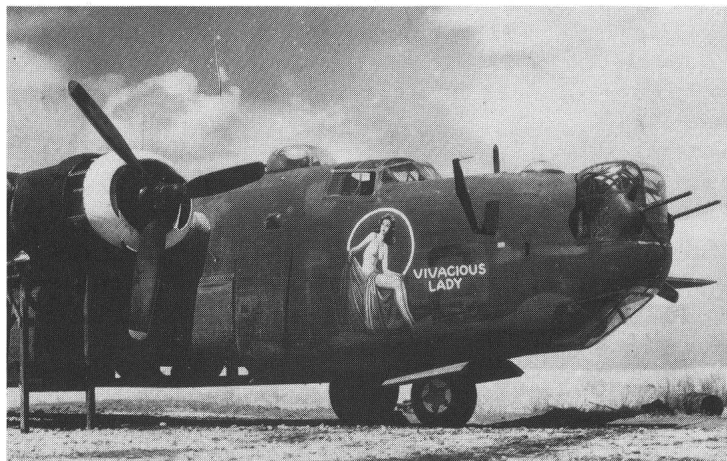
leader determinedly led his formation on to the alternate target, the important marshalling yards at Innsbruck. For the second time the group encountered devastating anti-aircraft fire. With his entire force in grave danger of destruction, the group leader nevertheless braved these intense barrages of enemy fire again and guided his formation through for a perfect bombing run. Despite the crippled condition all bombers stayed well in formation and under the superior direction of the group leader the entire explosive force of their bombs were dropped on the objective, Later reports from Headquarters, Mediterranean Allied Strategic

Air Force confirming the damage states: "Concentration of bombs fell across the South choke point. . . in addition the main rail line to the South has been cut at below the choke point".

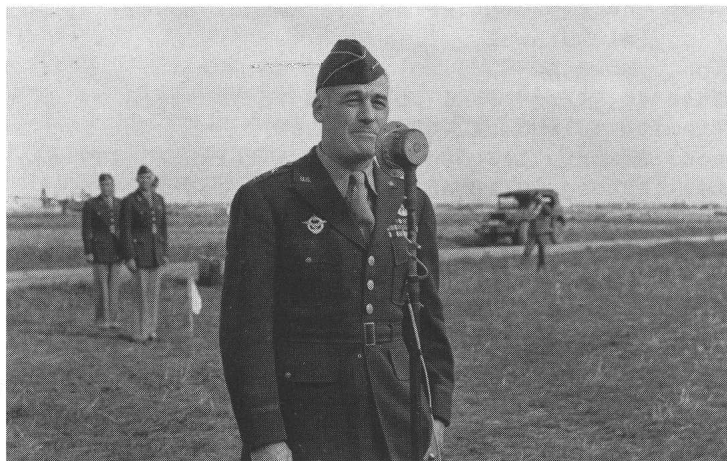
11. By their gallant action in the successful completion of this mission, the 484th Bomb Group inflicted a far reaching blow to the enemy's war effort on the ground and in the air. Destruction of this vital communication link impeded the transport of valuable troops and supplies over this important route. The interdiction of this main rail line seriously effected the GAF production and the force of this strike opened new breaks in the enemy wall of resistance through which ever more powerful blows have been struck.

12. This mission was successfully completed against the powerful opposition by a bomber force weakened by enemy action. The tremendous damage inflicted on the enemy on this occasion is a great tribute to the gallant determination of all personnel involved, both on the ground and in the air. Exhibiting superior professional skill, outstanding courage and the highest degree of heroism, the 484th Bombardment Group has reflected great credit

upon itself and the Armed Forces of the United States of America. The unswerving devotion to duty of every member of the organization, and their continued determination to carry the war to the enemy, is deserving of the highest commendation.



Vivacious Lady in happier times.



General Nathan Twining CO 15th Air Force speaks to the troops at the presentation of the Presidential Unit Citation

Part 6 Pilots Flimsey

First Attack Unit

Able Flight (827-26)

| | | |
|-----------------------------|-------------------------|---------------------------|
| | 11 Keese (Stebbins) 860 | |
| <u>Charlie Flight (826)</u> | 12 Lyle (Ellis) 84 | <u>Baker Flight (827)</u> |
| 11 Lollar 0 | 13 Gay 72 | 11 Brush 81 |
| 12 Fairchild 14 | 21 McClung 00 | 12 Roedel 76 |
| 13 Nash 57 | 22 Nichols (f) 63 | 13 Eibs 71 |
| 21 Lovett (f) 60 | 23 Remington 62 | 21 Mitchell 83 |
| 22 Varner 55 | | 22 Spalding 70 |
| 23 Crane 47 | | 23 Rigg 85 |
| 31 Landrum 364 | | |

Second Attack Unit

Dog flight (824-25)

| | | |
|--------------------------|---------------------|-------------------------|
| | 11 Milam 01 | <u>Fox Flight (825)</u> |
| <u>Easy Flight (824)</u> | 12 Derby 22 | 11 Monnig 10 |
| 11 Olson 46 | 13 Mersch 26 | 12 Lacana 28 |
| 12 Quinlan 40 | 21 Duncan (f) 35 | 13 Bennett (f) 21 |
| 13 Willen 48 | 22 Dowe 369 | 21 Chern 20 |
| 21 Watts (f) 38 | 23 Schiappacasse 33 | 22 Gilpin 18 |
| 22 Porter J R 31 | (f)= Camera aboard | 23 Bedwell 17 |
| 23 Porter S B 32 | | |

Brief: 0355B Start Engines: 1st Unit 0528B 2nd Unit: 0535B.

Taxi out: 1st Unit 0504B 2nd Unit: 0550B.

Test Guns: 0740 1st Unit 0555B 2nd Unit: 0605B.

Target: NEUAUBING A/C FACTORY

First Alternate: MARSHALLING YARDS AT MUNICH by Pathfinder.

Second Alternate: MARSHALLING YARDS AT INNSBRUCK.

Last Resort Target: PORTO MARGHERA OIL STORAGE.

Bomber Rendezvous: BG No. 2 Will be in rendezvous from 0635B until 0655B.

No. 1BG and No. 3 will follow SOP
to rendezvous with lead group.

Fighter Escort: 48 P-47s at 43, 10'N 13, 00'E for penetration
48 P-51s at TP #2 for target cover; 48 P-38s
withdrawal.

Order of Flight: No.2 BG-No.3 BG, No. 1 BG.

Route out: Base to KP ro TP #1 to TP #2 to TP #3 to TP #4 to IP to Target.

Key Point: Tremite Island(42-08N, 15-30E)

Axis of Attack: Primary 148 deg TC; 1st Alternate, 177 deg TC

2nd Alternate, 110 deg TC; Last resort, 120 deg TC

Intervolmeter Setting: Primary 65 ft; 1st Alternate 200ft;

2nd Alternate 200 ft; Last Resort, 19 Ft.

Rally; Right off target.

Route Back: Target to RP (Worgel,47-29N to TP #5, to TP #1
to base:

Load: 500# GPs. Lead attack unit will load 4 cartons Chaff: Dispensing
will begain 3 minutes before IP at rate of six units
every 20 seconds and continue until clear of flak.

Note: Groups will go into right eschelon at TP #4

Airspeeds: Cruise 165; Climb-160; Bomb-160 (MPH Indicated)

Communications: Interplane-5210; Tower- 6440; VHF Channel "A"

Bomber Call Signs: No. 3 BG "Boulder 22" No. 1 BG "Boulder 23";
No. 2 BG, "Boulder 21"

Recall Identification Codeword: "Afford".

Fighter Call Signs; "Pixie" with suffix number in order of interception
with formation.

Visual Signs: SOP for Wing; Aldis Lamp Red "W"

Estimated Time of Return to Base: 1245.

Tallahassee, FL
Dear Bud:

Here is a brief note on our tour to Italy this fall.

On October 16, 1994, a group of 484th Bomb Group veterans, on tour in Italy, returned to the old group and squadron grounds at Torretta Field, Cerignola, Italy. Following an early start from Bari, our tour bus reached Cerignola: and we rendezvoused



with Professor Albanese (Scholarship Program), who kindly assisted

us in pinpointing the 484th's operational base. We also had the benefit of prior information, from Bud Markel, about the leg of the autostrada (freeway) from Cerignola to the main autostrada, between Bari and Naples, cutting

through the field; and we were also assisted by some road signs and the fact that earlier returnees had thoughtfully painted the squadron numbers on various buildings in the individual squadron areas. However, locating the back roads to reach the various squadron areas was tricky and anyone going over to visit will be well advised to do all necessary location homework in advance. Linzy T. Davis, 461st Bomb Group, also successfully located his duty area.

I have included a photo of the road sign at Torretta and back to Cerignola. One of the houses in the vicinity was easy to identify as it had a strip of our old runway landing mat fashioned as a fence. For those interested, some of the paint jobs on the interior of the old building have held up fairly well. Some people are actually currently living in this old squadron building adorned by the World War II pinup. It was a beautiful Italian fall day and we all enjoyed the fresh air; and country atmosphere; and memories of past events.

Following the 484th air field tour we had a quick lunch in Cerignola with Professor Albanese; and then headed out for Amendola, between Foggia and Manfredonia, formerly the 97th Bomb Group field (where Reed Sprinkel apparently made his emergency landing - see Torretta Flyer #19, pages 32,33,34). It is now an Italian Air Force field. That is me Tom Carroll, member of the 484th Bomb Group Assn, in the Amendola picture. I also was a navigator with the 97th Bomb Group which moved from Cerignola to Amendola to make room for incoming B-24 groups. By the time we headed back to Bari it was turning dark and we were rolling home in the tour bus by the light of the silvery moon. A most enjoyable day for all.

Present on the tour: Carl R. Adams 826, Tom Carroll 484 BG Assn Member, Linzy T. Davis 461BG, Lyman N. Fairbanks 827, Joseph J. Gallo 827, William (Cal) Gilbert 461BG, Dorothy H.



Letters to the Editor



Hale 825 - Accompanied by her daughters, Debby Telles and Shelley Whalen. (Mr Hale, deceased, was on the same crew with Lynn Pennington and Donald D. Weber) Russell J. Hayhurst 827, Lynn Pennington 825, Bruce Smith 824, Donald D. Weber 825.

Wives, other family members, and friends were also present.

Pictures enclosed;

1. Torretta Road sign.

2 Tom Carroll - at Amendola - final 97th Bomb Group Field in Italy.

(now an Italian Air Force Base)

Scranton, PA
Dear Bud:

In response to your invitation to send in my recollection of service with the 484th Bomb Group, I offer the following:

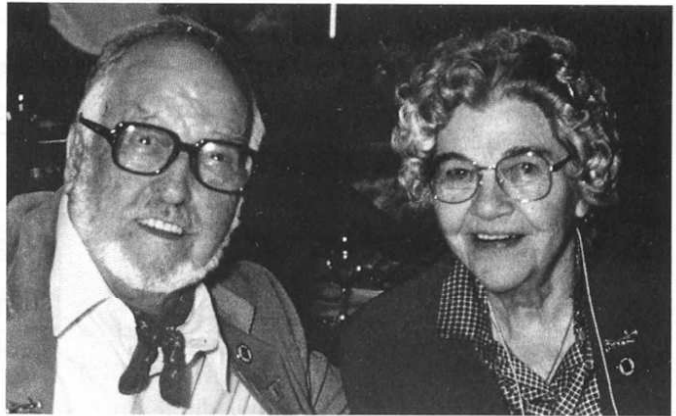
The plane we flew the most was "Toggle Annie." My diary shows Toggle Annie flew her 100th sortie April 14, 1945. We flew her 101st April 15 and possibly two more April 16 and 17. If my memory serves me right our squadron flew its last mission April 27 so I am estimating that "Toggle Annie" flew 107 missions. My diary also shows we flew at least 12 missions in "Toggle Annie," one in 64, one in 65 and one in 53, and no plane was noted in 9 missions.

Also if I remember correctly "Toggle Annie" was the only original plane that went overseas with the group that was still flying combat when the war ended.

Al Davidson, 826 Sq.

| No | Date | Target | Plane | Remarks |
|----|-------|-----------------------|-------|---|
| 1 | 12/27 | Venzone Viaduct | 52 | Missed target |
| 2 | 12/29 | Passau M/Y | 52 | No Flak |
| 3 | 1/5 | Zagreb, Yugo | | Undercast, did not drop 1 sortie credit |
| | 1/21 | Vienna, Aust | | Mission scrubbed a/c weather |
| | 1/22 | | | Stood Down |
| | 1/23 | | | Stood Down |
| | 1/25 | | | Briefed, no mission |
| | 2/3 | Mossbierbaum | | Stood Down |
| | 2/6 | Mossbierbaum | | Stood Down |
| 4 | 2/7 | Vienna | | Visual Bombing Flak IAH. Odis eye injury from flak, picked up many flak holes. No 4 engine mount damaged by flak. |
| | 2/9 | Munich | | Briefed, stood down |
| | 2/11 | Vienna | | Briefed, stood down |
| | 2/12 | Vienna | | Briefed, stood down |
| 5 | 2/15 | Vienna M/Y | | Bombed by PFF, little flak |
| 6 | 2/16 | Rosenheim M/Y | | Briefed for jet field North of Munich undercast, bombed alt Roesenheim, good hits. Fuel low, engine trouble flew back alone. |
| 7 | 2/17 | Triest Harbor | | Target Wells or Vienna, but stood down a/c weather till 11:30 took off for Trieste. 501 & 502 collided and went down. Circled target twice, Moderate flak. Delk & Reed injured flak. Formation bad, sweated out return. |
| | 2/18 | St Valetin Tank Works | | Mission recalled a/c weather. |
| 8 | 2/19 | Graz M/Y | | Target Vienna, bombed Graz a/c head winds. Bombed visually, good hits, scant flak but accurate. No 1 Engine instruments shot out by |

| No | Date | Target | Plane | Remarks |
|----|---------|-----------------|-------|---|
| | 2/20 | | | flak. Flak damage wings, tail & waist. Calverts crew killed when ship exploded from flak. |
| | 2/21 | Vienna | | Aborted a/c blew cylinder head No 2 |
| | 2/24 | Bolzano | 85 | 827 ship. Undercast all alternates, returned bombs to base. |
| 9 | 2/25 | Linz M/Y | | Weather CAVU Landed twice to fix gas cap and oil sump plug. Didn't catch formation until 20 mins from IP. |
| | 2/27 | | | Stew checked new crew on mission to Augsburg. Rest camp on Capri. |
| | 3/1-3/8 | | | |
| 10 | 3/14 | Wiener Neustadt | 52 | Briefed for Bruck, bombed alternate visually, no flak. |
| 11 | 3/16 | Amstetten,Aust | 64 | Briefed for Moosebierbaum, take off delayed till 10:50. |
| | 3/17 | Bratialava | | Stood down. |
| | 3/18 | Gyor | | Stood down. |
| 12 | 3/19 | Mulhdorf M/Y | 52 | Bombed from 14,800 feet,slight flak. |
| 13 | 3/21 | Bruck, M/Y | 65 | Bombed from 23,000 feet. Take off 10:30. Went thru flak at Bruck Graz & Novsky. |
| 14 | 3/22 | Vienna | 52 | Bombed from 24,000 feet, CAVU Hit refinery on North side of town, heavy flak, picked some holes. |
| | 3/23 | Vienna | | Other guys bailed out over the field before plane crashed elsewhere. One plane had stabilizer shot off, another had damaged landing gear. |
| 15 | 3/24 | Budejovice M/Y | 52 | No Flak, poor results. |
| 16 | 4/1 | Villach M/Y | 53 | Easter Sunday, briefed for Bruck or Linz. Took off 11:40 for Bruck, weather bad, hit Village, fair results, medium flak, seven holes in plane. |
| 17 | 4/5 | Brescia M/Y | 52 | Bombed from 19,000 feet visually, no flak. |
| 18 | 4/8 | Ponenone M/Y | 52 | Briefed for Brenner Pass, poor visibility, bombed Pononone, some bombs hit hospital also no flak. |
| | 4/9 | | | Russians in Vienna. |
| | 4/10 | | | 15th AF hit front lines with frags, big push soon. |
| 19 | 4/11 | Bronzola M/Y | 52 | Bombed from 21,000 feet, no flak, fair hits. |
| 20 | 4/12 | St Viet | 52 | Bombed R/R bridge from 18,000 feet, no flak. |
| 21 | 4/14 | Malcontenta | 52 | Hit Munitions Work from 24,000 ft this day. Slight but low flak. Toggle Anne (52) flew 100th Mission |
| 22 | 4/15 | | 52 | Bombed troop positions,no flak |
| 23 | 4/16 | Bologna | | Same as day before but missed time deadline, made dry run, didn't drop bombs. |
| 24 | 4/17 | Bologna | | Bombed troop positions. |
| | 4/25 | Linz | | Boys went to Linz, pretty rough, two of our ships crash landed. Bail out over base from 461st plane. 825 lost two planes over target. Left squadron by truck for Gioia. |
| | 5/17 | | | Took off at 0810 in new B-24 M arrived Merrakech, Africa 5:20 Sam Collins and others from the 826 working on the line here. |
| | 5/21 | | | Arrived Bradley Field. |
| | 5/30 | | | |



Fang and Edith Hansen

Little Rock, AR
Dear Bud & Bea:

Subject:
484th Reunion at Sea Nov 7-11, 1994.

We returned from Cozumel, Mexico, on Friday November 11 to disembark with wheelchairs and chauffeurs and board Delta Air to Atlanta and home. We beat Hurricane Gordon by one day into Fort Lauderdale Ha! Five days of perfect weather and sunshine daily. We weren't called to General Quarters or put in the Brig. Two Rations of grog to all deserving hands, no forty lashes on the yard arm, and no walkin the plank and scrubbin the deck..

"Great Trip !"

Oh! a Capital Ship for an ocean trip.
Or a wind that blew dismayed the crew,
nor troubled the Captains mind.
And the man at the wheel wuz made to
feel contempt for the wildest blow.
So blow ye wind oh blow
a sailing we will go.

I ain't braggin, just the plain facts of a "Line Knuckle Buster." After serving thirty four years in the military 1930-34 US Navy carrier Langley, Naval Air Station, Pearl Harbor and Ford Island, then four aviation mechanic schools USAF, Crew Chief, Flight Line Chief, 1/Sgt, OCS 2/Lt Line Engineering Officer, Capt. B-24s Torretta Air Field WWII Italy, 1966 Graduate War College, retired Lt/Col. 1970, 1992 (Field Promoted Brevet Col. USAF. Awarded the French "Croix de Guerre" avec "Etoile de Argent" for head hunting Nazi Gestapo, and Silver Star.

I am super proud of our military sophistication and personnel of today. To win in battle or in life. "Ya gotta get thar fustest with the mostest!" quote General Nathan Bedford Forrest.

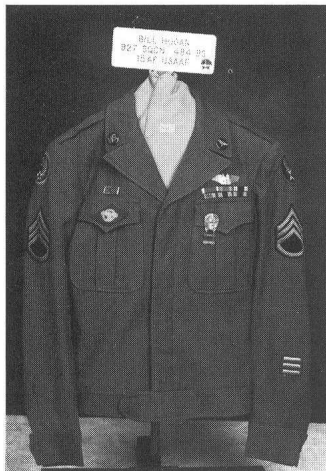
"Let the good times roll!"

The old Texas wildcatter,
Grant (Fang) Hansen 824 Sq.



Toggle Annie

Millville, NJ
 Mr. Bud Markel
 Editor of the Torretta Flyer.
 Dear Bud:



Thanks to your assistance in your letter of August 30, I obtained the Presidential Unit Citation with cluster from Medals of America; (that's quite some company, isn't it?) I did tell them that you had put me in touch with their company.

Consequently, my "Eisenhower jacket", complete with all the insignia, now resides, on display, in the Millville Army Air Field Museum. Enclosed is one of the photos that was taken. At the same time, I turned over the Medals of America catalog to the Museum. It's quite a display in itself.

Sincerely
 William "Bill" Hogan 827 Sq

Editors Note: See Bill's story starting on page 15

Valley Stream, NY
 Dear Bud:

Thanks again for the 1994 Reunion Cruise. I look forward to these reunions so much and already I'm thinking and planning, and dreaming of Dayton. There is something special about each reunion and this one was meeting Fang Hansen again after fifty years. He's a pretty sharp cookie at 84. Find enclosed a photo taken on the cruise.

Sincerely,
 Doris and Ken Hubertz 824 Sq.



L to R Clyde Barr, Ken Hubertz, Fang Hansen, Bud Markel

San Antonio, TX
 Dear Bud:

At last I've come across a photo of my original crew. The enclosed photo was taken at Biggs Field, Texas in June of 1944. We were part of an OTU class EP-6-14 to graduate June 14, 1944. We went by troop train to Topeka, Kansas to pick up a new B-24 but were unlucky and again went by train to Newport News, Virginia to board the USS Santa Rosa with about 20 other aircrews and a hold full of British Colonial troops. We arrived in Naples July 15, 1944 and proceeded to a processing station near Naples and a tent city at Gioia della Collie. Our crew was assigned to the 484th BG ,824 squadron (P). the (P) stood for pathfinder but it was later changed to (H) heavy.

Squadron procedure required the crew to split up and fly missions with other crews who had lost a member due to rotation, or leave. Eventually we would fly again as a crew which we did on August 22, 1944. This seemed better to me than launching an all new crew into a world they can't comprehend, just for the sake of crew unity. The fact that we all survived and served the squadron in lead positions late in our tour, I believe, bears this out.

Our sixth gunner was George Koch, our tail gunner who took the accompanying photo. Both George Koch, and Joe O'Connell the radio operator were credited with possible kills. Joe won the Silver Star for the August 22, 1944 mission and was wounded several times. Ted Ewing, our bombardier was wounded over Trento. No other casualties, we all got home safely.

Ted and I were the last of the crew to return to the zone of the interior (ZI), the others had finished earlier. Joe O'Connell finished his tour after three weeks in the hospital. He could have gone home in September, but stayed with us. He was a washed out pilot cadet in the same class as Olsen 43K.

As ever,
 Stanley A Hutchins 824 Sq.



Photo Top row L to R Charles B Harrison-N, Stanley A Hutchins-C/P, Theodore M Ewing-B, and Stanley V Olsen-P. Front row Joseph O'Connell-R/O, Joseph Jurich-E, Emanuel Monte-U/G, Matthew Idzik-B/G, and Ernest J Bittner-N/G.

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

unauthorized and over the fence]. Christmas of 1943 we became engaged. He was then transferred to Pueblo Colo.

In May of 1944 after school was over, I along with my mother, brother and cousin Ruth visited him. We were married on the base by the Air Force Chaplain with the crew and my family present.

We lived in a two room apartment for two months before he was transferred overseas. I returned home pregnant, dropped out of school and awaited his return.

The letters enclosed are the story of our next ten months.

I had my baby, Leonard returned home safely and we began the adjustment to a normal civilian life just as millions were doing.

Jeanette Marshall

Italy

August, 29 1944

Dear Jean,

I am Somewhere in Italy now, and that's about as definite as I can be. Since I've left the States I haven't seen or heard of anything that compares with the US and the American people as disgusting as some of them are. Of course some of the larger cities in Europe are no doubt better and the people of the northern European countries are more civilized.

I went to town last night with the crew and I don't care for Italians. They are dirty, unfriendly, and about the same as those on "Dago Hill". The only time the kids stop fighting in the streets is to bum us for cigarettes and chewing gum. If an American soldier so much as stares at one of the girls, she turns and runs. Of course the cities smell. So much for Italy

By the time you get this letter you'll probably be working as a student teacher or whatever you plan to do. I should get a letter from you before long. I'll sure be glad to hear from you. I guess it's about two weeks since I called from Topeka, and I hope you've been getting along OK

I hope you haven't been too lonesome or unhappy since you went home, for it will be some time until we see each other again. It won't be fun living if you think about me too much. If you are reasonably happy I will be too. When it's all over we're going to be two happy people

So far it's been somewhat of a problem finding a time and place to mail letters. Give my regards to your mother and dad.

Love, Len

September 5, 1944

Dear Jean:

We've flown a mission to Belgrade, Yugoslavia since I last wrote and have been quite busy the last few days. Today we moved to another tent after finally getting cots the night before. We really appreciate them after sleeping on the ground for a week. It's hard to keep clean here, but that doesn't matter greatly since no one is going to look at us anyway. Water isn't plentiful as it could be for this is a bivouac area.

The food is good considering where we are, but the atabrin we take for malaria six times a week makes us as yellow as a Chinaman. That's probably what I'll look like when I get home. Malaria right here isn't bad at all, just a few cases.

About all there is to do for entertainment is to go to the movies which are held every night, however it often breaks down and we get impatient. Please call Dad occasionally for I don't get much chance

to write to anyone but you. I intend to write him soon however.

Love,Len

Somewhere in France

September 21, 1944

My Dearest Jeanie,

I may have to keep this letter a few days until I am able to mail it, but I feel like writing right now. We are quartered in an apartment house which the Germans vacated. The town we are in is very small, but the people are friendly and hospitable as we found out this evening. Since we were free we went into town this afternoon and roamed around. I picked up this pen I am writing with, which is a pretty fair pen for a little over four bucks. This place is so much better than Italy that there is no comparison. They are glad to have us here and aren't out to gyp us as much as they can. The stores have things with decent price tags. They don't barter like the Italians and are very much more like Americans. The girls are rather attractive, and everything is worlds cleaner.

This evening we were messing around at the edge of town when two boys we were talking to asked us to come with them. They led us to a large house which the Germans used as a headquarters after carrying away everything of value. They showed us where they hung people in the basement. A noose was still there. They then took us to the back where their folks lived and they invited us in for some wine which turned out to be absinthe which is stronger than blazes. After two of them we bid them goodnight.

These Frenchmen certainly hate the Germans, Petain and Laval are mentioned with signs like cutting their throats. I'm longing to hear from you again and to know you are getting along okay.

I think of you often.

Love,Len

Southern France

October 5,1944

Dear Jean,

This letter isn't going to be interesting since there is nothing to write about. I wish there were, but things have been very dull since I wrote last. I'll try to write often, but there isn't much inspiration when you aren't on the receiving end yourself. Evidently other things are taking priority over mail in this war. The last letter I've received from you was September 2 and a lot could have happened during that time—a lot for the best I hope. When I get back to Italy perhaps there will be mail for me.

St. Louis must be pretty well excited over the World Series and the showing the Browns have made. Since I was on guard at the plane last night, I heard the first game of the series as well as some swell music. The Army has short wave stations thru which they transmit programs in the States, the only trouble is that practically no one has a radio. I haven't been able to go anywhere on sightseeing trips for the last few days.

When I hear from you I'll write a long letter. I hope you are well and happy for if you are I can be pretty well satisfied with events.

Love, Len

December, 19 1944

Dearest Jean:

I was happily surprised when I awoke this evening after guard

duty last night to find six letters from you and one from your brother which was cute.

I should have written yesterday, but I was a bit tired. The day before that we were hit by fighters for the first time and saw plenty of action and I saw two FW190's blow up. All I was thinking and saying to myself was "keep away damn it" and fortunately they did. I hope I don't see any more of them. We went to Blechammer that day.

I think it's wonderful that you are still feeling well. Incidentally I still dislike the name Timothy. I hope I don't hurt your feelings, but I can't see that name.

It's swell you have parties and such to keep you entertained. When I get home on furlough it will be the most glorious day of my life and I've been thinking of all the fun we'll have. It makes me feel much better to know you are praying for me for it isn't a prayer wasted.

Whenever your picture arrives, I'll be darn happy. Christmas is about on us which to me seems impossible. It shouldn't be too bad a day here.

All my love, Len

March 3, 1945

Dearest Jean,

I didn't hear from you today, but I'm determined to write anyway. I've a dozen letters which I'm going to read in order to get something to write about. Incidentally you made a mistake in numbering your letters for I've finally put a bunch together and figured out you averaged writing about every other day. I gave you credit for doing better than that. However, I'm not complaining for I doubt if I've done any better.

Well today I did exactly two things. This morning I sent you a hundred dollars and this afternoon I got my rations. I got there early for once and got all sorts of stuff. I'll bet I've enough shaving cream and toothpaste to last me a year. We get all the stuff we need eventually, but the only thing I need now is writing paper. If I ever go overseas again and I hope I never have to I'll at least know what to take along and have you send me.

Don't get me wrong about your smoking. If you want to smoke I can't see why you shouldn't. I think it's good you have cut down to a few a day. I wish I could say I have, but I have cut down to no more than a pack a day. That is mainly because I usually go to bed by nine o'clock if not sooner. I'm not nearly as tired and nervous as I was in Pueblo. Sometimes I can't sleep so well if I'm scheduled to fly in the morning. It's sort of the feeling I get before going to the dentist. To tell the truth flying combat wouldn't be bad if I didn't get half scared to death. Everybody else does so I'm not ashamed of it. It's just a sign of good sense it seems to me. I suppose I must be getting too old to relish adventure or maybe it's because I love you so much.

You bring the child up as you think best for you know more and are better at it than I could ever be. You know Jeanie, I really made a mess of bringing up this hound dog we have here. She'll do just as she pleases regardless and won't mind me one bit. When she gets angry with me as she is now, she won't come home for a day or two. She insists on sleeping under my bed and bumping against the bottom scratching fleas or else lying on the top which she knows she isn't allowed to do. I laid the law down to her last night and now she is mad at me. When I speak rough to her she jumps right off my sack without my approaching.

I guess I haven't written very much tonight after all, I'll write

again tomorrow.

Love, Len

April 8, 1945

Dearest Jeanie:

Your letters have been wonderful Three yesterday.

I feel wonderful, and I have hardly a worry in the world. I flew my 35th mission the other day. We hit an ammunition plant at Brescia Italy. I hope it won't be too long until I see you and Karen for I really want to get home.

Karen must be wonderful from the way you write and I'm glad you are feeling better.

I saw a USO show last night which had a couple of good acts. They had a comedian and three pretty Chinese girls who sang like the Andrews sisters.

As for that night I drank champagne, I drank enough for both of us. I haven't had a good mixed drink since I saw you last. This stuff, being away from home is no damn good. I love you both and wouldn't swap you for anyone. I think of you and Karen a lot, I'm a proud guy, Honey.

Love, Len

Yakima, WA

Dear Bud:

Bill and I are so pleased with, and are enjoying, the get well card sent from the cruise ship. The signatures from the group members made it very special. Thank you so much.

We are doing our best to cope with Bill's cancer. The chemotherapy is rough but seems to have helped relieve some of his pain, and that's about all the oncologist said we could expect from it. We take each day one at a time and are grateful for the "better" days.

Bill has been looking forward to the POW reunion in May for a long time and we hope he can make it.

All the best to you and the Association,
Love, Bill and Norma Smoke



Photo Norma and Bill Smoke October 1994

Brookfield, WI
Dear Bud:

The maps you provided were most helpful in steering my group of 25 around on our recent visit to the Cerignola area. Naturally, of even greater help was Professor Umberto Albanese, with whom we spent a delightful day on Sunday, October 16. I had written him earlier, then telephoned him on October 15 from Bari. He met us at a prearranged place and then spent the day with us in and around Torretta.

A few days before our meeting, the professor received a phone call from a man he has known for many years and who, as a teenager, worked in the mess hall of the 765th (461st BG) unit. Learning that we were coming, he drove the 550 miles from Milan to spend the day with us. It was a special treat for Linzy Davis - and to see them embrace was a treat for all of us. The 765th headquarters buildings (2) are intact and one still bears lettering from WWII. Linzy felt right at home in the area.

The 825th buildings were largely intact, those who served in the 825th reported. The family now living in the structures made us welcome (thanks in large part to the Professor). Intact on the curved walls of a clay barn were decal-like images of a Petty girl and a Vargas girl from 1944-45. Prowling around an adjacent structure which apparently had housed a bar, I came across the remains of an army fatigues uniform.

Torretta is just about gone. While there were highway signs elsewhere pointing to Torretta, there was no identifying sign of any kind at the place. One ingenious farmer was using steel grid from the wartime runways as flashing on the fence around a livestock enclosure. There were some cattle and goats at Torretta.

All traces of my squadron (824th) buildings were gone, although the landscape looked mighty familiar. In general, the farmland looked rich and profitable, a far cry from its appearance in wartime.

Russ Hayhurst took a lot of video footage which might be of value for the 1995 reunion. I took mainly color prints, a few black & white.

Hope your Caribbean reunion is a huge success.

Sincerely
Bruce Smith

Austin, TX
Dear Bud;

As promised on the Cruise Reunion, here is an account of how our crew was transported to Italy by sea,

We left on a Liberty ship, USS Robert Dale Owens from Newport News, Virginia January 17, 1945 arriving Naples, Italy on February 12, 1945. We were caught in a violent hurricane losing a number of ships in the convoy and considerable damage to our ship, but were able to keep up.

We went by truck from Naples to Bari, then the most unpleasant train trip one can imagine over the mountains in 40 by 8 cars. They had taken all our belongings and locked them up in another car. We nearly froze at night so we proceeded to pick up coal and bits of wood along the way and built a fire in the middle of the car actually burning a hole clear through until we found a large metal can at one stop and kept a fire burning the whole trip. One can imagine what we looked like when we finally got to base on February 19, 1945.

When we arrived at Torretta it was raining hard and too late for

supper. They gave us a six man tent and said good luck. Pitching that big tent in the dark, in the rain, in gumbo mud is another story by itself. To this day I have never forgiven the 825th squadron for this welcome but I guess it prepared us for what was to come later.

We flew our first mission to Moosbierbaum, Austria. They never did check us out with an older crew or send any experienced pilot. Just told us to fall in tail end Charlie's position and do what the lead ship did. This was the worst mission that I remember, taking the most hits we ever received on any other mission. From then on it seemed like a piece of cake in comparison. I believe the ship was Stud Horse an old H model. The rest of the missions went well with no injuries to any of the crew. The last mission was on April 26, and I believe the 15th Air Force also flew their last mission this day or perhaps the next day, April 27.

Our trip back to the states was much more enjoyable. We picked up a new B-24M in Gioia, Italy and flew the Northern Route to Bradley Field, Connecticut

We sure enjoyed the cruise, thanks again for everything,

Best regards,
Bill Wilson 825th Sq.

Our crew (From Orders) 825th Squadron (H)

| | | |
|-------------------------------|----------|-----|
| 2/Lt (1092) Carl P Allen | 0782450 | P |
| 2/Lt (1035) Nicholas Czytajio | 0929546 | N |
| 2/lt (1051) Harry Schaller | 0779231 | C/P |
| F/O (1034) Joseph F Bullock | T135048 | B |
| Cpl (0612) Edmund Synar | 38590465 | G |
| Cpl (0757) George Cesario | 16138699 | R/O |
| Cpl (0748) William F Wilson | 12209526 | E |
| Cpl (0611) James M Hunter | 38522303 | G |
| Cpl (0611) Charles L Kern | 17136736 | G |
| Cpl (0611) Nicholas Curcon Jr | 35608649 | G |

North Wales, PA
Dear Bud

On page 9 Torretta Flyer 26 I came across the article "Our Longest Mission" that was submitted by Jack Robson. The story brought back memories of nearly fifty years ago. At the Harrisburg reunion in 1993, I met with Jack Robson and Henry Walrond for the first time since the October 14, 1944 mission. Stories of that eventful mission were rehashed over and over. Frank Oliver, Tom Reimer, and Vince Fornier were ill and couldn't make the reunion. Since then Frank Oliver has passed away. Making contact with other members of our crew has not been fruitful.

The loss of the aircraft that day was not the responsibility of any crew member. It was infinitesimal in comparison that all eleven of us finally returned to our unit in one piece. The runaway propeller was of a mechanical failure and just one of those things that could not be rectified in flight. What happened to all the fuel? There was no mistake in fuel transfer as Fred Dodge our engineer did a perfect job. The fact is that we were trying to return to base on three engines with an aircraft that was fuel hungry,

In all our missions I always kept book on fuel consumption. It so

happened that I had flown two missions prior to this one on old "Dry Run # 41" It was a rugged craft that had taken its knocks, but its fuel consumption was not an asset. With the estimated time given as programmed for this mission I knew at take off that we would be cutting things short in getting back to Torretta if we ran into unforecasted headwinds. The alternative facing us then was a possible ditching in the Adriatic or an attempt to land at Vis by flying over friendly territory in the mountains and bailing out if necessary. This last option was taken by Jack Robson. Near Lake Balaton, we flew down a mountain course over areas that our Group Intelligence stated was controlled by the partisans. The engines did quit as we had estimated and we bailed out at 19,000 feet. The area was all snow covered mountains. In the crew picture shown nearby you'll note we're a little on the thin side, but after 40 days living on gruel and apples, I dropped from 194 pounds to 135, Oliver from 210 to 150.

Our first substantial meal consisting of mutton, potatoes, peas, biscuits with marmalade, was on board a British ach-ach cruiser

Sincerely,

Carl Voss 826 Sq.



Photo 1 Top row l to R, Fred Dodge-E, Harold Sykes, Photographer, Tom Reimer N/G, Vince Fornier-R/O, and Arthur Dunmire-T/G. Bottom row, Cornelius "Chief" Waukolee-B/G, Frank Oliver-B, Jack Robson-P, Carl Voss-N, and Henry Walrond-C/P. Robert Parsons-U/G is not shown.



Photo 2 Bari Hospital returning escapees being deloused

Additional Deceased Listings

Names appearing in the 1994 Memorial Booklet

| | |
|-----------------------|---------------|
| George Bolas | Dan C Paul |
| Phillip S Davidson Jr | Jose A Ramos |
| Fred E Fayard Jr | Chares E Reid |
| Marvin C Rudolph | |

The following were flight crew members of Robert W Willen's crew 825 squadron that were shot down on June 13, 1944. They are listed as KIA. See page 19

| | | |
|--------|-----------|--------------|
| Sgt | Phillip S | Davison Jr |
| S/Sgt | Roland B. | Giroux |
| Sgt | Julius S. | Jackson |
| 2nd Lt | Arthur C. | Roth |
| C/P | S/Sgt | Otis E. Rule |
| Sgt | Earl J. | Schapker |
| S/Sgt | George M. | Theobald |

Men landing in Switzerland on June 13, 1944 and were interned, are reported deceased.

John J Fitzpatrick 825 Sq (T/G) on Harry Schultz's crew
Frank H Hazelton 827 Sq (E) on Edward Eibs's crew

Men reported deceased by Al L Kline

S/Sgt Ward L Martin 825 Sq (T/G) James C Langdon crew, October 29, 1983.

S/Sgt Charles E McKissick 827 Sq (U/G) John H McCrum Jr crew, 1974

Sgt Lloyd R McLaren, 826 Sq, 1973

Sgt Edward F McLaughlin 827 Sq, July 22, 1989

Sgt Carl W Meadows 825 Sq January 30, 1988

Cpl Donald Metta 825 Sq (E) S J Shultz crew

Sgt Ray Monson 826 Sq March 11, 1977

Reported deceased by the V.A. from Adolph Marcus.

Cpl William E Simmons 826 Sq. October 19, 1965

S/Sgt Ralph A Simma 826 Sq. (R/O) November 9, 1970

T/Sgt Wesley K Zink 826 Sq. (R/O) September 2, 1964

Sgt John J Zoest 827 Sq. October 31, 1973

1/Lt Arnold Zohn 825 Sq. (P) May 24, 1985

Pfc Adolph S Zombo 824 Sq. April 24, 1962

Reported Deceased by Charlie McKew

J. B. Bowles 825 Sq., (Medic) died December 22, 1993

S/Sgt Ivan K Edgett 825 Sq. (R/O) on James T Chafin's crew

The Last Mission

Edward J Bogan 825 Sq

Edward J Bogan age 71 died August 2, 1994, He was the bombardier on Thomas J Bolt's crew, 825 squadron. He is survived by his wife Audrey, sons James, and David, sisters Violet and Sophie, and grandchildren. He was a retired partner of the CPA firm Reilly, Penner and Benton, and a member of VFW Post 3091.

Edward H B Cornell 827 Sq

Dear Bud,

Enclosed is the obituary for Ed Cornell, bombardier, one of the original 484th crew members on Willie Kitchen's crew.

Ed and I reported into the unit in December 1943, joining Willie Kitchen's crew as bombardier and navigator, respectively. In January, we moved on to Harvard for combat training. From there, it was over to Africa via the southern route eventually to Cerignola. We were assigned aircraft #70 in the 827th Squadron.

Other members of the crew are Bill Miles, Copilot; Marvin Watson, Engineer; Willie Wong, Radio Operator; and Bob Day, Pat Layne and Larry Moxley, the Gunners. Shortly after arriving in Italy, Bill Miles was assigned to his own crew as Pilot, and Jim Spalding became our Copilot. Bill Miles was later killed in action.

On one of our early missions, Willie Kitchen was hit by a piece of flak and Spalding took over the crew. A short time later, upon loss of the key 827th staff on a mission, Eddie Cornell and I were pulled off the crew and reassigned as Squadron Bombardier and Squadron Navigator. We continued flying together frequently in lead and deputy lead positions. We finally finished mission requirements in the fall of 1944. Eddie returned to the States and I stayed over until March working as Group Navigator and briefing officer.

I've been able to keep in contact with most of our crew. Willie Kitchen lives in San Antonio; Pat Layne is in Ringgold, Georgia, and Bob Day is somewhere in Missouri (I've misplaced his address). We've all lost track of Willie Wong. Spalding, Watson and Moxley are deceased.

Edward H.B. Cornell, 72, a former CIA officer and a decorated World War 11 veteran. Mr. Cornell was born in New York City and moved to Haverford as a boy. He graduated from Haverford School in 1940 and attended Yale University. He joined the Air Force after the bombing of Pearl Harbor. He was a bombardier and flew 50 missions in Europe.

He graduated from Haverford College in 1949 and got a job with the CIA, working in the United States and at intelligence posts in Germany and Saigon. In 1968, he retired from the agency and became a real estate agent with Douglas MacFarland real estate. He remained there until 1987.

Survivors: wife, Charlene; daughter, Rebecca Ranieri; sons, Thomas, Edward H.B. Jr., Christopher, Curtis and Michael; seven grandchildren; a sister and a brother.

Reported by John Dunn, 827 Sq

David Edward Denney Jr. 824 Sq

David Edward Denney Jr. died on September 9, 1994. He was born in St. Petersburg, Florida, October 23, 1924.

Graduated from Woodlawn High School in Birmingham, Alabama in 1942, he was inducted April 15, 1943 at Ft. McClellan, Alabama. Assigned to the Army Air Corps April 22, 1943 at Ft. McPherson, Georgia, then ordered to Keesler Field, Biloxi, Mississippi for basic training. Attended Mechanic School at Keesler Field graduating December 13, 1943 as an airplane and engine mechanic for assignment to the 484th Bomb Group based Harvard, Nebraska for temporary duty. Assigned to the 824th Squadron in late winter of 1944, departed for the European Theater in March. Upon arrival in Italy he became the third man in the ground crew led by Sgt. Walter Rix for B-24, No. 11 at Torretta Air Base. No. 11 flew 56 missions without an engine failure, a record I believe. Promoted to corporal.



Reassigned to the North Africa Division of the Air Transport Command at Oran, Algeria in May 1945. With the war over he was free to travel and visited Egypt and Palestine in the fall of 1945, he was shipped back to the States aboard the S.S. Frederick Lykes arriving at Newport News, Virginia. Discharged at Ft. McPherson, Georgia, November 23.

After the War he attended Howard College (now Sanford University) in Birmingham and Auburn University in Auburn, Alabama. Transferred to the American University in Washington. Following graduation from AU in 1949 with a B. A. in history, he worked briefly as an ordinance procurement officer with the Navy Department before recall to active duty at the beginning of the Korean War. Accepted a reserve commission as a second lieutenant in the U. S. Army, September 1950. Served with the 3rd Armored Cavalry Regiment at Ft. Meade, Maryland, the U. S. Army. Security Agency at Fort Devens, Massachusetts, and the 2nd Armored Division at Ft. Knox, Kentucky. Promoted to first lieutenant. He was extremely proud of his military service.

After leaving the army and returning to Birmingham he worked for American Cast Iron Pipe and Nifty Paper Company prior to forming his own business, General Advertising Company, in 1960. Much later he became a free lance writer/editor. Having developed a strong interest in Spanish colonial history along the gulf coast, he founded a preservation group in the Mobile area to lobby for the creation of a historic park incorporating the site of the old Spanish fort and settlement on the eastern shore of Mobile Bay. Also founded the American Hispanic Ministry. He is survived by his wife, four children, two stepchildren and seven grandchildren.

Al Freedman 824 Sq

Al Freedman, R/O on Ralph J Hallenback's crew passed away April 13, 1994. As a member of the Association since 1991, he enjoyed receiving the Torretta Flyers, and had hoped that he could attend one of the reunions. He will be in Dayton next year in spirit.

Homer E. Lecklitner 824 Sq

Homer E. Lecklitner, R/O on Earl C Downey's crew, was born in 1922 and passed away April 21, 1992. He joined the 285-10A crew in Pueblo Colorado in October of 1944. There he took his combat training as radio operator and waist gunner. He was married in 1943 to his wife Phyllis and they would have celebrated their 50th Wedding anniversary in 1993. He is survived by his wife Phyllis, three children, and seven grandchildren. He was affectionately known to his crew and friends as Leck. On his fourth mission he flew with another crew as their radio man was ill. Over the target they were severely damaged by flak and had to jettison all the guns and everything that was not tied down. They even tried to drop the ball turret and managed to get it down but could not break it loose. Then when they saw it would not drop out they tried to raise it and it would not budge. They managed to get to the coast of Yugoslavia and saw they could not make it across the Adriatic Sea. They landed with the ball down. A few days later he was flown back to the 824th in a C-47. We were all certainly relieved to see him and got a big kick out of the story as he related his experiences with Tito's army. We will all sorely miss Leck he was a fun loving wonderful guy.



Leck flew 24 missions and was awarded the Air Medal with one Oak Leaf Cluster.

Reported by Al Kline 824 Sq

Leonard B Marshall 826 Sq

Leonard B Marshall R/O on Ray A Foss' crew is reported deceased 9/3/90. See pages 36-38 for Leonard Marshall's wartime letters to his wife, Jeanette. His Crew:

| | |
|----------------------------|----------------------|
| Ray A Foss (D) -P | Alan F Patterson-C/P |
| Allan F Patterson-C/P | Walter Fair-B |
| Johnnie E Bodine-E | Gaylord Carter-G |
| Donald O Maves--G | Michael Scorca-G |
| Kenneth R Monsell (D)-N/G. | |

Lane McKone 825 Sq

Lane McKone of Dover, New Hampshire died Monday, August 29, 1994, after a period of failing health. He was born March 9, 1918 in Seattle, Washington. He was the Navigator on Rueben Kaiser's crew,

He spent his early years in West Orange, N.J., and graduated from Newark College of Engineering. He was a Dover resident for the past 30 years.

He was a veteran, becoming a First Lieutenant as a navigator with the 484th Bomb Group in Italy during World War II. He was awarded the Distinguished Flying Cross, the Air Medal, and the Presidential Unit Citation.

Survivors include: his wife, Janet (McIntosh) McKone of Dover; two sons and three daughters, two grandchildren, a brother and a sister.

Reported by Calvin R. Teel 825 Sq

This story was printed in the local Dover newspaper:

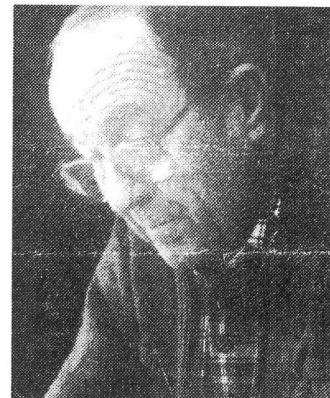
War for Lane McKone was like school: you did what you had to do and then you graduated to another part of your life. But it wasn't a class you could drop out and flunk. In 1944, during the Allied assault on Hitler's Fortress Europe, this was a very deadly kind of school.

McKone a navigator on a B-24 that saturated the Nazi stronghold in German and Austria, twice came near to never making it out of class. Twice his bombing missions ended in destruction. McKone and nine members of the crew were dumped in the frigid February waters of the Adriatic Sea. Another time the crew ditched their bullet riddled bomber and parachuted behind enemy lines in Yugoslavia.

For Lane McKone and most of the generation coming of age in the midst of the great depression, it was a European tour far different from the tour of the continent that in earlier years capped schooling for the American elite. McKone was 24 and working in a factory in West Orange, New Jersey when the war effort began to kick into gear. "I signed up," McKone says. "In the factory more and more women and older men were coming into work.

He toured Europe in the belly of a bomber, becoming as comfortable with its geography as the creases on the navigation maps. But the Europe he saw was one ravaged by six years of war. A Europe with its land blasted, its people shocked and massacred, its nations and governments rocked to their foundations. "Coming back from a bombing raid, I noticed for miles looking to the east-every town and village in sight were on fire. It was the conquering Soviet Army moving across the land setting structures ablaze as they went. "One mission, a fuel line was damaged from flak after the bomb run on a mission to Vienna, they were forced to parachute into Nazi held Yugoslavia. The ball turret gunner was killed, but the whole crew received injuries of one kind or another.

The main thing we learned was: Don't do anything dumb. Also, you get what you call hardening. You've seen what you think is the worst, so anything else must be easy," McKone says.



What really surprises him is a daily diary that a sergeant on his crew kept during their tour. McKone says he never knew of it during the war, despite the close quarters of the crew. The sergeant, one of the few men he knew in the war he still stays in touch with, sent him a portion of his diary two years ago.

"In those days there was censorship. You didn't tell where you went and what you did, what your targets were or the size of your fleet." McKone says. "That was a no-no. You'd get in the pokey with that stuff." The hardness he learned was tempered with an edge of uncertainty.

"You'd see the planes go out in the morning, you'd see seven go out. At night, they'd come back, sometimes six, sometimes five. You never knew where they went. They were just gone," McKone says.

"You got the feeling the odds are one in seven you aren't going to come back. You'll last seven trips." He shrugs and recalls the dump into the Adriatic when he and the rest of the crew were rescued by a British cruiser. "I can give you a guarantee. Don't ever put a plane in the water in February. That was by far the worst," McKone says.

After that, the crew was sent to Rome to recuperate and McKone and the others thought they were on their way back to the States "Up till that time whenever anyone went in the water they went home. They figured you were no good anyhow, shell-shocked," he says. But this time, the top brass kept them in the force and even had the pilot visit other bases and give talks on how to dump a damaged plane in the water. The crew was back up in the air in no time at all." It was one of those things. Somebody had to do the job. And you weren't telling the Air Force what to do with you, that's for sure," McKone says." There was only one question. It was the only choice that existed," McKone says. "That guy Hitler was nuts."

Mildred Brown O'Bannon

Mildred Brown O'Bannon passed away August 1, 1994. She was born August 1, 1919 in Germantown, Pennsylvania. She and her husband, Frank C. O'Bannon, Jr., Lt. Colonel USAF Retired, had celebrated their 50th Wedding Anniversary in October of 1993.

Millie is survived by her husband Frank C O'Bannon, her children, Barbara, Tom (Leslie), and David (Christina), and her grandchildren, Tracy and Andy, as well as family, and friends.

Frank O'Bannon 764 Sq 461st BG was one of the three founding members of the 461st & 484th Bomb Groups Association, the others being Bea and Bud Markel. The 461st Bomb Group has since been formed as a separate organization

William L. Pietzch 824 Sq

Second Lieutenant William L. Pietzch joined the 258-10A crew for overseas training in October of 1944 at the Pueblo Air Base in Pueblo Colorado. He flew as Co-pilot to Earl C. Downey and after training was finished in December of 1944, he flew the southern route to Cerignola, Italy and the Torretta Air Field. Here he and the crew were assigned to the



484th Bomb Group and the 824th Bomb Squadron. Lieutenant Pietzch flew 23 missions and received the Air Medal with one Oak Leaf Cluster. He was greatly respected by all the crew and will be missed.

He was killed in May of 1945 after returning from Italy. He had been temporarily stationed at McDill Field in Tampa Florida before resuming training on B-29's with the rest of the crew. He and a fellow officer had the afternoon off and decided to rent a small plane at a nearby field and go for a flight. On their approach to land, another small plane didn't see them and collided on the approach. Both Lieutenant Pietzch and his friend were killed. Lieutenant Downey accompanied the body to Beaumont Texas for the funeral.

Thomas G. Reimer 826 Sq

S/Sgt Thomas G. Reimer, N/G on Robert Warne's crew, died July 23, 1994. He was born August 28, 1920, Mr. Reimer was an engineer for Conrail for 41 years before retiring in 1981. He was awarded the Air Medal with two Oak Leaf Clusters and the Silver Star. He was a charter member of his home town American Legion. Mr. Reimer enjoyed golfing and gardening.

Survivors include his wife Jean, a brother, Frank, and a sister Mrs Ruth Shoaf.

Charles J. Shanklin E 825 Sq

Charles J. Shanklin of Lubbock, Texas, engineer on Rueben Kaiser's crew, died 30 June, 1993. He was born 7 July 1921 in Frankfort, Indiana. He was a member of the Kaiser combat crew. He was considering becoming a member of the 484th B.G. Association prior to the time that he died. T/Sgt Charles Shanklin was the flight engineer on our B-24 aircraft. He was a good man. We backed each other up as he stood at the right waist gun and I stood at the left waist 50 caliber gun.

Reported by Calvin R. Teel 825 Sq

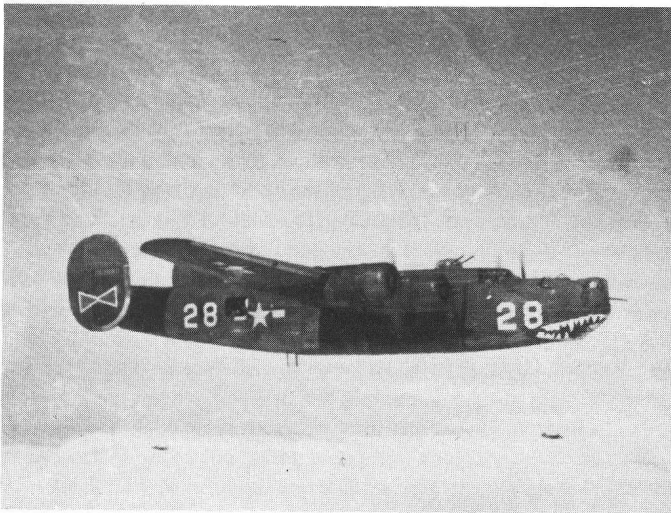
Marvin H Watson 827 Sq

Marvin H Watson, Engineer on Wilburn Kitchen's crew #70 passed away October 24, 1994. He joined the Association in 1984 and attended the reunion that year. He is survived by his wife and children. There are only 4 members of this crew surviving. All are members of the Association. They are; Robert W Day-U/G, John Dunn-N, Pat Layne-T/G, and Wilburn Kitchen-P.

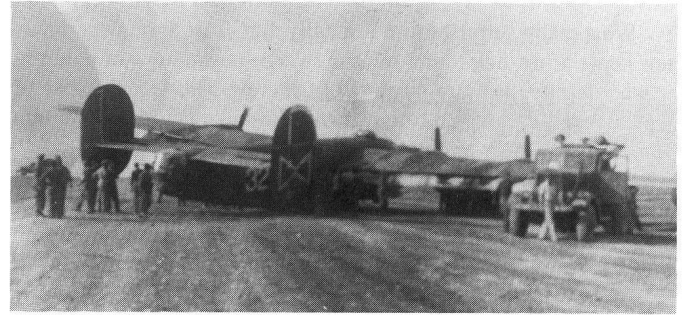




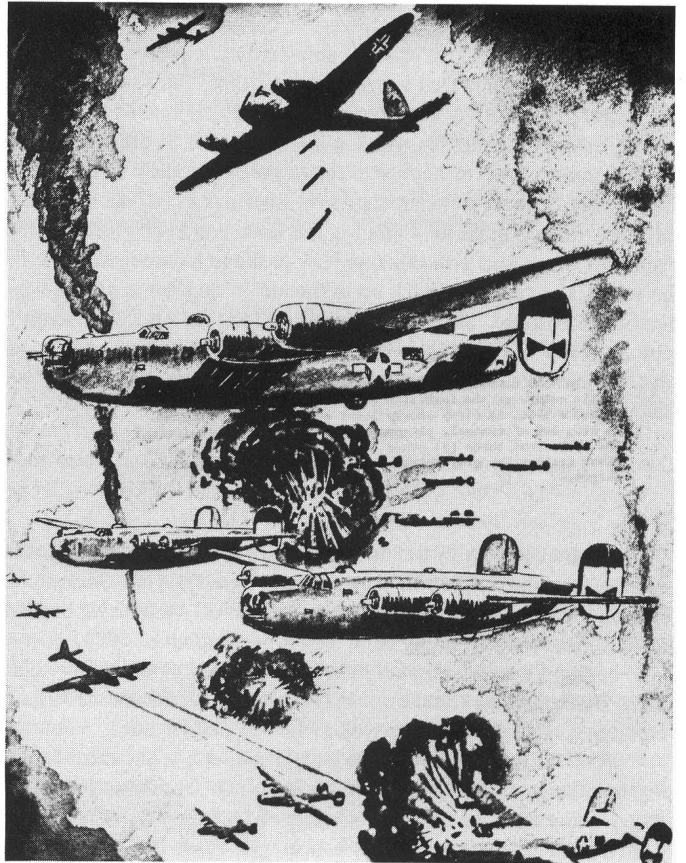
Crew of Ray Foss 826 Squadron. Top Row L to R: Gaylord Carter-G, Kenneth Monsell (D)-N/G, Leonard Marshall (D)-R/O (See pages 36-38 letters to his wife), John Bodine-E, William Robinson-G, and Thomas Price-T/G. Bottom Row: James Gough (D)-B, Walter A Fair-N, George DeLawten-C/P, and Ray A Foss (D)-P.



Ship #28 assigned to Fox 12 on June 13, 1944 . Photo was taken before the June 13 Mission..



Ship #32 Flying Easy 23 on June 13, 1944 ditched in the Adriatic Sea . This photo was taken previous to the June 13 Mission. See letter from Hank Ronson Page 20.



Artist's conception of the Air Battle of June 13, 1944. See story starting on page 18

**484th Bomb Group Association
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