

# Fifteenth Air Force, 484 Bombardment Group Mission To Munich, Germany On 16 November 1944

by Joe Shugrue, 827 Squadron



"Little Mac" 42-50642 assigned to McCoy's crew flying Able 2 The lead of the second 3 ship element. Shown here as it returned from a later mission.

## Part I Introduction

I visited the National Archives War Collections in College Park, MD 8601 Adelphi Road (495 Beltway Exit 28 b). The Archives reference Numbers are RG No 18 Stack Area 190, Row 59, Compartment 3, Shelf 4-5, for any member who wishes to review their mission records. The Archives are located not far from Arlington National Cemetery where the 484th Bomb Group Association will dedicate a plaque at the 1997 reunion.

Note: This mission is numbered 103 on the file jacket. It is numbered 113 In Torretta Flyer No. 25 p. 12. It is also 113 in the Statistical Summaries of the 484 Bomb Group done in April 1944 and reproduced in Flyer No 23, p. 30. See bottom of page.

I talked with one of my crew members S/Sg Stanley Niemczura, tail gunner. His information comes from his mission log. We both flew with Capt Albertson H Seaman's crew on November 16, 1944. We were assigned to the 827 squadron, Ship 42-



"Little Mac's" crew as shown on the fuselage side. York Lew stands at right, the others are not identified.

51173 (88S) Easy 31, I flew as nose gunner so that I could see what was going on ahead and Stan could see what followed after. The story that follows is a collaboration between the two of us.

Incidentally, Capt. Seaman received a DFC in March of 1945, in fact three members of my crew received the DFC, the two others were S/Sg Leonard Brodsky, E in March 1945 and 2/Lt Harry Peyton Jr C/P in May 1945.

Munich, Germany with 250 flak guns is the target for today in a ship that has open waist windows.\* On our way to the target, the groups had a

little confusion so we were sixteen minutes late in hitting the target. The flak was heavy off to our left at another group. We bombed from 24,000 feet.

\* Open waist windows were installed on early B-24s. They were less desirable than windows glazed over with plexiglas because they were much colder for waist gunners and open windows increased fuel consumption because of the increased drag.

Near the Adriatic coast of Italy we had dropped down to