

given on an individual basis for such things as overseas duty, awards and medals, etc. Flight crews were rotated based on missions flown, but for the ground personnel, the "point system" was their ticket home!

This all gets back to the advantage of having a man on your side who had a hand in "creating points!" A man who was a master of hyperbole; a man with the propensity for stretching the truth; a man with a proclivity for exaggeration! Hugo ran into one such man in his squadron, in the form of Lt. Barudi, the intelligence officer. But, he shouldn't have felt guilty in receiving his DFC. I know of a case where a clerk was awarded the Bronze Star for making typewriter repairs. Go figure!

In the final analysis, we all benefited from the efforts of those masters of hyperbole; those men with the propensity for stretching the truth; those men with the proclivity for exaggeration! Some were just better at it than others!

Regards  
Gordon Graham, 824th Sq.

Salt Lake City, UT  
Dear Bud:

Having gone overseas with the 484th, I believe I can shed some light on Alan Davidson's quandary regarding double missions, (Page 22 of Winter-Spring 98-99 Flyer).

Yes, when we arrived at Torretta Base in April 1944, the standard tour was 50 missions- but certain targets had a two mission value. This was determined by whether or not it was north of a certain latitude or east of a certain longitude. I vaguely remember these coordinates being on the G-2 briefing map, along with the routes to and from the day's target.

What were those coordinates? I don't remember what they were, but I do recall that all the tough targets lay in the two areas. In an attempt to reason where those coordinates were, I got a map of Europe and my educated guess is 47% east longitude and 25% north latitude. If you plot these, you will find all the tough targets lie to the east or north of them.

After D-Day, there was a marked decrease in German fighter activity, although flak was just as intense. My diary shows that on July 13, 15th USAAF moved the two mission credit coordinate further north and east, resulting in only one target remaining, a double that I flew-Blechammer. Enough said!

I believe that sometime after I rotated home in late August that the standard tour became 35 sorties.

Joe. Hebert 826 sq.

Torrance, CA  
Dear Bud & Bea

This happened on one of the missions I was on. We were on our way to the target and had finally reached the Adriatic and were told to test fire our guns. I being in the tail let go a couple of short bursts and everything seemed to be working O.K. I looked out and down to the ground to our left and here was 100 octane gas flowing

over the port (left) wing and back toward the tail, right past the waist window. All of a sudden the waist gunner began to test fire his gun. Well when you fire a 50 cal. machine gun there is a flame that comes out the end of the barrel about two feet long. I called my pilot on the inner phone and told him what was going on, but he could not radio the plane as we were on radio silence. All I can say is that gasoline is one tricky substance and no one can predict how it is going to act. God must have stepped in for nothing happened. What had taken place was that they were transferring fuel into a full tank and it had no place to go except out the overflow and down the wing.

Best Wishes  
Albert F. Kline, T/ G 824 Sq.

New Derry, PA  
Dear Bud:

Reading through Torretta Flyer #32 again brought back a lot of memories to mind. I was the tail gunner on Charlie 31. McSween is the prisoner in the photo. Also read about my good friend Walter Chapman from Kentucky.

Some day I plan to write up my stint behind the lines.

Until Then, Ferdinand D Kuhn 826 Sq.

**Editor's Note:**

See pages 27-28 Torretta Flyer #32 Fall-Winter 1997.

Apple Valley, CA  
Dear Bud:

Please find enclosed a picture of our crew #40, "Old Flutter Butt" 825 Squadron. The crew was formed in Boise, Idaho, November, 1943 and sent to Harvard in December of 1943, then overseas in March, 1944. We finished our mission in August of 1944.

Take Care  
Jim Langdon



PH 1 Seated: L to R: George Adams-B, Bill Freeman-R/O, Bob Person-N/G, Raymond Cromer-U/G. Standing Jim Langdon-P. The deceased are: Clarence P Konertz-BG, Ranson E Roth-N, and Ward L Martin-T/G