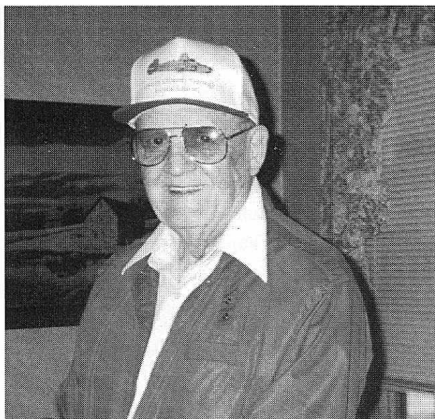


neer who had flown with him in A-20's previously. The original engineer became second, but retained his combat station at top turret, the first taking over a waist position with the radioman; (in combat, of course). After we arrived in Italy, the Major switched bombardiers, using Lieutenant Joe McNamara thereafter as Squadron bombardier.

Major Haldeman would alternate co-pilots, using Papiano at times, (to our delight), but our co-pilot on our last "double mission" was a Lieutenant Deak; (or similar name, I'm not certain). Aside from the right seat switching, the same crew flew all of the twelve missions; (sixteen, counting four doubles, including the Weiner-Neustadt one). Hope the above straightens out the Issue 36 page 29, misunderstanding. Please review the references I provided.

Say it isn't so! You're going to fold up the Association on December 31, 2001?? You, and your staffs, handling of the Association and the Torretta Flyer was the greatest and most unusual



William L. Hogan

when compared with some other outfits of similar interest. i.e. The American POW organization's magazine is now like my Elks in outlay. You may recall that I'm a member and contributor of models to a museum at the local airport concerned with the fact that P-47 pilots were trained here during WWII. Membership consists of a lot of old veterans, but it is sustained by the interest and help of many younger people who were not even born during WWII. Maybe this could be an idea to explore, or, considering how well the "Flyer" was assembled and presented, you could put out a comprehensive history of Group 484, its Squadrons and personnel. Of course, such a publication would be hard cover, have a price and be available to all of the public.

With a tear in my eye at your news of ending a fine association next December, I send my thanks for publishing my letters and a drawing now and then; plus fond regards.

Bill Thompson

Dear Bill:

In regards to yours of 2/8/2000, the book: OSS Agents In Hitler's Heartland, Destination Innsbruck. Praeger Westport, CN. ISBN 0-275-95470-6 tells of agent drops flown by one our pilots.

1) The single plane missions flown by the 484th Bomb Group were to the same targets as the multi plane missions, nothing unusual there.

2) I have no information on the 2641st Special Group. It was mentioned in the book Fifteenth Air Force the First 40 Years 1943-1983, issued by the Public Affairs Office, March AFB, CA. March is

no longer an Air Force operational base. Contact C E Ben Franklin head of the 15th Air Force Association, at CEBF@aol.com.

3) H2X radar sets were fairly reliable, because these were radio tube equipped, failure rates were considerably higher than newer sets equipped with transistors after the war. The 484th Bomb Group would schedule "Mickey Ships" (H2X) to the lead and deputy lead in the Able Box. If more Mickey Ships were available they were assigned to Dog Box. Dog Box would take over the lead if the lead planes in Able box were shot down. The Luftwaffe in one change of procedure would often aim their flak at the lead box. On several occasions the lead ships were indeed shot down. Some H2X aircraft in bare aluminum were identified by three digit numbers.

As for Lone Wolf Missions, yes the 15th Air Force under the operational control of the 12th Air Force (later the 2641st Special Group) did operate "Lone Wolf Missions." and were flown by two special squadrons, one equipped with B-24s (859th Bomb Squadron) and the other with B-24s and B-17s (885th Bomb Squadron). They flew black painted airplanes to drop agents into enemy territory.

A few of the B-24's assigned to the 484th Bomb Group were painted gray. These were "mickey ships" (radar equipped) with squadron numbers painted in black. We had one aircraft in the 484th Bomb Group, 827 squadron originally delivered unpainted and subsequently painted gray overall except for the name "A Broad Abroad", (42-51993) which had been painted previously on bare aluminum. Some mickey ships were not painted and were identified by a three digit number painted on the nose, example "300."

As for clandestine missions flown at night from our base at Torretta, Italy there was talk about such activities, but the documents at my disposal only reveal small missions using one to three ships flown during daylight hours.

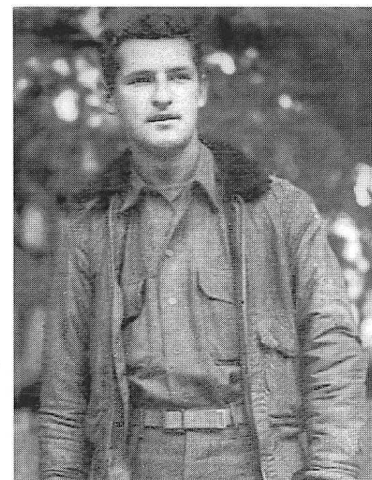
H2X radar used during WWII did not have high enough contrast displayed on the scope to help identify the target from the surrounding ground clutter. It took experienced radar bombardiers, and radar navigators to read the radar screens correctly.

Best regards, Bud Markel,

Shelby Twp, MI

Dear Bud:

You wanted a picture of myself when I was serving in France during WWII. The one shown here was taken Oct 8, 1944. I was wounded on a mission to Vienna 21 Feb, 1944 completing 35 missions., and was awarded six bronze stars to my EAME Service Medal attaining the rank of S/Sgt.



Thank you.
Chester C Hacias

Chester C Hacias, 824 Sq