



*The 461st*

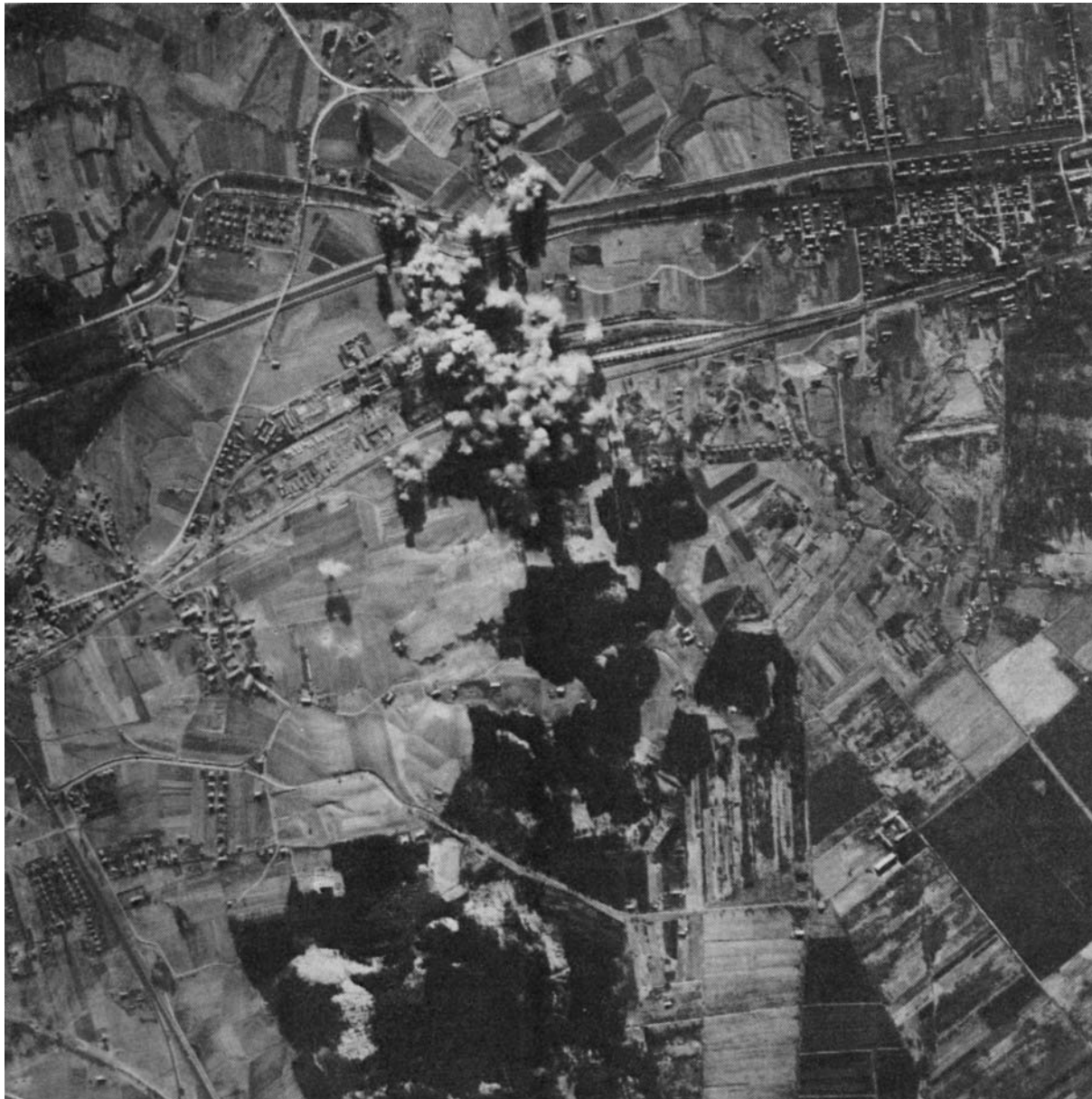
# **Liberaider**



Vol. 15, No. 2

December 1998

SOMEWHERE IN THE USA



Mission #176                      16 February 1945  
The Rosenheim West Marshaling Yard Germany  
See summary on Page 34

The 461st Liberaider  
461st Bombardment Group (H)  
Activated: 1 July 1943  
Inactivated: 27 August 1945  
Incorporated: 15 November 1985

Corporate Hdqtrs: 121 S. Wilke Rd., Suite 600, Arlington Heights, IL 60005

Federal IRS Tax Exempt Internal Revenue Code 501© (19) #42-1272736

Officers:

Robert V Hayes, President, 2345 Tall Sail Dr., Apt. G, Charleston, SC 29414-6570  
Gail M. Peterson, Vice President, P.O. Box 461, Spencer, IA 51301-0461  
Robert T. Casey, Treasurer, 121 S. Wilke Rd., Suite 600, Arlington Heights, IL 60005

Directors: 1998—2000

Leonard D. Cole	Hdqtrs SQDN	Rt #1, Box 495, Orange Beach, MO 65065-9713
Paul J. Bella	764th SQDN	225 Terrill Rd., Fanwood, NJ 07023-1019
Henry J. McCann	765th SQDN	18 Wills Drive, New Hartford, NY 13413-2823
Gerald Huizenga	766th SQDN	228 103rd Ave., Zeeland, MI 49464-1402
Kelton G. Bush	767th SQDN	Oxford Hgts Apts, Chel #9, Albany, NY 12203

Alternate Directors:

Nye E. Norris	Hdqtrs SQDN	559 S. Waverly St., Columbus, OH 43213-2756
John A. Young	764th SQDN	456 S. Ironton St., Apt 304, Aurora, CO 80012
Walter D. Fries	765th SQDN	3958 Howerton Rd., Northampton, PA 18067
Eugene W. Brock	766th SQDN	1332 Nursery Rd., Anderson, IN 46012
Socrates Delianedis	767th SQDN	305 Caracas Dr., Las Vegas, NV 89128-0137

Committee Chairmen:

Membership	James L. Hardee, 1864 Herman St., Atwater, CA 95301-3215
Post Exchange	Wally Robinson, 3 E. Cardott, Ridgeway, PA 15853
Historian	Frank O'Bannon, 9260 N. Fostoria Dr., Tucson, AZ 85741

1999 Reunion

Gail M. Peterson and Don C. Johnson

"Liberaider"

George D. Dickie—Editor—P.O. Box 615, Sandwich, MA 02537-0615  
The "Liberaider" is published twice a year on behalf of the members of the organization.  
Permission is granted to use articles provided source is given.

## DUES DUES DUES

Editor's Note: The following words are mine but they are based on those of our new Treasurer and the thoughts have been approved by the other officers of the Association.

For the records, I send out about 1,300 copies of each issue of the Liberaider. Approximately 1,050 go to paid members and the remaining 250 go to associate members, widows and freebees (other military groups).

Of the 1,050 paid members, about 350 of them are life members and 700 of them pay their \$4.61 (or more) each year. It is the later group of 700 members that this note is addressed to.

With any Change of Command comes new ideas and new ways of doing business. Our new Treasurer is no exception. He would like to cut down his work load of receiving and depositing the 700 small dues checks, adjusting the mailing list for those who forget to pay, recording address changes, etc. He proposes the following:

1. The cost of new Life Memberships be reduced to \$25.00.

2. Those who choose to may continue to pay the annual dues of \$4.61.

Hopefully, most of the 700 members will see the advantage of becoming Life Members. The most significant being:

1. You don't have to remember to send in your dues each year.
2. You receive uninterrupted copies of the Liberaider, with all the details of recent and future Reunions as well as summaries of the History of the 461st BG.

Please reflect upon the following: the \$25 Life Membership equates to paying the yearly dues of \$4.61 for a period of five years plus postage to send them. This payment would significantly reduce the workload of the Treasurer. We would hope that a one-time payment of \$25 would not impose a financial hardship on anyone.

## PLEASE HELP! BECOME A LIFE MEMBER

A comment for existing Life Members. We realize that any change will bear on your individual situations. Those of you that have been Life Members for a long time have already benefited from your decision. The more recent Life Members may feel differently. We hope everyone will see the benefit of making the change and consider any financial difference as a contribution to the good of the Association.

### Please!

1. Do not send any dues payments to me, George Dickie. I only publish the Liberaider.
2. Do not send them to our past Treasurer, Pete Peterson.
3. Send **ALL** annual dues and Life Membership payments to:

Robert T. Casey  
121 S. Wilke Road, Suite 600  
Arlington Heights, IL 60005-1500

Remember, we do not send out dues notices. They will be presented in the December Liberaider. It is up to you to remember dues are payable on a calendar year basis, due in January of each year.

We will no longer send out membership cards upon receipt of dues payments.

## CHANGE OF COMMAND

### MEET YOUR NEW OFFICERS



Frank C. O'Bannon     Robert V. Hayes  
President Emeritus     President

Robert V. Hayes—Bob was an Armorer Gunner of Conrad E. Mahlun's crew. They were assigned to the 766th Squadron on 6 January 1945, after flying from Topeka, Kansas. They flew 18 missions, their last was at Linz, Austria on 25 April 1945.

After the war, Bob attended Syracuse University where he received an ROTC Commission at graduation. He was on active duty in Korea with the Air Defense Command from 1951—1953. He was recalled to active duty to serve in Germany from 1961—1962. Along with his military service he spent 40 years in the insurance business from which he retired in 1992. He married Peggy in 1951 and they have two children who presented them with two grandchildren.

Frank C. O'Bannon—Our retiring President will continue to serve the 461st Bomb Group Association as its President Emeritus and Historian. As our Founding Father there is nobody better suited to fill the position of Historian.



Robert T. Casey  
Treasurer

Robert T. Casey—Bob was a navigator on John Young's crew in the 764th Squadron from September 1944 to the end of the war.

In civilian life, he became an attorney and a Certified Public Accountant.

During the Korean action he was sent to France as a Judge Advocate and that's where he found his French wife, Francoise. He retired from the USAF after 20 years of service.

He has his own staffing business in Chicago and Denver and is about 20 percent retired.

Vice President

Gail M. Peterson—"Pete" has switched jobs in the 461st Bomb Group Association. He emptied out his pockets and gave all the money to Bob Casey and accepted the promotion to Vice President. Thanks, Pete, for a tough job well done.



*HAPPY VALENTINES  
DAY!*

## **1998 REUNION**

### **Boston, Massachusetts**

#### **Thursday, August 20, 1998**

The 1998 reunion of the 461st Bomb Group had finally arrived. There were over 200 of us who checked in and registered at the Bbraintree Sheraton Tara Hotel. After visiting with friends we loaded a bus for Boston's Quincy Market and Faneuil Hall. Many of us enjoyed a delicious seafood dinner at the Famous Durgin Park. For the remainder of the evening we shopped and browsed through Faneuil Hall and Quincy Market and were entertained by the many street performers.

#### **Friday, August 21, 1998**

We loaded two big buses and had a half hour ride to the Plimoth Plantation in Plymouth, Massachusetts. We walked around the plantation and experienced authentic country living in 1627. The local "citizens" were garbed in period costumes and talked with us as if they were actually Pilgrims. It was there that we had our All-American Barbecue for lunch, consisting of hot-dogs, Boston Baked beans, corn on the cob, and more. Next we went to see Plymouth Rock and the Mayflower II. The ship is an exact replica of the Mayflower and is kept in sailing condition with crewmembers dressed as Pilgrims.

That evening we enjoyed visiting with each other at the Squadron Dinners which were well attended and the meal was delicious.

#### **Saturday, August 22, 1998**

After a continental breakfast at the hotel we again boarded our buses for the Historic Tour to Lexington and Concord. We were divided into three groups and gathered on the Lexington Common to listen to costumed Patriots and Militia Minute Men tell about Paul Revere and other events that occurred on the night of April 18th, 1775 with the British Regulars. We again boarded the buses and listened to a narrative of the events that occurred on the way as we followed The Battle Road past Emerson's, Thoreau's, and Louisa May Alcott's houses to the North Bridge in Concord. There we were treated to an outstanding narrative by Park Ranger Jessica who described the events that lead to the start of the Revolutionary War. At the end, she asked the question, "Exactly where and when did The Revolution start?" and then gave us several possibilities based on events that took place as the British marched from Lexington to Concord.

We stopped at a park along the road and ate a box lunch either sitting on a rock or on the grass.

Then we were off to Boston to tour the city on Duck Boats (Restored WWII Amphibious Landing Craft). We boarded the three boats at the Prudential Center Downtown and drove up and down the streets looking at all the sites. Our Duck Boats then entered the Charles River and sailed through the old locks and up the river a few miles. It was a unique and thoroughly interesting experience.

The annual business meeting was held in the afternoon and was well attended. It was announced that next year's Reunion would be held in early October in Omaha, Nebraska. As this was the last year that Frank O'Bannon would be President, Bob Hayes was elected President, Pete Peterson, Vice President, Bob Casey, Treasurer. Frank O'Bannon volunteered to be the official Group Historian. The Directors and their alternates, who were elected at the Squadron Dinners Friday night, are as follows:

Group Headquarters

Len Cole with Nye E. Norris alternate

764th Squadron	Paul Bella with John Young alternate
765th Squadron	Hank McCann with Walter Fries alternate
766th Squadron	Gerald Huizenga with Gene Brock alternate
767th Squadron	Kelton Bush with Socrates Delianedis alternate

A large crowd attended the annual Banquet on Saturday evening. Prior to the dinner the Colors were presented by members of the Continental uniforms and marched in step with a Company Drummer. It was very impressive. The Drummer, see bottom photograph on page 7, is a Past National President of the Daughters of the American Revolution. Frank O'Bannon arranged for their participation as an officer in the Tucson Area Sons of the American Revolution. The Prime Rib dinner was delicious.

George Dickie presented Frank O'Bannon, "Founding Father" of the 461st Bomb Group Association, with several interesting and innovative gifts in appreciation for his many years of service. The main gift was a desk top sized cast pewter model of a B-24 painted the same way as the B-24 Frank flew from California to Italy. Thanks again, Frank!

Unfortunately our disc jockey had to compete with the wedding reception rock and roll band next door. We were able to get in a few tunes for dancing.

### **Sunday, August 23, 1998**

We were up early for the Memorial Service led by Rev. Dr. Finley M. Keech. We then enjoyed a very nice buffet breakfast. As some of us bid farewell to friends at the close of another very successful Reunion, others got ready to tour the JFK Library that was one of the optional tours available.

George Dickie and his co-director Janet Kirsch from Al Ways Travel in Sandwich, Massachusetts are to be commended for an outstanding Reunion. The tours were very enjoyable and informative and all the accommodations and meals were splendid. George, we thank you for an excellent Reunion and look forward to seeing everyone again next year at Omaha.

Submitted by,  
Thad Farris, 765th Squadron  
with the assistance of Barbara Alden,  
Daughter of Jay Garner, 765th Squadron

Editor's Note: I want to thank Thad and Barbara, et al for preparing the Summary of the Reunion in Boston. Thanks also to the people who sent me pictures taken at the various events. Pictures selected from this group are shown on Pages 6 and 7.

I want to express a very special Thank You to Dan Fenn (see Page 23 of the June 1998 Liberaider) for arranging the tours of Lexington and Concord, the box lunches and the visit to the Kennedy Library. They added a great deal to the interest, education and enjoyment of our reunion.

I would also like to thank those of you that thought enough to send me a note expressing your thoughts and appreciation for the work Janet and I put into the reunion. They are what keep me going!

The words above dredged up the memory of a Christmas bumper sticker:

"God thought enough to send the very best"

**PLIMOTH PLANTATION  
COMMUNITY LIVING  
IN THE 1600'S**



**MINUTEMAN STATUE  
THE BATTLE GREEN IN  
LEXINGTON, MA**

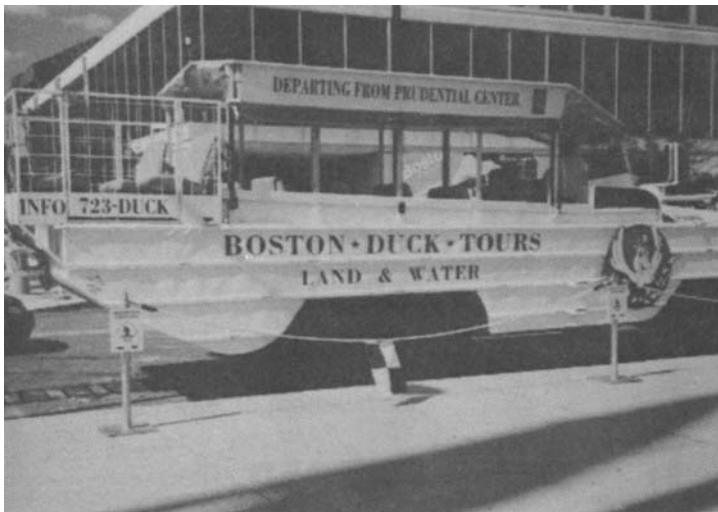


**OLD NORTH BRIDGE  
CONCORD, MA**





**MINUTEMAN STATUE  
AT THE  
OLD NORTH BRIDGE**



**DUCK BOT  
BOSTON, MA**



**MEMBERS OF THE  
MASSACHUSETTS  
CONTINENTAL  
COLOR GUARD  
COMPANY**

**1999**  
**461st Bomb Group Reunion**  
 Omaha, Nebraska

Fellow "Bombers":

Since returning from our 1998 reunion in Braintree, we have been working with the sales manager at the Marriott Hotel in Omaha, Nebraska which will be our "home" for the 1999 reunion. We had to choose a week that did not have a Nebraska Football Game. That week included October 21, 22, 23, and 24. We have reserved 100 rooms. We agreed upon \$69.00 (plus taxes) per room.

Our itinerary will be as follows:

Thursday, October 21

1. Arrival and Registration.
2. An evening event of a play or musical.

Friday, October 22

1. Tour of Offutt Air Base.
2. Lunch at Officers Club.
3. Tour of Durham Western Museum.
4. Squadron Dinners at the Marriott Hotel.

Saturday, October 23

1. Tour of Strategic Air Command Museum.
2. Lunch at Mahoney State Park.
3. Tour of Boys Town.
4. Group dinner at the Marriott Hotel with Dance Music.

Sunday, October 24

1. Memorial Service.
2. Farewell Breakfast.
3. Bon Voyage.

The Marriott Hotel has a very large parking lot for anyone driving a Mobile Home or RV.

The food is all going to be Mid-Land cuisine. You will really relish the buffalo burgers!!

Airlines servicing the Omaha Airport include:

America West  
 Midwest Express

Continental West  
 Sky West (Delta)

Masaba (Northwest)  
 US Air Express

Gail M. Peterson and Don C. Johnson  
 Reunion Coordinators





***TAPS***  
***MAY THEY REST IN PEACE FOREVER***



<u>SQ</u>	<u>Name</u>	<u>Hometown</u>	<u>MOS</u>	<u>Date of Death</u>
764	Dosham, Michael	Valparaiso, IN	1035	20 Oct 1998
	Kesler, Blaine	Springfield, IL	4532	18 July 1998
765	Blaine, George D.	Englewood, CO	901	1 Nov 1998
	Pishione, Gino	Clovis, CA	747	11 Dec 1998
766	Dumdei, Mervin	Gainesville, TX	612	3 Aug 1998
767	Lovin, Odess O.	Amarillo, TX	750	26 Dec 1998
	Oglesby, Harry J.	Decatur, IL	9301	28 Dec 1998
	Skultety, Joseph S.	Rockfall, CT	612	5 Jun 1998



**WIDOWS OF DECEASED MEMBERS**

It has been the policy of the 461st Bomb Group Association to send all issues of the "Liber Raider" to the widows of deceased members. However, it turns out that we are not informed of changes of address and therefore are not able to continue sending the issues to those that might want to receive them.

**PLEASE**

If you receive this issue of the "Liber Raider" send a note to the Editor informing him of your interest in receiving future issues as well as your correct current address. Please send a note regardless of whether we have your present address. We also need to determine whether you wish to continue to receive future issues.



**OBITUARIES**

It has been the policy of the "Liber Raider" not to publish the obituaries of deceased members of the 461st Bomb Group because of space limitations. However, we do want to recognize the passing of our members by including their names under the heading of TAPS.

In order to do this we have to be informed of the death of each member. Our President has offered to record each

death and provide periodic lists to the "Liber Raider". If you know of the death of a member, please send the information (see the TAPS list) or a copy of the obituary to Bob Hayes at the address given on page 2.



461st MEMORIAL  
AT ARLINGTON NATIONAL CEMETERY

At the 1998 Reunion in Boston, it was voted by the Association to place a memorial plaque and tree in Arlington National Cemetery to honor members of the 461st Bomb Group who participated in 223 bombing missions over Europe during World War II.

Carl Peter, 767th Squadron, has made all the arrangements and a tentative date of 21 June 1999 has been set for the Dedication.

If you are interested in attending the Dedication Ceremony, please send a note indicating your interest to our President, Bob Hayes, at the address shown in the upper left portion of page 2. He will send you detailed information as we get nearer to the date of the dedication.



### *Information is yours on the 'Net*

With a modern-equipped computer and a connection to an Internet provider, anyone can surf the 'Net from any location.

This list of veteran or aerial related addresses provides information which members may find of interest.

#### AFEES Roster

<http://www.cbinfo.com/afeeslis.htm>  
(Membership to 1997)

#### The World War II Veterans Website

<http://ww2.vet.org/>  
(Database of those who served)

#### The Center of Military History

<http://www.army.mil/cmh-pg/default.htm>  
Topics relate mostly to Army

#### U.S. Army Online

(U.S. Dept. of Defense Alumni Search)  
<http://www.army.mil/vetinfo/default.htm>

#### Military Reunions (Your Outfit's Reunion)

<http://www.usmc.mil/reunions/reunions.nsf/approved>

#### Veteran's Administration

<http://www.va.gov>

#### Veterans Administration Info Locator

<http://www.va.gov/gils/index.htm>  
(Information on benefits, hospitals and other topics)

#### Arlington Cemetery

<http://www.mdw.army.mil/cemetery.htm>

#### Collings Foundation

(All American B-24, The 909 B-17)  
<http://www.cyberhighway.net/~cessna/>

#### Rutgers Univ.

Daily Chronology of Air Force in WWII  
<ftp://ftp.rutgers.edu/pub/wwii/usaf/>  
(Lists air operations worldwide on daily basis)

#### The Internet B-24 Veterans Group

<http://www.mach3ww.com/b24/>

#### Air Affair Aviation Hot List

<http://www.airaffair.com/hotlist.html>

#### The Hanger— Your Aviation Encyclopedia

<http://www.the-hanger.com/default.asp>

#### Air Force Link (Official web site of the USAF)

<http://www.af.mil/>  
(The USAF, present and past)

#### The Eighth Air Force Museum & Heritage Center

<http://www.gacoast.com/navigator/mighty8af.html>

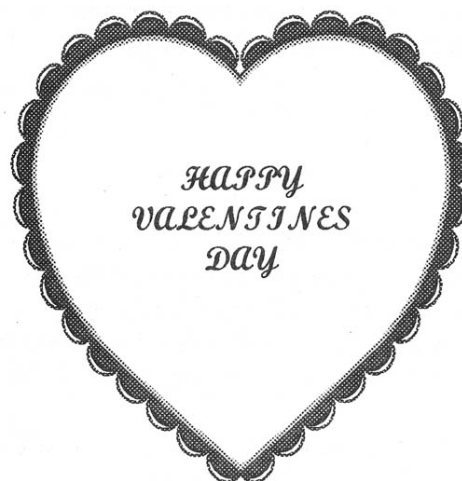
Stolen from the AFEES Newsletter



#### 461st BOB GROUP CUP PLATES

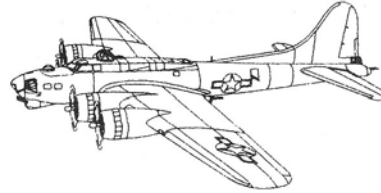
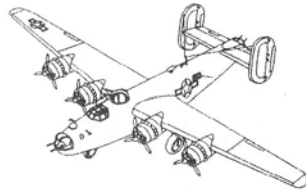
The Pairpoint Glass Company lead crystal cup plate that was designed and made as a memento for the 1998 Reunion (see front page of the June 1998 "Liberaider") is available to all 461st Bomb Group members. The diameter is about 3.5 inches and they come in light blue or amber (Air Force colors blue and gold). The price is \$6.00 each with an additional \$1.00 for postage. There are a few left from the reunion and, if the demand is enough, more can be made. Send your order to George Dickie, P.O. Box 615, East Sandwich, MA 02537-0615.

Pairpoint has been making cup plates for many years and they are very popular as collector items. Our plate is #793 and was chosen by the Pairpoint Cup Plate Collectors of America as the Cup Plate Of The Year for 1998.



## 1999 TENTATIVE FLORIDA TOUR

For the B-24 "ALL AMERICAN" and the B-17 "909"



February

5—7	Melbourne	19—21	Miami
7—9	Stuart	21—23	Naples
11—14	Boca Raton	26—26	Sebring
14—17	Fort Lauderdale	26—28	Clearwater/St. Petersburg
17—19	Pompano	28—2	Zepherhills

March TBA

Ocala, Gainesville, Fernandina Beach, Jacksonville, St. Augustine, and Orlando



Mark Hieflje, Chief of the Eastern Blind Rehabilitation Center, accepts an extra large TV set donated by the 461st Bomb Group Association. The Center is part of the Veterans Administration Healthcare System at the VA Hospital in West Haven, Connecticut. This is the third TV set we have provided to similar VA facilities. In addition, we have provided funds to another blind center for them to update their exercise equipment.

### THE B-24 NOW REPRESENTED AT THE AIR FORCE ACADEMY JOINS THE B-17, P-38, P-40, P-47, AND P-51 IN AN IMPRESSIVE DISPLAY OF WORLD WAR II AAF AIRCRAFT

The bronze replica of a B-24 was dedicated on Sept. 25, 1998 in ceremonies at the Colorado Springs home of the USAF Academy. This striking photo, taken during the day's activities, shows the Liberaider with the AF Academy Chapel in the background.



Charles Dye photo

HEADQUARTERS  
LAST U.S. ARMY  
APO 001, U.S. ARMY

24 November 1944

AC 4110.99 (DEBKA)

SUBJECT: Indoctrination for Return to U.S.

TO: All Units

1. In compliance with current policies for rotation of armed forces overseas, it is directed that, in order to maintain the high standards of character of the American soldier and to prevent any dishonor to reflect on the uniform, all individuals eligible for return to the U.S. under current directives will undergo an indoctrination course of demilitarization prior to approval of his application for return.
2. The following points will be emphasized in the subject indoctrination course:
  - a. In America there is a remarkable number of beautiful girls. These young ladies have not been liberated and many are gainfully employed as stenographers, sales girls, beauty operators or welders. Contrary to current practices they should not be approached with, "How much?" A proper greeting is, "Isn't it a lovely day?" or "Have you ever been to Chicago?" Then say, "How much?"
  - b. A guest in a private home is usually awakened in the morning by a light tapping on his door, and an invitation to join the host at breakfast. It is proper to say, "I'll be there shortly." DO NOT say, "Blow it out your—."
  - c. A typical American breakfast consists of such strange foods as cantaloupe, fresh eggs, milk, ham, etc. These are highly palatable and though strange in appearance, are extremely tasty. Butter, made from cream, is often served. If you wish some butter, you turn to the person nearest it and say quietly, "Please pass the butter." You DO NOT say "Throw me the goddam grease."
  - d. Very natural urges are apt to occur when in a crowd. If it is necessary to defecate, one does not grab a shovel in one hand and paper in the other and run for the garden. At least 80% of American homes have one room called the "Bathroom", i.e., a room that, in most cases contains a bathtub, wash basin, medicine cabinet and a toilet. It is the latter that you will use in this case. (Instructors should make sure that all personnel understand the operation of toilet, particularly the lever or button arrangement that serves to prepare the device for reuse.)
  - e. In the event the helmet is retained by the individual, he will refrain from using it as a chair, wash bowl, foot-bath or bathtub. All these devices are furnished in the average American home. It is not considered good practice to squat Indian fashion in a corner in the event all chairs are occupied. The host will usually provide suitable seats.
  - f. Belching or passing wind in company is strictly frowned upon. If you forget about it, however, and belch in the presence of others, a proper remark is, "Excuse me." DO NOT say, "It must be that lousy chow we've been eating."
  - g. American dinners, in most cases, consist of several items, each served in a separate dish. The common practice of mixing various items such as corn-beef and pudding, or lima beans and peaches, to make it more palatable will be refrained from. In time the "Separate Dish system will become enjoyable.

- h. Americans have a strange taste for stimulants. The drinks in common usage on the Continent such as underripe wine, alcohol and grapefruit juice, or gasoline bitters and water (commonly known by the French as "Cognac") are not usually acceptable in civilian circles. A suitable use for such drinks is for serving one's landlord in order to break an undesirable lease.
- i. The returning soldier is apt to find often that his opinions differ from those of his civilian associates. One should call upon his reserve of etiquette and correct his acquaintance with such remarks as, "I believe you have made a mistake," or "I'm afraid you are in error on that." DO NOT say, "Brother you really f--- d up." This is considered impolite.
- j. Upon leaving a friend's home, after a visit, one may find his hat misplaced. Frequently it has been placed in a closet. One should turn to one's host and say, "I don't seem to have my hat. Could you help me to find it?" DO NOT say, "Don't anybody leave this room, some S.O.B. has stolen my hat."
- k. In traveling in the U.S., particularly in a strange city, it is often necessary to spend the night. Hotels are provided for this purpose and almost anyone can give directions to the nearest hotel. Here, for a small sum, one can register and be shown to a room where he can sleep for the night. The present practice of entering the nearest house, throwing the occupants into the yard and taking over the premises will cease.
- l. Whiskey, a common American drink, may be offered to the soldier on social occasions. It is considered a reflection on the uniform to snatch the bottle from the hostess and drain the bottle, cork and all. All individuals are cautioned to exercise the extreme of control in these circumstances.
- m. In motion picture theaters, seats are provided. Helmets are not required. It is not considered good form to whistle every time a female over 8 and under 80 crosses the screen. If vision is impaired by the person in the seat in front, there are plenty of other seats which can be occupied. DO NOT hit him across the back of the head and say, "Move your head, jerk, I can't see a damn thing."
- n. It is not proper to go around hitting everyone of draft age in civilian clothes. He might have been released from the service for medical reasons. Ask for his credentials, and if he can't show any then go ahead and slug him.
- o. Upon retiring, one will find a pair of pajamas laid out on the bed. (Pajamas it should be explained are two-piece garments which are donned after all clothing has been removed.) The soldier, confronted by these garments, should assume an air of familiarity and not act as though he were not used to them. A casual remark such as, "My, what a delicate shade of blue" will usually suffice. Under NO circumstances say, "How in hell do you expect me to sleep in a get-up like that?"
- p. Natural functions will continue. It may frequently be necessary to urinate. DO NOT walk behind the nearest tree or automobile you find to accomplish this. Toilets (see 2 d above) are provided in all public buildings for this purpose.
- q. Beer is sometimes served in bottles. A cap remover is usually available, and it is not goodform to open the bottle by the use of one's teeth.

- r. Always tip your hat before striking a lady.
- s. Air raids and enemy patrols are not encountered in America. Therefore, it is not necessary to wear the helmet in church or at social gatherings, or to hold the weapon at the ready, loaded and cocked, when talking to civilians in the street.
- t. Every American home and all hotels are equipped with bathing facilities. When it is desired to take a bath, it is not considered good form to find the nearest pool or stream, strip down, and indulge in a bath. This is particularly true in heavily populated areas.
- u. All individuals returning to the U.S. will make every effort to conform to the customs and habits of the region visited, and to make themselves as inconspicuous as possible. Any actions which reflect upon the honor of the uniform will be promptly dealt with.

For the Commanding General:

THATCHER Q. FLYCATCHER  
Lt. Col., AGD, C of S  
Adjutant General

OFFICIAL:

CORNELIUS P. SMORGASBORG  
Lt. Col., Air Corps  
Asst Adj Gen

DISTRIBUTION: C, D, F, 1/2K.



## HUMOR

WHAT DOES A SCOT WEAR UNDER HIS KILT?  
ANSWER IS EXPENSIE FOR NEW YORK WOMEN  
(Reprinted from the National Examiner)

How much does it cost to look up a Scotman's kilt? The answer is a night in jail and a \$250 fine. That's the penalty a New York tourist paid after she took an un-authorized peek.

"I just had to find out what they wore under there," says blushing granny Brenda Henderson, 58, of Long Island. While on vacation in Scotland with her friend, Jennifer, Brenda found herself in front of Edinburgh Castle. "There were a lot of handsome Scots standing guard," she recalled, "and they were all wearing kilts. I bragged to Jennifer that I was going to find out what they were wearing under them. . . . She bet me I wouldn't do it, but the temptation was too great. . . . So, I casually strolled over to one of the guards standing in front of his sentry box. I purposely dropped a coin onto the pavement and bent down to pick it up.

"As I rose up, I lifted his kilt and took a peek. Then all hell broke loose!" The shocked guard grabbed Brenda, and a red-faced sergeant arrived and called the police. She was charged with malicious mischief and taken before a judge.

After hearing her story, the judge stifled his own mirth and rapped his gavel to halt the courtroom laughter.

“A lively curiosity is understandable, ma’am,” the judge said sternly. “But an overt act of peeking is a wanton invasion of another’s privacy. So I sentence you to a night in jail, fine you £156 and require you never to do it again.”

Before catching her flight home from Prestwick, crestfallen Brenda said, “I’m sorry I took that peek. It turned out to be an expensive prank. The sentence surprised the heck out of me.”

And just what does a Scotman wear under his kilt? “Look for yourself!” Brenda laughed.

From the “Tartan Tattler”, newsletter of the  
Southern Arizona Scottish Society—  
Submitted by Frank C. O’Bannon



### YOU CAN MAKE A DIFFERENCE

In Maine they tell of an old man walking along the beach with his grandson, who picked up each starfish they passed and threw it back into the sea. “If I left them up here,” the boy said, “they would dry up and die. I’m saving their lives.”

“But,” protested the old man, “the beach goes on for miles, and there are millions of starfish. What you are doing won’t make any difference.”

The boy looked at the starfish in his hand, gently threw it into the ocean, and answered, “It makes a difference to this one.”

President George Bush



### Clipped. . . .

A priest went into a Washington, DC barber shop for a haircut. When the barber finished, the priest asked how much he owed. “No charge, father. I consider it a service to the Lord.” When the barber arrived at his shop the next morning, he found on the stoop a dozen prayer cards along with a note of thanks from the priest.

Some time later a police officer came in for a hair cut. “How much do I owe you?” he asked. “No charge, officer. I consider it a service to the community.” The next morning the barber found a dozen doughnuts on the stoop of his shop and a note of gratitude from the policeman.

A few days later, a United States Senator walked in for a hair cut. “How much do I owe you?” he asked. “No charge, sir. I consider it a service to my country.”

The next morning when the barber arrived at the shop he found a dozen senators waiting on the stoop.



Two blondes were in a parking lot trying to unlock the door of their Mercedes with a coat hanger. They tried and tried to get the door open, but they couldn’t. The girl with the coat hanger stopped for a moment to catch her breath, and her friend said anxiously, “Hurry up! It’s starting to rain and the top is down.”



### MEDICAL MISTAKE

A man came into the doctor’s office and the receptionist asked him what he had. “Shingles,” he answered.

She took his name, address, medical insurance information, and told him to take a seat. Fifteen minutes later, another nurse came in and weighed him, took his temperature, and told him to go into the examining room and take his clothes off.

Thirty minutes later, the doctor came in and asked him what he had. Again he answered, “Shingles.”

“Where?” the doctor probed.

“Outside in the truck,” the bewildered man responded. “Where do you want me to unload them?”

## You ought to be in pictures...

Well, with a Group this good looking, it was bound to happen...

The 461st Bomb Group website project and Electravision Productions have launched a joint effort to develop an accurate and compelling documentary that will chronicle the exploits and operational history of the 461st Bomb Group. The first step in the process was to film interviews with as many members of the 461st as we could complete during the reunion in Boston. To this end, Rob Hoskins (son of 766th Squadron Pilot Robert S. Hoskins) and Emmy nominated director Jon Norris conducted interviews on Friday, August 21, and most of Saturday, the 22nd.

### Interviews

We appreciate all the members of the 461st who allowed us to document their experiences and draw from the perspective of those who made history with the Liberaiders. Some excerpts of those interviews can be heard on the 461st BG website. The film crew will also be at the reunion in Omaha, so if you would allow them to interview you, please get in touch with Rob (615-896-2059) so he can streamline the schedule ahead of time.

### Diaries

If you kept a diary during your service with the unit, we would appreciate the opportunity to archive any passages you feel might contribute to the quality of the piece. While combat accounts are very important to the piece, comments on the daily routine and significant events of life at Torretta Field and the move from Hammer Field to Italy would add depth to the story. Copies would be greatly appreciated, and any original documents will be handled with an archivists care. Any items you wish to have returned can be scanned at the reunion. If you cannot attend please contact Rob and he will make arrangements for suitable shipping.

### Photos

Naturally, we can use all the photos we can get! If they don't make it into the documentary, you can bet they will likely be at some point either on the website or in the Liberaider. Please bring your scrapbooks and photo albums to the reunion, so one of our project assistants can scan them. In some cases it would be helpful to have access to the hard copy of a photo to ensure the greatest clarity once production is under way, so duplicates would certainly be appreciated.

### Film

If anyone has film (in any format) from Hammer Field, Torretta, Cerignola, combat or POW resupply missions it would add greatly to the finished product! There is rumored to be newsreel footage of the 461st in action, and of "Full Boost" upon its return to the States. Does anyone know where it might be found, or which newsreel service shot it?

### Videos

If anyone has video footage of the return to Cerignola and Torretta in 1993, it would be great to be able to draw from that as well. Video from any of the reunions is also welcome!



# www.461st.com

Rob Hoskins (rudieaka@aol.com)  
461st Bomb Group Assn.  
Website Admin.

In September of 1997 the 461st Bomb Group website made its appearance on the Internet. Since that time it has become one of the most visited World War II aviation sites on the web, and that is largely due to the active participation and support of 461st Bomb Group members and their families. When the project began I planned on posting a few pages of facts and photos, but as more material came in from members of the Group the site took on a life of its own.

The first step forward was made when a large package of photos and documents arrived from Frank O'Bannon, followed shortly by a box containing back issues of The Liberaider from George Dickie. Other members of the Group began to send in their pictures and personal accounts and before long it was evident that the space AOL had allotted us was not going to hold everything, so we moved the site to space donated by Web Site Architecture, a Nashville based website development firm.

As more material accumulated, 461st veterans and their family members began to find their way to the site, and requests for information began to pile up rapidly. Almost weekly I receive E-Mail from children or grandchildren of Group members hoping to find information on their relatives' involvement in the war.

Photos and narratives have been steadily coming in from all corners of the globe, and have helped build the 461st Bomb Group website into a very comprehensive look at the men and machines that flew from Torretta Field.

At the 1998 reunion in Boston I had the great pleasure to demonstrate the site and its features to many Group members and their families. The website project team spent many hours scanning scrapbooks and photo albums, and once again the site threatened to burst the seams of the space we had available.

In order to make room for new features we hope to add, the site will soon be moving again, but this time the move will be permanent.

By 1 February 1999 the 461st Bomb Group website will have moved into its new home on the web. The address will be www.461st.com, which will allow for easier and more reliable access to the site (besides being easier to remember than the mileslong addresses we've had in the past).

Here is a list of the features we currently have under

development:

**The Kriegies:** Kriegsgefangenen — Falling prey to enemy fighters and flak, these Liberaiders served on from behind the wire. The story of the Prisoners of War.

**The Aircraft:** From the B-24 H's that first carried the 461st into combat, to the P-40s used by Col. Glantzberg and other Group COs in shepherding early formations. A closer look at the aircraft that flew the 461st into harm's way—and home again.

**On the Ground:** Photos of the ground operations at Torretta Field. From the Link Trainer to Aircraft Maintenance... We want to remind our visitors that for every man who flew there were 10 on the ground that made his flight possible. Though often overlooked, if not for the ground personnel there would have been no planes to fly!

**Documentary Project:** An ongoing status report on the documentary being produced in cooperation with Electravision Productions.

**Interviews:** Streaming audio of the interviews being conducted for the 461st Bomb Group Documentary.

**Losses Index:** This feature attempts to catalog all the aircraft losses the 461st sustained during the war. There are a LOT of empty slots in the information, so help us fill in the blanks! See the index we have put together for this months Liberaider.

**Mission Summaries:** A full set of Mission Summaries as seen in the Liberaider.

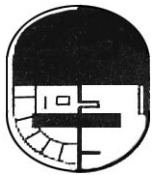
**The 461st Liberaider:** Selected articles and features from past issues of "The Liberaider".

**Nose Art:** Over 30 photos of the 461st Bomb Group nose art... Is your plane listed?

**Torretta Field:** Photos of life around the base.

**Cerignola:** Photos of landmarks around the town of Cerignola.

**Message Board:** This feature allows you to leave a message or comment for other visitors to see.



# 461st Bomb Group Aircraft Losses 1944-45

When I began researching the data that would accompany each picture in the nose art section of the website, I kept running into conflicting information as I dug through the source material I had available. That led to an attempt to pin down the accuracy of the different resources from which I had drawn and this table of information is the result of that effort.

There are still many spaces in the grid that need filling, so if you can fill any of the blanks or correct any errors, it would be very helpful in setting the historical record straight.

Many thanks to all of you who have already helped to compile and correct these entries.

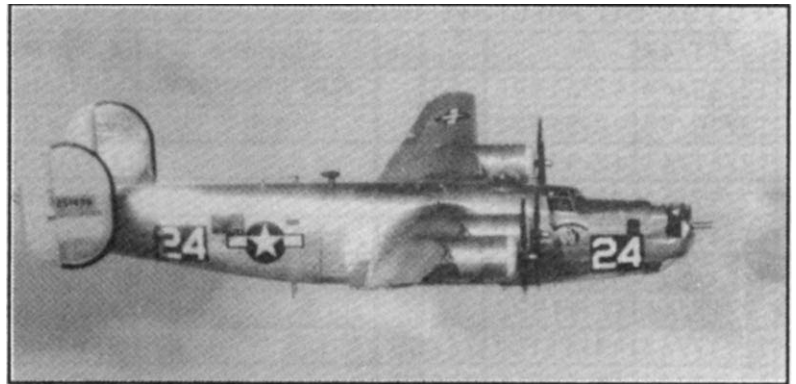
Rob Hoskins  
310 Tyne Avenue  
Murfreesboro, TN 37130  
(615) 896-2059

## KEY TO ABBREVIATIONS

FTR—Fighter Attack      DIT—Ditched      CR—Crashed      WEA—Weather Related  
OOF—Out Of Fuel      FLK—Flak Damage      MED—Mediterranean      C/L—Crash Landed  
MAC—Mid Air Collision      HBB—Hit By Bombs      MF—Mechanical Failure      AD—Adriatic

Date Lost	Serial Number	Sq.	A/C #	Aircraft Name	Aircraft Commander	Disposition
4/2/44	41-29336	767	69		Lt. William H. Zumsteg	MAC-CR near Behac
4/2/44	42-52388	766			Lt. Sidney S. Wilson	MAC-CR near Bihac
4/6/44	42-52361	765			Lt. John Specht ?	FLK-CR near Torretta
4/13/44	42-52336	766			Lt. Charles W. Bauman	FLK-CR near Budapest
4/13/44	42-52366	766			Lt. Paul S. Mowery	MAC-CR near Budapest
4/13/44	42-52409	764	16	Hell's A Poppin	Lt. Kay B. Steele	FTR?-CR near ?
4/16/44	42-52395	767	60	Little Jesus	Lt. Floyd W. Woodward	FLK-CR near ?
5/10/44	41-78212	764			Lt. William C. Wallace	FTR-CR near Appetlon
5/22/44	42-78228	765			Lt. James T. Bennet	MF-DIT MED
5/24/44	42-78267	767			Lt. William E. Diggs	MF-CR near Grafendorf
5/24/44	42-52405	766	54		Lt. Robert L. Bigelow	FLK-CR near Sigless
5/27/44	42-52399	767			Lt. Gerald Maroney	FLK-CR near Orange
5/31/44	41-28685	765	24	Leading Lady	Lt. Samuel N. Norris	FLK-CR Korcula Island
5/31/44	42-78103	764		Red Ryder	Lt. George N. Ryder, Jr.	FLK(?)—DIT/AD
6/11/44	42-52458	764	13	Chippiedall	Robert J. Hefling	FTR-CR near Raska
6/11/44	42-78260	767			Lt. Robert L. Heald	FLK-CR near Vratza
6/26/44	41-28679	766	47	Heaven Can Wait	Lt. Samuel M. Zive	FLK-CR near Durnkurt
7/3/44	41-29289	764	5	Battle Crate	F/O Mac L. Lucas	MF-CR near Trebijne
7/12/44	41-20337	766	53	Dwatted Wabbit	Lt. William Barnes, Jr.	FTR-DIT/MED
7/12/44	42-52723	766			Lt. Chester A. Ray	FTR-CR near Boulon
7/12/44	42-78291	766			Lt. Frederick L. Dunn	FTR-CR LaRoque D'Anthero
7/12/44	42-78202	766			Lt. Richard S. Fawcett	FTR-CR near St. Martin
7/15/44	42-50303	765			Lt. William Z. Weems	FLK-CR near Frasimal
7/22/44	42-29362	764	7	Lucky Seven	Lt. Clarence W. Bloxom	FLK-CR near Alexandria
7/22/44	42-50948	766			Lt. Elias E. Moses	FLK-CR near Ploesti
7/22/44					Lt. Holmes	OOF-CR near Torretta

Tulsamerican, serial number 251430, crashed while attempting to ditch near the Island of Vis returning from Mission 151 to the Odertal Refineries on 17 December 1944. Killed in the ditching were 1st Lt. Eugene P. Ford, 1st Lt. Russell C. Landry and T/Sgt. Charles E. Priest. The wounded were Sgt. Archie S. Russell and Sgt. Walter L. Franks.



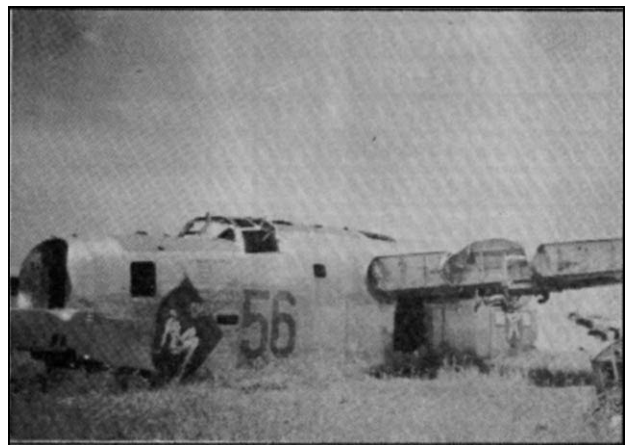
### 461st BG Aircraft Losses (Cont.) <2>

7/25/44	41-28693	764	1	War Eagle	Lt. Richard E. Freeman	FLK-CR near Linz
7/25/44	42-95383	764			Grover F. Mitchell	FLK-CR near Linz
7/25/44	42-52459	764	8		Lt. Wray M. Stitch	FLK-CR near ?
7/25/44	42-52451	767			Lt. John J. Kane	FTR-CR at Grosser Buchberg
7/25/44	42-52368	765	34	Piecemaker	Lt. Glenial Fulks	FTR-CR at Stranzberg
7/25/44	42-95267				Lt. Holland T. Olson	FTR-CR at Wolfsberg
7/25/44	41-29529	765	60	Little Jesus	Lt. Robert A. Warren, Jr.	
7/25/44	41-28850	766			Lt. Joseph B. Hesser	FTR-CR near Muthausen
7/25/44	42-94732	767	69	Tail Dragon	Lt. Edwin W. Bowyer	FTR-CR near Richeville
7/25/44	41-28867	765	21		Lt. Kenneth O. Githens	FTR-CR near Linz
8/3/44	41-28970	765			Lt. Robert Schweisberger	MF-CR near Ravenna
8/7/44	42-52436	766	48		Lt. Robert E. Sterrett	MF-CR near Ostffyassen
8/12/44	41-28734	764	15	NOV SHMOZ KA POP	F/O James H. Cain	FLK-CR near Genoa
8/17/44	42-78519	767			Lt. Thomas C. Moore	FLK-DIT/MED
8/22?/44					Lt. Robert G. Swinehart	
8/23/44	41-28689	767	?6	Sweet Chariot	Lt. Gordon Rosecrans, Jr.	MF-CR ??
8/24/44	42-51336	766			Lt. John R. Wren, Jr.	FLK-CR near Pesaro
8/24/44	41-28732	764	18	Swee' Pea	Lt. Edward Tenner	FLK-CR Torretta
8/26/44	42-78332	766			Lt. Howard O?. Wilson	OOF near Mostar
9/10/44					Lt. Robert K. Baker	Burned at Lyon
9/25/44	44-41069	767			Lt. Ralph E. Nelson?	MF-CR near ?
10/4/44	42-78247	765			Lt. William E. Waggoner	FLK-CR near Penzing
10/4/44	42-78444	765	24	All American	Lt. Robert R. Chalmers	FLK-CR near Tolman
10/4/44	42-78446	765		Urgent Virgin	Lt. Walter J. Chester	FLK-CR near Sleisheim
10/4/44	42-51338	766			Lt. Robert D. Fulkner	FLK-CR near Andau
10/4/44	42-50970	764		Lucy(?) Lady	John L. Turner, Jr.	FLK-CR near Munich
10/4/44	44-41039	764	1	Male Box	Lt. William M. Powell	HBB-CR at Mining
10/13/44				-NONE-	Lt. William R. King	MAC-CR near Torretta
10/15/44	42-51971	765			Lt. William F. Beatty	WEA-CR near Innsbruck
10/16/44	44-41093	766			Lt. Roy F. Kulman	FLK-CR near Gospic
11/19/44	42-95287	766		Strictly G.I.	Arthur E. Farnham, Jr.	FLK-CR near Duboj
11/20/44	44-41162	765	38	Stumpy Joe	Lt. Arthur R. Hughes	OOF-CR near Garensnica
11/20/44					Lt. Robert A. Crinkley	OOF-CR Yugoslavia
11/20/44					Lt. Charles F. Krahn	OFF-DIT/AD

12/11/44			56	Cherokee	Lt. Jay M. Garner	FLK-CR Torretta
12/15/44	42-51346	765		Jake's Neighbor	Clarence C. Marshall	MF-CR near Vordernberg
12/16/44	42-51922	766			Lt. Lee B. Ward, Jr.	FLK-CR Leibau
12/17/44	42-51319	767	69		Lt. Frederick B. Capalbo	FTR-CR Berau
12/17/44	42-95304	766			Lt. Nicholas Sidovar	FTR-CR near Agram
12/17/44	42-52025	765	26	Arsenic and Lace	Lt. Gerald R. Smith	FTR-CR near Breun
12/17/44	42-50953	765		The Flying Finger	Lt. Phillip J. Crossman	FTR-CR near Breun
12/17/44	42-51322	767			Lt. Charles V. Lang, Jr.	FTR-CR near Gleiwitz
12/17/44	44-41158	767	77		Lt. Max M Hailey	FTR-CR near Proesnitz
12/17/44	44-41016	765	35		Lt. Thomas K. West	FTR-CR near Roehren
12/17/44	41-28913	766	45		Lt. Robert A. Galvan	FTR-CR near Roschuio
12/17/44	42-51324	765	12	Paulette	Lt. Kenneth B. Smith	MF-CR near Omsenic
12/17/44	42-51430	765	24	Tulsamerican	Lt. Eugene P. Ford	FTR-DIT near Vis
12/18/44	42-51898	767			Lt. Edward K. George	FLK-CR near Budapest
12/24/44	42-94729	766			Cpt. Gerald Vanderhoven	CR-Torretta (R&R Transp.)
1/8/45	42-48757	767			Lt. Thomas R. Wiley	WEA-CR near St. Oswald
1/20/45	42-51378	765	25		Lt. James R. Yancey	FLK-CR at Linz
1/20/45	44-48761	766			Lt. Joseph M. O'Neal	FLK-CR at Linz
1/31/45	44-49501	767		Red Head	Lt. Edward K. Delana	OOF-DIT/AD
2/13/45	44-49925	766		-NONE-	Lt. Francis X. Fink	FLK-CR near Vienna
2/21/45	44-48993	765		Gene Hare Power	Lt. Dewey E. McMillen	FLK-C/L near Neunkirchen
2/21/45	42-51610	765		Marjorie H.	Lt. Lawrence O. Woodruff	FLK-CR near Vienna
3/9/45	44-50410	764			Lt. Paul P. Viliesis	MAC-CR near Punit
3/23/45	44-41091	764			Lt. William R. Baird	FLK-CR near Vienna
3/26/45	42-51918	766			Lt. Radell J. Webb	MF-C/L at Pecs
3/26/45	44-49641	764			Lt. Raymond E. Spehalski	MF-CR near Kingsted
3/26/45	44-49428	765	29		Lt. Lloyd R. Heinze	MF-CR near Pecs
4/25/45	44-49511	764	15	Miss Lace	Lt. Lawrence R. Toothman	FLK-CR near Martinsberg



Swee' Pea's fate, 24 August 1944 after mission #89 (Ferrara Railroad Bridge, Italy). Lt. Edward Trenner crash landed at Torretta Field with heavy damage, and yet the hulk was put to use providing salvageable parts.



On 11 December 1944 1st Lt. Jay Garner circled the field for nearly two hours using up his gasoline before bailing out all but two other members of his crew and crash landing "Cherokee" in the darkness at Torretta. The copilot, Lt. Roger Nixon, and Engineer, Col. Charles Barnes, rode the plane down with him. There were no injuries.

## HISTORY OF THE 461ST BOMB GROUP

### CHAPTER XVIII - THE 461<sup>ST</sup> AFTER EIGHTEEN MONTHS

#### (A) Narrative History

As has been repeatedly stated elsewhere in this History, the 461<sup>st</sup> Heavy Bombardment Group was ordered activated as of July 1, 1943. It actually was activated at Gowen Field, Boise, Idaho, 11 August 1943. In January of 1944, having completed its training, it moved overseas from the United States to the Mediterranean Theater of Operation and by the end of February of that year was established at the Army Air Base at Torretta, Italy.

By the end of February 1945, therefore, the Group was almost eighteen months old and had been overseas for a year. A complete list of staff personnel for the Group and each of the four Squadrons is herein listed for the eighteen months period from 11 August 1943 to 28 February 1945 inclusive.

#### GROUP STAFF

##### Commanding Officer

Lieutenant Colonel	Willis G. Carter	12 Aug 43 to 25 Oct 43
Colonel	Frederic E. Glantzberg	25 Oct 43 to 22 Sept 44
Lt Col and Colonel	Philip R. Hawes	22 Sept 44 to 20 Dec 44
Lt Col and Colonel	Brooks A. Lawhon	20 Dec 44 to Date

##### Deputy Commanding Officer

Major	Robert E. Smith	11 Aug 43 to 3 Nov 43
Lt Colonel	Philip R. Hawes	3 Nov 43 to 22 Sept 44
Lt Colonel	Brooks A. Lawhon	22 Sept 44 to 20 Dec 44
Lt Colonel	Otha D. Hardy, Jr.	20 Dec 44 to Date

##### Executive Officer

Lt Colonel	Edwin W. Grogan	11 Aug 43 to Date
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##### S-1 - Personnel

Adjutant	Major	R. Foster Scott	11 Aug 43 to Date
Asst Adj	WOJG	Richard B. Russey	27 July 44 to Date
Pers Statn	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Louis C. Pfister	2 Sept 43 to Date

##### S-2 – Combat Intelligence

Combat Int O	Major	Leigh M. Lott	12 Aug 43 to Date
Asst C Int O	1 <sup>st</sup> Lt	Sydney S. Spivack	26 Oct 43 to 7 Mar 44
Asst C Int O	2 <sup>nd</sup> Lt	Philip J. Caropelli	7 Mar 44 to 13 April 44
Asst C Int O	Captain	James F. Albert	16 June 44 to 17 Jan 45
Asst C Int O	1 <sup>st</sup> Lt	Fred F. Hill	17 Feb 45 to 25 Feb 45
Photo Intp'n O	2 <sup>nd</sup> Lt – Capt	James C. Clark	18 Aug 43 to Date
Asst PI O	2 <sup>nd</sup> Lt	Charles G. Alex	9 June 44 to Date

S-2 – Combat Intelligence (Cont)

Photo Officer	2 <sup>nd</sup> Lt	Allison L. Hornbaker	13 Nov 43 to 3 Jan 44
Photo Officer	2 <sup>nd</sup> Lt – Capt	James C. Clark	3 Jan 44 to Date
Public Rel O	1 <sup>st</sup> Lt and Capt	Sydney S. Spivack	7 Mar 44 to 10 Sept 44
Public Rel O	1 <sup>st</sup> Lt	Charles S. Billhart	14 Sept 44 to Date

S-3 - Operations

Opns Officer	Capt and Major	William Burke	11 Aug 43 to 16 July 44
Opns Officer	Major	Marrison G. Word	16 July 44 to 25 July 44
Opns Officer	Capt and Major	Joseph N. Donovan	25 July 44 to 10 Aug 44
Opns Officer	Lt Colonel	Brooks A. Lawhon	10 Aug 44 to 22 Sept 44
Opns Officer	Capt and Major	Richard L. Rider	22 Sept 44 to 14 Oct 44
Opns Officer	Lt Colonel	Otha B. Hardy, Jr.	14 Oct 44 to 24 Oct 44
Opns Officer	Major	Richard L. Rider	24 Oct 44 to Date
Asst Opns O	2 <sup>nd</sup> Lt	Noel L. Dahlander	11 Aug 43 to 1 Nov 43
Asst Opns O	1 <sup>st</sup> Lt	William C. Bock	1 Nov 43 to 26 Nov 43
Asst Opns O	Capt and Major	Harrison G. Word	26 Nov 43 to 16 July 44
Asst Opns O	Captain	Joseph N. Donovan	16 July 44 to 25 July 44
Asst Opns O	Captain	James B. Robinson	25 July 44 to 10 Aug 44
Asst Opns O	Major	Joseph N. Donovan	10 Aug 44 to 15 Sept 44
Asst Opns O	Captain	Richard L. Rider	15 Sept 44 to 22 Sept 44
Asst Opns O	Captain	LeRoy G. Russell	3 Oct 44 to 14 Oct 44
Asst Opns O	Major	Richard L. Rider	14 Oct 44 to 24 Oct 44
Asst Opns O	Captain	Charles R. Phillips	24 Oct 44 to 27 Nov 44
Asst Opns O	Captain	Frank M. Poole	27 Nov 44 to 7 Dec 44
Asst Opns O	Capt and Major	Allyn E. Roberts	7 Dec 44 to Date
Bombdr O	1 <sup>st</sup> Lt and Major	George V. Leffler	11 Aug 43 to 14 Aug 44
Bombdr O	1 <sup>st</sup> Lt and Captain	Jack H. King	14 Aug 44 to 9 Sept 44
Bombdr O	Capt and Major	Benjamin S. Murphy	9 Sept 44 to Date
Nav Officer	Capt and Major	Marion N. Pruitt	11 Aug 44 to 13 Oct 44
Nav Officer	Captain	Kenneth W. Prien	13 Oct 44 to 13 Dec 44
Nav Officer	1 <sup>st</sup> Lt and Captain	Steve Toth, Jr.	13 Dec 44 to Date
Radar Nav O	1 <sup>st</sup> Lt	Leonard C. Gizelba	27 Oct 44 to 17 Nov 44
Radar Nav O	1 <sup>st</sup> Lt	Robert F. Phalen	26 Nov 44 to 8 Feb 45
Radar Nav O	1 <sup>st</sup> Lt	John N. Panagiotopoulos	8 Feb 45 to Date
Flt Contr O	1 <sup>st</sup> Lt	Hanley M. Norins	24 May 44 to 2 Dec 44
Gunnery O	S-T-M/Sgt, 2 <sup>nd</sup> Lt	William E. Shiffermiller	25 May 44 to 15 Dec 44
Gunnery O	Capt and Major	Allyn E. Roberts	15 Dec 44 to Date
Pers Equip O	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Frank B. Maxson	17 April 44 to Date
Weather O	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Stanhope E. Elmore	16 Aug 43 to Date

S-4 - Materiel

Engr Officer	Capt and Major	Henry M. Hudson	11 Aug 43 to Date
Supply Officer	Captain	Walter G. Mitton	10 Sept 44 to 2 Mar 44
Supply Officer	1 <sup>st</sup> Lt and Captain	Morton R. Zucker	2 Mar 44 to Date

Air Inspector Section

(Tactical) Air Inspector	Captain	Richard L. Rider	2 June 44 to 22 Sept 44
Air Inspector	1 <sup>st</sup> Lt	Hanley M. Norins	22 Sept 44 to 2 Nov 44
Air Inspector	1 <sup>st</sup> Lt and Captain	John Trommershausser	2 Nov 44 to Date
(Tactical) Air Inspector	WOJG and CWO	Fred C. Medau	27 Oct 43 to 17 Jan 45
(Administrative) Air Inspector	Captain	Charles J. Summers	18 Dec 44 to 26 Feb 45
Air Inspector	Major	John M. Joyce	26 Feb 44 to Date

Armament Section

Armament O	2 <sup>nd</sup> Lt – Capt	Edward F. Kiernan	9 Oct 44 to Date
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Chaplain

Chaplain	1 <sup>st</sup> Lt and Captain	Paul G. Rasmussen	10 Oct 43 to Date
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Communications Section

Coms Officer	Capt and Major	John A. Wagener	11 Aug 43 to Date
Asst Coms O	1 <sup>st</sup> Lt and Captain	Alexander Robins	5 June 44 to 17 Jan 45
Crypto Officer	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Fester C. Hume	1 Mar 44 to Date
Rafar Officer	1 <sup>st</sup> Lt and Captain	Eugene B. Raymond	16 July 44 to Date

Medical Section

Gp Flt Surgeon	Capt and Major	Charles J. Deishley	11 Aug 43 to Date
Gp Dent Officer	2 <sup>nd</sup> Lt – Capt	Jack L. Werzfold	27 Sept 43 to Date
Med Adm Insp	1 <sup>st</sup> Lt	Clement Benjamin	20 Dec 44 to Date

Ordnance and Transportation

Ord Officer	2 <sup>nd</sup> Lt	Steve J. Ozanich	25 Nov 43 to 21 April 44
Ord Officer	1 <sup>st</sup> Lt	Alson E. Clark	21 April 44 to 21 May 44
Ord Officer	1 <sup>st</sup> Lt and Capt	Donald L. Stanforth	21 May 44 to Date

Special Services

Spec Serv O	2 <sup>nd</sup> Lt	Charles S. Billhart	31 Oct 43 to 16 Dec 43
Spec Serv O	1 <sup>st</sup> Lt and Capt	Joseph J. Mente	16 Dec 43 to Date
Asst Sp Serv O	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Charles S. Billhart	16 Dec 43 to 14 Sept 44

Statistical Section

Statl Officer	2 <sup>nd</sup> Lt – Capt	Thomas M. Couch	16 Aug 43 to Date
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American Red Cross Field Director

Mr. Norman I. Boggs	20 Oct 43 to 7 Dec 44
Mr. Henry L. Janeway	7 Dec 44 to Date

764<sup>TH</sup> SQUADRON STAFFCommanding Officer

1 <sup>st</sup> Lt and Captain	Albert O. Witte	11 Aug 43 to 29 Feb 44
1 <sup>st</sup> Lt, Capt and Major	Edwin T. Goree	1 Mar 44 to 23 Nov 44
Captain and Major	Marion C. Mixson	23 Nov 44 to Date

Executive Officer

Capt and Major	John P. Joyce	11 Aug 43 to 26 Feb 45
Captain	Charles I. Summers	26 Feb 45 to Date

S-1 Personnel

Adjutant	2 <sup>nd</sup> Lt – Capt	William L. Wallauer	11 Aug 43 to Date
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S-2 Combat Intelligence

S-2	Captain	Howard O. Lund	11 Aug 43 to 26 Feb 45
S-2	1 <sup>st</sup> Lt	Fred F. Hill	26 Feb 45 to Date
Asst S-2	1 <sup>st</sup> Lt	Fred F. Hill	25 Oct 43 to 17 Jan 45

S-3 Operations

Opns Officer	1 <sup>st</sup> Lt	William M. Pitt	11 Aug 43 to 13 Dec 43
Opns Officer	1 <sup>st</sup> Lt	Edwin T. Goree	14 Dec 43 to 29 Feb 44
Opns Officer	1 <sup>st</sup> Lt – Major	William N. Tallant	1 Mar 44 to 4 Oct 44
Opns Officer	Captain	LeRoy G. Russell	4 Oct 44 to 2 Dec 44
Opns Officer	Captain	Edward F. Veiluva	2 Dec 44 to Date
Asst Opns O	2 <sup>nd</sup> Lt	Clyde A. Stevens	11 Aug 43 to 1 Nov 43
Asst Opns O	2 <sup>nd</sup> Lt	Noel L. Dahlander	1 Nov 43 to 18 Nov 43
Asst Opns O	1 <sup>st</sup> Lt	Winston J. Lawrence	13 Dec 43 to 26 Feb 44
Asst Opns O	2 <sup>nd</sup> Lt – Capt	Mac A. Kollenborn	26 Feb 44 to 10 July 44
Asst Opns O	1 <sup>st</sup> Lt – Capt	George H. Miller	10 July 44 to 28 Feb 45
Asst Opns O	1 <sup>st</sup> Lt	Ernest C. Parsonson	28 Feb 45 to Date
Bombr O	1 <sup>st</sup> Lt	Benjamin S. Murphy	11 Aug 43 to 20 Sept 43
Bombr O	2 <sup>nd</sup> Lt – Capt	John D. Iconis	20 Sept 43 to 15 July 44
Bombr O	1 <sup>st</sup> Lt	Leo J. Strumski	15 July 44 to 14 Sept 44
Bombr O	1 <sup>st</sup> Lt	Robert A. Herold	14 Sept 44 to 10 Jan 45
Bombr O	1 <sup>st</sup> Lt	Robert L. Rosulek	10 Jan 45 to Date
Nav O	2 <sup>nd</sup> Lt – Capt	Earl E. DeWitt	11 Aug 43 to 14 Sept 44
Nav O	1 <sup>st</sup> Lt	Robert A. Macdiarmid	14 Sept 44 to 10 Jan 45
Nav O	1 <sup>st</sup> Lt	James J. Fredericks	10 Jan 45 to Date



S-4 Materiel

S-4	2 <sup>nd</sup> Lt – Capt	Bryant S. Montgomery	11 Aug 43 to Date
Asst S-4	2 <sup>nd</sup> Lt	Jack Pogue	7 Nov 43 to 18 Dec 43
Asst S-4	1 <sup>st</sup> Lt	Raymond C. Whitlock	25 Dec 43 to 27 Oct 44
Arm Officer	2 <sup>nd</sup> Lt – Capt	Roscoe W. Hundley	11 Aug 43 to Date
Coms Officer	2 <sup>nd</sup> Lt – Capt	Lee M. Busell	11 Aug 43 to Date
Med Officer	1 <sup>st</sup> Lt – Capt	Emil J. Koenig	11 Aug 43 to Date
Ordnance O	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Blain L. Lesler	23 Oct 43 to Date
Pers Equip O	2 <sup>nd</sup> Lt	Jack A. Walker	9 Aug 44 to Date
Supply O	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Nathan Mermelstein	14 Nov 43 to Date

765<sup>TH</sup> SQUADRON STAFFCommanding Officer

1 <sup>st</sup> Lieutenant	John C. Sandall	11 Aug 43 to 1 Nov 43
Captain	Lester B. Briggs, Jr.	1 Nov 43 to 3 Nov 43
Major	Paul R. Yurkanis	3 Nov 43 to 23 Nov 43
1 <sup>st</sup> Lt – Captain	William J. Bock	23 Nov 43 to 8 Dec 43
Major – Lt Col	Robert E. Applegate	8 Dec 43 to 19 Sept 44
Captain – Major	Francis J. Hoermann	20 Sept 44 to 24 Oct 44
Lt Colonel	Otha B. Hardy, Jr.	24 Oct 44 to 22 Dec 44
Captain – Major	Robert M. Baker	22 Dec 44 to 21 Feb 45
Captain	James E. Thackston	22 Feb 45 to Date

Executive Officer

Captain – Major	Sidney Rainen	14 Aug 43 to Date
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S-1 Personnel

Adjutant	2 <sup>nd</sup> Lt – Capt	Samuel D. Sinai	11 Aug 43 to 6 Dec 44
Adjutant	1 <sup>st</sup> Lt – Capt	Alfred B. Taylor, Jr.	9 Dec 44 to Date

S-2 Combat Intelligence

S-2	1 <sup>st</sup> Lt – Capt	William F. Foster	15 Aug 43 to 6 July 44
S-2	1 <sup>st</sup> Lt – Capt	Willie M. Platt	6 July 44 to Date
Asst S-2	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Willie M. Platt	25 Oct 43 to 6 July 44
Asst S-2	1 <sup>st</sup> Lt	Sanuel N. Norris	7 July 44 to 22 Oct 44
Asst S-2	1 <sup>st</sup> Lt	Donald J. Monie	23 Oct 44 to 11 Nov 44

S-3 Operations

Opns Officer	1 <sup>st</sup> Lt	Norman E. Smith	11 Aug 43 to 2 Nov 43
Opns Officer	Captain	Lester B. Briggs, Jr.	3 Nov 43 to 23 Nov 43
Opns Officer	1 <sup>st</sup> Lt	Norman E. Smith	23 Nov 43 to 13 Dec 43
Opns Officer	1 <sup>st</sup> Lt – Capt	William J. Bock	13 Dec 43 to 21 May 44
Opns Officer	Captain	Francis J. Hoermann	21 May 44 to 19 Sept 44

765TH SQUADRON STAFF (Cont)

Asst Opns O	Captain	Robert E. Arbuthnot	29 July 44 to 19 Sept 44
Asst Opns O	1 <sup>st</sup> Lt – Capt	Frederick A. Gray	19 Sept 44 to 20 Oct 44
Asst Opns O	1 <sup>st</sup> Lt	Robert K. Baker	24 Oct 44 to 12 Nov 44
Asst Opns O	1 <sup>st</sup> Lt – Capt	Frederick A. Gray	12 Nov 44 to 22 Dec 44
Asst Opns O	2 <sup>nd</sup> Lt	Thomas B. Welton	22 Dec 44 to 8 Jan 45
Asst Opns O	Captain	James E. Thackston	8 Jan 44 to 21 Feb 45
Asst Opns O	2 <sup>nd</sup> Lt	Cornelius H. Brady	21 Feb 45 to Date
Bombdr O	2 <sup>nd</sup> Lt	John D. Iconis	11 Aug 43 to 20 Sept 43
Bombdr O	1 <sup>st</sup> Lt – Capt	Benjamin S. Murphy	20 Sept 43 to 8 Sept 44
Bombdr O	1 <sup>st</sup> Lt – Capt	Walter J. Malita	8 Sept 44 to 16 Nov 44
Bombdr O	1 <sup>st</sup> Lt	Arthur T. Johnson	16 Nov 44 to 16 Feb 45
Bombdr O	1 <sup>st</sup> Lt	Harold C. Debth	16 Feb 45 to Date
Nav O	2 <sup>nd</sup> Lt – Capt	Robert K. Dusenberry	11 Aug 43 to 6 Sept 44
Nav O	1 <sup>st</sup> Lt – Capt	Kenneth W. Prien	6 Sept 44 to 19 Sept 44
Nav O	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Steve toth, Jr.	19 Sept 44 7 Nov 44
Nav O	1 <sup>st</sup> Lt	Paul A. Dietrick	7 Nov 44 to 15 Nov 44
Nav O	1 <sup>st</sup> Lt	Leon Netzer	15 Nov 44 to 14 Feb 45
Nav O	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Joseph V. Kassler	14 Feb 45 to Date
<u>S-4 Materiel</u>			
S-4	2 <sup>nd</sup> Lt	Frank B. Maxson	11 Aug 43 to 18 Dec 43
S-4	2 <sup>nd</sup> Lt – Capt	Jack Pogue	18 Dec 43 to 23 Jan 45
S-4	1 <sup>st</sup> Lt	Raymond C. Whitlock	23 Jan 45 to Date
Asst S-4	2 <sup>nd</sup> Lt	Alphonse A. Campo	6 Nov 43 to 25 Mar 44
Arm Officer	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Robert Dubal	12 Aug 43 to Date
Coms Officer	2 <sup>nd</sup> Lt	Shadie L. Case	11 Aug 43 to 8 Nov 43
Coms Officer	2 <sup>nd</sup> Lt – Capt	Troy D. Dendy	26 Nov 43 to Date
Medical O	1 <sup>st</sup> Lt – Capt	Daniel E. Nathan	12 Aug 43 to Date
Ord Officer	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	John H. Lanigan	2 Nov 43 to Date
Pers Equip O	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Alphonse A. Campo	25 Mar 44 to Date
Supply Officer	1 <sup>st</sup> Lt	Jack R. Cody	12 Nov 43 to 29 Mar 44
Supply Officer	1 <sup>st</sup> Lt – Capt	Samuel B. Sinai	30 Mar 44 to 16 Nov 44
Supply Officer	1 <sup>st</sup> Lt	Raymond C. Whitlock	16 Nov 44 to 6 Jan 45
Supply Officer	Major	Sidney Rainen	6 Jan 45 to 11 Jan 45
Supply Officer	2 <sup>nd</sup> Lt	John E. Pegg	11 Jan 45 to Date

**766<sup>TH</sup> SQUADRON STAFF**Commanding Officer

Captain	William H. Darden	11 Aug 43 to 7 Dec 43
Captain and Major	James C. Dooley	13 Aug 43 to 17 July 44
Major	William Burke	17 July 44 to 25 July 44
Major	Harrison G. Word	25 July 44 to 2 Dec 44
Captain and Major	Charles R. Phillips	2 Dec 44 to Date

Executive Officer

Captain	Joseph J. Redden	11 Aug 43 to 19 Aug 43
Captain and Major	Morris J. Drobeck	11 Sept 43 to 16 Aug 44
Captain and Major	Walter G. Mitton	16 Aug 44 to Date

S-1 Personnel

Adjutant	2 <sup>nd</sup> Lt – Capt	Robert A. Preciado	11 Aug 43 to Date
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S-2 – Combat Intelligence

S-2	Captain	Loran S. Clark	20 Aug 43 to 24 Sept 43
S-2	Captain	Richard B. MacFarlane	7 Oct 43 to 4 Jan 45
S-2	1 <sup>st</sup> Lt – Capt	Roland J. Dixon	4 Jan 45 to Date
Asst S-2	2 <sup>nd</sup> Lt	Philip J. Caroselli	27 Oct 43 to 8 Mar 44
Asst S-2	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Roland J. Dixon	8 Mar 44 to 4 Jan 45

S-3 – Operations

Opns Officer	1 <sup>st</sup> Lt	William J. Franklin	11 Aug 43 to 13 Nov 43
Opns Officer	Captain	John M. Dickinson, Jr.	13 Nov 43 to 24 May 44
Opns Officer	Captain	William J. Franklin	24 May 44 to 26 Nov 44
Opns Officer	Captain	Allyn E. Roberts	26 Nov 44 to 8 Dec 44
Opns Officer	Captain	Donald L. MacDougall	8 Dec 44 to Date
Asst Opns O	2 <sup>nd</sup> Lt	Ray E. Leslie	11 Aug 43 to 13 Nov 43
Asst Opns O	1 <sup>st</sup> Lt	William J. Franklin	13 Nov 43 to 24 May 44
Asst Opns O	Captain	Joseph W. Donovan	24 May 44 to 17 July 44
Asst Opns O	Captain	Charles A. DeSpain	17 July 44 to 8 Oct 44
Asst Opns O	Captain	Allyn E. Roberts	8 Oct 44 to 26 Nov 44
Asst Opns O	Captain	Gerard J. Vanderhoeven	26 Nov 44 to 10 Dec 44
Asst Opns O	Captain	Jack M. Yetter	10 Dec 44 to Date
Bombdr O	2 <sup>nd</sup> Lt – Capt	Richard M. Stiles	11 Aug 43 to 17 Nov 44
Bombdr O	1 <sup>st</sup> Lt – Capt	Leon F. Churchill	18 Nov 44 to Date
Nav O	1 <sup>st</sup> Lt	Abraham Levine	11 Aug 43 to 8 Mar 44
Nav O	1 <sup>st</sup> Lt	Raymond V. Gombossy	8 Mar 44 to 13 April 44
Nav O	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Samuel F. Lowe, Jr.	26 April 44 to 25 July 44
Nav O	1 <sup>st</sup> Lt	Robert E. Hickox	25 July 44 to 16 Aug 44
Nav O	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Eugene M. Brock	16 Aug 44 to Date

S-4 - Materiel

S-4	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Desire L. Broussard	11 Aug 43 to 24 Dec 43
S-4	1 <sup>st</sup> Lt – Capt	Rowland A. Boone	24 Dec 43 to Date
Asst S-4	2 <sup>nd</sup> Lt	Theodore F. Tulpan	6 Nov 43 to 27 Dec 43
Asst S-4	2 <sup>nd</sup> Lt	Desire L. Broussard	24 Dec 43 to 7 Mar 44
Arm Officer	2 <sup>nd</sup> Lt – Capt	Glenn N. Stenpel	11 Aug 43 to Date
Coms Officer	2 <sup>nd</sup> Lt – Capt	Claude Walker	11 Aug 43 to Date
Medical O	Captain	Alexander E. Sproul	20 Aug 43 to Date
Ordnance O	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Benjamin B. Halpern	1 Nov 43 to Date
Pers Equip O	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Desire L. Broussard	7 Mar 44 to 7 Sept 44
Pers Equip O	1 <sup>st</sup> Lt	Robert Nerburn	7 Sept 44 to 6 Oct 44
Pers Equip O	1 <sup>st</sup> Lt	Glenn N. Andrews	7 Oct 44 to Date
Supply Officer	2 <sup>nd</sup> Lt	Ray E. Leslie	1 Oct 44 to 2 Nov 44
Supply Officer	1 <sup>st</sup> Lt	Benjamin B. Halpern	2 Nov 44 to 11 Nov 44
Supply Officer	2 <sup>nd</sup> Lt	Robert J. Thomas, QHC	11 Nov 44 to 15 Nov 44
Supply Officer	1 <sup>st</sup> Lt	Richard E. Shannon	15 Nov 44 to Date
Asst Supply O	2 <sup>nd</sup> Lt	Robert Nerburn	30 Dec 43 to 27 Aug 44

767<sup>TH</sup> SQUADRON STAFFCommanding Officer

Captain	Royce B. Glenn	11 Aug 43 to 3 Nov 43
Major and Lt Colonel	James N. Knapp	3 Nov 43 to 15 Sept 44
Major	Joseph M. Donovan	15 Sept 44 to 18 Dec 44
Captain and Major	Frank M. Poole	18 Dec 44 to Date

Executive Officer

Captain and Major	Herald D. Bennett	11 Aug 43 to Date
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S-1 – Personnel

Adjutant	2 <sup>nd</sup> Lt – Capt	Raymond L. Wilcovitz	11 Aug 43 to Date
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S-2 – Combat Intelligence

S-2	2 <sup>nd</sup> Lt – Capt	Harry J. Oglesby	20 Aug 43 to Date
Asst S-2	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Allen P. Haas	7 Nov 43 to Date
Asst S-2	2 <sup>nd</sup> Lt	Roland J. Dixon	3 Dec 43 to 8 Mar 44

S-3 - Operations

Opns Officer	Captain	David P. McQuillan	11 Aug 43 to 14 Aug 44
Opns Officer	1 <sup>st</sup> Lt – Capt	Ernest R. Henry	14 Aug 44 to 17 Feb 45
Opns Officer	Captain	Robert W. Hess	17 Feb 45 to Date
Asst Opns O	1 <sup>st</sup> Lt – Capt	Noel L. Dahlander	18 Nov 43 to 2 July 44
Asst Opns O	1 <sup>st</sup> Lt	Ernest R. Henry	27 July 44 to 14 Aug 44
Asst Opns O	1 <sup>st</sup> Lt – Capt	Samuel S. Minsberg	2 July 44 to 5 Oct 44

767TH SQUADRON STAFF (Cont)

Asst Opns O	1 <sup>st</sup> Lt – Capt	Robert U. Roswurm	5 Oct 44 to 15 Jan 45
Asst Opns O	1 <sup>st</sup> Lt – Capt	Robert W. Hess	15 Jan 45 to 17 Feb 45
Asst Opns O	1 <sup>st</sup> Lt	Charles V. Lang, Jr.	17 Feb 45 to Date
Bombdr O	2 <sup>nd</sup> Lt – Capt	Patrick J. Faherty	11 Aug 43 to 27 July 44
Bombdr O	1 <sup>st</sup> Lt	Jack H. King	27 July 44 to 16 Aug 44
Bombdr O	Captain	Nuby M. Serijan	16 Aug 44 to 28 Aug 44
Bombdr O	1 <sup>st</sup> Lt	Paul W. Wagner, Jr.	28 Aug 44 to 11 Dec 44
Bombdr O	1 <sup>st</sup> Lt – Capt	Roger F. White	11 Dec 44 to Date
Nav O	2 <sup>nd</sup> Lt – Capt	John I. Coles, Jr.	11 Aug 43 to 9 Sept 44
Nav O	1 <sup>st</sup> Lt	Howard R. Sossamon	9 Sept 44 to 11 Dec 44
Nav O	1 <sup>st</sup> Lt – Capt	Constant V. Platz	11 Dec 44 to Date

S-4 – Materiel

S-4	2 <sup>nd</sup> Lt – Capt	Harry P. Sheafe	11 Aug 43 to Date
Asst S-4	2 <sup>nd</sup> Lt	Thomas C. Douglass	6 Nov 43 to 17 Sept 44
Arm Officer	CWO	Harold J. Seberle	11 Aug 43 to Date
Coms Officer	2 <sup>nd</sup> Lt – Capt	Alfred M. Huber	11 Aug 43 to Date
Medical O	1 <sup>st</sup> Lt – Capt	John A. Sullivan	20 Aug 43 to Date
Ordnance O	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Steve J. Ozanich	17 Nov 43 to Date
Pers Equip O	2 <sup>nd</sup> and 1 <sup>st</sup> Lt	Thomas C. Douglass	17 Sept 44 to 21 Oct 44
Pers Equip O	WOJG	Jack H. Shephard	21 Oct 44 to Date
Supply Officer	1 <sup>st</sup> Lt	Morton R. Zucker	12 Sept 43 to 20 Mar 44
Supply Officer	1 <sup>st</sup> Lt	Carl M. Peter	20 Mar 44 to Date

Group Band. The month of February saw the 461st Bombardment Group Band coming into prominence. The inception of the band had been back at Hammer Field in the Fall of 1943 when musical instruments were purchased to be carried overseas with the Group. Among the original assortment of instruments were a bass fiddle, two saxophones, a drum set, four trumpets, a trombone, extra reeds, and other equipment, as well as a supply of music sheets. Once the Group was overseas, numerous difficulties arose in keeping it going, and when four members were lost in combat operations during one week, the band fell apart.

Soon after Lt. Colonel Lawhon assumed command of the Group, Special Services Officer, Captain Joseph J. Mente, approached him to request his support in the reorganization of a Group Band. Recognizing the boost to morale that a Band would give, the Commanding Officer directed Captain Mente to go ahead with his reorganization plans.

On 1 December 1944, 1<sup>st</sup> Lt. John J. Huber of the 765<sup>th</sup> Squadron located 2<sup>nd</sup> Lt. Bert R. Ryan, and between the two of them they built up the Band to its present status. Most of the musical arrangements used are made by Lt. Huber, and Lt Ryan serves as Band leader. The instruments now being used have come from several sources. Some, as has already been stated, were brought overseas with the Group; others were purchased here; and still others were purchased in the United States and forwarded to the Group by Captain Mente's wife.

The Band made several appearances in the Group theater, and on 12 February 1945 first played on the "Vapor Trails" program over the Foggia American Expeditionary Station. This program, presented by the Public Relations Section of the 49<sup>th</sup> Bombardment Wing, is a weekly feature on the radio.

An appearance at Bari brought the Band to the attention of the Fifteenth Air Force Special Services Officer who requested that it be permitted to accompany the musical show "Panama Hattie" during its tour of the Fifteenth Air Force circuit. Permission was granted by Colonel Lawhon, and on 14 February 1945 the Band began its tour with the show, then appearing in Foggia. Before the anticipated conclusion of the tour on 20 March 1945 the Band was scheduled for many appearances before Fifteenth Air Force organizations scattered from Foggia to Manduria.

In all, there are fourteen men in the organization. Some of the members are: Lt. Ryan, who plays the tenor saxophone and who as a civilian had his own band in Hollywood after having played with the orchestras of Gus Arnheim, Jack Teagarden, Ben Pollack, and Benny Goodman; Lt. Huber, who does the arranging and plays the guitar and who as a civilian arranged music for a ninety piece R.O.T.C. band and various college and local bands in South Carolina and Arkansas; Cpl. Walter C. Hulsey, who played with Victor Robinson's orchestra as well as with the 167<sup>th</sup> Infantry Band; T/Sgt. Curtis Morvec, vocalist and trombonist; and T/Sgt. Jack MacDonald, a career member of Nick Stuart's orchestra in Hollywood and Frank Gordon's orchestra in Sacramento.

Visit of the Generals. On 21 February the Group was visited by Lt. General Carl A. Spaatz, Commanding General of the United States Strategic Air Forces in Europe; Major General Nathan F. Twining, Commanding General of the Fifteenth Air Force; Brigadier General Charles F. Born, Deputy Commanding General of the Fifteenth Air Force; Brigadier General William L. Lee, Commanding General of the 49<sup>th</sup> Bombardment Wing; and one other unidentified General. Most of the time the Generals spent with the Group was spent in looking at and discussing radar equipment, practices, and facilities.

### **(B) Operations.**

The month of February was marked by exceptionally good flying weather. Over that part of Europe bombed by the Fifteenth Air Force an unusual high began to develop on 11 February. By the following day this high extended from North Africa in a northeast direction to 50° north latitude and 20° east longitude. On the 16<sup>th</sup>, cells began to break down but it was not until the 18<sup>th</sup> that a cold front was able to penetrate. During this interval the Detachment of the 12<sup>th</sup> Weather Squadron assigned to the Group recorded the highest barometric pressure in its history, that of 29.69 inches. 1<sup>st</sup> Lt. Alliam Tomlinson, in charge of the Detachment, described this unusual weather as the highest and largest and longest high in the history of the local weather station.

Even after the phenomenal weather broke down, comparatively good weather continued throughout the month. As a result, the Group flew a total of nineteen combat missions.

Except for the fact that the bombing improved during the latter part of the month, no one was satisfied with the bombing done by the Group during the month. On the bombing which was done visually the Group turned in an average score of 27.3 per cent and ranked fourteenth in the Air Force. No enemy fighters were encountered during the month, but the number of airplanes hit by flak and the number of men wounded was high. Four crews were lost during the month.

One of the bright spots of the month was the operational efficiency of the Group. Of the 530 airplanes which were airborne on combat missions there were only 28 early returns and only six losses.

In January of 1945 the Fifteenth Air Force especially impressed upon the Wings and Groups the necessity of locating and training potential flight leader personnel and crews. In carrying out such a program, Colonel Lawhon originated the idea of setting up a Group Lead Crew Training Board. This Board was given the highest priority on aircraft available for training and on all synthetic training devices. From time to time each Squadron sent potential flight lead crews to the Board for training in leading Group formations and in both visual and pathfinder bombing. No team, or flight leader crew, can fly as a flight leader crew without the approval of the Board.

As set up, the Board is eventually to be made up of the following officers who have finished their combat tour of duty: four pilots, two navigators, two bombardiers, and one radar navigator. Captain Robert J. Luebke, Captain

George H. Miller, Captain Arthur H. Trier, 1<sup>st</sup> Lt. Leon Netzer, and 1<sup>st</sup> Lt. James R. Sullivan were selected during the month of February.

### NEW CREWS

A total of seven new crews were received during the month of February.

#### 764<sup>th</sup> Squadron

2<sup>nd</sup> Lt. Ted E. Longino and crew

2<sup>nd</sup> Lt. Ray M. Tetzlaff and crew

#### 765<sup>th</sup> Squadron

2<sup>nd</sup> Lt. John H. Hayes and crew

#### 766<sup>th</sup> Squadron

2<sup>nd</sup> Lt. Robert S. Hoskins and crew

#### 767<sup>th</sup> Squadron

2<sup>nd</sup> Lt. Dave S. Steinberg and crew

2<sup>nd</sup> Lt. Cleone C. Connor, Jr. and crew

2<sup>nd</sup> Lt. Keith B. Card and crew

### MISSIONS

#### Mission No. 167 1 February 1945

#### **Graz Marshalling Yard, Austria**

The primary target for the first mission in February was the Moosbierbaum Oil Refinery in Austria. The formation, led by Colonel Lawhon, abandoned the primary target because of bad weather and bombed the second alternate target, the marshalling yard at Graz, Austria, by pathfinder with unobserved results.

#### Mission No. 168 2 February 1945

#### **Moosbierbaum Oil Refinery, Austria**

Cancelled

#### Mission No. 168 3 February 1945

#### **Moosbierbaum Oil Refinery, Austria**

Cancelled

#### Mission No. 168 4 February 1945

#### **Regensburg Winter Harbor Oil Storage, Germany**

Cancelled

#### Mission No. 168 5 February 1945

#### **Straubing, Germany**

Colonel Lawhon also led the second mission of the month. The primary target was the Regensburg Winter Hardor Oil Storage, Germany. Over the Alps the formation picked up a solid undercast and flew through four-tenths cirrus approaching the target area. The bombs were dropped by the pathfinder method. The fact that no flak was encountered where the bombs were dropped and also that there were plenty of flak beyond where the bombs were

dropped raised the question as to what happened. Back on the ground, it was figured out from the navigators' logs that the formation had been approximately twenty miles east of course, had mistaken a town south of the Danube as the initial point, and actually had bombed the briefed initial point, Straubing, Germany, instead of Regensburg which lay straight ahead on course.

**Mission No. 169**  
**6 February 1945**

**Moosbierbaum Oil Refinery, Austria**

Cancelled

**Mission No. 169**  
**7 February 1945**

**Vienna Florisdorf Oil Refinery, Austria**

Mission No. 169 was part of a double-header pathfinder mission to the Florisdorf Oil Refinery at Vienna. Major Rider was the Group leader. Photographs show that two of the three boxes dropped approximately two miles north of the target on the East edge of the Vienna Strebersdorf Ordnance Depot. The third box continued down the Danube within range of all the heavy flak of East Vienna and bombed the Zwolfaxing Airdrome. No one can explain how all the planes ran down flak alley without a single one being hit.

In the assembly area the plane flown by 2<sup>nd</sup> Lt. Frank M. Brown stalled out and went into a spin. In pulling out of the spin with his heavy load, Lt. Brown lost one of the horizontal stabilizers. Despite this he returned the plane to Base and landed safely. Four of his crew members parachuted safely to the ground after the stabilizer had been lost.

**Mission No. 170**  
**7 February 1945**

**Vienna Florisdorf Oil Refinery, Austria**

Captain Trommershausser led the second half of the double header of 7 February. Photographs show only limited coverage of strikes that fell two and one

half miles southwest of the target in Vienna freight yards. This formation was hit hard by flak that holed six of the sixteen planes over the target and slightly wounded three men.

**Mission No. 171**  
**8 February 1945**

**Vienna Central Repair Shops, Austria**

Major Phillips led Mission No. 171 on 8 February 1945. The target was the Central Repair Shops in Vienna. The Group was one of twenty in the Air Force hitting this target by pathfinder. Bomb strike photos show that the target area was completely cloud covered. Nine of the twenty-three planes over the target were hit by flak.

**Mission No. 172**  
**9 February 1945**

**Moosbierbaum Oil Refinery, Austria**

After Plan Able and Plan Baker had been cancelled, Plan Charlie was finally flown on 9 February. The target was the Moosbierbaum Oil Refinery, Austria. It was attacked by instrument bombing by a three-plane element of pathfinder equipped planes. Again there was complete cloud coverage of the target. There was plenty of flak over the target but none of the planes were hit.

**Mission No. 173**  
**10 February 1945**

**Vienna Florisdorf Oil Refinery, Austria, and Verona Marshalling Yard, Italy**

Cancelled

**Mission No. 173**  
**11 February 1945**

**Munich Main Marshalling Yard, Germany**

Cancelled

**Mission No. 173**  
**12 February 1945**



Commendation

From: Commanding General, 49<sup>th</sup> Bomb Wing

To: Commanding Officer, 461<sup>st</sup> Bomb Group

“The highly successful execution of the mission of 8 February under conditions which required a change of plans after the force was airborne is a tribute to capable and versatile leadership. Please express to your leaders and their navigators my pride and appreciation for their accomplishment.”

“It is with the greatest of pleasure that I pass Gen. Twining’s message on to you with my personal congratulations, such a demonstration is indicative of high morale and excellent leadership.”

LEE

**Munich Main Marshalling Yard, Germany**

Cancelled

**Mission No. 173**  
**13 February 1945**

**Vienna Central Repair Shops, Austria, and Maribor Marshalling Yard, Yugoslavia**

Mission No. 173 finally turned out to be another double-header mission each with a different target. A TWX that was received from the Air Force through channels, however, directed that in the future double-header missions should be counted as one mission.

The target of the Red Force was the Central Repair Shops at Vienna, Austria. Major Poole led the formation on this mission. The weather was CAVU in the target area but smoke obscured the target which was completely missed by visual bombing. Under ideal defense conditions the Vienna flak lived up to its vaunted reputation. Fifteen of the seventeen planes over the target were hit, one man was wounded, and one man was wounded, and one plane was lost. The lost plane was piloted by 2<sup>nd</sup> Lt. Francis X. Fink. It lost altitude rapidly coming off the target and when last seen was being covered by the P-51 escort.

Captain Veiluva led the Blue Force in attacking the marshalling yard at Maribor, Yugoslavia. Here, too, the weather was CAVU and here, too, the bombing was done visually. The mission was scored at 28.3

per cent. Eight of the eighteen planes over the target were hit by flak and two men were wounded.

Upon returning to the Base, 2<sup>nd</sup> Lt. Robert M. Kelliher, 765<sup>th</sup> Squadron, entered the left hand traffic pattern with his No. 2 engine feathered. While circling the field he lost No. 1 engine and with the left wing down slipped into a crash landing in which his navigator, 2<sup>nd</sup> Lt. Donald Williams, was fatally injured.

**Mission No. 174**  
**14 February 1945**

**Moosbierbaum Oil Refinery, Austria**

Another double-header mission, this time with the Moosbierbaum Oil Refinery as the target for both Forces. Despite the scattered clouds and the partially effective smoke pots, the Red Force, led by Major Phillips, bombed visually. The aiming point was hit but only 7.1 per cent of the bombs were plotted within 1000 feet of the briefed aiming point. Only two planes were hit by moderate flak.

The Blue Force was led by the new Operations Officer of the 765<sup>th</sup> Squadron, Captain Thackston. This formation bombed by pathfinder. This formation escaped flak damage over the target.

**Mission No. 175**  
**15 February 1945**

**Vienna Penzinger Marshalling Yard, Austria**

Again a double-header mission, Vienna, and ten-

tenths cloud coverage. Again pathfinder bombing and unobserved results. Again good protection against the flak by cloud coverage.

Major Pool, who started out to lead the Red Force, was forced to abort. The lead was then taken over by the Deputy, Captain Cooper. Only one plane in the formation was hit by flak, but a man on that plane was wounded.

Major Mixson was the leader of Blue Force. No flak damage was sustained, but oxygen failure cost the life of Corporal John O. Moore.

**Mission No. 176**  
**16 February 1945**

**Rosenheim West Marshalling Yard, Germany**

On 16 February the Group finally came through with a superior bombing mission when Major Baker led a large formation against the Rosenheim West Marshalling Yard in Germany. A concentrated pattern of bombs fell across the East half of the small marshalling yard with many hits on freight cars, through tracks, and the choke point. With CAVU weather and no flak the formation returned to Base without having sustained any damage.

**Mission No. 177**  
**17 February 1945**

**Trieste Shipyards, Italy**

The primary target for Mission No. 177 was the Schwechat Oil Refinery near Vienna. Because of an ordered delay in take-off due to weather over the Alps, the formation finally got off at 1110 hours. Due to the delay, the target of last resort, the shipyards at Trieste, Italy, became the primary target. The formation was led by Captain Roberts. A great deal of damage was done to the target but the pattern was scattered with the result that the mission was scored at 24.1 per cent. A large war vessel that was in the harbor at the time of attack was hit. This ship was later identified as the Italian battleship Cavour and attacked by the Royal Air Force.

**Mission No. 178**  
**18 February 1945**

**St. Valentin Tank Works, Austria (No Credit)**

On 18 February the Group took off to attack the Tank Works at St. Valentin, Austria. Over the Adriatic the formation ran into a solid bank of clouds with bases at 8,000

and tops at 30,000 feet. Turned back by these clouds, the planes returned their bombs to Base. No mission credit was allowed.

**Mission No. 178**  
**19 February 1945**

**Vienna South Station Area, Austria**

With Mission No. 178 the Group missed another opportunity to register a satisfactory visual bombing score at Vienna. The target was the South Station. North of Judenburg, engine failure forced the formation leader, Major Poole, to leave the formation. After the bomb load had been dropped on a target of opportunity at Wolfsburg, Austria, the plane staggered back to Base on two engines. Captain Thackston, who had been flying the Deputy lead position, took over the formation lead. Bad weather split up the formation and only fourteen planes bombed the primary target for a discouraging score of 3 per cent. Three of the planes over Vienna were holed by flak and two men were injured. Nine airplanes that had lost the formation made a visual run on the dry docks at Fiume, Italy, but completely overshot the target.

**Mission No. 179**  
**20 February 1945**

**Fiume Shipyards, Italy**

Thick cirrus at the head of the Adriatic with tops above 23,000 feet compelled the Group leader, Major Mixson, to abandon the Bolzano Marshalling Yard, Italy, as a primary target on 20 February 1945. The second alternate target, the shipyards at Fiume, Italy, was bombed visually for a score of 37.3 per cent. The main concentration of bombs fell in the built-up area near the docks with hits on the docks, warehouses, and harbor jetty. This mission resulted in three cases of frostbite, an unusual experience for the flying personnel of this Group.

**Mission No. 180**  
**21 February 1945**

**Vienna South Station Area, Austria**

Another target in the concentrated Southeast Section of Vienna was missed by pathfinder methods on 21 February. The target was the South Station Area, but the bombs fell beyond the target near the bank of the Danube River. Intense haze interfered with correct target identification.

The formation got off to a bad bomb run when they overshoot the initial point at Michelbach and ran into the Moosbierbaum flak area. The second section did not believe the first section had corrected far enough to the right on the bomb run and left the formation. The first section turned out to be correct on course but wrong on rate. The second section over-corrected and bombed the Wiener Neudorf Aircraft Engine Factory near Modling, Austria.

The deputy lead position in the formation was flown by Major Poole. This was his fourth consecutive mission to Vienna.

**Mission No. 181**  
**22 February 1945**

**Kepton Marshalling Yard, Germany**

Seven of the planes in the first section were hard hit by flak and three of them failed to return to the Base. The three planes lost were flown by the Group leader, Major Robert N. Baker, 1<sup>st</sup> Lt. Clarence P. Marshall, and 2<sup>nd</sup> Lt. Joseph R. Hooper. All three of these planes headed for safe territory east of the Russian bomb line. One wounded man aboard another plane was returned to the Base.

Colonel Lawhon took off in the lead of a thirty-plane four box formation to attack the marshalling yard at Ingolstadt, Germany, on 22 February. Due to impassable weather he was compelled to abandon the primary target and search for a target of opportunity to be bombed visually. The target selected was the marshalling yard at Kempton, Germany. The choke point of the target was well hit but the mission was not scored by the Air Force because the target was a non-briefed one. Six airplanes were damaged on this mission and three men were wounded.

Major Baker became the second Squadron Commander in the history of the Group to become missing in action.

Commendation

**FIFTEENTH AIR FORCE**  
Office of the Commanding General  
A.P.O. 520

23 February 1945

Subject: Commendation

To: All Groups, Fifteenth Air Force.

1. The Commander in Chief, Mediterranean Allied Air Forces, has sent the following cable to this headquarters, dated 22 February 1945:

“Today’s effort of the Fifteenth Air Force in launching more than eleven hundred aircraft on the tenth successive day of operations is unmistakable evidence of a superior organization in action. It demonstrates the excellence of command and staff and all echelons. Particularly does it reflect the superior maintenance in all organizations, to include the Service Command and the Service Groups, as well as the maintenance crews of all combat groups.

“I wish you would convey as widely as possible throughout your organization my personal admiration and commendation for the remarkable performance cited above. I feel that throughout succeeding years your continuous operations during the past ten days will set an historical factual record. It will live long as a model and an example to be pointed out with pride.”

I am happy to pass General Eaker’s message to all units of this command and to add my own sincere congratulations and commendations.

/s/ NATHAN F. TWINING, Major General, USA

**Mission No. 182**  
**23 February 1945**

**Knittelfeld Marshalling Yard, Austria**

On 23 February impassable weather over Germany prevented the Group, led by Captain Roberts, from reaching its primary target, the marshalling yard at Amstetten, Germany. The absence of flak at the first alternate target, the marshalling yard at Knittelfeld, Austria, made it possible for the Group to make three bomb runs over a four-tenths cloud covered target. On the third run the bombs dropped for a score of 49 per cent. The roundhouse and the through tracks were well covered.

**Mission No. 183**  
**24 February 1945**

**Bolzano Marshalling Yard, Italy (No Credit)**

On 24 February a twenty-eight-plane formation took off to bomb the marshalling yard at Bolzano, Italy. Bad weather over the whole area north and west of Zara prevented the Group from finding any target which could be bombed visually. After five hours and 45 minutes of flying time, the planes returned their bombs to the Base and no mission credit was allowed.

**Mission No. 183**  
**25 February 1945**

**Linz South Main Marshalling Yard, Austria**

Captain MacDougall led Mission No. 183 against the South Main Marshalling Yard at Linz, Austria. Smoke from effective smoke screens and from previous bombing necessitated pathfinder bombing despite CAVU weather. The results were unobserved.

**Commendation**

SUBJECT: Commendation

TO: All Concerned

The Commanding General is gratified to pass the following message of commendation received from General H.H. Arnold, Commanding General, Army Air Forces, to all units of this command:

I HAVE NOTED WITH FEELINGS OF PRIDE AND SATISFACTION THE LARGE SCALE EFFORTS OF THE VETERAN FIFTEENTH AIR FORCE DURING THE PAST ELEVEN DAYS. OPERATIONS OF THIS CHARACTER, IN TAKING ADVANTAGE OF FAVORABLE WEATHER CONDITIONS TO DEAL THE BATTERED GERMANS CONTINUED DECISIVE BLOWS ARE IN THE BEST TRADITIONS OF THE ARMY AIR FORCES AND REFLECT GREAT CREDIT ON COMMANDERS AND PERSONNEL IN ALL ECHELONS. OF PARTICULAR NOTE IS THE EXCELLENCE OF THE MAINTENANCE ORGANIZATION THAT SUSTAINS YOUR CONTINUED HIGH RATE OF AIRCRAFT OPERATIONAL. PLEASE CONVEY MY COMMENDATION TO ALL COMMAND, STAFF, OPERATING AND SERVICE PERSONNEL.

BY COMMAND OF MAJOR GENERAL TWINING:

/s/ J.M. Ivins  
 Colonel, AGD  
 Adjutant General

**Mission No. 184**  
**26 February 1945**

**Trisanna Railroad Bridge, Italy (Cancelled)**

**Mission No. 184**  
**27 February 1945**

**Augsburg Marshalling Yard, Germany**

The target for 27 February was the seldom-assigned marshalling yard at Augsburg, Germany. The formation, led by Major Phillips, dropped 1000-pound bombs by the pathfinder method with poor results. The flak was extremely intense, accurate, and heavy. Thirteen of the twenty-six planes over the target were holed.

**Mission No. 185**

**28 February 1945**

**Ora Marshalling Yard, Italy**

The busy month of February ended with another double header mission. The target for both Forces was the marshalling yard at Ora, Italy. Major Roberts, still flushing from his promotion, completed his tour of combat duty by leading the Red Force on this mission. The bombs were dropped visually on this "hot" target for a score of 15.6 per cent. Nine of the sixteen planes over the target were hit by flak and one man was wounded.

Captain Trommershausser led the Blue Force which turned in a score of 28.1 per cent. Fortunately the flak was not accurate on this Force and only three planes were holed.

**Commendation**

**FIFTEENTH AIR FORCE**  
Office of the Commanind General  
A.P.O. 520

28 February 1945

SUBJECT: Commendation

TO: All Groups, Fifteenth Air Force

Lieutenant General Joseph T. McNarney, CG MTOUSA, has cabled this headquarters as follows: "Pass please to all concerned my admiration and congratulations for the large scale and outstanding operations of the Fifteenth Air Force for the past fifteen consecutive days. This succession of decisive blows is a fine tribute to your excellent combat and maintenance personnel. Keep up the good work."

In addition to General McNarney's message, similar commendations from CG AAF/MTO and CG AAF have been previously passed to all units. The fine work of all personnel that has made these sustained operations possible is a source of much gratification to me.

/s/ N.F. TWINING  
Major General, USA  
Commanding



Editor's Note:

**SORRY FOR THE DELAY!**

For the past eight or so years I have been "Caretaker of the Liberaider." For the past two years I have been "Caregiver for my wife." For some reason she has taken priority and the publishing of the "Liberaider" has suffered. I will try to do better in the future. But, if you don't get the newsletter when scheduled, don't call or write, wait a month or so and then tell our President that the Editor should be fired.

## Life In a Tent

By Martin A. Rush—767th Squadron

While our friends in the infantry curled up in their foxholes and were gazing pityingly up at us in our bomber formations getting shot at with no place to hide, most of us, I think, took that in stride philosophically as an unfortunate aspect of our life as combat crew. I doubt if many of us would have traded palaces (that word was meant to be “places,” but the slip was not too far off), with them wallowing in mud, or burrowing into the ground like moles to escape enemy fire. We had the consolation of knowing that if we made it home at night after a mission, we lived in comparative comfort and with a degree of civilization that our alleged Yankee ingenuity was constantly trying to improve.

The following description is simply a recounting for our families and friends, the way in which we tried to make the best of what was meant to be field conditions, and as I think, typical of most of our common experience. We knew that we would be there for as long as it took to fly our required missions, or until we got shot down, whichever came first. We knew it would be a matter of months, at least, and in the case of our crew, it was about nine months. Our crew spent some extra time practicing night flying, and eventually flew one single-ship night mission to Munich, where we went over the middle of the downtown area dropping bombs one at a time, in a long line. The flak was not so scary, since you couldn’t see the black smoke that came with each anti-aircraft shell, or specifically, the burst of three, most of the time. In the dark, if they were near misses, they were simply little orange kernels of flame ahead of the wing—but nasty! In the roar of the engines, of course, I couldn’t hear them, and they were like ghostly fireworks.

The logic of these night flights, as we were told, was that we did not expect to inflict casualties—we were simply trying to disrupt traffic, and keep the workers of the armament factories sitting up all night in bomb shelters. It was hoped that this would make them sleepy on the job, and lower their efficiency. In addition, each load of bombs would include at least one booby trap bomb that would bury itself in the ground and not go off—unless it were bothered. Their people knew, or soon learned, that about one and a half turns on one of the fuses to remove it, would set it off. The booby trap bombs also were said to contain vials of acid which, if left alone, would eat its way out of its container and release a coil spring to set off the bomb. The interval could be a matter of hours, or days, or weeks. Meanwhile, the halfburied bomb would be cordoned off, the area cleared, and traffic rerouted around the block, thereby adding to the disorganization of the area, and the inconvenience of our adversaries.

It was a little scary flying at night, without any other ships along, and it was silent and black out there. If we had radar (I presume we did) it was rather primitive. I was flying co-pilot, and monitoring the radio. When we passed over the Gargano promontory (the spur of the Italian boot) coming back to Italy, I radioed out in the black night, “Darky, Darky, this is Easy Dog Seven. Where are we?” There was a moment’s pause, and a reassuring calm voice said into my headphones, “Easy Dog Seven, this is Darky. Will you make your statement again?” I repeated it, and then came the answer, “Easy Dog Seven, take heading of 274 and hold it for eight minutes, and you will see the lights of your field off your left wing.” It was smooth as silk, just like he said. I was told that the Darky system had monitoring stations all over Italy, and when you transmitted, a minimum of three stations locked onto your radio transmission, triangulated your position, and gave a heading to get you to your base. It was wonderful, and we didn’t seem so alone up there in the dark.

Meanwhile, back at the airfield, would be our tents, all cozy and comfy—as much as we could make them to be. Few of us, of course, settled for the original dimensions of the tent. Two of the chest-high side flaps would be raised and put under rope tensions to make more roof. Others have described how we would make expeditions with G.I. trucks to places like Potenza, where they had large tufa-stone quarries. We would load the truck with as many of the building-block-size stone blocks as we could get on the truck, and also a pretty good load of local bricks, to be used as flooring, and in our case, for a dividing wall for a shower stall to be built inside the tent.

The heating arrangement was fashioned from one half of a 55 gallon drum, the open end jammed into the sand.

The chimney was set onto the flat top of the stove, over the hole of the opening for filling the drum, and was probably enlarged by some helpful lineman to allow the smoke to come up and out of the stove and up the chimney. The chimney was fashioned, rather colorfully, I thought, from discarded brass 75 mm anti-aircraft shell casings, with the butt ends sliced off. Since they tapered down from the firing cap end toward the projectile end, they nested nicely, but made a chimney of seriously constricted caliber. This was demonstrated dramatically by the frequency with which they became choked with soot accumulating inside the chimney, from burning the government issue fuel oil. Many times when we dismantled the chimneys, we found that the tube was choked down from its original 75 mm (enlarged from the three inches to about five by sawing off the constricted projectile end) to about an opening that would barely admit your finger. No wonder they smoked so badly.

The fuel was made to burn by bringing it in copper tubing under the bricks of the floor from a tank lying on its side outside the tent, propped up on tufa stones to allow gravity feed to the stove. Copper tubing was salvaged from wrecked aircraft, which, of course, were sufficiently available from accidents on takeoff or from attempts to land disabled aircraft.

The firecup itself was one of the butt ends of a 75 mm anti-aircraft shell. The long central core reaching up into the powder chamber was removed, making it a heavy, sturdy cup. The copper pipe from the tank outside didn't drip directly into the cup for burning fuel oil, but was formed into a coil suspended about the cup, and ended down leading into the cup. The flickering flames of the cold oil would heat the copper coils full of fuel oil above it, and it would come squirting out, cooked and preheated, and making a reassuring roar, with a fairly hot flame.

However, after cleaning out our choked chimney a few times on those cold Italian mornings, we decided to join what I thought to be a majority of the troops, in shifting from fuel oil to raw, 100 octane which did not need to be preheated. It, of course, was so volatile that I am told some of the guys used it as fluid in their Zippo lighters. I know that while it was not exactly safe, it gave off a hot flame and a lot less smoke and soot.

It was quite a trick to light it without blowing up the tent. The small airhole of the oil drum was placed directly over the fire cup, and we would drip a few drops of gasoline into the cup, then drop a lighted match through the airhole, leaping away from it as we dropped the match. It would ignite with a "whoosh", and usually raise the "stove" off the floor a few inches, then settle down to a satisfying roar. It is remarkable that we never had a fiery explosion in the tent, although I do remember that at least one of the tents burned down. I never found out why, but it was rather scary, having all that gasoline just on the other side of a canvas wall. It helps to explain why so many of our aircraft burst into flames over the target when they caught flak in the wings. With that thin aluminum skin and the rubber gas tanks in the wings, we were pretty good target.

Each one of us got a straw-filled mattress from the natives to soften our cots. We also built frames around our cots so we could hang our mosquito netting around us. Those mosquitoes were hungry.

In our tent area, since we were near headquarters, there was a local power line that came through the area, and one of our bombardiers was an electrical engineer (so I was told) and had climbed one of the poles with a transformer to reduce the power in the lines from several thousand volts to around a more useful 110 volts. We all sent home for electric light bulbs, and voila! We had lights in our tents. Most of us rigged up a light inside our net-covered bunks, so we could lie there in mosquito-free luxury as in a canopied bed, and read or write letters home.

About the shower: I remember vaguely that we rigged up a couple of empty drums elevated upon tufa stone platforms, and connected some mixing pipes and spigots and a used Italian cooking stove for one of the tanks. There was a bricked floor angled into a drain pipe out the side of the tent and into a tile pipe leading to a sinking pit filled with gravel and sand. A few times we heated the water and took turns at the shower (Don't waste the water!). It was handy in the winter, and avoided the long walk down the hill into the valley where the shower house was, but we didn't use it very much. I think it was more that we were stimulated by the challenge of building it.

I seem to remember that we had a crude door, with hinges, instead of the regulation tent flap, so it seemed more like a little house than a tent. But I suspect that I have refurbished it in memory more than it really was. Anyway, it was a lot better than sleeping in a foxhole, and we were grateful for the luxury. If you're going to take part in a war, it doesn't hurt to take as many of the discomforts out of it as you can.



## WARNING!!

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1. You didn't pay your dues;
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