



The 461st

Liberaider



Vol. 8, No. 1

JUNE 1991

SOMEWHERE IN THE USA



THE 461ST IN ACTION!!

What crew flew this aircraft? What happened to her?

MISSION #8 15 April 1944

Target: Chitila M/Y, Bucharest, Rumania

With this mission the group was off on its first mission to Rumania. Bad weather built up over Yugoslavia and there was 9/10s cloud coverage in the target area. Bombs were dropped but the results were unobserved. Twenty enemy aircraft were seen but there were no encounters.

MISSION #9 16 April 1944

Target: Belgrade Zemun A/D, Yugoslavia

The primary target for this mission was the Brasov A/D in Rumania. The bad weather experienced the day previous (Mission #8) had moved westward and built up to over 20,000 feet. 19 of the 34 planes to take off lost the formation in the clouds and returned to base. 14 others worked their way to the top of the

clouds and reformed on Col. Glantzberg who chose the target of last resort, Belgrade Zemun A/D in Yugoslavia.

Fragmentation bombs were dropped thru haze and 6/10s cloud cover. The result was unobserved. Again, 20 enemy planes were seen but no encounters. Half of the planes were hit by flak over the target. One plane was lost. On this plane, flown by 1st Lt. Floyd Woodard, were the members of one of the four original "model crews".

MISSION #10 17 April 1944

Target: Belgrade Zemun A/D, Yugoslavia

The primary target for this mission was the target of last resort bombed on Mission #9. This time the target was completely obscured. No bombs were dropped. This was Major Knapp's first mission as group leader.

The 461st LIBERAIDER
 461st Bombardment Group (H)
 Activated: 1 July 1943
 Inactivated: 27 August 1945
 Incorporated: 25 November 1985

CORPORATE HDQRS: 1407 W. 4th St. P.O. Box 5160, Spencer, IA 51301

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 William Franklin 766th Sqdn Rt#1 9106 Field Rd, Pikesville, MD 21208
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 1991 Reunion: Lyman M Delameter, 42103 Agena, Temecula, CA 92390
 1992 Reunion: Volunteers wanted
 1993 Reunion: Volunteers wanted
 Post Exchange: Wally Robinson, 3 E Ridgeway, PA 15853
 Publicity: Looking for a volunteer!

ITALIAN CORRESPONDENT

Edward F. Callahan, Box 726, Pocasset, MA 02559

LIBERAIDER

George D. Dickie—Editor—PO Box 615, East Sandwich, MA 02537
 The LIBERAIDER is published twice a year on behalf of the members of the organization. Permission is granted to use articles provided source is mentioned.

DO YOU KNOW

That John J. Edwards, aircraft Mechanic/gunner on crew #45 of the 766th Squadron served two tours of duty? He was on the first mission of the 461st on 2 April 1944 to the Bihac Marshaling Yard in Yugoslavia. He was also on the last 461st mission. This mission, flown on 11 May 1945 was a food drop on the Spittal POW Camp.

* * *

Do you know of a plane named "D-Inamite"? We have a request for information on this ship, crew or anybody associated with it. If you can help, contact our president, Frank O'Bannon.

* * *

EDITORIAL QUESTION

Do you know how to break up an Iraqi bingo game?

No prize offered for correct answer!

MAIL CALL

James Love, 767th Squadron, sent in his response to T. A. Ross' question in the December 1990 issue: "How many crews can spell Liberator using their last names?" Jim did it with "Liberators" as well as "Liberaider".

L ove	**	Bombardier
G I ldart	** Dec	Ast. Engineer
Kim B all	**	Radio Oper.
My E rs	*	Navigator
Wooda R d	*	Pilot
St A dalman	**	Ball Turret
Spa T z	*	Nose Turret
St O rts	**	Tail Turret
G R eene	*	Co-Pilot
Gibbon S	** Dec	Engineer

* Crew members listed as MIA

** Crew members that became POWs

Dec Crew members who died since WWII

Stada L man
G I ldart
Gi B bons
My E rs
G R eene
Sp A tz
K I mball
Woo D ard
Lov E
Sto R ts

Jim says that the crew was #60 of the 767th Squadron. They were shot down April 16, 1944 over Belgrade, Yugoslavia (See Mission #9 on page 1).

Major Irwin Purisch (Ret) submits his crew names for the record. They were crew #448 of the 765th Squadron.

Stuch L ak	Nose Turret
M I gatz	Radio Operator
Spar B er	Bombardier
Gall E	Tail Turret
Powe R s	Navigator
Koz A k	Co-Pilot
T hiel	Ball Turret
Stank O	Pilot
Pu R isch	Engineer
S humway	Top Turret

Thanks, Guys!! Keep it coming.

(Continued on page 3)

(Continued from page 2)

Editor's note: The following letter has been shortened to save space.

Dear George,

You may print this story of WWII and the 764th Bomb Squadron. I call it a story for, while a number of the incidents are still as vivid to me as the day they happened, my memory of the remaining occurrences has become somewhat clouded with time. It took place in March 1945 when the Italian winter overcasts had cleared from the skies and we began to fly bombing missions almost every day. At that time a new officer joined the squadron. We could not determine his rank because badges of rank were not worn..... In addition we didn't wear our wings as we didn't want to be identified as aircrew when off the base.....

Soon, through the grapevine, we learned that our new man was: a bombardier; a major; and former member of the staff at wing. He had come to our squadron to finish his missions. Although I can not remember his name we found him to be friendly and didn't pull rank. However we were never able to ferret out why he left wing. The grapevine fed us another tidbit. Our new bombardier was receiving calls from his buddies at wing..... After finishing each call he would go straight to operations and ask to be placed on the next days mission..... Lo and behold the sorties on which he flew would turn out to be "milk runs".....

At twilight of a balmy spring evening I walked to operations to see if they had posted the next day's mission. The large group there indicated it was. I found my name on the list and smiled to myself for I had heard the major had received a call that day so this would be an easy notch to add to my number of missions..... A flashlight in my face interrupted my sleep and a gruff voice informed me it was time to get up. The four of us in the tent put on our clothes to the serenade of distant aircraft engines as crew chiefs readied our planes for flight. In the dark we stumbled to the mess hall for breakfast. Then it was into the trucks for a bumpy ride to group for briefing. There we found a place on benches where we joined

personnel from the other squadrons. When the operations officer appeared our conversations quieted and all eyes were on the curtain over the large wall map. When uncovered, the map shocked us into silence, for the ribbon..... Went to Wien (Vienna) our heaviest defended target. I looked at our bombardier from wing and found him to be sitting there staring with a pensive look on his face. We were then told that this was to be a maximum effort by the 15th Air Force and that all groups would go in at the same time split the anti aircraft fire. To our dismay they said our group would go "downtown" to bomb the railroad marshalling yard.

The night was fading fast as we rode out to the equipment shack to pick up our flight bags. We then continued out to our assigned aircraft..... We stood around nervously cracking jokes while keeping our eyes peeled for the control tower signal. When the green flare arched overhead we climbed into the plane, got into our positions, went through our check lists and started the engines. Our ship joined the armada of B-24s..... as we wended our way to the runway. With a thunderous noise our four propellers pulled us down the graveled path and our heavy laden ship slowly climbed until we reached our squadron and slid into our slot..... It was early morning of 22 March 1945.

Almost four hours after take off we approached Wien at our assigned altitude which was between 22 and 25,000 feet..... In the distance I saw a group of bombers who must have been ahead of schedule and were paying for it by receiving heavy flak. All of a sudden some of them were engulfed by a very large black explosion..... I noted bright flashes of reflected sunlight around the dark angry cloud. It suddenly dawned on me that a shell must have gone off inside one of the bomb bays and set off some bombs. What I was seeing was the sun's reflection off the parts of the ship as they tumbled to earth..... A movement above caused me to look up and there, directly over us, was a formation of bombers flying on a slightly different course. I could see stack after stack of 500 lb. Bombs in their open bomb bays. I drew in my breath while waiting for them to clear our group. There had been more than

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(Continued from page 3)

one squadron brought down by “friendly” bombs released from above.

Then we were in the flak..... All of a sudden I saw a B-24 plunge from a nearby formation. It was in a vertical dive, trailing flames and smoke..... I watched in horror for what seemed an eternity but probably wasn't more than three or four seconds when it blew up..... Then one of our crew reported a bomber on our left that was going down..... In a very short time the crew called out two more planes going down with only a few parachutes from each. To our relief the lead bombardier finally released their bombs and our bombardier yelled “bombs away”..... The whole formation went into a shallow turning dive to escape the gun fire. We kept turning until we cleared the area. We leveled out and headed south for home base.....

After an uneventful flight home, we landed and parked the ship. We quickly stripped off our flight gear because it was warm on the ground..... We then walked to another pad where several crews had gathered. Everyone was talking about the mission and most conversations started with, “Did you see...?” The bombardier from wing, who had flown with one of the crews, came over to where I was standing. Since I was the pilot with the most number of missions in the gathering, he asked me if that was the roughest mission that I had ever flown on. I just couldn't give him the satisfaction of knowing that he had been on the worst raid I had ever seen so I nonchalantly replied that I thought it ranked among some of the worst ones.....

I have no recollection of what became of the major. If he left our squadron right after this mission I believe I would have remembered. However, as I wrote this story I began to wonder if perhaps he had been a plant..... For some time it had been rumored that the enemy had a

pipeline into our squadron. That spring, Axis Sal had reported on radio that our outdoor showers were back in use just a few days after they were fired up.....

Do any of you members of the 461st remember the major and these happenings and have any information to add? If my supposition is true, I for one would like to know more about it.

Clair Alexander
Pilot, 764th B.S.
October 1944—May 1945

* * * * *

Dear George,

I am an associate member of the 461st Bomb Group. My uncle, Harold D. Brown, was in the 764th Squadron. The reason I'm writing is that in the July 1990 issue of the “Liberaider” in the section “The Way We Were” there was a small photograph of a B-24 called the “Lucky 7 Seven”. My uncle told me he flew co-pilot on that aircraft. I was wondering if you know who submitted that picture. If you do I'd like to get in touch with the individual and see if I could obtain a copy of that photograph. You are probably very busy working on the “Liberaider” but any help would be greatly appreciated.

Sincerely,

Ken Brown
61218 Greenwood
South Lyon, MI 48178

Editor's Note: I hope one of you guys from the 764th has a good picture of the whole aircraft you can send to Ken. All I have is the small picture of the nose art.

* * * * *

Reunion—Rapid City, SD—Aug. 1991

(Continued on page 7)

COURSE CORRECTION

All his life, a dignified English barrister-widower with considerable income had dreamed of playing Sandingham (a famous golf links), and one day he made up his mind to chance it, although he was well aware that it was very exclusive. When asked at the desk if he might play the course, the secretary inquired, "Member?"

"No, Sir."

"Guest of a member?"

"No, Sir."

"Sorry," the secretary said.

As he turned to leave, the lawyer saw a slightly familiar figure seated in the lounge reading the London Times. It was Lord Wellesby Perham. He went over and bowing low, said, "I beg your pardon, your Lordship, but my name is Higginbotham of London firm of Higginbotham, Willoughby and Barclay. I would like to ask a huge favor: Might I play this delightful course as your guest?"

His Lordship gave Higginbotham a long look, put down his paper and asked, "Church?"

"Episcopalian, Sir, and my late wife Church of England."

"Education?" the old man asked.

"Eaton and Oxford—Magna Cum Laude."

"Athletics?"

"Rugby, Sir, spot of tennis, and rowed number four on the crew that beat Cambridge."

"Military?"

"DCC, Sir. Coldstream Guards, Victoria Cross, Knight of the Garter."

"Campaigns?"

"Dunkirk, El Alamein, Normandy, Sir."

"Languages?"

"Private tutor in French, fluent German, and a bit of Greek."

His Lordship considered briefly, then nodded at the secretary and said, "Nine holes."

London Daily Telegraph

* * * * *

"LIBERAIDER" CORRECTION

Dear George,

On page 14, December 1990 issue of the "Liberaider", a photo of the nose art of "Chippiedall" appears with the notation "Shot down 6-26-44". This is incorrect. She was shot down 6-11-44 while crew #9 was aboard. I know because I was a member of Lt. Hefling's crew #9. We were on the mission to Girgu—Ploesti pumping station. We bailed out over Yugoslavia and were with the Chetniks two months and were then flown out on C-47s.

Norman Elzeer (T/Sgt—Gunner)
5070 Shady Moss Lane
N. Ridgeville, OH 44039

Editor's note: Sorry about that! I was just trying to give you 15 days more of freedom. It's another case of "If you want it right, go to the source!"

While on the subject of Ploesti, the December 1990 issue of "Liberaider" gave information on two new books. One named "Ploesti—Graveyard of Bombers" by Leroy W. Newby. I have received information, confirmed by Mr. Newby, that the book has been renamed "Into The Guns of Ploesti". Autographed, paperback copies are available for \$14.95 which includes postage and handling. Write

Leroy W. Newby
346 Pineview Dr.
Venice, FL 34293

* * * * *

EDITORIAL RESPONSE:

Call out "B-52"

YOUR MONEY AT WORK

Some time ago a member of the group suggested that we purchase subscriptions to magazines with large print for distribution to veterans hospitals. John Underwood (764) volunteered to follow up on this idea. John contacted Mr. Jay Whitehead of the Central Blind Rehabilitation Center, Hines, IL regarding this proposed group project. Mr. Whitehead suggested an alternate project. There are four centers in the United States taking care of veterans with very little eyesight. Many of these men (70% cannot see enough of a regular size TV to enjoy what is available to them. He pointed out that they have a general meeting room that could, with a 45-50 inch TV screen, enable these men to see most of what we take for granted. Your board of directors elected to proceed with the purchase of such a TV set. The following letter is self explanatory.

**DEPARTMENT OF VETERANS AFFAIRS
The Edward Hines, Jr. Hospital
Hines, IL 60141**

April 11, 1991

Mr. Frank O'Bannon
461st Bomber Group (H)
P.O. Box 36600
Tucson, AZ 85740

Dear Mr. O'Bannon:

This letter is to acknowledge your kind donation of \$2,730.00 which was utilized to purchase a new large screen television from Montgomery Ward. The unit was delivered on March 27, 1991 and was immediately placed in the patients' recreation room for their use. Although the original plan was for the purchase of a Pioneer Model 50", we were extremely fortunate that a sale allowed us to buy a Sony 46 inch Model which had simpler controls for the patients to operate.

Again, please convey our sincere appreciation to the 461st Bomber Group for this generosity in supporting the needs of the blinded veterans in our training facility. If we can repay your kindness, do not hesitate to contact me.

Sincerely yours,

J. J. Whitehead
Chief, Central Blind
Rehabilitation Center

Editor's note: Thanks John for a job well done. It's great to know that just a few bucks from each of us is providing pleasure to many less fortunate than we.

REUNIONS

461st Bomb Group 28-31 August 1991
 Headquarters: Howard Johnson Lodge
 Rapid City, South Dakota 57701

Contact: Col. Frank O'Bannon
 P.O. Box 36600
 Tucson, AZ 85740-6600

* * * *

Yugoslavian Reunion Summer 1991?

Seeking WWII airmen who escaped or evaded capture in Yugoslavia with the aid of partisans, Chetniks or others for possible reunion with Yugoslavian helpers.

Contact: John Rucigay
 14 Ashley Drive
 Ballston Lake, NY 12019
 (518) 877-8131

* * * *

Association of Former POWs in Romania
 Fort Worth, TX 19-22 September 1991

Contact: Roy B. Meyer
 1077-B Blackshear Dr.
 Decatur, GA 30033

* * * *

5th Annual McCook Air Base Reunion
 McCook, Nebraska 27-28 Sept. 1991

Contact: McCook Army Air Base
 Historical Society
 P.O. Box 29
 McCook, NE 69001

* * * *

(Continued from page 4)

Dear Mr. O'Bannon,

I was given your name by Mr. Ned Humphreys of Bombardiers, Inc. He said you might be able to help me.

My wife's father was a WWII bombardier. While overseas he served with the 461st Bomb Group, 767th Bomb Squadron from August 1944 to May 1945. His name was Hampton A. Hanley, ser. No 0-432486. He died in a private plane crash in 1956. My wife's family lost all pictures of him during a move many years ago. Would it be possible for you to see if any members of your organization would have pictures of this man?

I would also like the name(s) of men who knew him so that I could write and get comments about what they remember about Hampton Hanley.

My wife and I would appreciate any help you can give us.

Mr. S. C. Martin
 10042 Lazy Oaks
 Houston, TX 77080

Editor's note: You guys that were in the 767th during this period please check your files and give this couple some help.

* * * *



DO YOU REMEMBER NORMAN BOGGS?

Norman Boggs joined the New Jersey Blood Services in 1975, after retiring as Exec. Director of the New Brunswick chapter, American Red Cross. However, his Red Cross experience dates back further than this.

Mr. Boggs worked on various overseas appointments during World War II. "My whole family was involved in the war effort without being in the army." said Mr. Boggs. "My sister was overseas with the Office of War Information, I was with the Red Cross, my brother worked on defense projects."

As you might have guessed, Norm Boggs was the ARC Rep. With the 461st B.G.

THE WAY WE WERE



“Hay, who are these guys?”



Jesse J. Luke Jr. (764)



Debriefing
“This is where we were—I think”



“Swee’ Pea
and John R. Smith
(764)
before Linz, 7/25/44



“Swee’ Pea”
Torretta Field
After Linz

THE WAY WE ARE



Bob Collings, right, restorer of the B-24 “All American”, presents Bob Chalmers with the American flag that was used on the 1990 tour. Bob Chalmers, pilot, 461st B.G., 765th B.S. was at the controls when the original “All American” was shot down.



Crew #9—764th Bomb Squadron

L to R: Ray Weber, Frank Kincaid, Karl Pfister, Dick Stillman, Frank Chappell, Joe Hoffman, Bob Wellborn

They were shot down on mission to Ploesti in June 1944. See note on page 5 from Norm Elzeer.



Case & Marie Bonebrake (765), Norm & Ellen Hallett (765), Trefry & Nellie Ross (765), Millie O’Bannon (764, Bob & Betty Wood (766), Ev & Vivian McGaugh (765)

They all have smiles on their faces because they were at the Tucson reunion. Put a smile on your face in Rapid City, 1991 reunion, August 28—31.

over here

Czechs never forgot WWII GI liberators

By RANDY PRUITT
Staff writer

A page torn from a 1961 issue of National Geographic symbolizes a friendship that, unlike paper and ink, never faded.

The page carries an advertisement featuring an unnamed American airline captain. A Czech recently mailed it to the American Embassy in Prague.

In a letter, he explained that he knew the American when they were both 45 years younger. Now, he hopes to find his friend again.

"It's a good example of how people are grasping," said Col. Richard Buckner, an Army attaché with the embassy. Since the Iron Curtain was ripped open last year, Czechs and Americans have been making a special effort to link up again.

The bonds of friendship are deep. The Czechs never have forgotten that the Americans liberated a part of Bohemia in the final days of World War II. The Americans still remember how warmly they were received by the Czechs.

"Now, with the freedom they have, we at the embassy are being besieged by calls from people who want to contact GIs they befriended and lost contact with," Buckner said.

Buckner said the embassy receives letters every day seeking information on someone's whereabouts.

"But few and far between we get a connection," he explained.

Buckner recently accompanied a veteran from the 2nd Inf Div to the village of Rokycany. "It was very impressive to see this guy come back and look with a kind of mind-set of reconstructing the entire situation that was before him in 1945. He remembered the farmhouse where he stayed, where he was fed good food," Buckner said.

"He tried to look up one person he was in contact with for a long time, but we found out she had died about three years ago."

Over the years, many Czechs took great personal risks to honor the Americans by attending special ceremonies at about a dozen locations, Buckner said.

Since the war ended, the Soviets — who liberated most of Czechoslovakia — have attempted to rewrite history by claiming credit for fighting done by the Americans. Many monuments and plaques honoring U.S. soldiers were destroyed during the Cold War, Buckner



WWII vets Walter Stern (left) and Edward Kuczka hold a poster in Frankfurt, West Germany, marking Bohemian liberation.

turned out for a December dedication of a plaque at Klatovy, a community south of Pilsen. "It was their tremendous desire to have contact with Americans," he said.

"It's amazing to see the outpouring for the Americans in Pilsen," Buckner said. The Americans will be feted at a weekend celebration in Pilsen during May 5 and 6. Czech President Vaclav Havel and U.S. Ambassador Shirley Temple Black are scheduled to attend the Sunday festivities, when a memorial will be dedicated to the 2nd Inf and 16th Arm'd divisions. The two divisions, which were under the command of Gen. George S. Patton Jr., drove the

Germans from the city. The 686th Air Force Band and V Corps' 8th Inf Div band are scheduled to play.

About 75 Army veterans from across the United States have made arrangements to fly to Czechoslovakia for the event.

Vaclav Vlasak, chairman of the U.S. Army Memorial in Pilsen, a Los Gatos, Calif., organization set up specifically for the occasion, said that he expects it to be an emotional reunion for many. In two cases, Vlasak said he has managed to help reunite two Americans and two Czechs.

"We will try to have those people meet each other during the celebration," he said.

SAS: Nancy Pruit

Editor's note: Larry Eidsmore (765) sent me this article in a package of material he put together about his endeavors to locate lost crew members and next of kin. One of his sons, who is stationed in Germany, sent him the article.



WHERE IS "CRUD" O'CONNOR?

T. V. Stradley (764th writes that Joe Lacey, their top gunner, was good at caricatures and did this of "Crud" in 1944. Stradley and Lacey (sounds like a TV show) are listed in the 764th directory but there is no address for J. P. O'Connor, their A/C armor gunner. They were replacement crew #19R. Their pilot, R. A. Weber was wounded on their third mission and sent home. Stradley was assigned to John Young's crew. Does anyone know the whereabouts of the "Crud"?

* * * * *

THE "ALL AMERICAN" SCHEDULE

The latest information I have gives the following schedule for the "All American", the completely restored B-24. The original aircraft with that name was part of the 461st. The schedule is "iffy" at best due to weather, aircraft problems, money problems,

June 7-9	Kalamazoo, MI
21-23	Franklin, PA
28-30	Indianapolis, IN
July 4-5	Dearborn, MI
19-21	Rockford, IL
26-31	EAA, Oskosh, WI
Aug. 1	EAA, Oskosh, WI

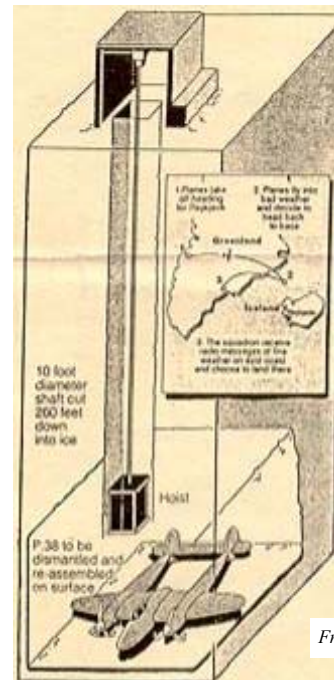
How about at our reunion!!! It may still be in the area.

etc. Check the airport for details.

Editor's note: In the July 1990 issue of the "Liberaider" I printed a letter from Matteo Davenia of Milano, Italy who was "house boy" for the 764th. Subsequently, I heard from Ray Grew, 764th who had written Matteo at the address given. The letter was returned. If any of you members travel to Italy and find yourself in Milano, please try to find Matteo (who they called Mike). It would be fun to make contact with him again. Best known address:

Matteo Davenia
Via Sorano 108
Milano, Italy

* * * * *



From Sunday Observer

LITTLE KNOWN FACT?

In July 1942, eight planes secretly left the U.S. bound for England. The "Lost Squadron", consisting of 6 P-38s and 2 B-17s flew across Greenland, got lost in bad weather and ditched. The crews all survived. In 1989, the aircraft were located under 260 feet of packed snow. Efforts were made to retrieve one of the planes.

From the 7th Photo Recon Group.

SELMAN FIELD HISTORICAL
ASSOCIATION FORMED



The above logo adorned the back cover of the first issue of Selman Field Historical Association's publication entitled "Selman Field—Newsletter—Reunion News".

The Historical Association has early and lofty plans, according to Nita Brinson, President. Among their planned projects is that of acquiring an AT-7 (Beechcraft Advanced Trainer) for \$5,000 and mounting it at Selman Field as a memorial.

All who graduated from, or attended some form of training, primarily navigation, at Selman are encouraged to get in touch with the Association at P.O. Box 14962, Monroe, LA 71207.

Stolen from "Crosshairs" March 1991

* * * * *

OUR PRESIDENT WAS DOWN AND ALMOST
OUT BUT IS DOING FINE

We got a note from Millie O'Bannon on May 31st that Frank had a problem. I called them that evening and talked to both Millie and Frank. This is the story.

The O'Bannons were packed, ready for a tour of Europe scheduled to leave May 22nd. On May 21st, at 6:30 AM, Millie found Frank on the bathroom floor unable to get up and suffering from a bleeding

duodenal ulcer he did not know he had. He was rushed to the hospital where he was put in intensive care. He stayed there two days and was then put under normal care. Three days later, May 25th, he was judged well enough to go home to recuperate. He had been home a week when I called him. He said he feels good but gets tired easily, which is understandable. Can you imagine the problem he would have had if that ulcer had waited to more days to act up!!! He's tough but the pressures of the Tucson reunion last fall and all the work he's doing for this year's reunion has taken its toll. Ease up, Frank! There are a lot of us willing to share the load. Take a good rest so that you can enjoy the time in South Dakota. Best wishes from us all!!

* * * * *

EDITORIAL COMMENT: I NEED YOUR HELP!!

In order to put this newsletter together I need material. I can't and/or won't generate it. So, if you want the "Liberaider" to keep coming send me interesting stories with pictures or other items fit to print. I get a lot of publications from other organizations like ours from which I can extract material (as I have in this issue). But this is our "story" and what is in it should come from our members. If you see something in this issue (such as the noted missions) that remind you of an interesting sidelight, write it down and send it in. It will be of interest to others. There are certain limits that have to be considered: articles shouldn't be any longer than two pages, the subject(s) in a picture should be sharp and recognizable. If you can't make out images in the original picture, it will look worse when reproduced. I have a stack of pictures that I judge to be unprintable because the originals are poor quality. Finally, do you recognize that most of the material is from the 764th Squadron? That's because Frank O'Bannon feeds it to me. I have a bit of stuff from the 767th that I have used but the rest of you guys have to check your files and send me memories.

MEN RETURNING FROM DETACHED SERVICE—SINCE 1 JANUARY 1991

<u>SQ</u>	<u>NAME</u>	<u>SQ</u>	<u>NAME</u>
764	Bullard, Malachi F.	765	Andersen, Lester E
	Carroll, Edgar R.		Boro, Harold F.
	Christie, William H.		Cody, Jack R.
	Clark, Daniel H.		Crossman, Philip J.
	Clay, Neal Jr.		Fortin, Paul E.
	Clerke, Earl E.		Gunn, Jack T.
	Dallas, Christ		Hoermann, Francis J.
	Demjen, Frank J.		Julyan, Robert L.
	Dombroski, Walter J.		Krause, Davis L.
	Douglass, Thomas D. Jr.		Larsen, Cliff
	Galgie, John		Ludlum, Warren O.
	Gates, Max		Mezera, Jogn F.
	Gword, Alex J.		Radcliff, Lester T.
	Hassel, Luther C.		Shields, William
	Holleran, Joseph		Winstead, James B.
	Hurley, James R.		
	Irwin, James D.	767	Besser, Victor H.
	Lemanczyk, Clarence R.		Breland, Rufus A.
	Mac Kay, Lee S.		Calhoun, Robert
	Martin, Grady		Conoly, Rufus K.
	Martino, James J.		Dietrich, Vincent P.
	McNaight, Ansel B.		Frazier, Ernest R.
	Nelson, Robert A.		Groves, Harry E.
	Newman, Herbert L.		Haynes, Harry L.
	Pearce, Strum C.		Herbert, Donald J.
	Prohl, Richard B.		Higgins, Donald C.
	Quigley, Walter B.		Jackson, Donald W.
	Schulte, Arthur F.		Karasemos, James
	Sharp, Paul J.		Kiewlen, Edward A.
	Spieles, Robert L.		Landis, Russel T.
	Wallace, Robert S.		Ludwig, Herbert A.
	Zehfuss, Edward		Neary, James T.
			Oxanich, Steven
766	Barnhart, Robert		Parker, M. Bert
	Beyler, Daniel		Pergola, Joseph S.
	Burrell, Henry B.		
	Goskey, Edmund H.	ARC	Boggs, Norman T.
	Hall, Donald R.		
	Vario, Lee F.		

Welcome back to the group!! We hope your time away was happy, healthy and prosperous so you can bring your money to the reunion and buy me a drink or two. Your editor.

----- REUNION ----- REUNION ----- REUNION ----- REUNION -----

John Clark (764th) called to say he and his wife were coming with their RV and would like to camp with other members of the 461st. They are staying at

The Berry Patch RV Park, 1860 East North St., Rapid City, SD 57701, Phone: (800) 658-4566

TAPSMAY THEY REST IN PEACE FOREVER

<u>SQ</u>	<u>NAME</u>	<u>DECEASED</u>	<u>HOMETOWN</u>	<u>MOS</u>
461	Janeway, Henry L.	Unk	Unk	ARC
	Roberts, Allyn E.	1971	Galveston, TX	2161
	Ryan, Josephine F.	1985	Los Angeles, CA	ARC
764	Ahworth, Paul R.	1955	Payson, UT	1034
	Baker	1990	Eden, NC	1092
	Hagie, Thomas M. Jr.	1990	Orbisonta, PA	612
	Hooker, Charles T.	Unk	Indianapolis, IN	1035
	Hoskins, Joseph H.	1961	Old Hickory, TN	612
	Howe, John B.	1984	Unk	748
	Kiehling, Maurice C.	1968	Portland, OR	060
	Leatherman, Daniel T.	1984	Frostburg, MD	748
	McClelland, Kenneth E.	Unk	Unk	612
	McDonald, John Jr.	1973	Unk	754
	McFadden, John R.	1990	New Kensington, PA	747
	Miller, Terry T	Unk	Belle Glade, FL	612
	O'Neil, Frank	1990	Hyde Park, MA	826
	Oakley, Ernest T	Unk	Freehold, NJ	757
	Reed, John H.	1969	Anaconda, MT	612
	Stevens, Clyde A.	Unk	Kansas City, MO	1092
	Surovik, Walter W.	Unk	Unk	612
765	Antczak, Walter J.	1988	Grans Rapids, MI	612
	Ayer, Richard H.	1990	Manchester, NH	762
	Bitsko, Ray E.	1970	Ohio	747
	Black, James D.	1980	Lexington, IN	750
	Carnes, Alton E.	Unk	Bellefontaine, OH	750
	Chalupa, Joseph Jr.	Unk	S. St. Paul, MN	911
	Fitzpatrick, John J.	1990	Queens Village, NY	552
	Frye, Morris J.	Unk	Avondale, NC	748
	Gerring, Nathan	1990	Carson City, NV	1034
	Groom, Otis G.	1991	Edmond, OK	1035
	Gurvich, Louis S.	1988	New Orleans, LA	612
	Johnson, Arthur T.	1986	Chattanooga, TN	1035
	Kennedy, Patrick J.	1986	Brooklyn, NY	612
	Kreps, Earl W.	1984	Pittsburgh, PA	1092
	Kunze, John W.	1989	Columbus, OH	511
	Liebhart, Jack H.	1986	Unk	612
	Munson, Alvin A.	1965	Saninaw, MI	678
	Natishen, Paul	1978	Medford, MA	911
	Norcross, Francis H.	1990	New Smyrna Beach, FL	747
	Roby, Houston S. Jr.	Unk	Baton Rouge, LA	612
	Ryan, Timothy J.	Unk	Millers Falls, MA	612
	Specht, John J.	1967	Ventura, CA	1092
	Stefenson, Edmund F.	Unk	Westport, CT	1035
Wahl, Robert H.	1989	MI	612	
Warren, Robert L.	1979	W. Portsmouth, OH	747	

TAPSMAY THEY REST IN PEACE FOREVER

<u>SQ</u>	<u>NAME</u>	<u>DECEASED</u>	<u>HOMETOWN</u>	<u>MOS</u>
766	Anderson, Wilbert L.	1990	Cameron, WV	612
	Blitzstein,	1965	Ventnor, NJ	612
	Bryan, Samuel Jr.	1990	Houston, TX	748
	Carson, Richard H.	1983	Portland, ME	757
	Cooper, George D.	1986	Fairfield, AL	901
	Danko, Andrew	Unk		1092
	Dichinson, Clarence I.	1987	Newcastle, ME	060
	Hasek, Francis J.	Unk	Carterat, NJ	1034
	Hawkinson, Theodore E.	1981	Scanlon, MN	752
	Hoeltgen, Francis B.	1991	Orbisonia, PA	612
	Jacquez, Bernard I	1981	Albuquerque, NM	747
	Mitton, Walter G.	Unk	Ansonia, CT	4000
	Rodgers, Frederick C.	Unk	San Leandro, CA	612
	Simon, Robert E.	1980	Wautoma, WI	1092
	Thomas, David J.	1990	Slingerland, NY	1092
	Traylor, Charlie	Unk	White Oak, SC	748
	Wellman, Marvin L.	1985	Junction City, KS	345
	Widlak, Wilhold	1979	Orchard Park, NY	Unk
	Wittman, Rudolph H. C.	1965		1035
767	Barber, John T.	Unk	Winston Salem, NC	612
	Bieling, Herbert W.	1982	Unk	612
	Capalbo, Frederick B.	Unk	Greenwich, CT	1092
	Cook, Leo G. Jr.	1961	Unk	612
	Cox, Fred C.	1986	Montgomery, AL	612
	Delloro, Henry J.	1986	Wurtsboro, NY	555
	Deselms, Arthur A.	Unk	Toledo, OH	612
	Erdmann, John A.	Unk	Elkhart, IN	1035
	Fidago, Rudy J.	1981	Pleasant Hills, PA	945
	Hanley, Hampton A.	1956	Ft. Morgan, CO	1035
	Herak, Michael	1950	Cleveland, OH	1035
	Hershkowitz, Bernard H.	1987	Downey, CA	1035
	Howie, Joseph M.	1990	Brimley, WI	275
	Johnson, Chester F.	Unk	Long Beach, CA	1035
	King, Leroy	1978	Barstow, TX	751
	Koepell, Harold C.	Unk	Cape Girardeau, MO	1092
	Macarelli, Pat R.	1965	Brooklyn, NY	1034
	Maroney, Gerold J.	1983	Bronx, NY	1092
	Maxwell, William D.	1982	Philadelphia, PA	1035
	Meier, Richard	Unk	Unk	612
	Pacheco, Alfonso	1986	Alamosa, CO	060
	Scherr, Edward W.	Unk	Queens, NY	748
	Smith, Robert W.	1984	Vergennes, VT	757
	Taylor, Oswald D.	Unk	Beaver Dam, KY	750
	Vogel, William E.	1974	Monticello, IA	1092
	Zimmerlee, John H. Jr.	1954	Nashville, TN	1034
	Zinner, Leon	1968	Monticello, NY	612

AAF PAY GRADES—1944

Rank	Insignia	Yearly Pay	Rent Allowance (Mo.)		Rank	Sleeve Insignia	Monthly Base Pay
			with dependents	single			
General		\$8,000	\$120	\$105	Private (7th grade)	no chevrons	\$50
Lt. General		8,000	120	105	Private first class (6th grade)		54
Maj. General		8,000	120	105	Corporal (5th grade)		68
Brig. General		6,000	120	105	Sergeant (4th grade)		78
Colonel		4,000	120	105	Staff Sergeant (3rd grade)		96
Lt. Colonel		3,500	120	105	Technical Sergeant (2nd grade)		114
Major		3,000	105	90	Master Sergeant (1st grade)		138
Captain		2,400	90	75	First Sergeant		
1st Lieutenant		2,000	75	60			
2nd Lieutenant		1,800	60	45			
Warrant Officer (chief)		2,100	75	60			
Warrant Officer (j.g.)		1,800	60	45			
Flight Officer		1,800	60	45			

FLYING PAY—Flying officers and enlisted men receive an increase of 50% of their base pay when by orders of competent authority they are required to participate regularly and frequently in aerial flights and when as a result of orders they do participate in such flights. Non-flying officers receive flying pay at the rate of \$60 per month when they participate in regular and frequent aerial flights ordered by competent authority.

SUBSISTENCE—Officers with dependents receive \$42 per month (30 day period) subsistence allowance; single officers, \$21. (Exception: Lt. Col. and Maj., married, receive \$63.)

LONGEVITY—Every enlisted man receives an increase of 5% of his base pay for each 3 years of service up to 30 years.

FOREIGN SERVICE—The base pay of officers is increased by 10% (enlisted men 20%) for any service while on sea duty or duty in any place beyond the continental limits of the U.S. or in Alaska.

STOLEN FROM "CROSSHAIRS"

Editor's note: In September 1945 I was discharged as a 1st Lt. In March 1946 I started college courses toward a degree in aeronautical engineering. In January 1950 I graduated but without a job. In June 1950 the Korean War started and there were plenty of jobs. In August 1950 I started to work as a graduate engineer for \$275 per month (\$3,300 per year without subsistence). It appears that for the period noted, at least, I didn't gain much in salary for the four years of college. I don't know what the Air Force is paying now but college seniors in engineering are getting \$30,000+ to start.

* * * * *

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