



*The 461st*

# Liberaider



Vol. 9, No. 2

DECEMBER 1992

SOMEWHERE IN THE USA



MEMORIAL PLAQUE  
U.S. AIR FORCE MUSEUM

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## DAYTON, OHIO—TARGET OF RARE OPPORTUNITY

During the week of 21 September, 1992, the 461st Bombardment Group (H), augmented by a courageous contingent of wives and friends, performed numerous missions throughout the Dayton, Ohio area aimed at achieving total camaraderie. This force of 565 dedicated veterans was successful in gaining the total submission of the local populace. During these sorties many memorable moments were captured at the U.S. Air Force Museum, Wright Patterson AFB, the Dayton Marriott Hotel and other “liberated” areas.

Debriefing notes of selected members of the 764th Bomb Squadron have now been declassified. Excerpt of statements are released as follows:

### Monday, 21 September

The advanced cadre consisting of Frank and Millie

O'Bannon arrived to prepare for the major units due in on Wednesday. They were pleased with the facilities offered by the Marriott Hotel and arrangements scheduled by the Marimac Corp. (Marietta & Phil).

### Tuesday, 22 September

Not surprisingly, many other early birds began arriving. The lobby of the Marriott was secured as a greeting place for new arrivals seeking refuge from the rain storms. The sight of 461st Bomb Group caps on both men and women began to appear throughout the hotel, the invasion was on!

### Wednesday, 23 September

On Wednesday sunny weather heralded the theme of warm friendship which was to continue throughout the

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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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Post Exchange: Wally Robinson, 3 E. Cardott, Ridgeway, PA 15853  
Publicity: Looking for a volunteer!

1993 Reunion: The Marimac Corporation, 6790 E. Calle Dorado, Tucson, AZ 85715  
(with guidance from Frank and Millie O'Bannon)

#### LIBERAIDER

George D. Dickie—Editor—PO Box 615, East Sandwich, MA 02537  
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week. Many folks arrived to grasp hands, hug and chatter incessantly. Now the serious business of recalling experiences of joy and sorrow during the "big one" truly began. As in past reunions, a surprising number of new members, who were discovered by Ed Chan and others, began to check in. Quizzical looks gave way to recognition as physical characteristics overcame physical appearances to disclose, behind slightly weathered faces, old friends from war days. Many also recalled later duty associations in HQ USAF, the Aleutians, Berlin airlift, Korea, sea and other far-flung places.

Charming lady volunteers manned reception desks at the entry to the "squadron hangar". Complimentary coffee and cash bar relaxed conferees as they checked their Group and Squadron displays to note the arrival of new members and room assignments. Meanwhile continuous videos depicting WWII air power were viewed.

The event of the day on Wednesday was an evening at the La Comedia Dinner Theatre. The 461st dinners practically took over the place. The food was excellent and efficiently served. The play, "Run for Your Wife" was

clever and very amusing. The bus service for this optional tour was excellent and was an indication of the well coordinated transportation system we would experience throughout the week.

#### Thursday, 24 September

This was antique day in Waynesville, Ohio, touted as the antique capital of the Midwest and the home of the Ohio Sauerkraut Festival. Waynesville, which dates back to 1796, was named after General Anthony Wayne who camped here while fighting Indians. Apparently the General and his entourage departed camp quickly leaving many domestic items (for later discovery by antique dealers) along with a big pot of sauerkraut. One lady said, "One man's junk is another man's treasure", so you can look at it both ways. Most of the ladies found Waynesville delightful and enjoyed the tour. (The O'Bannons, we hear, liberated 2 oil lamps.)

Since Friday would be early to rise and a strenuous day, Thursday evening most folks took advantage of the 25% discount for our members at the Marriott's Parmizzano's Restaurant. There were many "gatherings" in the hotel bar and various private rooms for a toddy or two and for making plans for the morrow.

#### Friday, 25 September

The hotel breakfast buffet at 0700 hrs. provided excellent selections of fruits and breakfast dishes. At times it was near impossible to find space to dine but this only added to the anticipation and excitement.

The sky was cloudless and the air was crisp as about 500 people in a 10-bus caravan arrived at the Air Force Museum for the dedication of the 461st Bomb Group plaque in Memorial Park.

Frank O'Bannon led the way, through many statuary memorials, plaques and trees that had been previously dedicated, to the site of the 461st Bomb Group Memorial. Noisy chatter changed to respectful quiet as a feeling of peace, reflection and pride enveloped everyone.

(Continued on page 3)



Ed Izzo, 765th BS, recounts the history of the 461st Bomb Group beside our memorial tree.

*(Continued from page 2)*

The dedication service was brief and impressive. There were comments by the museum staff, prayers were offered by the Air Force Chaplain, Captain Bias, and a short history of the Group was read by Ed Izzo. As the ceremony progressed, four jet aircraft overflew the Memorial Park, truly a fitting salute to the fallen members and survivors of the 461st Bomb Group. The Group Colors were beautifully displayed by the VFW Color Guard as the Rifle Squad fired salvos. The bugler sounded taps to end a very touching ceremony.

Frank O'Bannon acknowledged the work of Willie Gibson, 764th BS, and Ed Izzo for arranging for and the placement of our plaque at the Memorial Park.

Many of the spectators had misty eyes as they thought of those who had gone before. There seemed to be an "uplifting after-effect" as the group made their way back through the Memorial Park. Backs seemed a little straighter and steps a little firmer.

A sign at the airport reads "Dayton, birthplace of aviation". After visiting the Memorial Park and the USAF Museum, Dayton may also be remembered as "Resting place of Eagles".

Following the dedication the group met in the mu-

seum to view the IMax film "The Flyers". The IMax film incorporates state-of-the-art technology, film frames three times the size of conventional 70mm frames and having six channel stereo. This truly provides the viewer with the sensation of being in the middle of the real flying event. (Many of our ladies covered their eyes at times.) Following the movie, buses conveyed the group to the Wright Patterson AFB Officer's Club for lunch. All was in readiness with food on the tables for over 500 of us to dine and relax a bit before the afternoon movie thriller and tour of the museum exhibits of over 200 aircraft and missiles.

Friday evening dining was available at the hotel with the overflow moving into a huge tent. However, many adventurous ones met in their rooms for cocktails and then spread out to the restaurants in the city or to Wright Patterson AFB for dinner. 461st Bomb Group badges were sighted over a wide area of the city.

#### Saturday, 26 September



Me-

memorial Statue to  
Army, Navy, Air Force, Marines

"We who come home must never  
forget those who did not."

(Continued from page 3)

This was the day many of the men chose to return to the museum while wives opted for a tour of the Dayton Art Institute and a reconstructed Indian village. Those who chose to return to the museum became totally immersed in the Air Force lore of the past and present. We studied observations in the main building, then a short bus ride to the museum's annex to place our hands on many other aircraft including presidential "birds" of the past and the latest supersonic marvels. Some of the men, exhausted mentally and physically from their early day emotional experiences, retired to discreet taverns in the city reminiscent of days of the old Mid-west.

Many with leisure time wandered down to Carillon Park to discover a beautiful slice of Americana along the bank of the great Miami River. They viewed a typical early-time tavern, a one-room school, a replica of Wright's bicycle shop, a print shop, an early store house and other buildings all within a clean neatly landscaped area having a Carillon as a center piece.

The Dayton Art Institute and Sun Watch (restored Indian village) tours were enjoyed by many. The Art Museum whetted the appetite to return to fully absorb the beauty of the masters displayed.

The Saturday evening affair was a typical 461st elegant final night reunion production. The gals were as beautiful as in the 40's—their men were as macho as ever.

The highlight of the evening was the presentation of the Purple Heart medal to Trefrey Ross. Frank O'Bannon, upon learning Trefrey had never received it, turned the tables upside down to get him properly recognized 48 years late. Only the tenacity of Frank could do it.

Music was of our age even though many of us could not quite recall all the intricacies of the dances of the early 40's. Many danced until the band exhausted their repertoire. It was, all in all, a

beautiful gathering to be savored in memory of our youth.

Sunday, 27 September

The early schedule for our Memorial Service and buffet breakfast was welcomed by most attendees who were preparing for travel to distant homes.

Chaplain Steven E. Bias, USAF, of the Protestant Chapel Program, conducted the Memorial service honoring those lost in combat and those expiring in later years. Our hymn, "Lord, Guard the Men Who Fly" was rendered by all with misty eyes and the proud awareness of our service to family and country.

### AFTERGLOW REFLECTIONS

- We missed the beautiful voice of our baritone Farrold F. Stephens.
- We wondered how many of our airmen availed themselves of the G.I Bill to further their education.
- Some attendees felt we should consider reducing the reunion schedule by one day, to three and a half days.
- Why not provide an updated roster? Add dollars to our dues to cover the costs involved. Recent new members need to be recognized.

### ACKNOWLEDGEMENTS

The material presented in this report of the 1992 reunion was provided by the following members of the 764th Bomb Squadron:

Millie O'Bannon  
Dan Levin  
Claire St. Yves  
Doris Zabal  
Joan Young

The document was compiled and submitted by:

John Trommershauser  
Director, 764th Squadron

Editor's note: Thanks John and Lee and all your assistant editors!! It's a great report done in an unusual format.

TAPS  
MAY THEY REST IN PEACE FOREVER

<u>SQD</u>	<u>NAME</u>	<u>DECEASED</u>	<u>HOMETOWN</u>	<u>DUTY</u>
HDQ	Burgess, Arthur I.	1988	Unk	A/C Mech/Gunner
	Evans, Earl E.	1975	Unk	Photo Lab Tech
	Gong, Arthur J.	1991	San Francisco, CA	Radar Tech
	Housh, Clark E.	1991	Kansas City, KA	Radar Tech
	Schwartz, Michael A.	1989	Unk	Weather Tech
764	Alexio, Arthur J.	1973	San Leandro, CA	Auto Equip Messenger
	Bailey, Harvey W.	1973	Palo Alto, CA	Class Spec
	Benfield, William L.	1961	York, SC	Auto Equip Oper
	Boond, Samuel J.	1981	Unk	Clerk—Adm & Tech
	Brate, Benjamin H.	1956	Sharonville, OH	Radio Op/Gunner
	Brown, Hilton E.	1980	Buxton, MA	A/C Refuel Oper
	Carlisle, Joseph F.	1975	Los Angeles, CA	A/C & Eng Mech
	Carr, William C.	1991	IA	A/C Armor/Gunner
	Chambers, Charles E.	1965	Trevilians, VA	A/C Armor/Gunner
	Chestnut, Sigmund L.	1987	Lakeland, FL	A/C Armor/Gunner
	Daly, Thomas E. Jr.	1989	Janesville, WI	Navigator
	Donahue, Patrick J.	1990	Cleveland, OH	A/C Radio/Gunner
	Eberlein, Joseph J.	1970	Chicago, IL	A/C Armor/Gunner
	Eckert, William J.	1971	Chicago, IL	Decon Equip Oper
	Gaither, Elbert F.	1992	Unk	Medical Tech
	Germain, Vincent J.	1987	Unk	Unk
	Goblirsch, J. A.	1975	Robbinsdale, MN	A/C & Eng Mech
	Hagemeier, Karl F.	1988	Houston, TX	QM Supply Tech
	Hartsough, Robert J.	1986	Unk	A/C & Eng Mech
	Hepner, Fred J.	1971	Unk	A/C Armorer
	Hersh, James L.	1982	Unk	Auto Equip Oper
	Hines, Walter V.	1988	Seattle, WA	Radio Oper
	Hodgson, Jack C.	1972	Washington, DC	Radio Op/Gunner
	Holleman, Robert L.	1981	Hartford, CT	A/C & Eng Mech
	Howerton, Elvis E.	1987	Sedalia, MO	A/C Mech/Gunner
	Jewett, Carlton B. Jr.	1991	Pittsburgh, PA	Pilot
	Jordan, James M.	1973	Rushsylvania, OH	A/C Mech/Gunner
	Kinkel, Alfred A.	1973	Chicago, IL	Sheet Metal
	Labay, Allen F.	1984	Houston, TX	A/C Armor/Gunner
	Lavioie, Joseph R.	1982	New Bedford, MA	A/C Armor/Gunner
	Lauricas, Peter	1968	Unk	Radio Op/Gunner
	Lucas, Raymond J.	1984	Tulsa, OK	Radio Op/Gunner
	Lucas, William S.	1985	Unk	A/C & Eng Mech
	Mansfield, William Jr.	1990	Unk, WV	A/C Mech/Gunner
	Mart, Albert	1991	Tarrytown, NY	A/C Armor/Gunner
	Masica, Peter	1991	Minneapolis, MN	Munition Worker
	Mino, Paul M. Jr.	1972	Unk	Cook's Helper
	O'Conner, Joseph P.	1990	Washington, DC	A/C Armor/Gunner
	O'Neal, Michael W.	1965	Unk	Clerk Adm/Tech
	Perry, Albert C. Jr.	1978	Providence, RI	Radio Op/Gunner
	Polis, John L.	1963	Cleveland, OH	A/C Welder
	Poska, Joseph	1981	Unk	A/C & Eng Mech
	Pruitt, Tribbley T.	1986	Pikeville, KY	Auto Equip Messenger

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<u>SQD</u>	<u>NAME</u>	<u>DECEASED</u>	<u>HOMETOWN</u>	<u>DUTY</u>
764	Prutsmann, William T.	1982	Chicago, IL	A/C Armor/Gunner
	Redden, James L.	1990	Claremore, OK	A/C Mech/Gunner
	Ryan, Thomas J.	1992	Detroit, MI	Supply Tech NCO
	Salyers, Earnest E.	1988	Unk, WV	A/C Mech/Gunner
	Sharp, William H.	1988	Unk	Decon Equip Oper
	Smith, Carl	1977	Los Angeles, CA	A/C & Eng Mech
	Smith, Harry B.	1967	Baltimore, MD	A/C Armor/Gunner
	Snuffer, Hugh G.	1969	Unk	Radio Mech
	Sparks, Noel E.	1978	Wichita, KS	Radar Mech
	Starbuck, John E.	1980	Atlanta, GA	Clerk Typist
	Tate, Uriah R.	Unk	Erie, PA	A/C & Eng Mech
	Tillman, Gregory P.	1974	Newton, KS	Sheet Metal
	Valenzi, Spartico	1989	Utica, NY	A/C Mech/Gunner
	Walters, Robert H.	1985	Winona, MN	Radar Mech
	Winchester, Charles Jr.	1987	Charlotte, NC	A/C Radio/Gunner
	Wolberg, Virgil O.	1986	Boise, ID	Medic Corpsman
	Worrell, James E.	1991	Streator, IL	Radio Op/Gunner
765	Aiken, Jack	1972	Columbia, SC	A/C Armor/Gunner
	Allen, Evel H.	1991	Wichita Falls, TX	A/C Mech/Gunner
	Arbogast, Donald R.	1948	Charleston, WV	Aerial Photo
	Arduengo, Arthur A.	1980	Mc Gehee, AR	A/C & Eng Mech
	Avery, Richard E.	1981	Thomasville, GA	Pilot
	Baxter, John M.	1988	Unk	A/C Radio/Gunner
	Blaney, Edward B.	1963	Unk	A/C Maint Tech
	Brady, Cornelius H.	1990	Whitestone, NY	Pilot
	Brinkerhoff, William	1973	Unk	Clerk Adm Tech
	Brown, Euell B. Jr.	1992	Vienna, GA	A/C & Eng Mech
	Caldwell, Alden W.	1986	Los Angeles, CA	A/C Eng/Gunner
	Capdeville, Albert B.	1988	Unk	Crypto
	Caran, Robert T.	1985	Corpus Christi, TX	Pilot
	Carter, James E.	1991	Jacksonville, FL	A/C Armor/Gunner
	Cendejas, Joe R.	1986	Whittier, CA	A/C Armorer
	Chase, George E. Jr.	1974	Seattle, WA	A/C Armorer
	Clark, J.W.	1963	Newark, AR	A/C Armorer
	Cusiter, George C.	1987	Camarillo, CA	A/C Armor/Gunner
	Dane, Edward G.	1976	Monrovia, CA	A/C Armorer
	Debth, Harold C.	1992	Toledo, OH	Navigator
	Dewell, Robert R.	1992	Liberty, MO	A/C Armor/Gunner
	Downey, Ray	1983	Unk, WV	Munition Worker
	Dressler, Richard T.	1992	Tacoma, WA	A/C Armor/Gunner
	Durden, Victor L.	Unk	Robertsdale, AL	A/C Armorer
	Ekdahl, Kenneth L.	1980	Moline, IL	Bombardier
	Farrow, Charles D.	1991	Unk	Radio Mech
	Foster, Oliver G.	1987	Unk	Auto Equip Mech
	Gayken, Fred	1961	Unk	A/C & Eng Mech
	Genova, Joseph A.	1974	Unk	Cook's Helper
	Gore, Orville	1988	Whitman, WV	A/C Armor/Gunner
	Goyette, John B.	Unk	Unk	Unk
	Grimm, Walter J.	1975	Middle Village, NY	Pilot
	Hale, Robert G.	1990	Wolfeboro, NH	A/C Armor/Gunner

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<u>SOD</u>	<u>NAME</u>	<u>DECEASED</u>	<u>HOMETOWN</u>	<u>DUTY</u>
765	Hallier, Lewis M.	1948	Unk	A/C Eng/Gunner
	Hards, West B.	1981	Grand Junction, CO	A/C Armor/Gunner
	Harper, Carl C.	1987	Chillicothe, OH	A/C Mech/Gunner
	Ives, John	1978	Lucedale, MS	Adm Spec NCO
	Jackson, Carl H.	1991	Collidge, TX	A/C Mech/Gunner
	Jackson, Fields E.	1989	Unk	Sheet Metal
	James, Chester	Unk	Washington, DC	Unk
	Johnson, John M.	1977	Superior, WI	A/C Armor/Gunner
	Karpierz, Stanley J.	1970	Lansing, KS	Supply Clerk
	Keegan, Daniel C.	1988	Houlton, ME	A/C Elect Mech
	Kline, Jack W.	1978	Mansfield, OH	A/C Mech/Gunner
	Knieval, Jack W.	Unk	San Diego, CA	Bombardier
	Kudrav, George G.	Unk	Pittsburgh, PA	Bombardier
	Kuendig, William N.	1992	Canton, OH	Navigator
	Kuhn, William W.	Unk	Chicago, IL	A/C Armor/Gunner
	Lee, Joel W.	1980	Tylerstown, MS	A/C Refuel Oper
	Lyons, Thomas H. Jr.	1990	Unk	A/C Eng Mech
	McMillan, Milton R.	1969	Shandon, CA	A/C Armor/Gunner
	Meifert, Douglas	1985	Seattle, WA	A/C Armor/Gunner
	Metzger, Raymond J.	1982	Rome, NY	A/C Armor/Gunner
	Nevil, Arthur R.	1990	Stroudsburg, PA	Cook's Helper
	Phipps, Harold D	1985	Hichman, KY	A/C Armor/Gunner
	Piaerce, Lawton L.	1991	Unk	Cook
	Reese, Harold E.	1971	Sioux Falls, SD	A/C Mech Tech
	Reiland, Richard F.	1972	Philadelphia, PA	Pilot
	Roy, Laurier A.	1969	Waterville, ME	A/C Armor/Gunner
	Sauter, Jerome F.	1945	Long Beach, CA	A/C Armorer
	Schultze, Lionel	1944	Unk	A/C Armor/Gunner
	Scott, William N.	1969	Radford, VA	A/C Instru Mech
	Sokol, Herbert H.	1977	Bridgeport, CT	Radar Mech
	Sprinkle, John T.	1976	Unk	Unk
	Stewart, Howard C.	1945	Akron, OH	Navigator
	Sturgis, Joy J.	1964	Mitchell, NE	A/C Armor/Gunner
	Sundquist, Gua A.	1945	Mckeesport, PA	A/C Armor/Gunner
	Thomas, Howard L.	1980	Unk	Auto Equip Oper
	Totten, Raymond J. Jr.	1983	Unk	A/C Armor/Gunner
	Varner, Fred Jr.	1973	Atlanta, GA	A/C Armor/Gunner
	Von Rentzell, Cecil G.	1988	Unk	Unk
	Walter, Daniel	1965	Wapato, WA	A/C Eng Mech
	Wielert, Frank H.	1976	Levittown, NY	A/C Mech/Gunner
	Wiesepape, Harry J.	1968	San Antonio, TX	A/C Armor/Gunner
	Wilber, John L.	Unk	Unk	A/C Armor/Gunner
	Yeager, Melvin G.	1962	Unk	Motor Trans NCO
	Yough, William C.	1975	Unk	Radio Op/Gunner
	Zilberberg, Leon M.	1990	Merion Station, PA	Clerk Adm Tech
766	Alexander, Robert D.	1975	Steele, KS	A/C Armor/Gunner
	Anspach, Robert G.	1965	Unk	Radar Mech
	Arnold, Howard E.	1977	N. Liberty, IN	A/C Armorer
	Bacon, Floyd A.	1991	Lincoln, KS	A/C Armor/Gunner

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<u>SQD</u>	<u>NAME</u>	<u>DECEASED</u>	<u>HOMETOWN</u>	<u>DUTY</u>
766	Black, Ivan A.	1967	Milts, CA	Unk
	Blom, Axel	1990	Unk	A/C Radio/Gunner
	Blum, Erving M.	1990	San Francisco, CA	Crypto Tech
	Bracken, John C. Jr.	1990	Unk	A/C Mech/Gunner
	Branch, Charles E.	1972	Knoxville, TN	A/C & Eng Mech
	Campbell, James S.	1974	Johnson City, TN	Clerk Adm Tech
	Candido, Joseph A.	1977	Unk	Clerk Adm
	Cartledge, Clyde D. Jr.	Unk	French Lick, IN	A/C Mech/Gunner
	Chacon, Willie V.	1991	Unk	Teletype Oper
	Childress, Samuel E.	1984	Birmingham, AL	A/C Radio/Gunner
	Cohen, Leon J.	1986	Unk	Munition Worker
	Dalpra, Quido	Unk	IL	Radio Op/Gunner
	Danko, Andrew	1980	Pittsburgh, PA	Pilot
	Day, Donald T.	1974	Unk	Clerk Typist
	Dugan, Clyde M.	Unk	Plainview, TX	A/C Inspector
	Duggan, Joseph J.	1987	Greenwich, CT	A/C Armor/Gunner
	Earnheart, Lawrence M.	1981	Aberdeen, WA	A/C Elect Mech
	Fairchild, Lefton B.	1950	Enterprise, MS	A/C Refuel Oper
	Farley, Lawrence R.	1971	Nantucket, MA	Aerial Gunner
	Fleming, John V.	1985	Unk	A/C Armorer/Gunner
	Galin, Herman W.	1960	Vinemont, AL	A/C Mech Gunner
	Gillespie, Robert W.	1962	Northfield, VT	A/C & Eng Mech
	Halpern, Benjamin B.	1988	Hampton, NH	Arm & Chem Off
	Halverson, Alfred E.	1986	Unk	Clerk Adm
	Hamill, Robert M.	1982	Seattle, WA	Navigator
	Hartman, Gilbert H.	1992	Bloomer, WI	A/C Armor/Gunner
	Hughes, Woodrow W. Sr.	1970	Unk	Unk
	Humphreys, Walter Jr.	1983	Greenville, SC	Bombardier
	Jones, Lowell E.	1974	Freeport, IL	A/C Armor/Gunner
	Jones, Loyal	1978	Berry, AL	Munition Worker
	Kelly, Hugh Jr.	1991	Fresno, CA	Auto Equip Mech
	Kintz, Paul J.	1973	San Francisco, CA	Sheet Metal
	Kmiecik, Steve J.	1988	PA	A/C Armor/Gunner
	Kozowski, Albert J.	1984	Norwalk, CT	A/C Armor/Gunner
	Mallory, Worth W.	1967	Unk	Bombsight Mech
	Marquez, Bennie D.	1979	Oakland, CA	Auto Equip Mess
	McDowell, Everett M.	1981	Fultz, KY	Munition Worker
	McVicars, Andrew	1992	Butte, MT	Bombardier
	Mizar, Delbert W.	1969	Manteca, CA	A/C Armor/Gunner
	Newcome, William L.	1971	Oakland City, IN	Radio Op/Gunner
	Newcomer, Spencer Jr.	1992	Port Richey, FL	Radio Op/Gunner
	Newman, Paul E.	1978	Newcastle, PA	Decon Equip Oper
	Overholser, Thomas E.	1986	Sedro Wooley, WA	A/C Armor/Gunner
	Regan, Robert M.	1983	Unk	Welder
	Riley, Robert F.	1991	Unk	A/C Armorer
	Robinson, John B.	1981	Spokane, WA	A/C Armorer
	Rohan, Robert D.	1985	Denver, CO	A/C Armor/Gunner
	Rosen, John E.	1955	Struthers, OH	Pilot
	Sanders, Gordon	1972	Unk	A/C & Eng Mech
	Santonastaso, Frank S.	1992	Medusa, NY	A/C Armorer
	Shannon, Richard E.	1977	Portland, OR	Supply Officer

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<u>SQD</u>	<u>NAME</u>	<u>DECEASED</u>	<u>HOMETOWN</u>	<u>DUTY</u>
766	Smith, Lloyd C.	1982	Unk	Cook's Helper
	Smith, William L.	1974	Unk	Munition Worker
	Tidwell, Lonnie E.	1960	Kiowa, KS	Com Chief
	Vogel, Harry L.	1978	Unk	A/C Armor/Gunner
	Walls, William E.	1977	Unk	Turret/Sight Mech
	Webb, Randall L.	1982	Fayette, IA	Pilot
	Weisfield, Robert J.	1987	San Diego, CA	A/C Mech/Gunner
	Wiedower, Herman F.	1974	Enid, OK	A/C Mech/Gunner
767	Adams, Roy O.	1980	Unk	Munition Worker
	Affeldt, Charles J.	1983	Unk	A/C Armor/Gunner
	Allen, Troy	1983	Monticello, GA	Auto Equip Mess
	Arendt, George A.	1989	Fort Dodge, IA	A/C & Eng Mech
	Arkwright, Carl H.	1988	Unk	A/C Armor/Gunner
	Arrowood, Palmer D.	1956	Langley, KY	A/C Armor/Gunner
	Bailey, Walton A.	1964	Cullman, AL	A/C Armor/Gunner
	Barnholdt, Carl P.	1986	Unk	Crypto
	Beers, Hobart F.	1979	Stratford, CT	A/C & Eng Mech
	Blades, Ellis D.	1945	Unk	A/C & Eng Mech
	Boggs, Kenneth S.	1979	Anchorage, AK	Navigator
	Brison, James T.	1963	Unk	Teletype Oper
	Bristol, Walter E.	1988	Stephan, SD	Munition Worker
	Brown, Joseph R.	1983	Atwood, KS	A/C Radio/Gunner
	Bushing, Raymond M.	1988	Ft. Wayne IN	A/C Armor/Gunner
	Bybee, George M.	1989	Unk	A/C Refuel Oper
	Cannon, Sheldon E.	1988	Unk	A/C Mech/Gunner
	Chapman, William R.	1991	Unk	Radio Oper/Gunner
	Chisholm, Thomas C. Jr.	1951	Auburn, MS	A/C Armor/Gunner
	Connolly, Joseph M.	Unk	Unk	A/C Mech/Gunner
	Cooke, Julian B.	1981	Durham, NC	Auto Equip Mess
	Cozza, Dominick	1991	Carol Stream, IL	Radio Oper/Gunner
	Culpepper, Harold M.	1972	Brunswick, GA	A/C Armor/Gunner
	Cummings, Russell R.	1985	Unk	Teletype Oper
	Custer, Lawrence B.	1982	Lima, OH	A/C Armor/Gunner
	Davignon, Norman L.	Unk	Unk	A/C Mech/Gunner
	Douglas, John F.	1992	Cave-In-Rock, IL	Line Chief
	Draper, Wiley F.	1989	Los Alamos, NM	Unk
	Duffy, John J.	1977	Unk	Radio Oper/Gunner
	Elms, Renton F.	1979	Unk	Clerk Adm Tech
	Fahse, Milo W.	1990	Unk	Cook's Helper
	Gates, Carl D.	1985	Durham, NC	A/C Armor/Gunner
	Goldstein, Bernard R.	1981	Las Vegas, NV	Navigator
	Grayson, Cecil J.	1983	Charlotte, NC	A/C Mech/Gunner
	Greene, Leslie L.	1954	Wise, VA	Unk
	Harris, Dale W.	1966	Somerset, NJ	Auto Equip Mess
	Haynes, Samuel L.	Unk	Unk	A/C Armor/Gunner
	Hennessey, William F.	1970	Bridgeport, CT	A/C Armor/Gunner
	Higgins, George T.	1988	Hereford, TX	Pilot
	Holihan, Philip D.	1989	Waterbury, CT	A/C Armorer/Gunner
	Hudson, Hoyette S.	1977	Charlotte, NC	A/C Armorer/Gunner
	Hylton, Donald W.	1987	Bakersfield, CA	Pilot

TAPSMAY THEY REST IN PEACE FOREVER

<u>SQD</u>	<u>NAME</u>	<u>DECEASED</u>	<u>HOMETOWN</u>	<u>DUTY</u>
767	Jacobson, Lyman W.	1980	Bar Barbor, ME	A/C & Eng Mech
	Kelley, Harley L.	1970	Unk	Cook's Helper
	Kilgore, John C.	1981	Richland Center, WI	A/C Eng/Gunner
	Kirkwood, Malcolm A.	1975	Unk	A/C & Eng Mech
	La Combe, Louis J.	1965	Detroit, MI	A/C Refuel Oper
	Leheier, Norbert F.	1975	Boise, ID	A/C Armorer
	Leith, Sidney	1970	Chicago, IL	A/C Eng/Gunner
	Loper, L. C.	1986	Houston, TX	A/C Mech/Gunner
	Lynch, Edwin J.	1972	Unk	A/C & Eng Mech
	Mack, Myron O.	1990	Baltimore, MD	A/C Armor/Gunner
	McCuistion, Floyd U.	1979	Lake City, SC	A/C Eng/Gunner
	McLaren, Thomas S.	1978	Unk	Radio Op/Gunner
	Morrisseau, Leo P.	1987	Unk	A/C & Eng Mech
	Nelson, Frank A.	1967	Seattle, WA	A/C & Eng Mech
	Phillips, Otis H.	1978	Walnut Grove, MS	A/C Armor/Gunner
	Reed, Lon N. Jr.	1968	Maryville, TN	A/C Armor/Gunner
	Robins, David A.	1984	Owensboro	Unk
	Rogers, James D.	1978	Hamilton, OH	Surgical Tech
	Rupp, Paul O.	1986	Ohio	Radio Op/Gunner
	Ryan, Donald L.	1958	Kansas City, MO	Pilot
	Ryan, John T.	1988	Unk	A/C Radio Oper
	Shaefe, Harry P.	1992	Albuquerque, NM	A/C Eng Officer
	Skinner, Lawrence D.	Unk	Burden, KS	Sheet Metal
	Smith, Joseph R.	1981	Comell, WI	A/C Armorer
	Snow, Oliver I.	1983	Freeport, ME	A/C Armor/Gunner
	Spencer, Raymond B.	1984	Unk	A/C Armor/Gunner
	Starr, Clyde E.	1976	Parkersburg, WV	A/C Armor/Gunner
	Tyler, George R.	1984	Quincy, MA	A/C Armor/Gunner
	Westfall, Charles R.	1982	Detroit, MI	Navigator
	Wofford, James A.	1963	Rushville, NE	A/C Armor/Gunner
	Yohe, Warren A.	1991	Unk	Radio Mech

THIS HERITAGE

By Mary E. Richardson

They are not dead, who leave us this great heritage of remembered joy.

They still live in our hearts, in the happiness we knew, in the dreams we shared

They still breathe in the lingering fragrance windblown from their favorite flowers.

They still smile in moonlight's silver and laugh in sunlight's sparkling gold.

They still speak in the echoes of words we've heard them say again and again.

They still move in the rhythm of waving grasses, in the dance of tossing branches.

They are not dead; their memory is warm in our hearts, and comfort in our sorrow

They are not apart from us, but a part of us.

For love is eternal; and those we love shall be with us throughout eternity.

## REUNION POSTSCRIPTS

Editor's note: The following article was not received in time to be included in the general report of the reunion. An excerpt is provided to give a little more insight into our visit to the La Comedia Dinner Theater.

"—— The theater was arranged in tiers with tables for six located along each tier. Dinner began with a salad served at the table, the main course served buffet style on stage (lowest level) and desert served at the table. There was a good variety of fish, meats, vegetables and breads available.

Once dinner was completed, the buffet wagons were removed from the stage and a rollicking comedy, "Run for your Wife" was presented. It's a story of a London Cabbie with two wives, neither of which is aware of the other. While going to the aid of a mugging victim, the cabbie was hit on the head and taken to the hospital. In his stunned state he gives one address to the hospital and his other address to the police that were investigating the mugging. To make it worse, both wives report him missing. The comedy develops as he tries to keep both wives apart and the police from delving deeply into his secret. It was a fast moving play that was enjoyed by all. ——"

Jean Parsonson, 764th BS

\* \* \* \* \*

"13 Survive Elevator Fright"

By Elaine Shevin

On Saturday, September 26, 1992, after having lunch in the nearly deserted Citizens Federal Bank building in Dayton, Ohio, 13 people shared an unscheduled adventure when they were trapped in an elevator between floors for 65 minutes. The 13 were members of the 461st Bomb Group (World War II) who were attending a reunion held in the Marriott Hotel.

These 13 stepped into the elevator on the second floor, closed the door and the elevator began to descend. Abruptly the elevator called it quits. One lady suffered from claustrophobia, two were fearful

they would not be discovered until after the weekend and the rest were complaining of the heat and full bladders.

During this forced confinement, Elaine Shevin began telling joke after joke. She was joined by Paul Nicholas who had his own repertoire of jokes. They had everyone in stitches, howling with mirth after each punch line.

What began as a traumatic experience for some ended joyously for all. Fortunately the superintendent heard the laughter and people calling for help. He assured them he was sending for help from a technician who was on another call. He stayed in contact with the group and told them he was enjoying the jokes as much as they were.

After one hour and five minutes all thirteen made it out safely. They had missed their scheduled tour to the art museum but didn't seem to care. They were in high spirits, busy telling anyone who would listen about the adventure, taking group pictures and planning their own "special reunion" every year in an

## THE SURVIVORS



Elaine Shevin, Woodland Hills, CA  
 Paul Nicholas, Tarzana, CA  
 Dorothy Anderson, Michigan  
 Phyllis & Dave Krause, Belmont, MA  
 Edith & Arch Russell, Wilmington, DE  
 Mr/Mrs. Oscar Detweiler, Mckeesport, PA  
 Marguerite Bransky, Camp Hill, PA  
 Mr/Mrs. Lester Anderson, Springfield, MA

## REUNION POSTSCRIPTS (Cont)

Editor's note: Prior to the July 1990 issue of "The Liberaider" I got a note from Les Toleen, 766th, about articles showing "How We Were" and How We Are". Here is one I just received from Frank Bradley, 764th, following our reunion in Dayton. If you like it and have similar stories send them to me.

"—— During our time in Italy we had seven guys in tent #10, 764th Squadron. This came about because Harry Stein, one of the original eight, became a radio-gunner and moved out to be with his flight crew. Tent #10 was a communications group. The picture below shows the tent as it was when we first got set up. The picture shows: back row L to R, Earle Bray and Arthur Schulte. Front row L to R, Robert Walters (deceased) and Harry Stein.



In picture #2 (not shown here) you see tent #10 as it was at the end of the war (picket fence, storm door, etc.). It doesn't show that we had hot and cold running water (as long as you didn't turn the flame up to where you melted the coil of aluminum tubing in the stove, at which time you got 75 gallons of water on the floor).

The next two pictures show inhabitants of tent #10 as we appeared at the 1992 reunion in Dayton. The first picture (note room number) shows, L to R, Art Schulte, Earle Bray and Harry Stein (Frank Bradley is taking the picture). The four of us shared the room for old times sake. Of the original eight men in tent #10, there are still five of us alive and well, see be-

low, L to R: Art Schulte, Harry Stein, Earle, Bray, John Butz and Frank Bradley.



I think it was just fantastic that five guys from the same tent in Italy 47 years ago are still alive and got together for a reunion of the 461st Bomb Group in Dayton, Ohio. ——"

Frank Bradley, 764th

\* \* \* \* \*

Editor's note: The following is an excerpt from a note Jim Hardee, 764th sent in. I wholeheartedly agree!!

"—— The unsung heros of the support groups were the ordnance personnel. These were the men that picked up the bombs from the bomb dump, delivered them to the aircraft and loaded them in the bomb bay.

(Continued on page 13)

(Continued from page 12)

This in itself was no easy chore. These bombs came in several configurations; from clusters of fragmentation and incendiaries to 4,000, 2,000, 1,000, 500 and 250 pound general purpose RDX's with instantaneous or delayed fuses.

It was the responsibility of the ordnance section to carry out the various operations on a daily basis. However, on many a night, after all bombs were loaded, orders came down that the target as well as the bomb load had been changed. We then had to offload and reload the aircraft.

I'm enclosing a picture of the 764th Bomb Squadron Ordnance Personnel that attended the Dayton reu-



L/R: Rollin Moats, Alfred St. Yves, John Taphorn, Cecil Redger, Richard Leies, George Cataland and Arthur O'Keefe.

ion. The names are shown below.

It was really good to know that so many of our people are still around and attended the reunion.

We'll see you in Fresno!

Jim Hardee, 764th

\* \* \* \* \*

### IMPORTANT IMPORTANT IMPORTANT

The following information pertains to the Fresno reunion. Please read it and if you attended the Dayton

reunion note the changes on the form you got.

### NOTICE TO ALL WHO ATTENDED THE DAYTON REUNION

All of you received a package for the 1993 reunion in Fresno, CA. You will not receive another mailing!!

This notice is to advise you of a change in the program. On Saturday, 2 October, the Fresno Heritage tour has been cancelled because we will be having a dedication service at the Fresno Airport. This memorial is in memory of the 16 men who were lost at Hammer Field. The cost is \$10.00 per person, so please cross out the Fresno Heritage tour and write in the dedication at \$10.00 which covers buses.

Also please note that the 800 number to call for information about the Italy return is incorrect. The correct number is 1-800-292-1490.

If the rules of human nature prevail, many of you have probably "misplaced" the package you were given in Dayton. If so, write to

The Marimac Corp.  
6790 E. Calle Dorado  
Tucson, AZ 85715

\* \* \* \* \*

### MAIL CALL

Editor's note: Early this year I got quite a few notes from members who had sent in dues but had no reply. On 9/17/92 I got a note from Vernie, the wife of our Treasurer, "Pete" Peterson. She sent a picture of "Pete" with 850 letters with dues payments. They had been on a trip to Texas in February.



(Continued on page 14)

*(Continued from page 13)*

Editor's note: On the right hand side of page 3 of the June '92 issue of "The Liberaider" there is an article from John Bybee which describes the loss of aircraft #67, 767th Squadron. This summer I got a call from Edward Kussler who was bombardier on #67. He called to correct a couple of errors in the article. The ball turret gunner was Albert Jones (not Gones) and that the town where they crashed is Roznava not Roszyne. I asked him to write an article about the experience but have not received one. How about it Ed?

Dear Mr. Dickie,

In the June 1992 "Liberaider" (lower right side of page 11) Bob Kelliher mentioned the ill fated bomber #35 stating one of its tricks was that "graveyard spiral" on Staple's crew. I was a member of the crew and vividly recall the "trick".

On April 15 we took off into a heavy overcast sky, warned to keep alert for other aircraft as we sought altitude above the soup. I was in the radio compartment waiting to take my position as nose gunner ——. At about 10,000 feet Done Kessler, our bombardier, and John Babyak, armorer/gunner, went to the bomb bay to arm the bombs. A short time later I noticed frantic activity on the flight deck. George Craig, flight engineer, was between the pilot and co-pilot peering anxiously at the instrument panel. He motioned for Ralph Navin, the navigator, to come up front. After a brief appraisal, Ralph pulled the plug from my earphone, holding the cord like a plum bob. I didn't realize the implication at the time, but the cord was far from perpendicular. We were in that "graveyard spiral".

Navin grabbed his parachute and headed toward the tunnel to the nose, stopped at the entrance to the bomb bay and looked at Craig who nodded. Navin then pulled the lever opening the bomb bay doors and bailed out.

Kessler and Babyak had completed pulling the pins from the bombs when the doors opened beneath

them. Seeing Navin jump, the pins went flying and they their respective ways.

There was a mad scramble for chutes in which Craig popped his. Kessler and Craig bailed out, Craig jumping with the chute cradled in his arms.

While all this was going on I was buckling up my harness and snapping on my chute. I was about to jump when our co-pilot, Bernie Bernstein, who was right behind me grabbed by shoulder, shook his head and said, "Don't jump!" He could see the ground and knew that Staples had gained control. We were at about 2,000 feet. With three of the crew missing we headed back to base.

One problem remained—the bombs were armed! We could have ditched them in the Adriatic, but Craig always carried bailing wire aboard. Elmer Vidovich, our tail gunner, and I disarmed the bombs. During this process we found Craig's pilot chute hanging from one of the bombs. Fortunately his jump was successful. Kessler suffered a concussion which was the only casualty.

In a recent telecon with Staples, he recalled that it was #35 that crash landed in our squadron area. The navigator was killed on impact when the Martin turret crashed down on him. The rest of the crew escaped before the aircraft burst into flames.

Charles R Krause, 765th

\* \* \* \* \*

Editor's note: Several members wrote to identify the officers in the lower right portion of page 13 on the June 1992 issue of the Liberaider". The debriefing is being done by Major Leigh Lott. The two unknown officers with the "brass" are Major R. Foster Scott and Colonel Edwin Grogen.

Along with his note giving the above names, Ed Kiernan mentions he "blitzed" the headquarters building at Fresno with tear gas (at the request of Col. Glantzberg). He got two comments: "Good job Lieutenant" from the Colonel and "You deserve a punch in the mouth" from all others. Anyone remember that?

*(Continued on page 15)*

*(Continued from page 14)*

Dear George,

Enclosed is an account of how 119 of us from the 764th and other squadrons of the group made the move from Hammer Field, CA to Torretta Field, Italy. I don't ever recall seeing anything in the "Liberaider" that mentioned it so I thought perhaps you might find what I have written of interest. It is 15 pages long, too long for the "Liberaider", but it could be longer if I could remember all that occurred during that three month period of time. Nearly all of the crew chiefs of the 764th and many other technicians, some from other squadrons as well, were involved in this move. I thought "African Safari" was as good as any title, for after all we were on a "hunting expedition" looking for the 461st Bomb Group.

Best Regards,  
Henry A. Jones, 764th

*(Continued on page 20)*

Editor's note: Although Henry sent me this over a year ago, I have had it in my mind to save it for our 50th anniversary issues of the "Liberaider". I will split it up into two installments. Thanks, Henry. I'm sure it took a lot of work but it will bring back a lot of good memories for those that took "The Safari".

### AFRICAN SAFARI

From Hammer Field, Fresno, CA to Torretta Field, Cerignola, Italy  
1944

Having completed the training of the combat air crewmen and the ground personnel in flying and maintaining B-24 bombers, the 461st Bombardment Group (H) began moving from Hammer Field, Fresno, CA. The first to leave were the clerical workers, truck drivers and mechanics, armament and aircraft mechanics, etc. They left shortly after Christmas of 1943, going via train to Newport News, VA, where they boarded victory ships bound for the European Theater of Operations (ETO). They were to go in armed convoys as a deterrent to submarine attacks.

The last to make the move were the air crews and the airplanes, with all of the crew chiefs and other key personnel. This move began on Tuesday, January 18, 1944. I was included in this group of people, being a crew chief on one of the airplanes, #9, the "Evil Weevil". Upon leaving Hammer Field, the entire group came under the command of the Air Transport Command (ATC); they would direct our movements from this point on. Many of the men had their wives in town, so on the morning we left they all came to the field to say good-bye. This made it much harder on those of us whose wives were many miles away.

A bombardment group was made up of four squadrons, each having eighteen airplanes and the same number of combat crews. Our group, the 461st Bombardment Group, was made up of the 764th (my squadron), the 765th, 766th and 767th Bombardment Squadrons. For the move to Italy, each plane was carrying four additional men, of which I was one. There were between 900 and 1000 men being flown to Italy in this way. The planes were flown in formation the entire distance.

The first leg of our journey took us north from Hammer Field to Hamilton Field which is near San Francisco, CA. It was a relatively short flight, and we flew over the Golden Gate Bridge as we arrived. The air base is one of the oldest in the country, and we quartered in the old four story brick barracks. I recall what a chore it was to carry my bags up the flights of stairs, as I was on the fourth floor and I had four large well stuffed bags. Our main purpose for being at Hamilton Field was to make certain we had all the equipment

*(Continued on page 18)*





1944 - 1945



*Turn You To The Stronghold  
 Ye Prisoners Of Hope*  
 REC. 102  
 Andersonville, Ga.

## Freedom

Only those  
 who have lost their freedom...  
 can appreciate --  
 truly appreciate --  
 how terribly vital it is.

I have looked  
 through barbed wire  
 at machine gun towers...  
 and longed with all my being  
 to be free again.

My body was imprisoned...  
 but never my mind...  
 my thoughts...  
 my soul.

Since my liberation  
 I have treasured my freedom...  
 and will never forget  
 those terrible, torturous months  
 when I was hungry  
 and dirty  
 and cold...  
 but most of all  
 when I was enslaved.

Lt. Col. Bert McDowell, Jr., USAF, Ret.  
 AXPOW, WWII, Germany

THANKS TO  
 "THE PATHFINDER"  
 THE NEWSLETTER OF THE  
 459TH BOMB GROUP

*(Continued from page 15)*

necessary.

We had to carry the bags up the stairs when we arrived, then down the following morning for inspection, then back up again when that was finished, and then down again on the day we left. It seemed those bags grew heavier each time I carried them —— I was glad to have it done with!!

On the 28th of January, 1944 we began the next part of our journey which took us south from San Francisco to Palm Springs, CA, a sort of “playground” for the movie people of that time. It is also not far from the Salton Sea which is one of the lowest points in the country, being 235 feet below sea level.

Flying from San Francisco through the mountains caused my sinus to give me a lot of pain. It was lucky for me to have the group flight surgeon as a passenger on my airplane because he called for a jeep and took me to the first aid station and took care of my sinus problem for me. We spent two days and nights at Palm Springs because of some bad weather ahead of us. That gave my sinus time enough to get better.

Next we flew to Midland, Texas where we spent one night before flying on to Memphis, TN the next day. On the way to Memphis the “Evil Weevil” developed generator trouble—a problem for which the airplane would become noted as time went by. I had to get a new generator from Air Corps Supply and I worked until well after dark putting it on the engine. Two ladies from the Red Cross heard that I was working and hadn’t eaten supper so they brought food to me. A nice gesture and a well appreciated one at that!

The next part of our trip was to be the last in the Continental limits of the USA. It took us to Morrison Field, West Palm Beach, FL. We made the trip from California (about 3,000 miles), made three stopovers, and were airborne about 18-19 hours in four days. I don’t recall that we had any difficulty, aside from the generator trouble on the “Evil Weevil”. That’s amazing since there were more than 50 airplanes involved.

It was here in Florida that the ATC made a big change —— they “cut” the four passengers from the airplanes at this point!! They would permit no more than ten men to fly on each airplane. That meant about 150 men would be left behind and shipped by boat later. The combat crews and the airplanes went on without us.

After the departure of the group we were “at loose ends” with nothing to do and nobody really in charge. Some of the men played cards, some went to the USO and some went to the nearby dog track Anything to pass the time!! We did manage to keep ourselves entertained the next week or so until arrangements could be made to “ship” us north by train. This time we wound up at Camp Patrick Henry, Newport News, VA, the port of embarkation for the ETO. This is where we became painfully aware that we really were going overseas to fight a war. Everywhere you looked were military uniforms —— infantry, artillery, quartermaster, etc. We represented the Air Corps and we were in the minority. There was also a POW compound where German and Italian prisoners of war were housed.

All of the men who made up the group I was with were non-commissioned officers and that created some problems everywhere we went. We could not be put on KP duty or any duties that would keep us busy for any length of time. As a result we sat around and became more bored all of the time. Finally they did come

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up with something that was different and kept us busy for at least a few hours. A boat load of POW's came into port and their baggage needed to be searched for anything that could be used as a weapon. So, we were given the job of searching the bags.

Bright and early one morning we were loaded on trucks and taken to a warehouse down at the port. We were told to remove our jackets, roll up our sleeves and to form a line standing about ten feet apart. After we had done all this, the prisoners began coming into the warehouse. You could tell from their expressions that they were not sure what they were in for. However, they were searched for any sort of weapon. The first question we asked was, "Do you speak English?" Some did, but most did not. Most of them had what any other German soldier would have had. However, one man had a "collection" of string, thread, and little bits of cloth all stuffed into a round German gas mask canister. What possible use he might have for saving all of it was a mystery. One rather small Luftwaffe officer, perhaps a pilot, was not the least bit pleased that an enlisted man was going to search his bags — that was beneath his dignity!! He did finally see the error of his ways and permitted it to be done. I believe the main reason he felt as he did was that he didn't want his uniforms disturbed. They were neatly folded or rolled and placed "just so" in his bags. He was never really what you would call cooperative at any time. All of this commotion helped to break up the monotony for us.

After about a week at Camp Patrick Henry, things began to get boring again. Mostly we were a well behaved bunch, so we didn't need a "watch dog", although one man did take an "unauthorized pass" to Chicago and returned without being caught. Another one left and I'm not sure what happened to him. His name was "red-lined" from the orders.

We didn't have any problems getting passes to town, but only for a few hours at a time. Our mail was censored, although you could say what you pleased on the telephone. Mainly because it would have been impossible to censor conversation. In one letter to my wife I mentioned having eaten in the Casablanca Restaurant and the name of the restaurant was cut from the letter. The strange part of that was that Casablanca was where we were going, but we did not know it at the time.

The next thing we heard was that we were going to go on the USS General W. A. Mann, and that we would be doing MP duty during the trip across. We also heard that we would have compartments with only four bunks in them. All of this was good news if it had been true. We did make the trip to Casablanca on the USS General W. A. Mann, a new troop ship on its second voyage. We also did the MP duty on board ship, but we didn't get the compartments as we had thought. That was apparently nothing more than a rumor someone started. We were in regular compartments with bunks that were "stacked" four high and with very little room to move around. We ate from tables that were waist high so that you didn't need to sit down. Those of us on MP duty had one advantage over the others because we could eat at any time since we were on duty four hours and then off duty four hours. Having that "advantage" depended upon your point of view. There were a couple of "comedians" in the bunch who helped to see something humorous in the things that happened to us. One fellow used to jump down from his bunk and say, "Hey—let's go somewhere!" That would immediately start a lot of nonsensical talk from everyone around him.

The main purpose for our being on MP duty was to make sure everyone stayed in his designated area. They were not allowed on deck at night. The hatch door was to be closed and the stairways were to be kept clear.

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We could not smoke on deck at night when we were on duty. No light could be visible no matter how faint. The ship used no navigation lights which made us as “invisible” as was possible.

The General Mann was a new and fast troop carrying ship. We had about 3,000– 4,000 troops onboard. It was possible to outrun a German submarine but, even so, they steered a zig-zag course just in case we spotted one. Ordinarily, ships carrying troops would have been in a convoy for protection, but not only was the ship fast, it had radar and some armament. I don’t believe we were ever in any danger. One reason being the weather — it was anything but nice during most of our voyage. I remember how foggy it was on the morning we pulled away from Newport News—other ships were visible as we passed, but just barely.

The second day out was when we really ran into bad weather, and it didn’t let up until we were almost to the coast of Africa. A part of our trip took us through the now famous Bermuda Triangle, though it was of no importance to us at the time. A good number of the men were seasick because of the rolling of the ship. I was not affected very much, although I was in the “head” in the back of the ship one time and came pretty close to “losing it”. There was some water on the floor that constantly ran back and forth with movements of the ship. The longer I sat there and watched it the worse my stomach felt. Finally, when I stood it as long as I could, I made some fast arrangements of my clothes and took off for the main deck and some fresh air. One fellow whose unit was on one of the lower decks became sick and, thinking he was only seasick, didn’t report it to sick bay. Finally, by the time he had to do something, it was too late, and he died of complications of appendicitis. The ship had no facility for keeping a body, so he had to be buried at sea. I was on duty when they carried his body out for burial. As they carried the body down the narrow stairway from the deck above, someone lost their grip. The body slid to the deck below before they could gain another hold on it. They placed the body, which was in some sort of body bag, on what appeared to be one of the mess tables. A flag was draped over the body and the board placed on the rail. After a few words by the chaplain, the body was allowed to slip from under the flag into the water below. That was not a pleasant thing to see and I was upset about it for quite a while.

It took nine days to cross from Newport News, Virginia to Casablanca, Morocco. We were unescorted the entire trip, except for the last two days, when we had airplanes overhead at regular intervals during the day. Upon arrival in the port at Casablanca, we tied up alongside a damaged French battleship. I believe it had been badly damaged in a battle near Gibraltar. We disembarked across its deck.

*(Continued in the next issue)*

\* \* \* \* \*

*(Continued from page 15)*

Hi, George,

This is just a shot in the dark but I am lucky! Late in 1944, close to Vienna we spotted a lone “lib” smoking #3 at approximately 18,000 ft. heading for Italy. Having escorted out, our 4 P-51’s were just looking for trouble on the way back to Madna. We escorted the baby ‘til over Lake Balaton, where I saw a plane over the Balaton cloud. Flight lead 1st Lt. Tom Watkins dispatched me and my wing man to investigate. As I got close, a ME-110 rolled over and made a firing, diving pass on the B-24. Tom rolled with him, and a half mile back I followed

to the deck. Tom had multiple hits all the way down. As it got to pull-out time, my sights were on him for a short burst. He hit the ground and broke up.

We claimed a kill for Lt. Watkins, had our drink and went to bed. At 3 AM we were awakened and told to go see Gen. N. B. Twining at 15th Hqtrs. It seems three frames of my gun film showed a Russian star on the tail. Nathan was not a happy leader and berated a couple of young pilots who couldn’t tell a German 110 from a Russian “YAC 9”.

*(Continued on page 21)*

*(Continued from page 20)*

I made a stand for my first time to this General. I told him I would have shot down a P-38 had he fired on my B-24. At this moment a colonel came in with a TWX from this B-24 who made it to an emergency strip in north Italy. They confirmed 4 yellow tail mustangs shot down a Russian marked ME-110. We were now good guys again and spent the day watching gun camera film from all the 15th Air Force.

I sure would like to find that crew!! That day was a turning point in my life and I now speak out when I think I'm right.

Charles E. Wilson  
2425 Lauderdale Court  
Orlando, FL 32805  
1-407-423-7519

4th Fighter Squadron  
Madna, Italy  
15th Air Force

Editor's note: Hey you guys, the odds are pretty high against this B-24 being one of ours, but think back, check your records. It would be great to make a match.

\* \* \* \* \*

Dear George,

—— (Response to names of the  
"Brass" in the last issue) ——

I was the weather officer for the 461st Bomb Group from the time it was formed to shortly after Germany surrendered. I can not tell you and your readers any heroic stories about my tour, as I stayed on the ground, and I was in about as much danger as the chaplain. But I do have something to tell that should be of interest to all flight personnel.

Although no one ever saw on a weather map any weather data from Germany or the countries allied with or occupied by them, we received such data about 90 percent of the time. I've never read anything about it, but we broke their code in about 3 days and they didn't change it but once a month. (The Allies changed their code daily.)

To keep the information secret, my sergeant posted

weather data on 2 maps: one from the Allied controlled area, and one from the German controlled area. The desk I used to draw up the weather maps was a sheet of Plexiglas with a light beneath it. I would take the two maps, lay the Allied map on top of the other and turn on the light. I then had one map with weather data from all of Europe. I would draw the isobars and fronts on the top map and then destroy the other. I was told not to trust the Italians around our base. I don't think anyone but weather personnel knew about the weather data we got from German controlled areas. Since weather in Europe moves mostly southeast, this information was very important to us in Italy. If any of the pilots or navigators thought my weather forecasting wasn't too good, they should thank their lucky stars that I didn't have to make a forecast without the data from Germany.

Stanhope Elmore  
12 Williamsburg Place  
Dothan, AL 36301

\* \* \* \* \*

### KNOW A BOMBARDIER? HOW ABOUT YOUR BOMBARDIER?

Have you ever heard of Clint Frank?

Bombardiers, Inc. are trying to find information about him. The reason the organization exists is to seek identification of and either the fate or location of as many of the estimated 47,500 WWII bombardiers as we can. We know of over 45,000 at this writing.

Any help you can give will be deeply appreciated.

Col. Ned Humphreys, Jr.  
Bombardiers, Inc.  
500 Jackson St.  
Daphne, AL 36526-7035

Editor's note: We know how hard it is for us (Ed Chan) to locate members of the 461st Bomb Group. If you have any information on Clint or want to find your own bombardier, get in touch with this group. We can be of mutual assistance.

*(Continued on page 22)*

(Continued from page 21)

Dear George,

The monthly "Fresno Coffee", held the second Tuesday of each month by members of the 461st Bomb Group living in the Fresno area, was held this June in the "Cook Stove" in Winton, CA and the Castle Museum. Those attending were: Bruce Wilkin, 766; Jack Smith, 764; Pete Delpino, 765; Marvin Witt, 765; George Cran, 764 and Jim Hardee, 764. They are shown below standing in front of the B-24 restored by members of the Castle AFB and retirees in the area.



We, the members of the 764th Squadron, would like to say, "A quick recovery" to Ed Goree, Bert Souther, Tom Priest, Rich Eley, Andrew Silva and Carl Schank, all of whom have had surgery recently.

Jim Hardee, 764

\* \* \* \* \*

Dear George,

This is in response to your inquiry in the June, 1992 "Liberaider" about who flew "You Bet", airplane #27.

Enclosed is a photo of my crew with this airplane, taken in the late winter of 1945. Personnel from top left: Cliff Hanel, ball turret; George Johnson, nose turret; Ralph Benso, top turret; Ernie Rota, engineer; Don Oakley, radio; Wally Noll, tail turret. Kneeling,

L-R: Bob Curland, navigator; Val Vladyka, pilot; John McDonald, co-pilot.



My records are sketchy, I've only ten poop sheets for my 19 missions, but I flew this airplane on my 6th mission, to Linz, on 25 Feb. 1945, and also flew it back to the States in June, via Marrakech, Dakar, Georgetown and Borinquen, landing at Hunter Field, Georgia 15 June.

I note it was flown on the 22 Feb. mission to Kempfen (I'll write an account of that later) with Ralph Heinze at the controls; on 9 Mar. to Graz with Wojtkowiak; on 14 Mar. to Wiener Neustadt with Skinner; on 24 Apr. to Rover Etto, Italy with Miller; on 26 Apr. to Lienz, Austria (not Linz) with Miller and finally on the 9 May supply drop to the POW camp with Stanko, in the same three-plane box as I.

This B-24J-65, Army #44-10557, built at Fort Worth as part of a lot of 50, was a mediocre airplane to fly. Fairly heavy on the controls and not particularly fast. It usually ended up in the bottom half of the flight. However it wasn't as bad as some of the old painted jobs, so we who drew it didn't complain too much. On the way home, correctly sensing the fate of all B-24s, we moved the power up to 32/33 on the last three legs and cruised in neutral winds at 10,000 ft. at around 190 ground speed. Those blessed old P & W engines never once sputtered.

Vahl Vladyka, 765

Editor's note: Love those words about P & W engines. They are paying my pension!

## MEN RETURNING FROM DETACHED SERVICE—SINCE MAY 1992

HDG	Ambrose, Kermit N.	Dominguez, Armando B.	
764	Abresch, Robert L. Alper, Irving Borchert, Alvin Carter, Norman A. Christie, William H. Croy, Clayton L. Crutchfield, Troy A. Dewitt, Earl E. Dughi, Roger D. Friend, Robert W. Halenaar, Dominic J. Hayden, Leslie C. Hockman, Robert L.	Horgan, Daniel F. Keim, Edgar L. Lackman, Leonard Lewellen, Ira R. Lively, Guy W. Lupica, Michael L. McDonald, William A. McGarvey, Bartlett M. McGoey, Wilbur Medina, Dionicio Mills, Jerry M. Motley, Lavon C.	O'Leary, Joseph J. O'Rourke, James M. Petty, Warren E. Preddy, Rex B. Preston, Richard J. Rappaneau, Wilfred Robbins, Burney C. Ross, Roger S. Slanika, Raymond A. Szerbinski, Harold W. Tetzlaff, Ray M. Tutter, Sheldon M. Wischart, Willard J.
765	Adams, Alrie Adamson, Howard E. Ascher, Robert Baie, Charles F. Bailey, Carl E. Beesley, Hibbert N. Bloxom, Ingrid B. Briggs, Lester B. Buxton, Charles A. Colwell, George S. Crawford, Alvin G. Dendy, Troy D. Everhart, Arthur C. Gard, Russell W.	Grosz, Otto L. Haag, William C. Hickenbottom, Harold H. Jeffords, David N. Kimbell, John P. Krause, Charles R. Maughn, George E. McGoey, Wilbut F. Sr. Morledge, Jack C. Moudy, Delmo H. Newsome, Homer L. Ojserkis, Maurice J. Ondahl, Robert H. Penn, William F. Pischel, Carl S.	Plymale, Zenas E. Prena, Joseph Jr. Rader, Orville L. Rainen, Sidney Ray, Raymond V. Robinson, Eben J. Rydell, John P. Sage, Joseph H. Schran, Allan R. Shartran, Robert J. Springer, James B. Tickle, William L. Jr. Wagner, Frank Walkama, Roy M.
766	Adams, Cecil E. Agreostathes, Thom J. Barnhart, Kenneth E. Brady, Alexander Brice, Richard D. Campbell, James H. Jr. Campi, Frank J. Carroll, Leo G. Centanni, Anthony J. Clark, Laverne R. Cooper, Ralph W. Jr. Curtis, Andrew Jr. Destro, Michael A. Gray, Fred	Guyette, Vernon L. Hammer, Joseph Hughes, Stuart A. Jones, Thomas E. Jr. Kosac, Frank J. Lane, Guy R. Leverett, Douglas C. Lloyd, Elwood M. Long, Raymond E. Martinez, Victor M. Merkle, Russell H. Moss, Thomas J. Sr. Nason, Alfred G. Noyes, Colby H.	Peters, Charles J. Remy, Robert W. Saleman, Bernard Shain, Marvin Sramek, Charles W. Stepisnik, Valentine J. Swank, George E. Teal, Roscoe E. Turner, Willis E. Van Gundy, Dale R. Jr. Vermillion, Roy O. Whitney, Emil L. Williams, Edman A. Wyland, Fred D.
767	Brabham, Paul C. Branch, Leonard Brusso, Robert F. Cerini, Albert J. Davis, Shirl Dial, Walter G. Dollard, Robert W. Eaton, Otho S. Ellers, Norman L. Feres, James Jr. Forrester, Ray K.	Frost, Harry W. Hamer, Philip T. Hessler, Eugene E. Hill, William B. Jewell, Roy J. Kain, Lon E. Keffer, Warren G. Lang, Charles V. Jr. Lyons, Thomas S. Oriel, Edward Ostroff, Anton G. Robertson, Lee S.	Rush, James H. Rutter, James M. Shell, John Smith, Alvin L. Teeters, Dale D. Tuttle, Philip C. Warren, Edwin K. Webster, Wayne E. White, Clay A. Wigle, Ralph E. Wood, Granvel W.

MISSION #19

6 May 1944

Target: Pitesti Marshalling Yard, Roumania

When Major Applegate, the group leader, aborted, his squadron operation officer, Captain Hoermann took over the lead. This was the first time that a leader of this group had aborted. The field order for this mission called for an axis of attack different than that for any other mission previously flown by this group. Instead of hitting the marshalling yard at an angle, the formation dropped its bombs while flying along the tracks. With an intervalometer setting of 325 feet the bomb strikes began at the briefed aiming point at one end of the marshalling yard and walked straight down the rows of tracks, a distance of 5,500 feet. Because of the intervalometer setting, it was mechanically impossible to drop a large concentration of bombs within 1,000 ft. of the briefed aiming point. This mission, nevertheless, was considered highly successful because of the many hits the whole length of the target.

MISSION #20

7 May 1944

Target: Marshalling Yard, Bucharest, Roumania

Back to the familiar target area of the Chitila Marshalling Yard: The group employed practically the same procedure in attacking this target as had been used the previous day at Pitesti. The briefed aiming point was in front of a group of rectangular buildings located near the round house at the northwest end of the marshalling yard. The mission was well led by Capt. Goree, but the bombs from the first section were somewhat scattered and many of them were to the right of the target. Lt. Faherty, lead bombardier of the second section, however, rang the bell with a beautiful pattern on the briefed aiming point. Reconnaissance pictures showed the target was very hard hit by a concentration of 39 percent of our bombs within 1,000 ft. of the briefed aiming point. Only a few enemy air-

craft were seen and only three of our bombers were damaged by flak.

MISSION #21

10 May 1944

Target: Wiener Neustadt, Nord Airdrome, Austria

Failure to recognize and hit the target on the group's first mission to the "hot" target of Wiener Neustadt robbed Lt. Col. Hawes, wing and group leader, of rare distinction. The formation flew through showers over the Adriatic and ran into a front in Yugoslavia. Col. Hawes led the wing through this front and continued on course. At the initial point, part of the formation was hit by enemy fighters. 1st Lt. W. C. Wallace, flight leader of the "B" flight in the second section, was shot down and his flight was attacked hard by enemy fighters. This was the first group airplane ever lost to fighters. The attack cost the enemy 7 planes destroyed, 7 probables and 3 damaged. The long bomb run, made into a strong headwind, kept the formation in the flak for eleven minutes. As a result of the mission, Lt. Wallace and his crew were missing; Sgt. Joseph Nobile, the ball turret gunner, was killed; six men were injured and 26 aircraft were damaged. All the crewmembers returned from this mission agreed that Wiener Neustadt was as "hot" as it had been reported.

\* \* \* \* \*

Editor's note: On the weekend of 30 September 1992 I was asked to help the Collings Foundation during the visit of the B-24 "All American" and the B-17 "Nine-O-Nine" in Hyannis, here on Cape Cod. While standing near the B-24 I noticed the names of a lot of 461st members that had contributed to its restoration. I jotted down the names because I applaud their support of this aircraft. The names are:

Plane Sponsor:

Tony Nahkunst, 764

Distinguished Flying Command:

Bunny Lovett, 767

(Continued on page 25)

(Continued from page 24)

Rosy Rosencrans, 767  
 Bob Chalmers, 765  
 Ed Izzo, 765  
 Eric English, 765  
 Irving Galle, 765  
 Jim Martin, \*  
 Joe Mullen, \*  
 George Carrier, \*  
 Charles Meisenheimer, \*  
 Don Fitzmaurice, \*  
 Joe Hoey, Unk

\* I believe that all these men are from the 765th Squadron and were on the same crew.

I can't find Joe Hoey in the Directory and hope I haven't missed anyone.

I got a big bonus!! I had the privilege of flying with the "All American" from Hyannis to New Bedford, MA. What a nostalgic ride! Flying formation with a B-17. I'd almost preferred to have seen the low level passes from the ground, but I'll catch up with her again this winter in Florida.

\* \* \* \* \*

#### 484TH/461ST BOMB GROUP ASSOCIATION

At a recent reunion business meeting of the above organization, a motion was presented and accepted to change the corporation name to the 484th Bomb Group Association.

Many of you came to Frank O'Bannon at the 461st Bomb Group Association reunion meeting at Dayton, Ohio asking how you could retrieve the memorabilia that you had forwarded to the joint group over the years.

A letter was forwarded to Mr. Markel on October 5, 1992 asking what his plans were for the 461st memorabilia. On the 5th of November, Frank called Mr. Markel to find out what his plans were. The gist of the conversation was that he had no intentions of turning over the memorabilia at this time as he still had members of the 461st, and he would be using the material in the future.

He did state that individuals can secure their memorabilia by writing directly to him, as many of our men have already done. Write to:

Bud Markel  
 1122 Ysabel St.  
 Redondo Beach, CA 90277

\* \* \* \* \*

Hi George,

I happen to have run across a picture of my crew taken in front of the mess hall waiting for the Xmas dinner on 25 December 1944.

The ground crew had bought a turkey in town for themselves to be cooked for Xmas dinner. However, someone stole the bird. Nobody ever owned up to it. We wound up with frozen turkey for Xmas.



We were crew #33R of the 765th Bomb Squadron. The names from L to R are: John Angaroni, Kenneth Novak, W. Joseph Harvey, James Carter, Ed Steelandt and Ed Leibe (chow hound).

Thanks,  
 Ed Leibe

(Continued on page 26)

*(Continued from page 25)*

Dear George,

Enjoyed the latest "Liberaider" very much. The article on the demise of Capt. Darden was exceptional, as we never did find out what happened to him and his crew. My memory of Capt. Darden was the 76th Squadron being assembled for a Saturday morning parade... him laughing and kidding us about being the best in the Air Force. He inspired all of us to look and do our best — what a sad loss of life at such an early age. Now we know what happened on that ill-fated search mission.

On page 13 of the "Liberaider", in the lower right hand corner, is a picture of 5 officers (2 unknown). The second from left is Lt. Col. Grogen another exceptional man. I never did know his assignment with the group but remember him running with us during exercises and encouraging us to give our all. I was saddened to hear of his death and wrote to his widow to tell her how fine an officer and gentleman he was.

On one cross country train ride during the formative months of the 461st, some of us G.I.'s contracted the "mess hall dribbles". I was standing in line waiting to use the toilet and wondering if I would be able to hold it until my turn came. The line didn't seem to move—the reason, the toilet was plugged. Down the center aisle came Col. Grogen who asked what the problem was. Without hesitation he removed his coat, rolled up his sleeves and took care of the problem. I'm sure corrective action such as he took was never covered in his officer's training course.

You asked about Sgt. Cowley's Legion of Merit award. I have a picture of Sgt. Cowley standing near a jeep with his medal. I would much rather he, or someone else in the ordnance group he was attached to, told you about his award. It is his story.

Keep up the good work. The "Liberaider" is the one way we have of keeping in touch.

Les Toleen, 766th  
S/Sgt Armament

Dear George,

Jim Van Nostrand and I have been communicating off and on over the past couple of years and he recently sent me a copy of your newsletter. I found it very interesting—of course.

Since my friend, Britt May—a pilot in the 460th and later a 15th AF bomber command staffer—is such a nice fella I shared the "Liberaider" with him. He got all excited and asked if he would send it to the 460th Association president. What could I say—I was only a Tech/Sgt.

My main reason for this letter is the hope that one or more of your members might be interested in purchasing the "History of the 82nd Fighter Group". This book is just now coming off the press and will retail for \$49.95. It will have 325 pages in an 8 1/2 by 11 format with many B&W photos (we never got color until a month or two before VE Day) and—of course—many hair raising and typical fighter pilot accounts of aerial jousting the hun.

I hope you will look kindly upon including a blurb in the "Liberaider". The price includes tax and handling. Checks should be made out to:

The 82nd Fighter Group History, Inc.  
P.O. Box 5541  
Boise, ID 83705

Sincerely,

Dick Lingenfelter  
Newsletter Editor

\* \* \* \* \*

Dear Frank (O'Bannon),

This evening about 7 p.m. the phone rang here in my home. It was my long lost nose gunner Charlie Krause, calling from Arkansas. Your letter, through the VA, had reached him. Man, what a rollercoaster I've been on these past few days. All due to your efforts, or those of Mr. Chan, I don't know who.

Last week George Craig, our engineer and top turret

*(Continued on page 27)*

(Continued from page 26)

gunner called me, as already related to you. Now Charley called—WOW!! Had quite a talk, almost 30 minutes—will make AT&T or some such happy....

Had lost contact with both of them some ten years ago. Charley acknowledged receiving your 1991 letter but during a move had misplaced it. I assume he will fill out the form you sent him.

Again, Frank, my deepest thanks and appreciation for your efforts in tracing these two missing "birds". Am sure you are doing the same for other crews as well. You can sleep most soundly with the conviction that your efforts are most greatly appreciated.

Cordially,  
Stan Staples, 765th

Editor's note: See letter from Charley Krause on page 14.

\* \* \* \* \*

#### AMERICAN EX-PRISONERS OF WAR STALAG LUFT IV and VI

I am trying to locate all ex-prisoners of war, WWII in Germany. Stalag Luft IV was a camp for enlisted air crew men at the town of Grosstychow, railroad station of Kiefkeide, in the Pomerania sector in northern Germany, now part of Poland. The camp was south of the Baltic Sea where the meridians of 54 deg. North and 16 deg. East cross.

Before the Germans walked us out in February 1945, there were 10,000 plus POW's in the camp. After 45 years I have a mailing list of over 3,000.

Stalag Luft VI was in Hydekrug in East Prussia.

We have reunions each year and not all ex-POW's from Luft IV and VI know of this. Please advise me if you were in this camp. I will put you on the mailing list.

Yours Truly,  
Leonard E. Rose  
8103 E. 50th St.  
Indianapolis, IN 46226

#### CHAFF

For you that have not seen the B-24 "All American" and the B-17 "Nine-O-Nine" and for you that would like to see them again, the following is a list of potential stops this winter throughout the state of Florida.

Punta Gorda/Port Charlotte—Naples Sarasota/Bradenton—Tampa—Ft. Myers—Ft. Lauderdale—Boca Raton—Palm Beach—Ft. Pierce—Melbourne—Jacksonville—Gainesville—Ocala—Leesburg—Orlando—Clearwater/ St. Pete—Avon Park/Sebring—Belle Glade/Pahokee—Fernandina Beach—Deland—St. Augustine

Keep your eyes on the newspapers and your ears tuned for the roar of their engines during low level passes to alert you that they are nearby.

\* \* \* \* \*

#### B-24 PURCHASE PRICE

In 1944 Liberators began rolling out of the factory at Willow Run at the rate of one per hour. The cost was cut by 40 percent, to \$137,000 per plane. The Ford Motor Company made 8,685.

\* \* \* \* \*

#### 461ST PX ITEMS FOR CHRISTMAS

Pins:	461st Group	\$3.00
	Headquarters	3.00
	764th Squad.	Out of stock
	765th Squad.	3.00
	766th Squad.	3.00
	767th Squad.	3.00
	15th Air Force	3.25
	B-24	3.25
	Decal, 4 in., Group	2.00
	Cap, baseball type, 461st B-24	6.50
	Both ladies and mens available	

\*\*\*\*\* New items being considered \*\*\*\*\*

Checks payable to 461st BG (H) 43—45, Inc.

Send to:

Wally Robinson  
3 E. Cardott St.  
Ridgeway, PA 15853

If you want information on the "large" picture of the group taken at Dayton, contact Pan-A-View, 2501 E. Rahn Rd., Kettering, Ohio 45440. Bill Aldrich

This will bring back a few memories and maybe a tear or two!

## REMEMBER WHEN... They were playing our songs!

### 1943

"Amor"  
 "Besame Mucho"  
 "Comin' in on a Wing and a Prayer"  
 "Do Nothin' Till You Hear from Me"  
 "Don't Get Around Much Anymore"  
 "Don't Sweetheart Me"  
 "A Gay Ranchero"  
 "Goodbye, Sue"  
 "Holiday for Strings"  
 "How Many Hearts Have You Broken"  
 "I Couldn't Sleep a Wink Last Night"  
 "I Had the Craziest Dream"  
 "I'll Be Seeing You"  
 "In My Arms"  
 "It's Love, Love, Love"  
 "(It Seems to Me) I've Heard That Song Before"  
 "Let's Get Lost"  
 "A Lovely Way to Spend an Evening"  
 "Mairzy Doats"  
 "My Heart Tells Me"  
 "My Shining Hour"  
 "Oh, What a Beautiful Morning"  
 "Oklahoma!"  
 "People Will Say We're in Love"  
 "Pistol Packin' Mama"  
 "Shoo-Shoo Baby"  
 "Speak Low"  
 "Star Eyes"  
 "Sunday, Monday or Always"  
 "The Surrey with the Fringe on Top"  
 "Take It Easy"  
 "Taking a Chance on Love"  
 "They're either Too Young or Too Old"  
 "Tico Tico"  
 "Walking the Floor Over You"  
 "What Do You Do in the Infantry"  
 "You Keep Coming Back Like a Song"  
 "You'll Never Know"

### 1944

"Ac-cent-tche-ate the Positive"  
 "All of a Sudden"  
 "Candy"  
 "Don't Fence Me In"  
 "Down in the Valley"  
 "Evalina"  
 "Dream"  
 "Going My Way"  
 "Holiday for Strings"  
 "How Blue the Night"  
 "I Dream of You"  
 "I Hear Music"  
 "I Love You"  
 "I Should Care"  
 "I'll Get By"  
 "I'll Walk Alone"  
 "I'm Making Believe"  
 "Is You Is or Is You Ain't My Baby"  
 "It Could Happen to You"  
 "Jealous Heart"  
 "Lili Marlene"  
 "Long Ago and Far Away"  
 "My Heart Tells me"  
 "Right as the Rain"  
 "Roll Me Over"  
 "Rum and Coca-Cola"  
 "San Fernando Valley"  
 "Saturday Night is the Loneliest Night of the Week"  
 "Sentimental Journey"  
 "Spring Will Be a Little Late this Year"  
 "Swinging on a Star"  
 "Till Then"  
 "Time Waits for No One"  
 "The Trolley Song"  
 "Twilight Time"  
 "You Always Hurt the One You Love"

### 1945

"All of My Life"  
 "Along the Navajo Trail"  
 "Aren't You Glad You're You"  
 "Autumn Serenade"  
 "Chicory Chick"

"Close as Pages in a Book"  
 "Cruising Down the River"  
 "Doctor, Lawyer, Indian Chief"  
 "Dream (When You're Feeling Blue)"  
 "For Sentimental Reasons"  
 "Give Me the Simple Life"  
 "I Can't Begin to Tell You"  
 "I Should Care"  
 "I Wish I Knew"  
 "If I Loved You"  
 "I'll Be Yours"  
 "I'll Close My Eyes"  
 "I'm Beginning to See the Light"  
 "It Might As Well Be Spring"  
 "It's a Grand Night for Singing"  
 "It's Been a Long, Long Time"  
 "J'Attendrai"  
 "June Is Bustin' Out All Over"  
 "Just a Little Fond Affection"  
 "Laura"  
 "Let It Snow, Let It Snow, Let It Snow"  
 "The More I See You"  
 "My Dreams Are Getting Better All the Time"  
 "O What It Seemed to Be"  
 "On the Atchison, Topeka, and the Santa Fe"  
 "(You Came Along) From Out of Nowhere"  
 "Seems Like Old Times"  
 "Symphony"  
 "That's for Me"  
 "There, I've Said It Again"  
 "While the Angelus Was Ringing"  
 "You'll Never Walk Alone"

### AND DON'T FORGET...

"Tuxedo Junction"  
 "In the Mood"  
 "The Jersey Bounce"  
 "Pennsylvania 6-5000"  
 "Don't Sit Under the Apple Tree"  
 "White Cliffs of Dover"  
 "Jim"  
 "He wears a Pair of Silver Wings"

Stolen from the

CERIGNOLA CONNECTION

455th BG Newsletter

THE WAY WE WERE

Coffee and doughnuts  
at the landing strip



S/Sgt Gearge Zobel with  
medical officer's monkey



Guard house entrance  
764th Squadron area



764th Headquarters building  
Shower stalls to the left

Non-Com Tents  
764th area

THE WAY WE ARE

L to R:  
Doris and George Zobel  
Betty and Bill Mattheis  
Lanise and Herb Frank  
Jean abd Chuck Saur  
O. C. Craig  
Mary and Matt Mattingly

764th Squadron

A  
 VERY  
 MERRY, GAY  
 JOYOUS, WONDERFUL  
 CHRISTMAS TO ALL OF THE  
 461ST BOMB GROUP (H) 1943—1945  
 IN  
 1992

TWAS THE NIGHT BEFORE THE MISSION

Twas the night before the mission  
 And all through the group  
 The wheels and the big wigs  
 Were grinding out poop.  
 The bombers were parked  
 On their hardstands with care,  
 Waiting for armament  
 Soon to be there.  
 The flyers were nestled  
 All snug in their beds;  
 While visions of milk runs  
 Danced in their heads.  
 When out of the darkness  
 There came a quick knock;  
 We cursed the O.D.  
 And looked at the clock.  
 "Briefing in two hours",  
 The voice calmly said.  
 Well, that meant we'd have  
 Forty more winks in bed.  
 Time marches on....  
 And then, yawning and sighing,  
 We leaped from the sack  
 To make with the flying.  
 We rush to the mess hall  
 Quick as a flash,  
 To eat powdered eggs  
 And hideous hash.  
 Then the long bumpy ride  
 To the group briefing room,  
 Where the big wigs preside

And dish out the doom.  
 The target is told,  
 The first six rows faint,  
 For lo and behold,  
 Vienna it ain't!!  
 The brain has slipped up,  
 My poor achin' back,  
 We're bombing a place  
 That throws up no flak!  
 So it's back to the truck  
 And off to the line;  
 The road is now smooth  
 And the weather is fine.  
 The crew is at station  
 The check-list is run;  
 The engines run smoothly  
 As we give 'em the gun.  
 Then suddenly the pilot  
 Calls in despair,  
 "Look at the tower!  
 They just shot a flair!"  
 We dashed to the window  
 With heart full of dread;  
 The pilot was right,  
 The darn thing was red!!  
 So, it's back to the sack  
 And we sweat out our fate,  
 For there's a practice formation  
 At quarter past eight.

December 1944—Author unknown

MAY YOUR 1993

BE FULL OF HEALTH, HAPPINESS AND, FOR THOSE LESS FORTUNATE,  
 MAY IT EASE YOUR SUFFERING, BRING HEALING AND RECUPERATION.

461ST BOMB GROUP (H) 1943-1945 INC.  
FINANCIAL STATEMENT AS OF 31 OCTOBER 1992

## RECEIPTS

Balance checking account 1 January 1992	\$943.17
Dues and donations	23,136.40
Interest earned on NOW checking account	260.20
	\$24,339.77

## DISBURSEMENTS

Printing, mailing Liberaider	\$2,418.26
Loan to reunion account	300.00
President's Petty Cash	4,039.77
Treasurer's printing, office supplies	703.74
CPA, Audit 1990 books	475.00
PX supplies, mailing	1,147.44
Ed Chan, locating members	303.85
Group Streamers	420.00
Dayton Reunion brochures	443.37
Bank charges	35.35
Mutual Funds, Life Members Dues	9,750.00
Memorial, Wright Patterson Base, Dayton, OH	325.00
Balance checking account, 31 December	3,978.67
	\$24,339.77

## OTHER DEPOSITS

Life membership funds from which dues will be drawn in future years to help defray expenses	
FRMRS TR & SVGS BK CD 33763 4.65%	\$3,000.00
Scudder Mutual Income Fund 14%	3,750.00
Vanguard Inv. Gr. Corp Bond 13%	3,000.00
Steinroe Income Fund 14%	3,000.00
Memorial Fund	
FRMRS TR & SVGS BK CD 35073 3.00%	1,023.61
Reunion Account	
FRMRS TR & SVGS CD 33469 5.30%	7,500.00

Gail Peterson, Treasurer

IMPORTANT    IMPORTANT    IMPORTANT    IMPORTANT

The postal department is and has been updating their equipment with the latest high tech machines and services. These changes not only impact their fees but also their procedures. It is becoming increasingly clear that unless we grow with them it will increase our costs for mailing the "Liberaider" and other material that is sent to the whole group membership. For this reason we are asking each of you to send your current address and nine digit ZIP code to Frank O'Bannon, P.O. Box 36600, Tucson, AZ 85740-6600. Put the information on a post card today!!! It will save us a lot of money in the future. If you move be sure to notify Frank of your change of address. It's important to us!!!

Editor's notes:

"This Heritage" by Mary E. Richardson, as printed on page 10 of this issue of the "Liberader", was copied from "Ad-Lib" the newsletter of the 451st Bomb Group. They had taken it from the Memorial Program, 15th Air Force Association Reunion in Las Vegas, 1991.

In typing the long list of deceased members of the 461st Bomb Group, it was natural that my mind recognize that there were a lot of aircraft armor/gunners and that there were very few bombardiers, etc. This reminded me that I had seen a table of the number of flight officers that had been trained during the war. I hunted back through my file of "little known facts, little worth knowing" and found the following. I stole it from the Bombardier's newsletter "Crosshairs". They stole it from "Flying" magazine from July 1945. (I haven't checked the math.)

	<u>1939</u>	<u>1940</u>	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>TOTAL</u>
<u>PILOTS</u>	696	1,786	7,244	28,782	63,399	82,487	184,394
<u>NAVIGATORS</u>		44	601	4,477	15,972	22,180	43,274
<u>BOMBARDIERS</u>		18	310	5,760	16,101	19,214	41,403
<u>TOTALS</u>	696	1,848	8,155	39,019	95,472	123,881	269,071
		*	*	*	*	*	

**461st BOMB Group (H) 1943-1945, Inc.**

P.O. Box 615

East Sandwich, MA 02537-9998

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