



The 461st

Liberaider



Vol. 7, No. 1

JULY 1990

SOMEWHERE IN THE USA



“Sleepy Time Gal” Over the Alps—Spring 1944

Mission #5

461st Bomb Group 7 April 1944

Freshmen mission days were now over. Instead of individual missions, the group began to fly in wing formation. This was the first of many missions to be flown with groups of the 55th Wing.

Starting with this mission, the number of executive pilots flying on a given mission was cut back. Col. Glantzberg also ordered that an exceptionally competent navigator or bombardier fly in the nose turret of the lead ship to assist in pilotage. 1st Lt. Stiles, 766th Squadron bombardier, was first to fly a mission in that capacity.

Although the crews did not sense it at their briefing on Good Friday, the missions were getting tougher. Mission #5 was to the south marshalling yard, Ferrara, Italy. Col. Glantzberg, Lt. Donovan, Capt. Pruitt and Lt. Leffler, who led the first mission, were back again in the lead ship. Enemy aircraft were seen but not encountered. The pilots all did a superior job of formation flying. Over the target the

group experienced intense and extremely accurate heavy flak for the first time. Despite this shocking experience, the crews did an outstanding job. Having seen enemy fighters for the second time, having been hit hard by heavy flak and having really covered the target with a beautiful bomb pattern, the crews began to believe they were veterans. There was no stopping this group after the confidence built up by the success of this mission.

Summary of the INTOPS Report

7 April 1944. “33 B-24s of the 461st Bomb Group were dispatched. There were no early returns and all bombed the primary target. 66 tons of 500 lb. GP bombs were dropped from 21,000 ft. at 1310 hours. Five S/E aircraft and four JU-88s were seen in the distance. Flak at target was intense and accurate.

There were no losses. Recon photos show bombing

(Continued on page 3)

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

CORPORATE HDQRS: 313 Hill St, Box 638, Oakland, IA 51560

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Permission is granted to use articles provided source is mentioned.

MAIL CALL

From: Harold and Grace Ehrlich
244 Grosvenor Road
Rochester, N.Y. 14610

"Just a note to let you know we think the 'Liberaiders! 1989 reunion in St. Louis' is a great publication.

There's one error, however, in that the picture over our name in the 766th Squadron is of someone other than us. The picture may be Robert and Gatha Butler of the 764th Squadron since our picture is over their name. Otherwise a good job and a good reunion."

Editors note: Because of this error there has to be at least one other error. Or, could they all be wrong? Nah, Sammy West wouldn't do a thing like that. Besides, mine and many more are right so Sammy did-

n't blow the whole thing. How many are wrong? I will print the corrections if you write and tell me about them.

Great job Sammy!! Nobody's perfect!

From: Jim Van Nostrand
765th Squadron
P.O. Box 1121
Jackson, WY 83001

"On page 5 of the last issue of the 'Liberaider' a question was posed regarding the identity of the pilot who rammed his nose turret into the tail turret of the plane just ahead.

I don't know the pilot's name but I do know I was flying as an aerial photographer on that day. I checked my flight record just to be sure and it was a flight to Munich, Germany on 22nd of November 1944. Our ship was 'Tail End Charlie' as that is where I was placed to photograph the flight's bombing.

Flying in broken overcast, we'd been warned to keep a sharp lookout. Suddenly the ball gunner shouted, 'Get it up! Get it up! He's going to hit us!'

Before the pilot could understand and react to the situation, we felt a big bump when the tail was up-lifted. We heard the tail gunner holler as the crunch was heard by us in the waist.

The ship started to dive and executed some sort of a violent 'wing-over' that threw us all over the waist. We bounced off the ceiling and walls. The ammo came loose and spewed snakes of .50 caliber ammo all around the waist. Miraculously the pilot righted the ship into a shallow dive and we pulled out and continued the mission. The tail gunner had only minor cuts and bruises, as I recall.

Although I was assigned to the 765th Squadron, I lived at group headquarters and flew with many different crews. I would like to meet the pilot of the ship that rammed us. I'd buy him the best drink in town just to sit and talk about what happened that day in November 1944."

What about other crew members? What's your story?

(Continued on page 5)

(Continued from page 1)

exceedingly well concentrated on the target area. The yards have been totally blocked and heavy damage inflicted on rolling stock. The main weight of the bombs fell on the south end of the marshalling yard and the locomotive depot. Many of the 200 cars present and at least two of the locomotives were damaged. Several damaging hits were scored on industrial buildings, including the reported ball bearing plant, the sugar refinery, the flour mill, the goods shed and two big buildings just east of the yard. Hits were scored on the immediate approach to the south end of the river bridge which completely blocked the yard. Observation of other damage was hampered by smoke from the many fires.”

As a result of this highly successful mission, a commendation, in the form of a TWX, was received from Major General Nathan F. Twining, Commanding General of the 15th Air Force.

FROM: Twining, CG 15AF

TO: CO 461st BG

“For the excellent bombing pattern on attack of Ferrara, Italy Marshalling Yards as evidenced by strike photos, I desire to send ‘well done’ to the 461 Group.

* * *

Editors note: The newspaper article immediately to the right was sent to me by John Devney, Rochester, N.Y. He is chairman of the board of the 459th Bomb Group Association. It was sent to him by Cesar Niagaer(?), an alert member of the 459th. Look at the date! June, 1975. These guys met 15 years ago and until I called Claude Roach about a week ago they were totally unaware of our organization. It was interesting to note that they met within five miles of where we met last October in St. Louis. With this article, we located ten members of the 461st that we had listed in our directory but for whom we had no information.

A grateful “Thanks” to Cesar and John for sending the article!!



In 1945 ... members of the B-24 Liberator crew, from left, in back row, are Homer B. James, Bruce C. Kirkpatrick, Rodney W. Sieck, Claude T. Roach, David D. Schaper and Clarence P. Ebbert. In front, Patrick E. Riethoffer, Henry T. Donohoe, George F. Wiemann and Earl Roylance.



This week at a reunion ... from left, in back, James, Kirkpatrick, Sieck, Schaper and Ebbert. In front, Riethoffer, Donohoe and Wiemann, Roylance and Roach were unable to attend.

—Globe-Democrat Photo

Reunited World War II Airmen share memories

By ROBERT BLANCHARD
Globe-Democrat Staff Writer

Eight members of a World War II bomber crew that flew missions over Germany, Austria, Hungary and Italy during 1944 and 1945 recalled their war experiences in a reunion here this week.

David D. Schaper of Westville, who was the nose gunner of the crew, said they flew nearly 33 missions together in B-24 Liberators stationed in southern Italy near Cervignola. They were in the 766th Bomb Squadron of the Army Air Force's 461st Bomb Group.

"IT'S VERY unusual that the crew has been brought together after 30 years. Only two members of the 18-man crew were unable to make it," said Schaper at the reunion in the Colony Hotel at Clayton.

Other crew members here are George F. Wiemann, pilot, of Manhasset, N. Y.; Patrick E. Riethoffer, copilot, of Lighthouse Point, Fla.; Henry T. Donohoe, navigator, of Alexandria, La.; Bruce C. Kirkpatrick, engineer, of Carmichael, Calif.; Clarence P. Ebbert, radio operator, of Cement City, Mich.; Rodney W. Sieck, Sperry gunner, of Evansville, Ind., and Homer B. James, tail gunner, of Houston.

Business commitments prevented two from making the reunion, Schaper said. They are Earl Roylance, bombardier, of San Francisco, and Claude T. Roach, a gunner, of Falling Waters, W. Va.

Most of their memories were still quite clear — especially the three times they were forced to land at emergency airfields be-

cause their plane was "all shot up."

KIRKPATRICK said the number of missions for each man varied between 27 and 33 because some crew positions were filled by other airmen for various reasons. He recalled that one day after V-E Day, May 8, 1945, the crew dropped supplies to American prisoners who had been confined in Austria.

The crew received Air Medals and many other decorations for their service.

Sieck said one of the crew honors was the selection of Schaper and him to make a special recording in Rome describing a mission over Vietnam when their plane had bled in battle and landed on the island of Vis. The recording, which was sent to radio stations in the United States, was played during the reunion.

A FEW MEMBERS of the crew got together previously, but this is the first reunion for most. Sieck said, The Missouri Highway Patrol helped locate James last week in Houston to notify him of the reunion.

At 49, Sieck is the youngest of the group here.

In 30 years, the crew has pursued a variety of occupations.

Wiemann, the pilot, is an executive with a television firm in New York, Riethoffer, the copilot, heads a firm which owns and operates four carnival circuits on the East Coast and Donohoe, the navigator, has taught mathematics at a university. Sieck is a manufacturer's representative, and Schaper is a partner in three supermarkets.

THE WAY WE ARE!!

Editors note: I got a letter from Les Toleen, 766th Squadron, who offered the suggestion that we print up-to-date pictures of members of the group with a brief commentary on what they had been doing since the "good old days" in Italy. Sounded good to me. All it takes is you, the members, to send the information to me. If I get 1200 of you sending me pictures at the same time it will take time to get you all in print but let's see how it goes. I haven't spent much time thinking what we should call the column but "The Way We Are" came to mind. I'm open to your suggestions. Here goes!



Les E. Toleen

Paul A. Oxton

Dear George,

"My purpose in writing is to see if you might be interested in printing this picture in the 'Liber Raider' to introduce a new idea i.e. present day pictures of members of the 461st with brief resumes of their occupations or careers. I submit the following:

Two former armorers of the 766th met in Destin, FL to renew an acquaintanceship which began in Wendover, Utah and culminated in Cerignola, Italy. Paul Oxton and I recently spent five days with our wives reminiscing about the 461st and its role in World War II.

After the war, I spent my working days as a safety inspector in the iron ore mines of northern Minnesota. Paul pursued a career as a jockey and horse trainer

for Greentree Stables.

Both of us would welcome contact with any members of the 461st Bomb Group.

Les E. Toleen
Sun Destin Beach Resort
1040 Hwy 98E—Unit 1414
Destin, FL 32541

Paul A. Oxton
1462 Wyman St
Aiken, SC 29801



"Old 767 Warriors"

M.G. (Marty) Mertz

J.C. (JC) Yarbrough

G.L. (Guy) Phillips

Editors note: This letter was sent to Frank O'Bannon after he had alerted the "Warriors" that the three of them lived in the same city, Greensboro, N.C. Maybe they will send in their life histories for publication later.

Dear Frank,

You asked for a picture of the 'Old 767 Warriors' (They look old and unwarlike).

J.C. was a full time member of the 461st. He came early by boat and left late by boat. He was an armorer.

Both Guy and I were pilots. We both came late

(Continued on page 5)

(Continued from page 4)

(1945) and left early.

We had an interesting luncheon and enjoyed comparison of notes and stories. We plan to meet again.

Marty Mertz
 5509 Robinridge Rd.
 Greensboro, N.C. 27410

Another editorial comment: I'm not sure where this picture came from but if the subjects would send in their histories we would probably get the "inside story" of San Quentin.



Henry A Jones
 Wilburn H. Thomas
 Lawrence M. Jones

A mini-reunion, Knoxville, TN June 1989

They claim they were the ground crew for the following aircraft:

- #9 Evil Weevil
- #16 The Myra G
- #7 Lucky Seven

What's the story guys?

* * *

Space reserved for the next episode of

"THE WAY WE ARE"

Get your pictures taken at reunion 1990 in Tucson, Arizona.

Write your stories and become a contributing editor to "Liberaider".

(Continued from page 2)

Frank Tampas, 765th Squadron, sent this picture of he and his wife, Dorothy, receiving a plaque from the manager of the Anheuser-Busch gift shop in St. Louis at our reunion last October.



The plaque was presented to Pete for prior service with the Anheuser-Busch family. He was a salesman and distributor for the eastern upper peninsula of Michigan in the years from 1938 to 1942 prior to going into the military service.

Ed Chan wrote to Frank O'Bannon soon after coming back from Alaska. He said in part, "While in Alaska I met with both Jim English (766th) and his wife, Janet, in Juneau and Dick Durand (764) and his wife, Dorothy, in Anchorage. I had a nice chat with both couples. Dick and Dorothy intend to attend the reunion. I do not recall if Jim and Janet said they would come but he did give me info on how long his crew was together and how men were shifted to lead crews, etc. In looking over the reunion booklet he found facts he did not know before. He made a suggestion which I think has merit. Why not have each crew list a "history" of themselves showing changes and replacements, etc. It's a big job I know but maybe we can get volunteers from each squadron to birddog the history project. It doesn't hurt to try!"

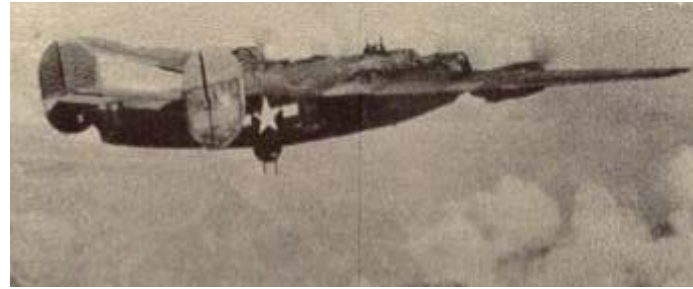
Any comments from the ranks?

(Continued on page 8)

THE WAY WE WERE



764th Squadron
 Top, L-R: H. Frank, K. Kase, C. Saur, W. Thomas
 G. Zobal, G. Mattingly



“Sweet Chariot”

Flown by



766th Squadron Crew #40

Top, L-R: N. Cogswell, C. Muse, W. Logue, P. Dias
 Bot: J. Campbell, F. Korchma, E. Jellquist, W. Mays
 Missing from picture: R. Edwards, G. Dumont



767th Squadron Headquarters
 L-R: H. Oglesby, J. King, J. Coles



THE WAY WE WERE



“Sweet Chariot”

Flown by



766th Squadron Crew #40

Top, L-R: N. Cogswell, C. Muse, W. Logue, P. Dias
Bot: J. Campbell, F. Korchma, E. Jellquist, W.



765th Squadron Crew #21R
Top, L-R: J. Robinson, K. Githens, E. Kamps,
O. Moore, G. Peterson
Bottom: H. Farr, K. Harrison, J. Sipple,
G. Esser, D. Wendte



“Now, regarding selection of today’s I.P.!”
Somewhere in the 764th
Seated: V. Veno, G Fowler, A. Carter

(Continued from page 5)

EVERYBODY'S LOOKING FOR "JACKIE"

Dear M. O'Bannon,

April 5, 1990

Excerpts from a letter to the U. S. Ambassador in Budapest.

"You can't believe the great sorrow I felt when I heard Mr. Nelson (Biagi) had passed away in 1984. If you know his family please give them my condolences. I was very fond of him and of all the friends that belonged to the 764th Squadron. I have lots of good memories of those days and of the guys that were stationed there.

"I am looking for an US pilot, "Jackie" (family name not remembered).

I had all their addresses but I lost the booklet. However, Mr. O'Bannon, if you were in the 764th Squadron, you will certainly remember me because I was always with you guys. I was performing a lot of duties, like cleaning, making beds, and washing clothes so everybody knew me. They called me "Mike". At Christmas, 1944, your commander took my measurements and got me a package of clothes from the States. I was the only boy that could come and go as I pleased at your camp.

It happened about the end of August, 1944 in Hungary's territory over my city of Esztergom. I was 15 years old and a very little girl. About this time it was a big air battle in raid over our city. My brother, Ladislaus found a pilot hanging from a tree. It was very difficult to cut this pilot free from his umbrella. He was injured and wounded and unconscious—but alive yet. We covered him and got him to a hospital. In this hospital, I, the little "Alice", visited him day after day. "Jackie" had black hair, light blue eyes, at that time 22-24 years, very quiet personality. "Jackie" was about 3-4 weeks in this hospital.

One day "Jackie" did fly away, out of Esztergom by the help of the Swiss Red Cross—with a private aeroplane.

If you ever come back to Italy please come see me in Milano. I came here after the war because there were no jobs in Cerignola for a young man. I have seven children and had to find a job.

If you, a friend you know or knew are "Jackie", Alice wants to contact you. Write to

Dr. S. Alice Peters
1095 Budapest
Soroksari UT 46.I.11."

This is a copy of my camp pass. I was there from 1943 to 1945 when the military police caught me and told me that I couldn't stay there without a pass and threw me out. When the airmen didn't see me any more they came and got me at my house and got me a pass. I was honest and faithful and needed to get around and be able to get into the tents as I pleased to do my job.

* * *

TIDBITS

The Yugoslavian Air Force is trying to locate USAAF crew members who were shot down over Yugoslavia during WWII. They will be invited to a reunion celebration with their rescuers at the Embassy in Washington, DC. If you are a candidate or know one, contact:

Not much else to say. Best wishes to you and your family and hello to all the friends. I was 11 years old at the time.

Lt. Col. David Potts
HQ HE USAF/CVAIP
Washington, DC 697-6377

Hurrah for the 764th Squadron because they were strong and brave Americans. Many best wishes, God bless America.

Matted Davenia
Via Sorano 108
Milano, Italia

GI INSURANCE REFUNDS

Regardless of what you may be told on the phone, the government is not giving out refunds for past GI Insurance premiums.

(Continued on page 9)

Please, if you write to me, send photos.

(Continued from page 8)

A request has been received regarding items that are considered memorabilia from WWII. It is felt that these items should remain with your family as a means of their reviewing how you contribute to the winning of the war. In the event the family does not want them or there is no one to hand these down to, you should advise them, or your executor, to forward them to your 15th Air Force Museum, Riverside, California. Several 461st members have already placed their WWI memorabilia with the museum.

VA VIP PHYSICAL

The Veteran's Administration wants to contact all former POWs, evadees and escapees. At the present time the survival rate of these men is lower than that of similar groups of men that were in combat. All VA hospitals are taking part in this survey. A complete physical will be given at no cost. The results of the physical may increase your physical disability payments, or, if not now receiving one, may qualify you for a disability payment.

Excerpts from a letter from Stanley Kosierowski, 764th Squadron, enforces the importance of this physical exam.

"The VA physical should be a must for all POWs!! All ex-POWs are greeted with open arms and have second priority only to emergency cases. Anyone with six months as a POW can qualify without any proof of any disability. A complete physical exam is given—x-rays, blood tests, etc.—worth many hundreds of dollars. Psychiatric and social evaluations are made. Many who have retired and lost their dental coverage can get free dental service. If for no other reason, a complete medical exam should be taken. A must!"

STALAG LUFT VI, BARRACKS F-12 HEYDEKRUG, EAST PRUSSIA, 1944

POWs housed with me, I still have the \$5 bill all 25 signed before my move to Stalag Luft IV. I hope to renew acquaintances. Contact Joseph E. Markley, Route 15, Box 326, Goldsboro, NC 27534.

BOMBARDIERS

The Bombardiers, Inc. organization has changed it's address.

Bombardiers, Inc.
200 Ban Buren St. #2109
Daphne, Alabama 36526-2509

IT WORKS!! TRY IT!!

An Excerpt from a letter from E. J. (Amos) Larsen, 766th Squadron.

Dear Frank,

"As you know, I have stubbornly kept writing, asking, looking just trying to find our navigator and our engineer. Last fall, I wrote to the V.F.W. and they put a little squib about each of them in their magazine. It worked!! Elwin Berrier a vet who lives in Albuquerque read the notice and asked a John Cory, who goes to his church, if he had fought in WWII, if he had been a navigator and if he had flown in Italy. "Yes", he said. "Why?" Because there is an E. J. Larsen looking for you. We finally found each other!!

If you have been or want to try to locate a 461st buddy contact our investigative genius, Ed Chan. He has done exceptionally well in locating lost members of the 461st. Contact Ed at the following address. He'll get you started on the right track.

Ed Chan
461st Bomb Group (H)
P.O. Box 117
New Hyde Park, N.Y. 11040

THE INTERNATIONAL B-24 MEMORIAL MUSEUM PUEBLO MEMORIAL AIRPORT

A new, one of a kind, museum for the historical World War II airplane, the B-24 Liberator. It was dedicated on 15 July 1989 to those that produced, supported, crewed and flew this legendary aircraft. The museum, sponsored by the Pueblo Historical Aircraft Society, is at the Pueblo Airport, Pueblo, Colorado.

461ST BOMB GROUP (H) 1943-1945 INC.REUNION 1990

DOUBLETREE HOTEL

TUCSON, ARIZONA

OCTOBER 3-7, 1990

Wednesday, October 3	Early registration. Evening free.
Thursday, October 4	Bus trip to Nogales, Mexico. Board of Directors meeting. Evening free.
Friday, October 5	Bus trip to Arizona-Sonora Desert Museum and Old Tucson. Includes lunch. Business meeting at hotel. Evening free.
Saturday, October 6	Shuttle busses to Pima Air Museum. Free time. Social hour Dinner/Dance
Sunday, October 7	Memorial Service Breakfast buffet

WARNING!!

1. No registrations will be accepted with a post mark after September 15.
2. There will be no late registrations accepted at the door.
3. Each attendee is responsible for making his own hotel reservation.
4. Mailed-in cancellations must be received prior to September 30 or call Frank O'Bannon (602) 797-1439.

* * * * *

THE "ALL AMERICAN"

Although your editor is disappointed, the 461st membership has sent a clear message. "We don't want our group number recognized on the side of the 'All American'. In the last issue of the 'Liber Raider' I asked the membership to pledge money for this project. I received 23 pledges for a total of \$835. The goal was for \$7600. We fell well short.

As you can see in the picture to the right your editor and others visited the 'All American' at the Valient Air Command air show in Titusville, FL. I had arranged, through the public relations group at the show, that they would give a little history of the 461st and it's relationship to the 'All American'. It never happened. I reported this to Frank O'Bannon and he said that most of the articles on the aircraft talk about the men that flew them but the groups and squadrons are never mentioned by number.

The public, it seems, is not getting a lot of the flavor that makes the ship and its name not only a thing of beauty but of historical significance.



Titusville, FL 9 March 1990

John Angaroni, 765th

Paul Wagner, 767th

George Dickie, 767th

Ed Leibe, 765th

THE AIRMEN MEMORIAL MUSEUM

5211 Auth Road
Suitland, MD 20746

This museum, founded in 1986, was established to document for the first time ever the sacrifices, dedication and courage of the enlisted men and women of the Air Force and their predecessor organizations like the Army, the Air Corps and the Army Air Force. Although enlisted personnel are the backbone of any air force, they have been left out of the history books. With support to the Airmen Memorial Museum we can give our airmen their rightful place in history.

Your editor received a beautiful colored 1990 calendar with pictures of many military aircraft from the U.S., England and Germany including the B-24. If you would like more information about the museum and a copy of the calendar, send your name, address and social security number to the address above. Tell them "yes, please make sure I am on the 1990 Airmen Memorial Calendar mailing list."

REMEMBERING THE FORGOTTEN MECHANIC
(Borrowed from the 1st Fighter Group Association)

*Through the history of world aviation
Many names have come to the fore
Great deeds of the past in our memory will last,
As they're joined by more and more.*

*When man first started his labor
In his quest to conquer the sky
He was designer, mechanic, and pilot
And he built a machine that would fly.*

*But somehow the order got twisted,
And then in the public's eye
The only man that could be seen
Was the man who knew how to fly.*

*The pilot was everyone's hero,
He was brave, he was bold, he was grand,
As he stood by his battered old airplane
With his goggles and helmet in hand.*

*To be sure, these pilots all earned it,
To fly you have to have guts
And they blazed their names in the Hall of Fame
On wings with bailing wire struts.*

*But for each of these flying heroes
There were thousands of little renown
And these were the men worked on the planes
But kept their feet on the ground.*

*We all know the name of Linbergh,
And we've read of his flight into fame,
But think, if you can, of his maintenance man,
Can you remember his name?*

*And think of our wartime heroes,
Gabreski, Jabara, and Scott.
Can you tell me the names of their crew chiefs?
A thousand to one you cannot.*

*Now pilots are highly trained people,
And wings are not easily won
But without the work of the maintenance man
Out pilots would march with a gun.*

*So when you see mighty aircraft
As they mark their way through the air,
The grease-stained man with the wrench in his hand
Is the man who put them there.*

Anonymous

TAPS

MAY THEY REST IN PEACE FOREVER

764th Bomb Squadron		
Edward J. Chojnowski	Unk.	Pilot B-24
Arthur L. Gray	1990 Bellerose, NY	Turret gunner
Eckley B.C. Markle	1950 Jeddo, PA	Armor gunner
Robert L. Thompson	1981 Knightstown, IN	
John E. Valla	1987 Upper Saddle RV, NJ	Armor gunner
765th Bomb Squadron		
James D. Black	1980 Sacramento, CA	A/C Maint. Tech
Richard P. Gronostajski	1982 Trenton, NJ	Parachute rigger
Thomas E. Varney	1987 Ottawa, IL	Munitions worker
766th Bomb Squadron		
Joseph M. Box	1950 Shamrock, TX	Munitions worker
Andrew R. Kelley	1981 Cincinnati, OH	A/C Armorer
Frank C. Manna	Unk. Kenosha, MI	Armor gunner
Salavatore S. Picerno	Philadelphia, PA	
Earl L. Roylance, Jr.	1985 San Francisco, CA	Bombardier
George J. Wilson	1970 Westfield, NJ	Navigator
767th Bomb Squadron		
Robert E. Scott	1970 Mariposa, CA	Armor gunner
Paul W. Utley	1971 Elk City, OK	Pilot B-24
Tyrus C. Watkin	1948 Huntington, IN	A/C Maint. Tech

OUR FLIGHT LEADERS—APRIL 1944

	Group	764th	765th	766th	767th
Commander	Glantzberg	Goree	Applegate	Dooley	Knapp
Deputy Commander	Hawes				
Operations Officer	Burke	Tallant	Bock	Franklin	McQuillan
Navigator	Pruitt	DeWitt	Dusenberry	Brock	Coles
Bombardier	Leffler	Murphy	Iconis	Stiles	Faherty

Editors notes:

1. Thanks to those of you that completed the chart above. Hope it's right now. Correct me if it isn't.
2. I received a lot of material from you guys. Most of it I can use with a few word changes to make it fit on the page (no change in meaning). Keep it coming, this is your newsletter. I am having trouble with photographs, however. Almost everyone sends colored prints, which is natural, but they are no good to me in that form. I have to have them copied into black and white. You lose some detail in doing this but it works. Size is another variable. I receive them in all shapes and sizes. I have to have them reduced to fit the page. Quality is another problem. In general, if you can't see the subject very well in the original picture, it will only look worse in print. This is particularly important with people. If I had my "druthers" I'd druther have
 - A. Clear, crisp, close-up pictures of the subject.
 - B. Black and white prints.
 - C. Size around 3 x 5 in.

That's what I would like. But it's probably more important to keep them coming, whatever shape they are in. I'll use them if I can.

* * * * *

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