



CERIGNOLA CONNECTION

455th Bomb Group Association Newsletter

SUMMER 1990

FROM OUR PRESIDENT - Your response to our last Cerignola Connection for dues payment and finding new members was gratifying and I appreciate your cooperation. We are trying to make participation 100%, so if you have not already sent Louis Hansen your dues, do so today. We are doing well on finding fellow 455th members. If one has the person's full name, AGO number or social security numbers and induction address, we have a good chance of finding him through government locator facilities. Get this information about people you remember to Bob Armstrong (2600 Littell Ave., Des Moines, IA 50321) or me (6205 Meadow Ct., Rockville, MD. 20852) and we will work together to find them. Dave Frawley, one of our Directors has been working on establishing a Chapter of our Association, to include the states of Alabama, Florida, Georgia, Mississippi, and South Carolina. He is doing this as a test to see if there is enough interest with members getting together between our reunions which occur every two years. Dave has sent questionnaires to known members in these states. If he missed you, his address is: 2073 Skimmer Ct., #214, Clearwater, FL 34622. We will keep you informed on this. Louie Hansen and I are starting the planning for our reunion next year. A strong case can be made for having it in connection with installing our memorial at the Air Force Academy on October 4, 1991. I will be working with our Directors on this and will announce the decision and plans in our next Cerignola Connection. Here's a bit of trivia. Did you know the flying time between Mitchell Field, New York and Cerignola was 60 hours in our B-24H aircraft with the longest leg between Natal, South America and Dakar, Africa, a total of 12 hours? What features on our B-24's made them "H" models over prior ones? Who remembers how long the boat trip was from Hampton Roads, Virginia to Italy and the names of the ships? Let me hear from you on these items. BEST WISHES - ALFRED ASCH, President

FINAL FLIGHTS - It is with deep regret that we learned of the last flights of S/Sgt Jack Abbott and M/Sgt Robert Linnell. Jack was a Director of our organization, and a life member. He was the Tail Gunner on "Ole Soldier", 741st Squadron and a member of Bob Christensen's crew. Jack was wounded on June 13, 1944 and received the Purple Heart. Jack was an enthusiastic and encouraging pusher of the 455th Bomb Group Association and will be missed greatly by us all.

Bob was in original cadre in Clovis, New Mexico, the EM in charge of group operations. After the war Bob went on to the University of Tulsa and graduate school, spending 40 years teaching at the college level. Bob's son is an AF Academy graduate, AF fighter pilot, and now with the Air National Guard. His daughter is a CPA. We will all miss Bob and extend our sympathy to both the Abbott and Linnell family members.

AN APPEAL TO FORMER 743rd Squadron members. As the history takes shape, we find that we have very few 743rd crew pictures. We have about 200 of the other squadrons. Unless you guys can help Hugh Graff, there won't be many photos of the 743rd crews in history. Hugh has established November 1, 1990 as a cutoff date for pictures - atmosphere pictures, crew pictures, particularly replacement crews, plus any narrative material, diaries, and other information of interest as to the group history. Send this material to Hugh Graff, 12515 Sheldon Rd., Mantua, OH 44255. Hugh wants to get this history out before you need glasses to read it.

FINAL FLIGHT - It is with deep regret that we learn of the last flight of Tom Lyle Mitchell, December 2, 1989. We extend our sympathy to family members. Tom was Intelligence Officer for the 743rd Bomb Squadron, 455th Bomb Group and was most instrumental in the early days getting the 455th Bomb Group Association together. Besides coordinating the first three reunions, he published a newsletter and made many personal telephone calls, and wrote many letters to group members just to keep in touch.

Mike Stohlman, Engineer Gunner of Wesley Powell's crew, 740th Squadron, sent a newspaper article titled "Bomber Crew Reunites 45 Years After Chaos" I can't print their picture since no photo was included, but crew members were: Wesley Powell, Pilot; Curtis Kell, Co-Pilot; Joe Perkins, Navigator; Bill Gemmill, Bombardier; Charles Oltarzewski, Engineer Gunner; George Harvey, Radio Operator Gunner; Bill Hill, Tail Gunner; Robert Belding, Ball Gunner; Lawren Rittenhouse, Nose Gunner (the latter now deceased). Their fateful day, August 26, 1944, 9th mission, Odertal, Germany. Seven of the crew reassembled and made it back to Italy in 9 days, but three spent 3 months evading behind enemy lines. Their reunion, first in 45 years, was held in Louisiana. Another is planned for next year.

Seymour Gaynes, 743rd Navigator writes about a recent trip back to Italy, Rome, Cerignola, and Bari. While there he visited the U. S. Cemetery at Anzio - Nettuno (about an hour south of Rome). He says there's a whole section devoted to the 15th Air Force and a wall with MIA names engraved on it. "It was very awe-inspiring and really beautiful. Many of the 15th Air Force Bomber Crew Members are buried there. "Although it's sad, it is beautiful to see how the U.S. takes care of its lost buddies, even today."

From the FIFTEENTH ARMY AIR FORCE - The Liberator bomber "Leakin Deacon" has compiled the remarkable combat record of having participated in 46 of the first 53 missions flown against the enemy by a Liberator bombardment group based in Southern Italy. Then it took an engine change to keep her out of the line-up. During one stretch she flew on 27 consecutive missions, with all of them coming during a 13 day period. Few if any of her forays against the enemy were of the short-range variety, the flights lasting from 5 to 7½ hours. Numerous Nazi fighters have seen the "Leakin Deacon" through their sights, several for the last time, and she has been target for all the flak batteries of every major German held city in southern Europe. Her insignia, a colored deacon in a high silk hat carrying a fruit jar of moonshine, painted on her blunt nose, is a familiar and reassuring sight to the crew members of other craft in the group formation. By her consistent appearances in the line-up, she has come to symbolize a sort of indestructible "Rock of Ages" to the combat personnel. The "Deacon's" contribution to the eradication of Nazi factories, railroad yards, aircraft plants and airdromes amounts to more than 230,000 pounds of high explosives, demolition, incendiary and fragmentation bombs. Pilot of the "Leakin Deacon" is Capt. Daniel J. Neuman, 23, formerly of Albany, Oregon. He is the son of Mr. and Mrs. J. J. Neuman. Other crew members: Co-Pilot, 1st Lt. John E. Cayea; Bombardier, 2nd Lt. Thomas H. Hardman; Navigator, 2nd Lt. Wylie A. Smith; Engineer, T/Sgt Emmett Ledbetter Jr.; Radio Operator, T/Sgt. George W. Kloos; Assistant Engineer, S/Sgt Clyde J. Kennedy; Assistant Radio Operator, S.Sgt Marshall W. Hilgendorf; Arm Gunner, S/Sgt Reid B. Peck; Arm Gunner, S/Sgt Ernest A Phillips (ED: The "Leakin Deacon" was shot down on a mission with a replacement crew. Status of Neuman, Kloos, and Phillips, unknown. Cayea, Hardman, Kennedy, Hilgendorf, deceased.)

FOR SALE 455th Bomb Group Memorial Plaques. These plaques are a small version of the one dedicated as a memorial in the 455th Bomb Group, at the USAF Museum Memorial Park, Wright Patterson AFB, during October of 1988. 6" x 6" bronze replica, with raised letters, make nice mementos and gifts. Illustrating a B-24, the plaque reads: 304th Wing, 15th Air Force. This memorial is dedicated to the officers and enlisted men of the 455th bombardment group (H) who served so valiantly in the defense of freedom during World War II. They distinguished themselves at San Giovanni, Italy, during 1944 and 1945. Combat Missions - 255, Distinguished Unit Citations, Two; Squadrons - 740th, 741st, 742nd, 743rd. Activated on 1 June, 1943 at Clovis New Mexico. Deactivated on 1 September 1945 at San Giovanni, Italy. DEDICATED 1988.

TO ORDER: Send \$10 to Ross D. Strode, 1525 Poplar Dr., Fairborn, OH 45324. Plaques mailed post paid. This is a 455th Bomb Group Association project.

The rugged B-24 Liberator - achieved fame during the Second World War as one of the Army Air Corps' most reliable long-range bombers. The B-24D was the first version of the Liberator to be built in large quantities, and more than 2,700 of these aircraft were produced prior to the introduction of the B-24E. Though often overshadowed by the highly publicized exploits of Boeing's B-17 Flying Fortress, the incredible B-24 saw action over more operational fronts than any other American Bomber.

On December 29, 1939, the first of more than eighteen thousand Liberators took to the air. This remarkable aircraft was an engineering marvel, for though it was neither sleek nor graceful, it relied on a magnificent wing design that not only improved the aircraft's operation range, but reduced drag as well. The long, high aspect ratio Davis wing was not the only development that amazed the Army Air Corps, for this revolutionary new bomber possessed tri-cycle landing gear, two slab-like rudders, and two cavernous bomb bays that ended all doubt that the B-24 was, indeed, a heavy bomber.

During the service life of the aircraft, the long, deep fuselage enabled the Army Air Corps to adapt the Liberators to an endless variety of wartime tasks. They served admirably, not only as strategic bombers, but as photo-reconnaissance aircraft, anti-submarine patrol planes, and cargo transports as well.

Though initial versions of the B-24 were deployed to the Mediterranean and Great Britain, the desperate need for long-range aircraft in the South Pacific caused the Liberator to become the mainstay of Allied operations in the island campaigns. By 1943 the B-24 had replaced the B-17 as the standard long-range heavy bomber in the South Pacific. Piloted by Army and Navy aircrews as well as British aviators, the Liberators fought valiantly until replaced by massive waves of silver B-29s.

Powered by four Pratt and Whitney R-1830 radial engines, the lumbering B-24D could carry a bomb load in excess of 12,000 pounds. Maximum speed was 300 mph at 30,000 ft. Defensive armament consisted of no less than ten .50 caliber machine guns.

LIBERATOR REDESIGNED - Your editor recently had the opportunity to tour one of the last two B-24 Liberators that is still flying. I noticed considerable redesign of the ship since the old days. First, the belly of the plane is closer to the ground. I had to practically crawl on my hands and knees to get up through the bomb bay. Second, they must have raised the flight deck considerably. I used to be able to take one hand and then just flip myself up onto the deck. Now I noticed that it takes a lot of effort to literally climb up onto the deck. Third, the catwalk back to the rear is much, much narrower. Where I used to quickly breeze to the back with no effort whatsoever, now I find that with the catwalk being more narrow, I have to turn sideways and work my way back. I wonder why they had to redesign such a good thing.

YOUR HELP IS NEEDED - The family of Walter H. Basau (deceased) would like to obtain some information about their father. (Radio Operator, T/Sgt, 455th Bomb Group, 740th Squadron. They would like to know the model of the B-24 he flew in, tail markings for the crew and the 740th Squadron area, and the name of the aircraft assigned to the crew.) If anyone of you out there has any of this information, forward it on to Col. James Shumard, 5738 Oak Valley Rd., Kettering, OH 45440. He will see that the information is passed on to family members.

Times have changed - I have had the opportunity to read some of Tom Lyle Mitchell's early newsletter. He certainly did a lot in those early days to try and hold the group together. What caught my eye was the promotion for our 3rd reunion, 1950, in Milwaukee. Room reservations at Milwaukee's then finest hotel were \$4 single...\$6.50 double!

Walter N. Heidmous, 4230 Polaris Ave., Lompoc, CA 93436, writes: "I would like to locate the following individuals or a family member, i.e.: Eugene M. Bassett, James Norell Brown, and Russ Pederson." He has in his possession the original caricature drawings of each, that graced the officer club walls. Walter will be glad to release these if someone will contact him. He is also seeking information on Anthony Costa and Martin J. Schwab. Can anyone help?



455th BOMB GROUP - IN THE AIR!

CERIGNOLA - AS IT WAS, AND PROBABLY IS!





Upper Left - Church in Cerignola.

Upper Center - Frenchy the Cook.

Upper Right - Italian Boy Barber.

Lower Left - Italian Laundry Man.

Lower Center - Downtown Cerignola.

Lower Right - Sgt. "Pappy Irvin, Radar Tech. Gp. Hdq. He was from Columbus, Ohio at the time. One cold morning, he started the Group Weapons Carrier, which had frozen in the mud overnight, and broke an axle in so doing. A report was filled out and the cause listed as "inexperienced driver". He was sent to Headquarters to explain it and was asked "What did you do in civilian life?" He answered "I drove a bus in Columbus, Ohio for over 12 years."



Upper Left - 455th Bomb Group Headquarters.

Upper Right - Perimeter Defense - British Anti Aircraft.

Center Left - Graves at Cassino. Germans on left. Americans on right.

Center Right - Santa at the 455th, 1944.

Lower Left - Cerignola, Italy.

Lower Right - Public Water, Cerignola, Italy.



Remember the PIT at San Giovanni where mission briefings were held? Here it is in living black and white!



Seymour Gaynes submits this photo titled "neighbors of Jack Davis' crew. If any of you guys are out there, you'll have to let me know who is who.



A little grease, lots of hard work and a tremendous amount of knowledge and they kept them flying! Pictured Sgt. Al Mc Carn.



Upper Left, Center Left, Lower Left -
Foggia as it was then.

Upper Right - "This is my B-24 and I'm
proud of it. I don't care what anyone
says!" M/Sgt Eddie Mercalf.

Center Right - "Get the tech order, I
think it's in here somewhere!" M/Sgt
George Nottall, Sgt. Amos Pennington.



Doc Blackmun of Glendale, California sends the photos of the 740th and 742nd Dispensary. Photo on left, kneeling, L to R: Pvt Ketcham, Cpl, Kratzer, Sgt McNabb, Pvt Dirkey. Back row, L to R: Capt Blackmun, Sgt Machofsky, Sgt Clark, Cpl Henderson and Sgt Ramirez.

How To Find Lost Friends

Want to find someone in the Air Force? Or someone who has been? The worldwide Locator will assist you in locating active-duty, active Reserve, Air National Guard, or retired members of the Air Force.

How does it work? It helps to have a lot of information about the person being sought, especially full name, service or Social Security number, and grade. If this information isn't available, the date and place of birth, duty and assignments, and dates are helpful to ensure that you find "the" John Smith you're seeking.

To contact members, searchers should prepare a letter to the individual and place it in a sealed envelope that is stamped with the requestor's return address and the sought individual's name on the address portion of the envelope. This envelope should then be placed in another larger envelope and mailed to Hq. AFNPG/NPCD003L, Northeast Office Place, 9504 IH-35 North, San Antonio, TX 78233-6636.

If you are active duty, in the reserve forces, or retired (or a family member of such a person), there is no charge to you for this service. Be sure to identify yourself in order to avoid being charges.

If you fall into none of these categories, it will cost you \$2.85 (in advance) per name to receive the service. The check or money order should be made payable to AFD, Randolph AFB, TX.

The fees are used to defray the costs of the research, and they are not refundable, regardless of whether or not the effort turns up anything.

The Twenty-third Psalm (revised)

The Lord is my pilot; I shall not want.
He maketh me to rise up to the heavens:
He leadth me through clouds of star dust.
He restoreth my soul:
He leadth me in paths of wonderment
For His name's sake.

Yea, though I fly through the dangerous and
sickening air pockets,
I will fear no evil; for Thou art with me;
Thy stars and Thy moon they comfort me.
Thou openest lovely vistas before me
in the presence of the angels;
Thou fillest my heart with delight:
My cup runneth over.

Surely goodness and mercy shall follow me all
the days of my life, And I shall fly in the
clouds forever.

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Seminary



MISSING AIRCRAFT OWNERS FOUND

Eligible Harold Brooks was the pilot, we've lost the name of the co-pilot: Ed Johnson, Bombardier Ginsburg, Navigator; Paul Taylor, Nose Gunner; Francis Winn, Top Turret; James O'Boyle, Tail Gunner; Omer Gluck, Belly Gunner. Frank Paige, photographer, flew with the crew quite often, so they adopted him. Chet Hosac couldn't believe the last issues photo caption, i.e., crew unknown. He wrote to say that it was one of the better crews in the group, if not the best.



STINKY CREW STILL GETTING TOGETHER

Stinky, the B-24 crew of the 742nd have stuck together since WWII and today are the same close-knit gang as ever. They've held 14 crew reunions since returning to the states. Most of the wives come to the reunions, and in the earlier years, children too! L-R, front: Paul Lanouette, Waist Gunner; Jerry White, Radio Operator; Bill Carver, Engineer; Dick Milligan, Nose Gunner; R.B. Meyerson, Tail Gunner; Dean DaVee, Ball Turret. L-R, back, M.L. Tinkham, Co-Pilot; Pat Desanctis, Navigator; M. Wernick, Bombardier; Ben Abney, Pilot. Pat Desanctis writes that he would like to hear from other 142nd members. Spindle Wick Condominiums, 814 Washburn Ave., 19C, Louisville, Kentucky 40222.



TERROR FLIERS

Here's a crew that wracked havoc in the skies over Europe during WWII. Your editor, Tom Ramey, 743rd. L-R, front: Tom Ramey, Pilot; Hal Gendron Navigator; Tony Tavernit, Co-Pilot; Andrew Celovsky, Bombardier. L-R, back: Edgar Pine, Waist Gunner; John McGee, Waist Gunner; Paul Franzelas, Tail Gunner; Harold Pastner, Engineer; Perry Corley, Radio Operator; Wesley Trinko, Ball Turret Gunner. Ramey and Tavernit got together just a year ago in Michigan; Ramey and Gendron get together each year in Arizona and fight WWII all over again, and surprisingly we win each time. Corley is out there somewhere and we've lost track of him. If anyone knows, contact us.

CREW PICTURES WANTED

We've reserved a space for your crew picture in the Cerignola Connection. Just send it in to your Editor - Tom Ramey, 1211 Montelaire Ct., Appleton, WI 54915. We'll return it to you after publication.



Lester Minnick of Janesville, Wisconsin writes: His crew flew out of San Giovanni Air Field at Carignola from February 16 to August 23, 1945. "We flew eight missions, and had two engines shot out over Lenz, Germany forced down in Yugoslavia and were picked up by the British Air Sea Rescue Squadron and then flown back to our base. Later we bombed all refineries in Karlova, Romania." Five of his crew were killed on a test flight, overseas. Les says that he has lost contact with three of his crew: William Lance, Richard Baxter and Henry Epstein. If anyone can help, let Les know at: 1708 Barham Ave., Janesville, WI 53545.

Crew 387 742nd Squadron, kneeling, L to R: S/Sgt's Henry Epstein, John Haffner, William Lance, Richard Baxter, Kenneth Lyon, Lester Minnick. Standing: Pilot 1st Lt James Scramlin, Co-Pilot 2nd Lt. Bucky Buchanan, Navigator 2nd Lt Robbie Robinson, Bombardier 2nd Lt Fred Slominski.



Elsewhere in this issue we ran a lengthy 15th Air Force article on the exploits of the Leakin Beacon. Here is a picture of that crew.



Balls of Fire left Topeka, Kansas on August 5, 1944 and landed at San Giovanni, Italy via Newfoundland, Azores, French Morocco and Tunis flying time 46 hours and 15 minutes, 12 days. Standing L to R: Smith, Navigator; William Zimmerman, Pilot; Charles McHugh, Co-Pilot; Eugene Bassett, Bombardier. Kneeling, L to R: C. Reed, Radio Operator; R. Skauenberg, Ball Gunner; W. McLendon, Tail Gunner; R. Hilliard, Nose Gunner; G. Metzendorf, Engineer; M. Werfel, Top Gunner.



Nash's crew, 742nd Squadron and their favorite Blonde Bombshell. Standing L to R, Tommy Pelkey, Reggi Bennett, Joe Romano, Sam Brock, Wilbur Hoffmeister, Dave Frawley. Kneeling L to R: Lt. Knox, Lt. Herki Gross, Capt Graneli. Where's Nash?



Lt. William Jackson's crew and the Miss-Fitt, 742nd Squadron. That's all the info we have - anyone out there know the names, ranks, positions, etc., of the crew. If so, let Hugh Graff know.



It looks like the Sensenbrenner gang of the 742nd is about ready to go home. Standing in front of their favorite Gargantua, L to R: Wilson Powell, Pilot Sensenbrenner, McCrane, Jackson, and Nerren. Kneeling, L to R, Turner, Flowman, Rennar, Sellars, Scott and Jastrenbowski.



Here's Pappy Knight's crew. 742nd Squadron. And they are dressed up pretty spiffy to be flying combat. Standing, L to R: Lt. McGuire, Lt. Cowden, Lt. Knight (pilot) Lt. Dowling. Kneeling L to R: Sgt. Ryan, Sgt. Balmer, Sgt. Keller, Sgt. Dearing, Sgt. Clapsaddle, Sgt. Paknick.



Bill Wachtendonk of Milton, Wisconsin, sent this picture of George Tanner's crew, 742nd squadron. Bill didn't know the names of crew members, but I assume that Bill is one in this handsome group. If you know the names and positions, drop a line to Hugh Graff, Group Historian.



LEST WE FORGET!



THE GRAND OLD LADY - SKY WOLF!

Remember in the spring issue we pictured the Sky Wolf with its forward turret nosed into an unnamed B-24. At that time we asked, "Come on Sky Wolf, if you are out there, tell us how it happened!"

Ed Riggs writes: The "Sky Wolf" was crewed by Billy Breed, 740th squadron. "My crew flew its last mission on the 8th of July, 1944. The Wolf was one of only two of the original aircraft still flying operationally. After completing our missions, my bombardier, George Bersik and I hitched to Rome for about four days. The view of Sky Wolf, nosed into another a/c was the first thing we saw when we arrived back at the base. We both stood there and about bawled.

The old bird had been mighty good to us. A veteran co-pilot flying his first mission as aircraft commander was flying it - don't remember where to and because of a fuel leak, he shut everything down including auxiliary hydraulic pump. Result - no brakes."



A NOTE FROM YOUR EDITOR, TOM RAMEY - You have been tremendous in sending pictures, articles, and other data that can be used in the Gerignola Connection. This is appreciated. When sending photographs, please be sure and apply your address label to the back of the photo. This is your assurance that eventually, your photos will be returned. Since there is a long time between issues, they still will find their way home if you identify them on the back with your mailing label.

My apology to those whose name might inadvertently be spelled wrong in the newsletter. Many times it's difficult to read the handwriting and I have to take a wild guess at it.

Remember to keep sending crew pictures to Hugh Graff in order that these may become a part of the Group History that he is working on. He'll make copies and return the originals to you. In the Spring 1990 issue Hugh asked for crew information, particularly squadron identification. Keep this information coming to him. He also needs photos and crew names for replacement crews since these records are not as complete as that of original crews. Hugh will appreciate any help you can give him.



Marlin Brown sends this picture of a sharp looking 742nd crew. Kneeling, l to R: Sgt Richard Mitchell, Top Turret Gunner; S-Sgt Marlin Brown, Armorer & Nose Gunner; Sgt Frank Schuster, Tail Gunner; S-Sgt D. E. Timms, Radio Opr.; Sgt Bernard Parker, Ball Turret Gunner. Standing, l to R: Lt. Charles Conn, Bombadier; Lt. Clark, Navigator; Capt. Marshall Chambers, Pilot; T-Sgt James Mastopietro, Flight Engineer; Lt. Vernon Wetzel, Co-Pilot.

CERIGNOLA REVISITED

G. A. Moseley writes abter his 455th Italian Adventure: The place known as San Giavonnie was a land grant from Frederick II, 13th century, and has been in the family of present owners over 400 years. Under land reform since the war, the family was forced to sell some of the land so the castle (Group Hdq) is now a girl's school. The chapel just east of the castle has been renovated and is an active parish. The Corps of Engineers scraped away the top soil and laid out the runways, taxiways and hard stands. They were to have been covered with "pierced steel-planking", however, in December of 43 a German JU-88 bombed a ship in Bari Harb and hit an ammunition ship with the result that 19 ships sank including the one carrying the 455th pierced steel planking and support equipment. Consequently we only had planking for the touchdown ends of the runway and a part of each hard stand. And that is why, all through the war, maintenance people were working off of ammunition boxes and empty oil drums. Group airplanes were held up in North Africa until the Corps of Engineers could complete a pipeline from Bari to provide aviation gasoline. All of those pieces of 4 inch steel pipe we used as chimney's for our Homemade stoves in our tents were "gifts" from the Corps pipeline. The Service Squadron located NE from Group Hdq. was assigned to the base to support both bomb groups with maintenace beyond the capability and manpower assigned to the flying squadrons. They build a long quonset hut, for a machine shop, which is still there and rich rust red color. The Service Squadron was our source of technical supplies, replacement propellers, engines, tires, brakes, etc. I do not know where the communications or bomb and ammunition support was located. When it came time to load bombs and ammo, preparing for a mission, the armorers always showed up driving a long string of trailers with bombs on them. On our visit to San Giavonni on the 455th Italian Adventure we presented a plaque to the parish near the castle. (If any of you who went on the Italian Adventure have stories, or pictures, send them to me. We'll see that they get in future issues of the newsletter.)

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