

## Kenneth Lacey

I was ball turret gunner with Ray Ramstad's crew and flew my first mission May 5, 1944, to Polesti and my last mission Sept 17, 1944, as tail gunner with C.O. Col. Ambrosin to Rakas, Hungary. I was with 455<sup>th</sup> Group 742<sup>nd</sup> squadron.

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Picture taken after completing 50 missions Sept. 17, 1944, with 455<sup>th</sup> Bomb Group 742<sup>nd</sup> sq. Flying with C.O. Colonel Edwin C. Ambrasin as Tailgunner to Marshaling Yards at Rakos, Hungary.

The only crew to return from the Moosbierbaum, Austria, raid June 26, 1944. Our squadron, the 742<sup>nd</sup>, lost 7 ships and crews including Lt. Raider E. Ramstad, who was piloting a new crew. He bailed out, and was taken prisoner for more than a year.

Lt. Kelley was Operations Officer and had previously lost his crew. We flew with him at times after that. Lt. Swanner became our First Pilot.



Back Row:

Sgt. William F. Pelkey – Tailgunner  
Sgt. Chester R. Pratt – Waistgunner  
Lt. Henry Kelley – Pilot and Assistant Operations Officer  
Lt. Glen W. Nelson – Bombardier  
Lt. Charles E. Swanner – Co-Pilot

Front Row:

Sgt. Anthony C. Brodeur – Radio & Nosegunner  
Sgt. Howard Blumberg – Waistgunner  
Sgt. James R. Thomas – Engineer & Top Turret  
Sgt. Kenneth D. Lacey – Ball Turret Gunner

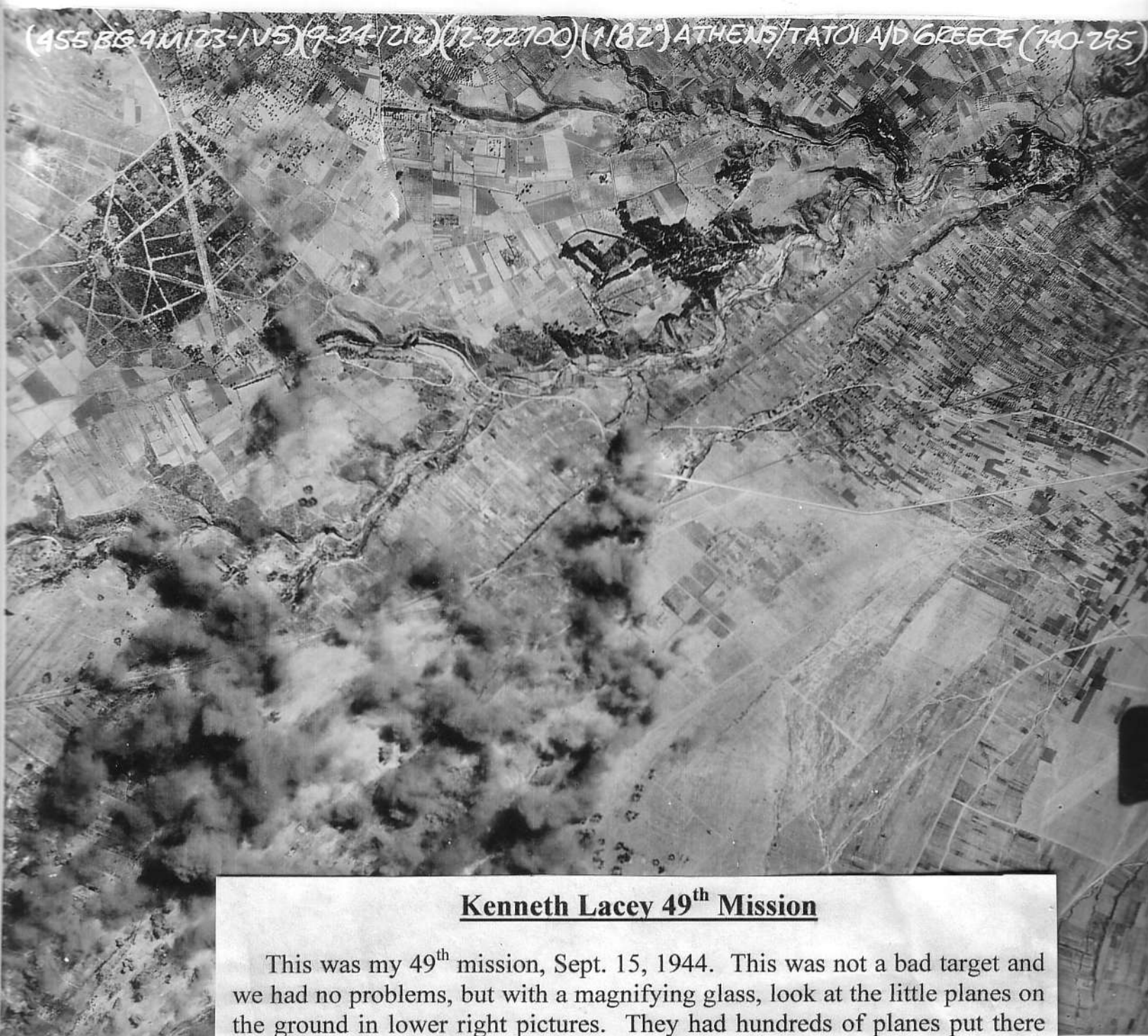


This is an ME 109. The Romanian pilot brought Col. Gunn back from prison camp and, as I remember, the pilot was given a P-51. He then flew for U.S.



The large door in the middle of the Old Castle is where we had some of our briefing before missions and interrogation after missions. The smaller door on the left was the Red Cross door where they brought out a long table and had a shot of Irish Whiskey, coffee, and donuts after a mission.

(455 BG 4 MI 23-1V5) (9-24-1212) (17-22700) (1182°) ATHENS/TATO AND GREECE (740-295)



### Kenneth Lacey 49<sup>th</sup> Mission

This was my 49<sup>th</sup> mission, Sept. 15, 1944. This was not a bad target and we had no problems, but with a magnifying glass, look at the little planes on the ground in lower right pictures. They had hundreds of planes put there for future use but couldn't get out with them as too short of pilots and fuel.



This is an interesting picture of P-51 Fighter escort we had. My grandson with the computer system says he might find out who the pilot was with the tail markings and number. (Note: look at bottom of copy Airdromeat, Athens)