ATTACHMENT #9

North African Experience of Five 741 Crews

On the 8th December 1943, the first five crews of the 741st Bomb Sq. 455th Bomb Group to depart the continental U.S. departed Morrison Field, Fla. with orders to proceed through Belem, Natal, Dakar and Marrakech to an airfield in Chateaudun, Algeria. For some reason, the remainder of the squadron and group were directed by the same route to a field in Dajita, Tunisia. The five crews directed to Chateaudun included 1st Lt. Nangeroni's crew, 2nd Lt. Locatelli's crew, 2nd Lt. Walter's crew, 2nd Lt. Hudson's crew and 2nd Lt. Wurtz' crew. Although the two airfields were only fifty miles apart, neither the squadron or the five crews knew the location of the other. Upon landing at Chateaudun, the five crews found a service squadron in charge of maintaining the dirt airstrip, but in the process of moving out. The two senior officers of the five aircrews were 1st Lt. Liberty, the Assistant Squadron Operations Officer and 1st Lt. Nangeroni. Both of these officers argued at length with the Service Squadron Commander, a Captain, to stay on the airstrip and provide the aircrews with tents, cots, blankets, and meals. The Captain finally agreed to stay for a maximum of five days.

1st Lts. Liberty and Nangeroni organized a radio watch to monitor the interplane frequency of the squadron and group to determine the other aircrews and aircraft location. On the fourth day, another aircraft was finally contacted and gave us the correct final destination, Dajita, Tunisia.

During the four days delay, the service squadron began to cut back on the meals provided because of a shortage of rations. To compensate, the aircrews bargained with local Arabs for everything: chickens, bread, wine, etc. (and lots of etc.). One tent caught fire and burned to the ground, along with the cots, blankets, and personal belongings of the crew. Several aircraft were in need of maintenance, but were flyable. On the morning of the fifth day, the aircrews began their departure for Dajita. Lt. Hudson's crew could not start their auxiliary generator (putt putt) and therefore could not start their engines. A running putt putt was removed from Lt. Walter's aircraft and taken to Hudson's aircraft. The engines were started and the putt putt returned to Walter's aircraft. All five aircrews and aircraft departed without further incident, other than being hungry, in need of serious aircraft maintenance, and some without personal belongings or uniforms.

ATTACHMENT #10

Senator McGovern's Vis Experience

McGovern's Crippled Plane And a Minor Miracle

By Fletcher Knebel

(Top men of the Kennedy administration represent the full political flowering of the World War II veteran's generation. Almost all of the Kennedy officials fought against the Axis in 1942-45. Many had fine war records. Some looked at death more than once. These are the stories of what they did.)

George S. McGovern, administrator of the food-for-peace program.

It was cold and it was five days before Chirstmas, 1944. A formation of double-tailed B-24 Liberator bombers, more than 400 strong, flew from Italy toward Pilsen in German-occupied Czechoslovakia.

Mission: Bomb and destroy the Skoda ammunition works.

Twenty - eight bombers of the 455th group, 15th air force, clung tight together as they rode at 25,000 feet. Sunlight streaked their wings as they flew above the undercast and the dirty weather below.



GEORGE McGOVERN
White House in background

Piloting the "Dakota Queen" was 1st Lt. George S. McGovern of Mitchell, S. D., 22 years old, six feet and 170 pounds. He was a serious but easy - spoken lad and he chatted with his co-pilot, 2nd Lt. Ralph C. (Bill) Rounds, another 22-year-old fresh from the University of Wichita in Kansas.

Occasionally he twitted Rounds, for the co-pilot had taken to reading the New Testament in flight "to keep his mind off the mission," a practice McGovern himself followed at times when the plane droned on under automatic pilot.

Trouble

About one hour short of the target on the long haul to Pilsen, the No. 2 inboard engine stopped dead. McGovern feathered the prop and increased power on the other three engines to maintain his place in formation.

"Any time you lost an engine up there," recalled Rounds years later, "there was no trouble back at base if you dropped out and returned. A lot of guys did it. But George decided to go ahead.

" 'So we're minus an engine,' he said. 'Let's go.' And I agreed."

The formation sighted the Skoda works and began the bomb run, racing through a hail of flak. Several small pieces of shrapnel picked at the skin of McGovern's plane. Then, 30 seconds shy of the drop point, the No. 3 inboard engine cut out.

The big motor lost oil pressure so rapidly that McGovern was unable to feather the propeller. It became an ugly runaway windmill, creating enormous drag and reducing the effective power of the big bomber bird to about one and a half engines.

600 Miles

McGovern's bombardier dropped the plane's stick of bombs on schedule, then the plane turned for home. It was more than 600 miles to the 455th's base south of Foggia in Italy and now McGovern and his crew of nine men were alone and unprotected.

The formation sped away as the cripple began limping home, mushing down about 100 feet every minute.

Sam Adams of Milwaukee, the navigator, urged that they should cut slightly east over Yugoslavia since the aerial chart showed fewer flak stations there. McGovern flew over Yugoslavia, heading toward the Adriatic Sea.

Down, down, down went the plane as the minutes dragged by.

When the plane came out over the Adriatic, it was down to 6,000 feet and now there began a frantic rush to lighten the plane. Overboard went nine heavy flak suits, long belts of machine gun ammunition. Waist hatch guns, oxygen tanks, chart table, anything that could be yanked up and jettisoned was hurled through the hatches.

At this low altitude the late afternoon sky was dreary. A fine drizzle fell from the overcast and the sun was only a memory. But one bit of fortune, if it could be called that, had come the way of the limping plane.

No German fighter had tailed the cripple. It was that time of war when the Luftwaffe, short of planes, was desperately defending the German heartland.

Suddenly flames shot from the No. 3 engine with its windmilling prop. As though from a dream, a paragraph from an army air forces "tech order" on the B-24 swam through McGovern's mind: When an engine catches fire, it takes an average of five minutes to eat through the firewall and explode the gasoline wing tank.

And then a minor miracle.

Dead ahead appeared the isle of Vis. If you look at a map of central Europe, you will see Vis as a dot off the coast of Yugoslavia. To McGovern and his crew, it appeared that minute as big as Sicily, for they had been briefed time and again about a British fighter air-strip on the island, a dirt runway that was used for Spitfires.

"Coming In"

Rounds raised the Vis tower by radio and announced that a B-24, with one engine afire and another dead, was coming in

for an emergency landing. McGovern made a steep diving turn toward the 2,400-foot strip, a half mile shorter than any he had ever tried to land a four-engine plane on.

As the Dakota Queen staggered down in flames toward the runway, the crew could see the results of other attempted bomber landings. On a hill that rose steeply from the end of the air strip were the charred skeletons of big American warplanes that hadn't made it.

"We've only got one try," thought every member of the crew. "We can't go around on this one."

McGovern set the wheels down at the very end of the runway, using every inch of flaps. Then he slammed on the brakes. The tires screeched and smoked with the effort, but — another little miracle— the flames in No. 3 engine went out with the suddenly reduced flow of air.

With both McGovern and Rounds on the yoke, the big plane lurched to a halt only a few feet from the end of the cleared dirt. Dead ahead were rocks and the start of a sharp incline. A British foam truck was already spraying the smoldering engine.

Kiss Ground

Like schoolboys at recess, the ten men poured out of the bomb bay of the Dakota Queen and rushed off the runway. Half of them threw themselves on the ground and kissed it, while McGovern and Rounds hugged each other. Several hours later a two-engine transport from Italy came to pick them up and ten men laughed and sang in their bucket seats all the way back to Foggia.



McGovern standing, second from left, with his crew after a tough mission.

For his handling of the distressed plane, the man who had left Dakota Wesleyan University in his junior year to fly for the army air forces got the Distinguished Flying Cross, but like many airmen, there were other missions he would never forget.

On his seventh bombing flight out of Italy, this one hitting an oil refinery near Vienna, Austria, he lost a right tire on take-off and had to jerk the big bomber off the ground. The tower gave him the option of returning, but he pressed ahead on the 10-hour mission, bombed the target and returned to land the plane safely on one tire and one battered rim.

Flak, Flak, Flak

On his 35th mission in early May, 1945, McGovern flew with a formation which bombed the railroad yards at Linz, Austria. The Germans had pulled into the Austrian pocket, squeezed by the Americans from the west and the Russians from the east. They lugged all their anti-aircraft guns with them and the American flight that day had to dance across what looked like a fiery pavement of flak.

McGovern's plane was pierced by chunks of shrapnel which tore gashes in the wings and fuselage, slit the leg of a crewman, Tex Ashlock, and burst through the windshield between McGovern and Rounds to slam against the steel overhang behind them. The A. A. fire knocked out the plane's hydraulic system, but did not hit an engine.

McGovern and Rounds brought the plane back to base near Foggia after cranking down the landing gear manually and getting some flap by manual operation.

The crew had tied parachutes to stanchions beside the waist hatch and tossed out one chute on either side to brake the plane as it roared down the runway with nothing else to slow its speed. The plane went over the end and wound up in a ditch with the B-24's double tail sticking up ingloriously to the sky. One man cracked an ankle in the jolting stop, but there were no other injuries.

It was McGovern's last mission. Five days later Germany surrendered and the war in Europe was over.

(In later years, McGovern earned a Ph. D., taught history and political science at Dakota Wesleyan, was elected to congress, lost a race for the senate last fall and was named by President Kennedy to head the food-for-peace program in the Agriculture Department.)

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ATTACHMENT #11

Report of Stalag Luft III 45th Reunion

and

"How I Became a Kriege"
Carl R. Loiocano

STALUG LUFT III 45TH ANNIVERSARY REUNION

1180 former prisoners-of-war and members of their families attended a reunion of Stalug Luft III ("the great escape") Sagan, Germany, held in Norfolk, Va, April 26-29, 1990, at the Omni International Hotel.

Friday following an open presentation and membership meeting, a briefing of the Tactical Air Command was given and guest speaker, Chris Christiansen, formerly with the YMCA, spoke of his visits to many POW camps.

After lunch a NASA briefing was held and the highlight of the afternoon was the introduction of several German women censors at Stalug Luft III, who gave their versions of the war, the men, and the camp. One of them had grabbed a handful of letters when they evacuated camp as the Russians took over. She very happily returned those letters to the POWs present at the reunion. The guest speaker at the dinner that evening was Padre Murdo MacDonald, chaplain at Stalug Luft III, who kept everyone laughing at his stories about POWs and the camp.

On Saturday all enjoyed a trip around the harbor or a visit to the Naval Base. That evening, the 45th anniversary of the actual day of liberation, a grand banquet was held with Lt. Gen. "Bub" Clark as guest speaker.

Sunday, following a breakfast buffet, a memorial service was held.

Many a "kriegie" left the reunion with old friendships renewed and forgotten memories brought back.

The major portion of this narrative was written while in prison camp so the crew members were not mentioned. They are as follows:

Horace Lanford	Squadron Commander
Lewis D. Nixon	Co-pilot
Thaddeus Brniak	Navigator
William Crim	Navigator
Sam Bakanauskas	Navigator
Edward Bramson	Radar Operator
Carl Loiocano	Engineer
Vincent Siemon	Radio
William Ludwig	Armorer
Perry L. Curtiss	Ball Gunner
Arthur G. Markoski	Tail Gunner

Carl A. Loiocano
455th Bomb Group
USAAF WW II

HOW I BECAME A KRIEGIE

As I crawled into my cot on the night of July 21, 1944, I never dreamed it would be the last night I'd spend in Cerignola, Italy. At 3.30 A.M. my pilot woke me and our crew (I was flight engineer) to prepare for our next mission in Brux, an old Zepplin plant where the Germans were assembling the V-2 flying bombs.

We left the briefing area, an old wine cellar, and took off at the appointed time. All went well until we arrived at the target. We were the lead plane nine minutes ahead of schedule. No sooner had we heard "Bombs away," when a barrage of anti-aircraft shells burst as though they were inside the plane. At the same moment I saw pieces of metal fluttering by my turret and felt the ship quiver. I looked at the cowling of #3 engine, or what was left of it and saw a hole that an average man could fall through. Upon checking the damage, we found we had received three direct hits including all control cables but the trim tabs. Our pilot had cancelled his first order to bail out and tried to nurse the engines along using the auto-pilot and directions from the two navigators. We managed to get below Munich as again flak burst all around us. Another shell went through the nose knocking out the auto-pilot. The pilot began using trim tabs to keep the ship in the air. We were down to 15,000 feet and managed to hold our altitude. Making my way forward to the cockpit, I asked the pilot how everything was. He said he didn't think we'd be able to stay up and that our course was an allied field on the Isle of Vis off the coast of Yugoslavia. I returned to my position and as I plugged in my headset, I heard the order to bail out again.

The tail gunner was the first Markoski to hit the silk, followed by the ball Curtiss gunner, armorer Ludwig, and radio-man Siemen. In the next second the navigator Reinlak who had occupied the nose turret left followed by the bombardier Batarowski, radar operator Brazon, second navigator Crim, me Lemieux, the pilot Nixon and co-pilot Lenhart, our squadron commander.

After leaving the ship, I attempted to pull a delayed jump but didn't delay it more than 500 feet. I pulled the rip cord and prayed. It seemed an eternity before anything happened and then I saw a streak of white flash by me, then a plop and felt the snap as my chute filled with air. I began to spin in my harness. As I stopped spinning, I looked for the other chutes and counted all but one. Then I heard the roar of the engines and the explosion of the ship as it hit the ground. Later I learned that five of the crew made it back safely. The rest of us were captured.

I landed in the Venetian Alps, near Jublyana, Yugoslavia. My chute hung in a tree about three feet off the ground and I felt like a baby in a swing. Unfastening my harness, I dropped to the ground, buried my chute, and started south. I had gone a short way when I decided to cut off my squadron patch and get rid of it. Soon I heard a search party and hid under a brush pile while a searcher passed about ten feet from me. About fifteen minutes later I started south again crossing two mountains and skirting a town before I decided to show myself.

I stopped at a farmhouse and tried to talk to the people with my poor Italian. They asked me if I'd eaten and I replied, "No, not since breakfast." They gave me some mush, and coffee that tasted like hot milk and said I could sleep in the barn with their two sons.

Later a woman handed me a note which said, "There are three of us here," signed Mickey. Mickey was the identification of the radar operator. I followed her to a house where I joined the #1 navigator, bombardier, and radar operator. They informed me a partisan was coming through that night and we should stick around. We were finishing supper when a group of Chetnick soldiers came in and said they were going to help us. They took us to the town I had gone around the day before. We realized we were in the wrong hands when one of the soldiers pointed to two corpses in a wagon and said, "Partisans." We remained with the Chetnicks for three days and finally two German officers came and we were searched.

We were sent to Trieste where the four of us spent a night in a 4x8 room with one cot. The next morning we left for Venice where we were searched again, interrogated and put in a prison full of fleas to sleep on the floor on straw ticks. The following morning we went to Verona, Italy, where we were put in solitary confinement and interrogated repeatedly. We finally reached Sagan, Germany, Stalug Luft III, the setting of that well-known movie, "The Great Escape" via Munich, Leipzig, and Dresden, on a train that was a prime target for our own air power.

I could write a book about the six months we spent at this camp and it would make Hogan's Heroes sound tame. However, I can say we were not mistreated but got very little food. The Germans themselves had little, and if it had not been for the Red Cross parcels many of us would not have made it. Our main objective was always escape and tunnels were constantly being dug. The ingenuity of the prisoners amazed even our captors. Once we were given ice skates so we could exercise during the cold weather. But they were soon taken away when somebody bolted a pair together and used them for wire cutters.

On January 27, 1945, after listening for two weeks to the Russian artillery approaching, we evacuated camp in 0° weather on foot. We marched through Prebus, Muskau, Graustein and Spremburg reaching Mooseburg, Austria, Stalug VIIA 80 miles later on Feb. 3.

We were liberated by Patton's 3rd Army on April 29, 1945, and sent to Liege, Belgium, by C-47 on May 7, then to Namur, Belgium, by truck and by train to Camp Lucky Strike, Le Havre, France, for a stay in a hospital to build up our strength. We arrived in the good old U.S.A. on June 10, 1945, via the USS Gideon Liberty ship. It took us 11 hours to fly over to combat and 21 days to get home.

ATTACHMENT #12

Lanford's adventures MIA 21 July 44 -
26 July 44

MY ADVENTURES JULY 21, 1944 THROUGH JULY 25, 1944
HORACE LANFORD

I was the original squadron commander of the 741st Bomb Squadron of the 455th Bomb Group, commanded by Col. Kenneth A. Cool.

I had accepted Major David "Rock" Thayer's assignment as Deputy Group head for the mission to Brux, Czechoslovakia. Brux was a lightly defended target with about 72 anti-aircraft guns, according to the intelligence briefing.

As Major Thayer's replacement, my crew was scheduled to fly one of the 743rd Squadron's airplanes. After pre-flight I was unhappy with the condition of the airplane, not enough to "stand-down" the airplane, but enough to ask the crew chief to ask the line chief and engineering officer to meet the airplane at the hardstand when we returned. I do not recall what the perceived problem was. The crew of our aircraft on July 21, 1944 was Major Lanford - Deputy Group Lead, Flying as co-pilot

Lt. Nixon, pilot
Lt. Broniak, Navigator
Lt. Sam Bakanaaskas - Bombadier
Lt. Crim, Navigator
Lt. Edward S. Bramson, Radar Operator
Sgt. Vincent Siemon, Radio
Sgt. Archie Markoski, Tail Gunner
Sgt. William Ludwig, Armorer
Sgt. Perry L. Curtiss, Waist Gunner
Sgt. Carl Loiocano, Top Turret Gunner and Flight Engineer

Of the crew, Lanford, Crim and Markoski came out of Yugoslavia in five days. Nixon and Siemon returned in two weeks; I believe Lt. Brniak was killed after landing by parachute, and I believe the others spent the remainder of WWII as POWs.

I had bruised my right knee not long before this mission. I walked with a limp and the knee was very stiff. I had to be helped into the cockpit. Upon my return to the squadron six or seven days later, Dr. Schuknecht asked me how I got along with the sore knee. I never even considered the knee once we prepared to jump until I was asked about it six or seven days later. Obviously it didn't bother me.

This remembrance will be included as an attachment. The remembrances of Lt. Bakanauskas and Sgt. Loiocano will be attached. Lt. Hudson's "The First 100 Missions" will either be an attachment or incorporated into our history - or both.

As I recall, in the 741st, we considered an airplane "flyable" if two of the four engine instruments were operating. The 741 engineering personnel were intelligent, innovative, hardworking and eager to keep airplanes flying. It is possible the 743rd mechanics had some policies with which I was not familiar. The aircraft was <u>not</u> lost due to mechanical difficulty!

The take-off and enroute flight to the target area was uneventful. Upon turning at the IP (initial point of the bomb run) I recall seeing the flak bursts in a barrage-type pattern (where the ground gunners attempt to fill a cube of airspace between the approaching aircraft on their bomb run and the target area with shrapnel)) and thinking that's a lot of flak for only 72 guns. I also remember thinking that no one would get through the barrage. My imagination was working overtime! We were the only airplane lost on that mission.

As we approached the target, before bomb-release, an anti-aircraft shell went through our right wing, just behind the number three engine. The hole was large enough for a man to crawl through and that's no imagination! We had to apply climb power to maintain level flight.

After bombs-away, knowing we could not return to base because of fuel consumption at climb power, we slowly lost altitude, dropping from one formation to another. Eventually we were down to 12 or 14,000 feet and alone.

We passed over what I judge to be an unseen mobile anti-aircraft gun or maybe even a battery. We heard flak exploding near the aircraft and took at least one near miss. Sam Bakanauskas, the bombadier, was hit in the hand. The control cables of the aircraft were severed. As the Deputy Group Lead I was flying in the co-pilot's seat with Lt. Nixon flying pilot. When I saw the flak bursts I grabbed the wheel and attempted a hard right turn. The control wheel spun like a roulette wheel! I reached down to the console to turn on the auto pilot. Lt. Nixon's hand was there already, switching on the autopilot to use as a method of controlling the aircraft. We were able to fly straight and level but because I did not want to fly through the turbulent cumulus clouds forming over the mountains below, I turned the airplane by pulling back two left throttles to turn left or two right throttles to turn right. All seemed to be under control. Approaching a cloud, I pulled back two right throttles to turn right but the airplane flipped abruptly to the left. I returned the right engines to climb power and gave the order to abandon the aircraft. All went calmly and as expected.

Lt. Nixon, after assuring the other crew members were safely out, climbed out of the pilot's seat and into the well to await my departure. I gathered up all the items I normally had on the top of the instrument panel, handkerchief, pencils, chewing gum, and what-not, and followed Nixon into the well. When Nixon saw I was safely in the well, he entered the bomb bay and jumped out. The airplane had been flying on autopilot on an even keel during this time. As I saw Nixon jump, I thought - maybe I'd better return to the cockpit and hope the airplane continues to fly long enough to reach the Adriatic and I'll ditch. I turned 180° to face the cockpit. As I did, the airplane fell off sharply to the right. I completed a very rapid 360° turn around, entered the bomb bay, and jumped out. (I learned from other crew members already in the air that the right wing

broke off at the number 3 engine, where the hole from the ant-aircraft shell had weakened the wing structure.) It was 1:50 p.m. when I left the airplane.

As instructed, I put my hand on the handle of the rip cord before I jumped. I started to count to ten but as I approached six I thought - what the hell - let's find out if this thing is going to work!

Due to the excess speed I had, due to opening the chute early, when my chute opened, I gyrated rather wildly, spinning around under the canopy while the chute swayed in such a fashion as to send me first to the right horizon and then to the left horizon. I quickly learned to pray! and fervently. Eventually, I began to arch my back or try to bend forward to reduce the swinging under the canopy. Once I was stabilized it wasn't a bad trip down. I could see Lubleyana not too far away. I was not smart enough to guide the chute. I landed, face into the wind (the wrong way), in a tennis court sized opening on a small level area on the side of a mountain, perhaps fifty feet from the bottom of the mountain. The force of the backward fall caused me to hit and cut my head slightly but with enough force to knock me out momentarily. It was 2:00 p.m. I still had the rip cord in my hand. I brought it back to the states with me but have lost it since.

When I got up and looked around, I saw a woman and small child standing at the foot of the mountain looking up at me. I had a 45 caliber pistol strapped to me under my flight jacket so I was not afraid of these two (remember, this was before Vietnam). I motioned them to come up, they did as I was rolling up my parachute to give them as a peace offering.

As the woman approached me, I said in my best German and with exaggerated hand gestures, that even though I spoke German I didn't want to see any - that I was an American and I wanted to see Tito. She nodded her head and motioned for me to follow her.

We were perhaps an eighth of a mile from a cluster of 2 or 3 houses. She took me to her house, hid the parachute, and poured me a clear liquor - perhaps vodka. After enjoying this hospitality for a short time, she motioned me to follow her. She took me to the edge of the forest surrounding the group of houses. We went just inside the forest to the shack of a hermit, perhaps in his seventies. She spoke with him. I repeated that although I spoke a little German I didn't want to see any, and he went outside this little one-room shack and dug up a tin can of coffee grounds. He prepared us coffee and apparently gave my "guide" instructions on what to do with me. After coffee, we set out up the mountain, my "guide", me and the guide's small daughter. I found throughout my visit that no males between the ages of 12 years and 70 years were in the valley. They were all up in the mountains fighting the Germans on forays into the valley or repulsing German advances into the mountains.

My guide took me some distance up the mountain trail - perhaps a mile. We entered a clearing, approached a house, and my guide called out to the lady inside. The lady came out, was apprised of my situation, went back into the house and returned with black bread and warm milk for me. My first guide bid me adieu and went back down the trail with her small daughter.

After refreshments, the second lady motioned for me to follow her and we started up the mountain trail again. The procedure described previously was followed several times, black bread and warm milk at each stop and a new girl guide to take me higher up the mountain.

Just prior to dusk, my guide and I were startled to hear a voice - a commanding voice. We stopped, looked around, finally upward, and saw a Partisan in the fork of a large tree, with a rifle pointed in our direction. He had apparently said "Halt" and wanted to know our business. He picked up a field telephone hidden along the trail and made a call. Apparently all was well. He dismissed my guide who set off back down the trail to her house and motioned for me to follow him up the trail.

Just prior to dark, we entered a clearing and I saw a number of pup tents and a few larger tents comprising a Partisan camp. There were about twenty-eight men and two women in the camp. One of the women I took to be the equivalent of our Red Cross ladies combined with nursing skills. The other woman appeared to be a political figure of some sort. The camp commander welcomed me, appeared quite personable, and assigned me a place to sleep. After dinner I went to my "quarters" - in middle position of a two-man pup tent. My tent mates, one on either side, slept with their rifles strapped to their back. Every time either one turned over I got hit in the head with a rifle! One of my tent mates was very innovative. once I was asleep, he used my head for a pillow. This would wake me eventually and when I moved my head, his head would bounce on the ground. I then used his head as a pillow. This went on all night.

When I got up the next morning, the camp commander took me to see another member of the crew that had been brought into the camp in the night - Lt. Crim, Navigator. We were told the Germans were offering barrels of fuel for us but I think the Yanks bid higher! In the afternoon we went to the airplane crash site. The Partisans wanted to see if they could salvage any of the 50 caliber machine guns. While at the site, a small German observation plane flew over. While inspecting the guns of the airplane, upside down and burned, one of the Partisans fired off a round of 50 caliber ammunition. A boy of 12 or 14, standing in a group talking to me, began to laugh and point at a hole in his trousers, up near his groin on his left leg, where the projectile had passed through - without touching his body! The young man already had a scar between the bicep muscle and bone of his right arm from a previous bullet wound inflicted in a fire fight with the Germans.

We could salvage no weapons so we returned to camp. We were told that there were another 2 or 3 "evaders" in the area and that we would remain in our mountain camp while the Partisans made an effort to find the other members of the crew.

Late in the afternoon out attention was invited to a German command car on the road in the valley below. We were told the Germans were looking for members of our crew.

We were told that an American fitting Nixon's description had landed in some small trees along a creek bed. We were told that as some young Partisans approached him he pulled his 45 pistol and waved them off. It was reported that he had apparently suffered a head wound as blood was visible on his face. Nixon took off up a mountain but, unfortunately went the "wrong way" and was in Yugoslavia for two weeks evading the Germans before he returned to Italy. Nixon was joined by Vincent Siemon sometime after he landed.

On the third day, the 23rd of July, we set out for the "Big Stop". This was a concentration area (or a better word is "gathering" area) for wounded Partisans and Allied evaders wanting a ride back to Italy.

We began our journey following our Partisan guide named "Benny". Benny was about 30 years old, had been born in Salt Lake City, and his family returned to Yugoslavia when he was 12. Benny spoke broken English. We hiked through the forest for a while, then crawled on our stomach across an open area, descended into what was, presumably, a safe part of the valley, and hitched a ride in a horse-drawn wagon. During this part of the journey some shots rang out and Benny dove from the wagon into a ditch at the side of the road. Of course, Crim and I followed suit in some haste. There were only 3 or 5 shots fired. Benny cautiously stuck his head out of the ditch and looked around. He could see no danger and decided it must be a Partisan engaged in target practice.

We came to a small hamlet of perhaps 5 or 6 houses. We stopped at one for lunch. The lady of the house was 33 to 36 years old, was well dressed, had make-up and silk stockings on, and her daughter of 12 years was similarly clean and well dressed. This lady's husband was a physician serving the Partisans in a hospital in Italy. Prior to leaving the settlement we visited another house. Here was a detachment of three British soldiers who manned a radio station. The transmitting and receiving equipment was contained in cases resembling our present day amplifiers. The equipment could be "packed" and removed, and the house "dusted down" in twenty minutes. The dusting ensured any wandering Germans that the house was vacant-uninhabited. The British soldiers told us that twenty minutes notice by the Partisans that the Germans were enroute toward this settlement was sufficient to move the radio equipment safely away. The men took the equipment into the nearby hills/mountains for hiding. The radio detachment returned as soon as the "all clear" message was received.

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We then set out on an uneventful trip to the "Big Stop" - the area where the airlift out of Yugoslavia would occur. Crim and I were quartered in a two-story house with sheets and pillows, an outdoor latrine, but otherwise all the comforts of home. Archie Markoski, the tail gunner, joined Crim and me here. Markoski had been "picked up" while trying to circumvent a small group of houses by crawling through some surrounding fields. Fortunately the people were friendly and brought him to the "Big Stop".

I would say we were staying in the residence/headquarters of the commander. The night we were to be airlifted out, we had dinner in the dining room of the house. The commander reminded me in physical appearance of Akim Tamiroff, a Russian actor in our films prior to WWII. The commander spoke (at least) German, Italian, Polish and Yugoslavian. The commander and I spoke in German (broken - on my part). The commander and Crim spoke in Italian. The commander and Markoski spoke in Polish and all the while was translating his conversations to the other Yugoslavs at the table. It was a very pleasant experience.

After dusk we were escorted down to the "airstrip". This airstrip was the result of a British sergeant whose job it was to parachute from a C-47 at night into designated areas of Yugoslavia and prepare a landing strip. This sergeant had a small pet dog who traveled with the sergeant at all times, including the parachute descent at night. The aircraft would fly at about 500 feet altitude when the sergeant made his jumps.

The sergeant would enlist the aid of all friendly Yugoslavs he could muster to assist in rolling the big stones out of the path of a "runway". The night we came out we were told six C-47's flown by the South African Air Force would be landing on our strip. Three C-47's did land.

Fifteen minutes before the aircraft were due, a bonfire was started in the hills surrounding the airstrip marking the two ends or the direction, or the location of the strip. At five minutes before arrival time, the Yugoslavs lighted flare pots down the two sides of the airstrip to enable a safe landing. This activity took place within twenty kilometers of a German Headquarters. We were told the Germans just couldn't (or wouldn't) believe that landings such as these were being conducted on a "routine" basis. I'm glad the Germans would not believe this!

After the aircraft landed the crowd at the airstrip reminded me of a crowd at a fair or air show, or football game. People were shoulder to shoulder. The Yugoslavs unloaded supplies and ammunition from the three aircraft and presumably some passengers coming into Yugoslavia to relieve people like the British radio station personnel just described and American weather observers to be described shortly.

The Yugoslavs loaded wounded Partisans on two of the Cc-47's and a load of "evaders" on the other aircraft. Twenty eight of us came out that night. The British paratrooper and his dog returned to Italy to prepare for the next evacuation. There were three American weather observers returning from a tour in Yugoslavia. These people had to play "hide and seek" with the Germans in the same fashion as the British radio people. These weather observers had a difficult and harrowing experience or tour as they were the "shakiest" of the returnees.

There were two American B-17 crewmen returning with us. One was the tail gunner. When the B-17 was shot down, the crew parachuted out, and one of these two American crewmen had broken his back on landing in northern Italy. His buddy stayed with him through the problem of finding a friendly Italian farm family to care for them, evading the Germans and after the back healed, walking around the northern Adriatic out of Italy into Yugoslavia and eventually down to the "Big Stop". I believe these men were a year in returning. When I saw the movie "Memphis Belle" the loyalty of the crew of this B-17 to a badly wounded crewman brought tears to my eyes in remembering these B-17 crewmen who came out with me. Five days for me -- one year of healing a broken back and walking around the Adriatic for them.

Another evader on board was a British sergeant who had escaped from POW camp in Breslau, Germany, which I believe is on the North Sea. This individual came through Germany, and perhaps Austria, into northern Italy and into Yugoslavia and eventually to the "Big Stop". I believe his odyssey lasted two years.

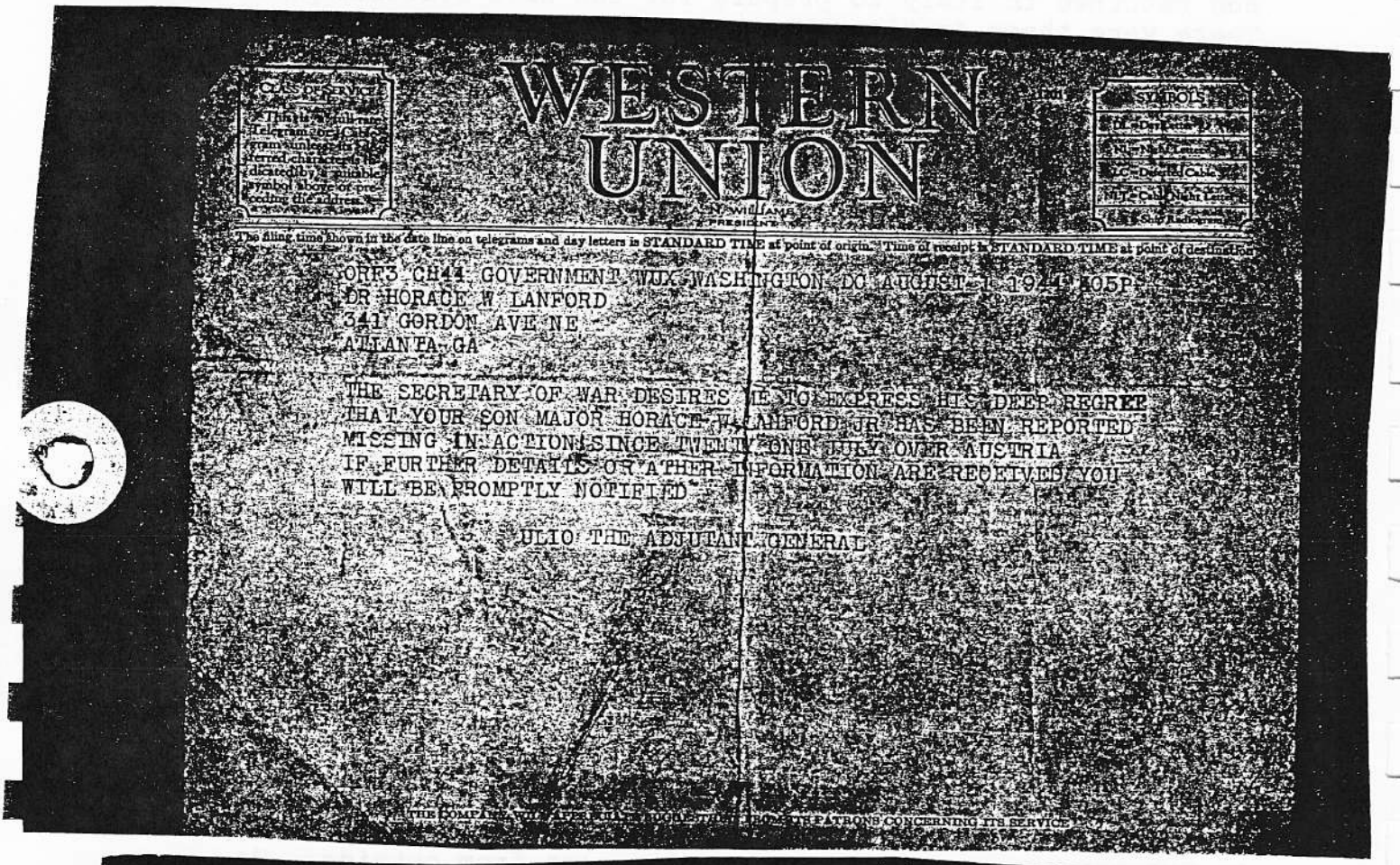
The windows of the C-47 were covered with heavy curtains to prevent interior light from being seen from outside. We still took off with "lights out". Once we were over the Adriatic we were allowed to have the cabin lights on.

We landed in Naples and were taken to a hospital for a physical examination. We got to bed late and had the physical exam the next morning and were discharged from the hospital that same day.

I went to the 15th Air Force Headquarters for dinner that night. I was aware that Major Russell Welsh was stationed there. I looked for him as I entered the mess hall. He was there, sitting alone, facing the door but with his head down. I waited for someone to precede me down the aisle. I followed this man down the aisle and stopped at Welsh's table. He waited a moment then looked up. In a startled voice he said: "My God, I thought you were dead!" Since I wasn't, I joined him for dinner.

I called my family in Atlanta, Georgia from Naples to let them know I was all right. They said they appreciated the call. Two days later they went into a panic when they received a telegram from the War Department stating Major Lanford

was missing in action on July 21, 1944. It took them some hours to put together the "missing on 7/21/44" and the telephone call of 7/26 or 7/27/44 to know that in fact I was "all right".



WESTERN UNION

N. WILLIAMS, PRESIDENT

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SYMBOLS

DL = Day Letter
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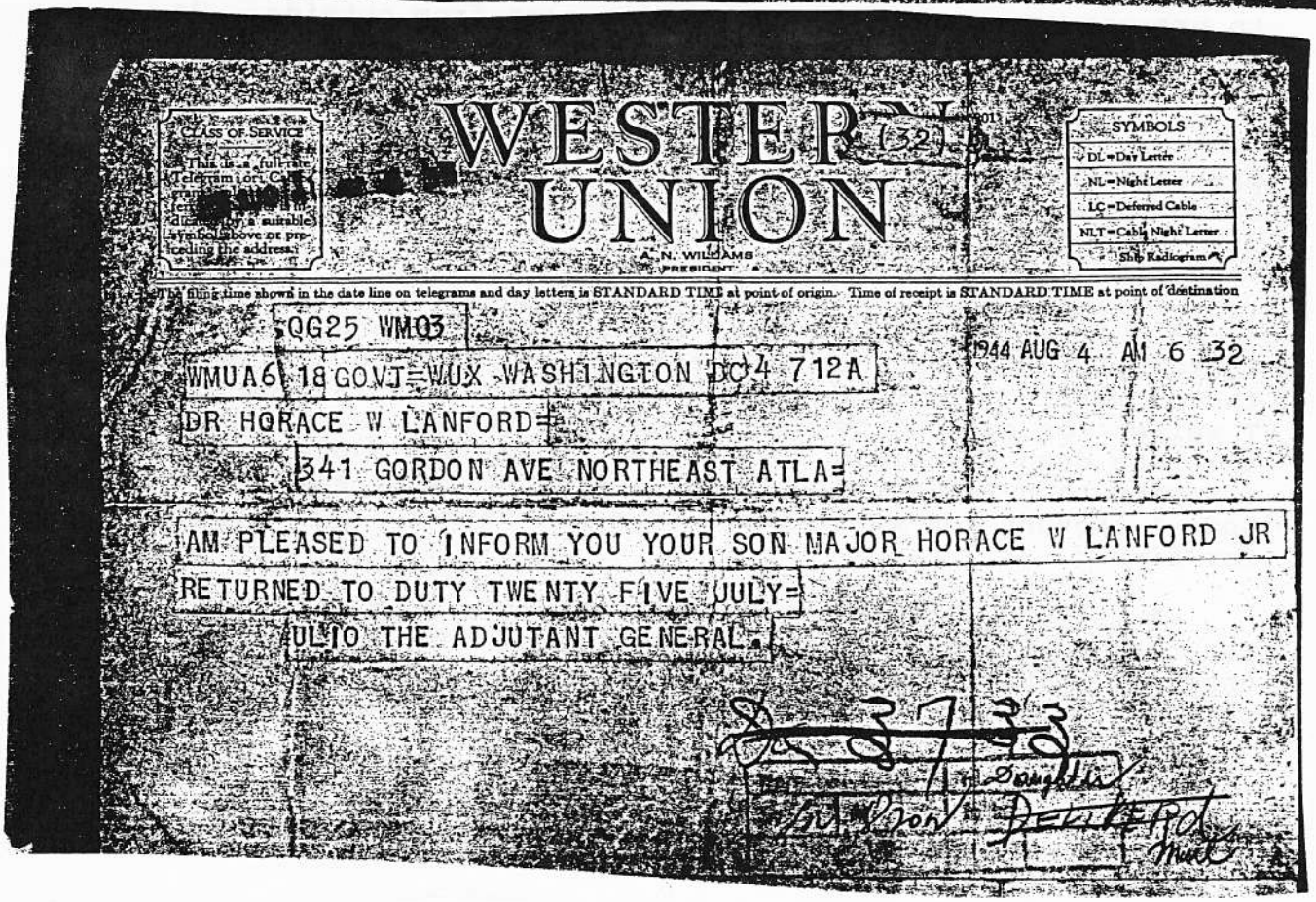
ORR3 CH44 GOVERNMENT WUX WASHINGTON DC AUGUST 1 1944 A05P

DR HORACE W LANFORD
341 GORDON AVE NE
ATLANTA GA

THE SECRETARY OF WAR DESIRES ME TO EXPRESS HIS DEEP REGRET THAT YOUR SON MAJOR HORACE W LANFORD JR HAS BEEN REPORTED MISSING IN ACTION SINCE TWENTY ONE JULY OVER AUSTRIA IF FURTHER DETAILS OR ATHER INFORMATION ARE RECEIVED YOU WILL BE PROMPTLY NOTIFIED

ULIO THE ADJUTANT GENERAL

THE COMPANY [illegible] TO ITS PATRONS CONCERNING ITS SERVICES



WESTERN UNION

A. N. WILLIAMS, PRESIDENT

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QG25 WM03

WMUA6 18 GOVT=WUX WASHINGTON DC 4 712A

1944 AUG 4 AM 6 32

DR HORACE W LANFORD=

341 GORDON AVE NORTHEAST ATLA=

AM PLEASED TO INFORM YOU YOUR SON MAJOR HORACE W LANFORD JR RETURNED TO DUTY TWENTY FIVE JULY=

AULIO THE ADJUTANT GENERAL=

Daughter
Son
Brother



Some say this is a picture of Lanford, left rear, with Prince Charles, right rear, on a Sunday afternoon drive through London's Hyde Park.

Others say this is a picture of Lanford, left rear, Crim, right rear, Benny, their Yugoslavian guide, front right, and the unidentified owner of the horse and carriage, front left.

Anyway--the picture was taken on or about July 23, 1944, somewhere between the little village of Golo, Yugoslavia, very near which Lanford landed, and the Nadlesk airdrome, opened up the night of the 24th or 25th of July, 1944, to facilitate the departure of Crim, Archie Markoski, and Lanford (plus 25 other evadees) from Yugoslavia. People of the village of Golo showed Crim (on a return visit) a piece of my parachute which I had given to the woman who first befriended me after my arrival in Yugoslavia.

Archie Markoski, our tail gunner, joined us in Nadlesk.

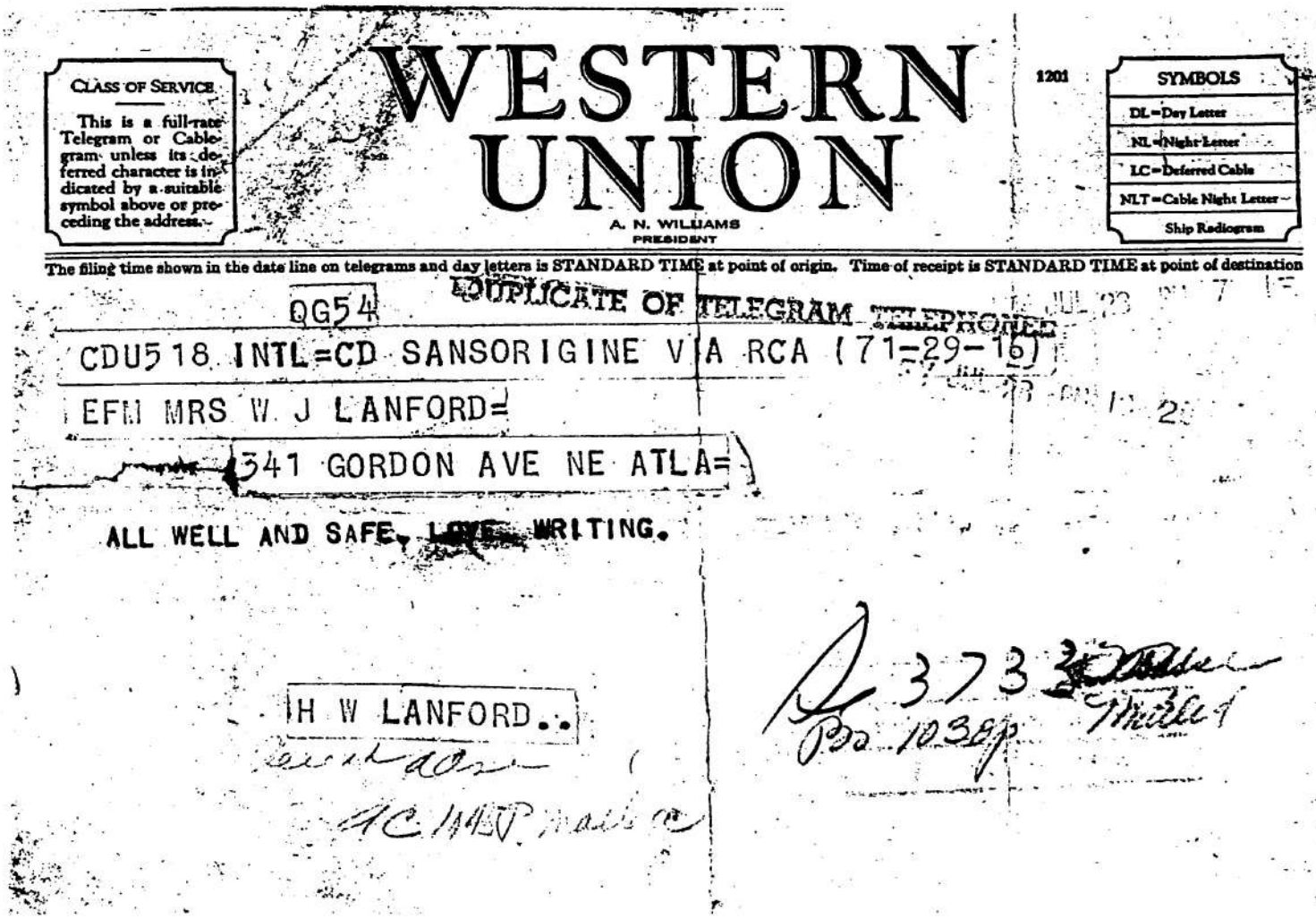
This picture comes from a book written by a Yugoslavian and published in Yugoslavia. I would imagine it depicts Crim and Lanford as the liberators of Yugoslavia as the title of the book is The Liberators. Crim has a copy of the book and I am going to do my best to get a copy and ask some Yugoslavian friend to read it and excerpt any passages relating to our crew. I will ask for a translation of the passage concerning our crew.

Apparently I'm known as Horace Landorf or Horaceum Landorfom

in the book. It follows that I may not recognize many familiar names!

See Crim's write up of his experience for some very exciting details of what a trip to Yugoslavia in 1944 was like. Correction--what a "round trip" to Yugoslavia was like!

Below is a copy of the telegram I sent to my family to indicate I was well and safe after my Yugoslavian adventure.



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WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

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QG54

DUPLICATE OF TELEGRAM TELEPHONED

CDU518 INTL=CD SANSORIGINE VIA RCA (71-29-16)

EFM MRS W J LANFORD=

341 GORDON AVE NE ATLA=

ALL WELL AND SAFE. LOVE. WRITING.

H W LANFORD..

373

Bo 1038p

ATTACHMENT #13

Membership Roster 455 B.G. Association

455TH

BOMB GROUP ASSOCIATION, INC.

Personnel Roster

22 March 1990

UNIT HQ=1	NAME	RANK	ADDRESS AND CITY	STATE	ZIP CODE	TELEPHONE NUMBER (HOME)
	ARCHER, ORVAL		4808 CRESCENT DRIVE, SHREVEPORT	LA	71106	
	BAILEY, WALLACE E.	SGT	124 W. MCCANNS BLVD., ELMIRA HEIGHTS	NY	14903	
	BEASLEY, JESSE E.	SSGT	2329 BIRCH DRIVE, ST. LOUIS	MO	63125	
	BECHEN, DONALD M.		1355 CUMMINS, DUBUQUE	IA	52001	
	BRINKLEY, HAROLD L.		1015 W. ACHESON ST., DENISON	TX	75020	214/465-8249
	BRUSH, JAMES		4537 24TH AVE NORTH, ST. PETERSBURG	FL	33713	
	COSTELLO, WILLIAM V.		P.O. BOX 19215, TAMPA	FL	33606	
U	DOYLE, WILLIAM		171 CAPE POINTE CIRCLE, JUPITER	FL	33477	
N	GAYNOR, HARRY J.	SSGT	12 RAVEN DRIVE, MORRISTOWN	NJ	07960	
I	GRANT, JORDAN W. III	2LT	RT 3 BOX 399-N, PANAMA CITY	FL	32405	
T	HANLEY, OWEN		94 CROFT REGIS ROAD, WESTWOOD	MA	02090	
	HIGGINS, TOM		115 8TH STREET, STATEN ISLAND	NY	10306	
	HUGGINS, JOHN L.	LTC	BOX 6, LOCKNEY	TX	79241	806/652-2142
N	KLATT, DWAIN		R#1 BOX 70B, PLEASANTON	TX	78064	
O	MAEGLEY, JOHN E.		4220 KUGLER MILL RD ROSMYNE, CINCINNATI	OH	45236	
T	MALONE, JOHN F.		P.O. BOX 183, YORK HARBOR	ME	03911	
	MCMILLAN, J.P. JR	SSGT	8 LOWNDES RD., GREENVILLE	SC	29601	
	MILLER, WARREN G.	CPL	1110 DARLINGTON DR., BEAVERCREEK	OH	45385	513/426-3722
K	MOLICA, HENRY		1316 EAGLE ST, NILES	MI	49120	
N	MOORE, ROBERT		4849 E. MAGIC STONE DR., PHOENIX	AZ	85044	
O	NELSEN, JAMES A.		713 MICHIGAN AVE, S. MILWAUKEE	WI	53172	414/762-4844
W	NEUBARTH, FRED	TSGT	107 BRIAR HILLS CIRCLE, SPRINGFIELD	NJ	07081	
N	PARKE, RAY		4835 CENTURIAN, GREENACRES	FL	33463	
	PARKER, CLYDE A.		BOX 461, WYLIE	TX	75098	
	POST, MAYNARD	SSGT	1320 N. IVY ST., ESCONDIDO	CA	92026	
	ROSENBERG, SAMUEL S.		3718 ROUGE WAY, LOUISVILLE	KY	40218	
	SANNUTO, LOU M.		ZIHY CLUB, 710 STEAMBOAT RD., GREENWICH	CT	06830	
	SHEARER, RICHARD		STAR RT BOX 9, STUART	NE	68780	402/924-3810
	SHEPHERD, JOHN W.	SSGT	R#1, OSCEOLA	MO	64776	
	SICILIAN, LEONARD J.		2677 SABAL SPRINGS CIRCLE APT D104, CLEARWATER	FL	34621	
	VAN EVERY, ROBERT F.		RD#3 BOX 146, BEMUS POINT	NY	14712	
1	APPLE, HENRY W.	CPL	1401 TARRYWOOD LANE, NASHVILLE	TN	37217	615/366-1292
1	BAILEY, JABE E.	LTC	RT#3 BOX 195, SHERIDAN	AR	72150	501/942-2366
1	BRADLEY, FRANCIS T.	COL	1330 DAKOTA ST S.E., ALBUQUERQUE	NM	87108	505/268-1133
1	CARENS, RICHARD		4 THOMAS PLACE, ROWAYTON	CT	06853	203/866-4507
1	CIESLIK, RALPH F.	CPL	6271 THORNCREST DR., GREENDALE	WI	53129	414/421-5327
1	FARRIER, JAMES W.	CPT	321 MADISON, ANOKA	MN	55303	612/421-4829
1	FRANKEL, DR. WALTER P.		3 BIRCHWOOD LANE, PEEKSKILL	NY	10566	714/737-4145
1	FRIZSELL, ROBERT L.	TSGT	1610 GIBRALTER DR., JACKSON	MS	39204	601/372-8536
1	GRAFF, HUGH R., SR	COL	12515 SHELDON RD, MANTUA	OH	44255	216/274-8323
1	GUERRERO, PEDRO E.	CPT	569 BROOKSIDE RD, NEW CANAAN	CT	06840	203/966-1775
• 1	HORNER, JACK	MAJ	BOX 2253, PENSACOLA	FL	32503	904/476-0253
1	HUFF, JAY W.	CWO	8065 E. 3RD ST, TUCSON	AZ	85710	602/721-7093
1	JOHN, PHILLIP J.	COL	5942 ROYAL RIDGE, SAN ANTONIO	TX	78239	512/655-4468
1	JOHNSON, RALPH H.	SGT	910 NEUHOFF LANE, NASHVILLE	TN	37205	615/352-6261
1	KIRK, ARTHUR R.	TSGT	206 HARVEST DR., ROCHESTER	NY	14626	716/225-7841

UNIT (40=1)	NAME	RANK	ADDRESS AND CITY	STATE	ZIP CODE	TELEPHONE NUMBER (HOME)
1	MOELLER, JAMES E.	LTC	1843 EAST D STREET, BELLEVILLE	IL	62221	618/588-4715
1	MOSELEY, GILBERT A.	MSGT	8221 N.E. 115 WAY, KIRKLAND	WA	98034	206/823-4761
1	VEST, ROBERT F.	SGT	121 DONALD COURT, EAST PEORIA	IL	61611	309/699-1961
1	WILSON, CLARENCE F.	LTC	575 CEDAR AVENUE, WEST LONG BEACH	NJ	07764	
1	WOLF, DAVID W.	LTC	541 GADFIELD RD., MANSFIELD	OH	44903	419/756-3504
2	UPTHEGROVE, FAY R.	MG	684 EAST MAIN ST., BRADFORD	PA	16701	814/362-4984
740	ALT, ALBERT D.	SSGT	1 GLENBARR CIRCLE, HIWASSE	AR	72739	501/855-4437
740	ASCH, ALFRED	COL	6205 MEADOW COURT, ROCKVILLE	MD	20852	301/881-1376
740	AUSTIN, SAMUEL	TSGT	3991 HARBORWOOD, SALEM	VA	24153	703/387-1566
740	BARBIERI, LOUIS J.	LTC	9801 S. OCEAN DR #376, JENSEN BEACH	FL	34957	407/229-3863
740	BARKER, JAMES E.	SSGT	#1 BARKER ROAD, CUMMING	GA	30130	404/889-2050
740	BEAUCHEMIN, ALBERT E.	SSGT	3 CEDAR LANE, ADAMS	MA	01220	413/743-7419
740	BECKNER, ROBERT L.	MAJ	303 CALLE CUERVO, SAN CLEMENTE	CA	92672	714/492-2634
740	BERCIK, GEORGE E.	1LT	10318 INDIANAPOLIS BLVD., CHICAGO	IL	60617	312/721-2685
740	BERLINQUET, JOHN L.	LTC	5701 MARINER STREET # 803, TAMPA	FL	33609	813/870-2209
740	BERQUIST, DONALD A.	SSGT	333 S. STRAUGHAN APT 216, BOISE	ID	83712	208/343-1494
740	BESSELL, ROHLAND F.	TSGT	373 BAUMAN RD., WILLIAMSVILLE	NY	14221	716/634-0041
740	BETHUNE, JOHN L.	MAJ	3171 JODECO DR JONSBRO, ATLANTA	GA	30236	
740	BETHUNE, JOHN LEE III	CIV	13 WALES ST., MILFORD (SON OF MAJ JOHN BETHUNE)	MA	01757	508/437-8928
740	BIRD, ROBERT L.	1LT	10550 TURNER RD., ROSWELL	GA	30076	404/475-6792
740	BISCHOFF, HERMAN J.	SSGT	BOX 878 RT1, MOUNTAIN HOME	ID	83647	
740	BONDY, KENNETH P.	SSGT	32254 VERONA CIRCLE, BIRMINGHAM	MI	48009	313/646-0776
740	BOSCHUNG, DR. HERBERT T JR	SSGT	6 COUNTRY CLUB LANE, TUSCALOOSA	AL	35401	205/345-5079
740	BOZEK, FRANK	SSGT	3242 JUNCTION AVE., DETROIT	MI	48210	
740	BRANDSTETTER, JOHN H.	LT	36105 PANORAMA DRIVE, YUCAIPA	CA	92399	714/797-5220
740	BRAZIL, JOHN T. "JACK"	SGT	9 WALDORF LANE, SCRANTON	PA	18505	717/347-4443
740	BREED, BILLY A.	MSGT	26311 WOODLAND WAY SOUTH, KENT	WA	98031	206/859-2427
740	BROWN, JAMES L.	SSGT	RR B-4-A, CLARKSBURG	MO	65025	314/787-3586
740	BURKHOLDER, ROBERT E.	SSGT	1801 CARR STREET, LAKEWOOD	CO	80215	303/237-3548
740	CARRINGER, CLOYD GLEN	SSGT	419 PURDUE, BOISE	ID	83706	208/344-2138
740	CHERRY, CHARLES N.	CPT	116 RISS DRIVE, NORMAL	IL	61761	309-452-4727
740	CIULLA, FRANK B.	SSGT	551 NW 80TH TERRACE, MARGATE	FL	33063	305/974-1633
740	CLEVELAND, ROBERT W.	SSGT	2144 S. FENTON, DENVER	CO	80227	303/985-1662
740	COMPTON, JACK	LT	13327 BUENA VISTA, POWAY	CA	92064	
740	CRAWFORD, WILLIAM B.	MAJ	7600 FALLEN LEAF LANE, SALINAS	CA	93907	408/663-4412
740	CRUMPLER, EVERETT B.	CMSGT	P.O. BOX 1631, FULTON	TX	78358	512/729-0365
740	DAGENKOLB, CLARK		ROAD #1 BOX 247, RICHFIELD SPRINGS	NY	13439	
740	DANIELS, LAWRENCE V.	LTC	90 NORTH ELLIS PLACE, NEWBURY PARK	CA	91320	805/498-8285
740	DESELMS, RALPH L.	TSGT	404 S. MAXWELL, ULYSSES	KS	67880	316/356-1578
740	DILES, CURTIS JR.	SSGT	5964 CHATSWORTH DRIVE, DAYTON	OH	45424	513/233-8933
740	DOLAN, LOUIS E.	1LT	1145 CIRCLE ON THE GREEN, WORTHINGTON	OH	43085	614/880-5029
740	DUNLAP, WOODROW W.	SSGT	RT#2 BOX 730, TAMPA	FL	33610	813/623-2020
740	ENNIS, RICHARD J.	1LT	S. 5812 CUSTER, SPOKANE	WA	99223	509/448-9714
740	FERENCZ, FRANK		12582 KENWOOD LANE, TUSTIN	CA	92680	
740	FITCH, EARL F.	SSGT	416 N 8TH ST, ST PETER	MN	56082	507/931-4675
740	FORBES, CLAUDE M.	SSGT	1457 VENETIAN CT, FORT MYERS	FL	33904	813-542-8677
740	FORD, HOWARD A.	SGT	103 MILLER AVENUE, MT. VERNON	OH	43050	
740	FORTSON, HAROLD R.		2728 LITTLE ASHTON CIR., LAS VEGAS	NV	89122	
740	FRAMPTON, ROBERT E.	2LT	4055 - 42nd STREET, DES MOINES	IA	50310	515/278-0994
740	FRANCHINSCHINI, DINO Z.	TSGT	8323 MEDITERRANEAN WAY, SACRAMENTO	CA	95826	916/383-7728
740	FRANTZ, FRANCIS J.	1LT	33 N. MAIN STREET, WARSAW	NY	14569	716/786-5767
740	FRY, ERNEST G.	SSGT	403 GUY PORTR ST, HUMESTON	IA	50123	515/877-2731

UNIT HQ=1	NAME	RANK	ADDRESS AND CITY	STATE	ZIP CODE	TELEPHONE NUMBER (HOME)
740	FULLBRIGHT. WAYNE H.	TSGT	36 1/2 TURNPIKE ROAD. BREVARD	NC	28712	704/884-6794
740	FURBISH. H. M.	LT	BOX 61 MOUSM LAKE. SHAPLEIGH	ME	04076	
740	GAGE. CHARLES W.	TSGT	545 MANCHESTER DR.. SOUTH BEND	IN	46615	219/288-8482
740	GAISSER. FREDERICK D.	SGT	3619 JACKSON RD.. KINGSLEY	MI	49649	616/263-5822
740	GAMMELL. HERMAN M.	1LT	2029 PARTRIDGE WAY. OGDEN	UT	84403	801/479-0811
740	GEMMILL. WILLIAM B.	LTC	3051 MANDRELL AVE. SPRING HILL	FL	34608	904/686-7513
740	GUSTAFSON. WILLIAM O.	1LT	2712 E. ROBINSON AVE.. FRESNO	CA	93726	209/229-6287
740	HAGER. JACK L.	1LT	1727 - 10TH ST. CUYAHOGO FALLS	OH	44221	
740	HASTINGS. WILLIS	1LT	607 WESTWOOD DR.. SHERMAN	TX	75090	214/892-2412
740	HATCHER. WILLIAM O.	CMSGT	5020 POOLE MILL RD. DOUGLASVILLE	GA	30135	404/942-6164
740	HOLDSWORTH. RALPH R.	TSGT	3000 N. UNDERWOOD ST.. ARLINGTON	VA	22213	703/532-9491
740	HOLLROCK. RICHARD H.	1LT	51 LONGVIEW DR.. SIMSBURY	CT	06070	203/658-5340
740	HORN. HARRY H.		144 LAKELEA ROAD. ROCHESTER	NY	14617	716/342-1020
740	HOSTERMAN. KENNETH F.	1LT	1367 N. ALLEN ST.. STATE COLLEGE	PA	16803	814/237-4839
740	HUGHES. EDWARD F.	MAJ	5761 RICHMOND DR.. MADISON	WI	53719	608/271-2167
740	HUMPHREY. RICHARD C.	CPL	5108 PLAINVIEW RD.. SAN DIEGO	CA	92110	619/276-0940
740	HUXMAN. RICHARD D.	SGT	1205 3RD AVE. DODGE CITY	KS	67801	316/225-5105
740	IVERSON. STANLEY M.	1LT	6203 MAGNOLIA LANE. MAPLE GROVE	MN	55369	612/559-0097
740	JACOBSON. WALDO E.	SSGT	561 AARON AVE. SPRINGVILLE	UT	84663	801/489-4204
740	JERIAN. DR. SAMUEL E.	1LT	414 N. LARCHMONT BLVD. LOS ANGELES	CA	90004	213/465-9682
740	JOHNSON. ROY W.	1LT	4974 EAST BELMONT. FRESNO	CA	93727	209/255-5062
740	JOHNSTON. GEORGE R.	1SGT	566 CHRISTY PLAZA. KINGMAN	AZ	86401	602/757-4475
740	KAPLANEK. DONALD	SSGT	15 N. DEER PARK RD. BOX 226. TOMAHAWK	WI	54487	715/453-5323
740	KELLEY. JAMES A.	1LT	397 CLEVELAND DR.. KENMORE	NY	14223	716/876-7487
740	KIERNAN. JAMES J.	1LT	1 A-7 MIDDLETOWN VILLAGE. MIDDLETOWN	NY	10940	914/343-0318
740	KOLBERG. CLIFFORD P.	1LT	4514 PAWNEE PASS. MADISON	WI	53711	608/274-2056
740	KRUSE. MELVIN F.	SSGT	RR#1 BOX 36. INWOOD	IA	51240	712/753-4465
740	LARMA. JOHN L.	LTC	10009 MILITARY PLAZA. OMAHA	NE	68134	402/572-7210
740	LASHINSKY. FRANCIS J	SSGT	15 WYCHWOOD RD.. OLD LYME	CT	06371	203/434-2434
740	LEUPOLD. WILBUR W.	SSGT	P.O. BOX 2792. LINCOLN	NE	68502	402/423-5968
740	LEWIS. EDWARD J.. JR	LT	15 LAURENCE ST.. NANTICOKE	PA	18634	717/735-0793
740	LOGE. MERLIN A.	TSGT	RT#3 BOX 113. SUNMAN	IN	47041	812/623-3544
740	MAIORANA. GASPARE	SSGT	5735 DEER CREEK LANE. WESTMONT	IL	60559	
740	MCCONNELL. DONALD H.	CPT	2217 OHIO ST. LAWRENCE	KS	66046	913/843-7075
740	MCINTURFF. BEN	LT	3204 ESTRELLITA ST.. ROSWELL	NM	88201	505/623-7507
740	MCKELVEY. ROBERT C.	SSGT	1357 PINEY RD.. N. FT MYERS	FL	33903	813/995-2370
740	MCKNIGHT. GEORGE E.	CMSGT	2218 COLLIER AVE.. COLORADO SPRINGS	CO	80909	303/632-9207
740	MERRILL. VIRGIL E.	SSGT	303 SOUTHVIEW DR.. MARSHALL	MN	56258	507/532-2997
740	MILLER. HOWARD I.	CPT	187 GARTH RD. SCARSDALE	NY	10583	914/472-1801
740	OHLMEYER. HAROLD Z.	COL	2208 TALBERT DRIVE. YAZOO CITY	MS	39194	601/746-1209
740	OTTO. FREDERICK P.	LTC	P.O. BOX 180. PRAIRIE DU CHEIN	WI	53821	608/326-6286
740	PETERMAN. RICHARD H.		RT#1 BOX 10 LANDON RD.. GULFPORT	MS	39503	601/832-1944
740	PHELPS. JACK	SSGT	6831 LACY BLVD.. DALLAS	TX	75227	214/381-5720
740	PORTER. LELAND	SGT	310 MANHATTAN DR.. LEXINGTON	KY	40505	
740	POTASH. MARTIN D.	TSGT	5 CEDAR AVENUE. BORDENTOWN	NJ	08505	609/298-5203
740	PRESTON. JOHN L.	CPT	112 BROOKHAVEN DR.. GLASTONBURY	CT	06033	203/633-0891
740	PROSSER. HARRY J.	LTC	167 HAYWOOD KNOLLS DR.. HENDERSONVILLE	NC	28739	704/891-4282
740	PRYCE. HERBERT L.	TSGT	634 E MAHANOY AVE. GIRARDVILLE	PA	17935	717/276-1763
740	RAY. CHESTER L. SR	MSGT	24 GOLFVIEW CT.. ROTONDA WEST	FL	33947	813/697/1392
740	RIEWE. ALVIN E.	MSGT	1781 PEBBLE BEACH DRIVE #111. FORT MYERS	FL	33907	813/481-3057
740	RIGGS. CLARENCE E.	LTC	3415 S. 85th EAST AVE.. TULSA	OK	74145	918/627-5912
740	ROGERS. WILLIAM L.	LTC	BOX R - 3853 APO NEW YORK (09283-5372) SEE CARD	SPAIN	00000	91-246-4723
740	ROSCIGNO. NICHOLAS	TSGT	2 CRESCENT STREET. BAYVILLE	NY	11709	516/628-1722
740	RUSHMORE. RICHARD F. JR	SSGT	1841 FAIRFAX ST.. PETERSBURG	VA	23805	804/732-7974

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UNIT HQ=1	NAME	RANK	ADDRESS AND CITY	STATE	ZIP CODE	TELEPHONE NUMBER (HOME)
740	SCERBO. EUGENE B.	SSGT	177 VEAZIE ST. NORTH ADAMS	MA	01247	413/662-2712
740	SCHOENE. WARREN		3530 S. PINE #5C. OCALA	FL	32671	904/622-7230
740	SCHOENGOLD. SID	LT	25 A PITMAN RD.. CRANBURY	NJ	08512	609/655-0593
740	SCHULTZ. LAWRENCE J	SGT	1036 WINSLOW AVE.. WEST ST. PAUL	MN	55118	612/457-5910
740	SMITH. WAYNE	LTC	1409 AUDREY DRIVE. BRANDON	FL	33511	813/681-7378
740	SPENCER. ED	SGT	47 GLENMOOR DRIVE. EAST HAVEN	CT	06512	203/467-7514
740	STARK. CHARLES E.	CPT	155 GASS RD. PITTSBURG	PA	15229	412/364-8714
740	STOHLMAN. MICHEL		2209 PIRATE DR.. CHALMETTE	LA	70043	504/271-5889
740	STROHMEIER. ROY B.	TSGT	316 N. BENDER ST.. COVINA	CA	91724	818/332-0663
740	SZERLIP. JACK L.	CPT	135 HARBOR LANE. ROSLYN HARBOR	NY	11576	516/484-1349
740	TANK. ROBERT M.	LTC	21051 W. JOHNSON ST. WILLISTON	OH	43468	419/836-5588
740	TAYLOR. WILLIAM H.	SSGT	R#6 RIDGEVIEW DR.. CLINTON	TN	37716	615/457-5173
740	TEASDALE. ROBERT M.	COL	6107 RICKEY DRIVE. AUSTIN	TX	78731	512/453-3482
740	TOWNSEND. LINCOLN H.	LTC	107 CHRISTOPHER DRIVE. MADISON	AL	35758	205/721-9762
740	TRUHAN. STEPHEN	LTC	4515 PARK SERENA. CALABASAS PARK	CA	91302	818/888-2843
740	USSERY. VERNE H.		2041 S 70TH ST. FORT SMITH	AR	72903	501/452-2888
740	VARSICS. JOHN P.	SGT	3 LOCUST LANE. DANVILLE	PA	17821	717/275-3184
740	VON SCHRILTZ. RICHARD J.	CPT	43-577 ACACIA DR.. PALM DESERT	CA	92260	619/346-1247
740	WALLICK. WILMER S.	LTC	4713 RICHMAR CT.. NASHVILLE	TN	37211	615/832-8548
740	WALROD. DON COIN	2LT	175 SUNSET BLVD.. ST. HELENS	OR	97051	503/397-3774
740	WEAVER. HERBERT F.	1LT	61 LYON ROAD. BURLINGTON	CT	06013	203/673-3806
740	WERT. J. B.	TSGT	518 E. KENNSELACE. BUCYRUS	OH	44820	
740	WILES. MAURICE	SGT	34335 COUNTRYSIDE DR. ZEPHYRHILLS	FL	34249	813/782-2205
740	WINDSAND. RAYMOND S.	SSGT	R#2 BOX 1850 NORTH LAKE DR.. ISHPEMING	MI	49489	906/486-9297
740	WINTER. A.R. "PETE"	1LT	6725 E. 26th PL. TULSA	OK	74129	918/835-6864
740	WOLK. LAZARUS L.	MSGT	6264 SPRING MEADOW LANE. HIGHLAND	CA	92346	714/862-3001
740	YIENGER. WALTER		6609 GROUSE RD.. BALTIMORE	MD	21227	
741	~~ABBOTT. JACK E.~~	~~SSGT~~	~~3515 S.E. 28th PLACE. PORTLAND~~	~~OR~~	~~97202~~	~~503/232-9169~~ deceased
741	ADAIR. ARJA P.	MAJ	6006 COURTSIDE DR.. BRADENTON	FL	34210	813/756-9240
741	ANDERSON. HORACE R.	SGT	1737 WATERFORD LANE. FORT COLLINS	CO	80525	303/223-4463
741	ARMELLINO. RICHARD A. SR	CPT	12330 HOUSTON AVE. BIG TALBOT ISLAND	FL	32226	904/251-3595
741	ARMSTRONG. ROBERT H.	SSGT	2600 LITTELL AVENUE. DES MOINES	IA	50321	515/285-3198
741	BAILEN. NATHAN	LT	5100 BROWNSBORO RD #612. LOUISVILLE	KY	40222	502/426-6111
741	BAKER. ARTHUR S.	SSGT	P.O. BOX 253. CROSS STREET. ELIZABETHTOWN	NY	12932	518/873-9863
741	BAUER. DON		1472 W. RASCHER. CHICAGO	IL	60640	312/878-6768
741	BEARD. WILLIAM R.	TSGT	4842 S. BELL. TACOMA	WA	98408	206/472-1814
741	BENNETT. EUGENE C.	SSGT	1504 MC VEIGH RD. LYNCHBURG	VA	24502	804/239-0794
741	BIALAS. CASIMIR E.	MSGT	221 VENETIAN GARDENS. GULFPORT	MS	39507	601/896-3457
741	BLUM. JACK F.	1LT	3909 COUNTRY CLUB BLVD WEST. NEW PORT RICHEY	FL	34655	813/376-0266
741	BOSLER. ERWIN M.	1LT	425 MESHANTICUT VALLEY PKWY #201. CRANSTON	RI	02920	401/944-8905
741	BOWERS. WINFIELD S.	LTC	549 NORTH PARK AVE. APOPKA	FL	32712	407/880-8608
741	BOWLES. WILLIAM F.	SSGT	106 CREED ST. STRUTHERS	OH	44471	216/755-0186
741	BOYLE. JOHN L.	SGT	167 KENRICK ST.. BRIGHTON	MA	02135	617/782-2694
741	BRASHEAR. CAROLYN L (JOHN)	ASSOC.	1651 HANCHETT AVE.. SAN JOSE	CA	95128	408-297-5267
741	BRENNAN. ANDREW P.	TSGT	14308 WILLOW SPRING HILL DR.. CHESTERFIELD	MO	63017	314/434-6035
741	BROWN. DOUGLAS W.	1LT	P.O. BOX 1765. PINEHURST	NC	28374	919/295-1075
741	BUFFINGTON. ORMOND H.	TSGT	1700 2ND ST.. N.W.. BIRMINGHAM	AL	35215	205/856-1578
741	BUNDY. HERMAN A.	TSGT	1437 LAURETTE DR.. COLORADO SPRINGS	CO	80909	303/596-2992
741	BURKLE. HENRY J.	LTC	0 - PRADO RD. OCEAN SPRINGS	MS	39564	601/875-9004
741	CAHILL. ROBERT T.	LTC	1 BRUSH DRIVE. NEW FAIRFIELD	CT	06812	203/746-9749
741	CHADWICK. RALPH M.	LTC	P. O. BOX 445. REEDSPORT	OR	97467	503/271-5789
741	CHRISTENSEN. ROBERT	LT	P.O. BOX 332. ROUND LAKE BEACH	IL	60073	
741	CLARK. JOSEPH P.	TSGT	5811 HAYES STREET. MERRILLVILLE	IN	46410	219/980-4049

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UNIT HQ=1	NAME	RANK	ADDRESS AND CITY	STATE	ZIP CODE	TELEPHONE NUMBER (HOME)
741	CLARK, PHILIP T.	SSGT	13 MAPLE PLACE A-2, FOXBORO	MA	02035	508/543-5230
741	CONROY, THOMAS P.	SSGT	BOX 330121, MIAMI	FL	33133	305/361-1001
741	CORSELLO, ANTHONY M.	1LT	15 TANGLE LANE, WAUTAGH	NY	11793	516/781-5146
741	CRATCH, ALBERT E.	SSGT	3608 MANCHASTER LANE, VIRGINIA BEACH	VA	23452	804/340-7663
741	CULVER, J. D.	SGT	1514 - 14th AVENUE N., TEXAS CITY	TX	77590	
741	CULVER, MARION S.	MAJ	3131 S.E. DOWNING ROAD, TOPEKA	KS	66605	
741	CUMMING, GORDEN B.	MAJ	CUMBRIT FARM R#1, MAPLETON	MN	56065	507/524-3302
741	DARLING, ROBERT N.	1LT	2991 CARIBOU TRAIL, MARIETTA	GA	30066	404/971-1820
741	DAVIS, JOHN F.	COL	2500 THORNTON AVE., DES MOINES	IA	50321	515/285-0358
741	DAWKINS, NED H.	SSGT	RT #4 BOX 366, ROCKINGHAM	NC	28379	919/997-3719
741	DE MARCO, FRANK A.	TSGT	12 MEADOWBROOK ROAD, BRICKTOWN	NJ	08723	201/477-3074
741	DE MOSH, MILTON L.	SSGT	12720 CURTIS & KING APT B, NORWALK	CA	90650	213/864-8361
741	DELANEY, WILLIAM A.	SSGT	1505 S.E. MILLER, PORTLAND	OR	97202	503/239-0800
741	DICKINSON, WILLIAM J.	SSGT	REAR 529 N. WYOMING ST., HAZLETON	PA	18201	717/454-7595
741	DISBROW, BILL L.	MAJ	P.O. BOX 2337, STATELINE	NV	89449	702/588-4994
741	EARL, ADRIAN	CMSGT	RR#1, BUNKER HILL	IN	46914	317/689-9422
741	ECKSTEIN, JOHN		1415 WILLIAM WHITE BLVD., IOWA CITY	IA	52240	319/338-1626
741	EMICK, ROBERT F.	1LT	5903 M-43, HICKORY CORNERS	MI	49060	616/671-5402
741	EVENSON, MELVIN	1LT	220 WILLOW STREET, HUDSON	MI	49247	517/448-7002
741	FOERNSLER, ROBERT O.	1LT	609 OAKLAND HILL CT, APT B-201, ARNOLD	MD	21012	301/757-7226
741	FOGEL, ANTHONY	1LT	38-17 205th STREET, BAYSIDE	NY	11361	718/224-9152
741	FRANCIS, FRED C.		OAK KNOLL FARM, RR BOX 455, WILMINGTON	IL	60481	
741	GILSON, VERVIN R.	MAJ	2503 BARCELONA DR, SANDY	UT	84093	801/942-3732
741	GOETZ, GEORGE R.	MAJ	180 E. CIRCUIT DR., BEAUMONT	TX	77706	409/892-9225
741	GORDON, EUGENE T.		1116 RIDGEWOOD AVE, OMAHA	NE	68124	402/397-3092
741	GRAF, DONALD B.	1LT	BOX 312, 14 KIMBALL RD., WEST NEWBURY	MA	01985	508/363-2328
741	GRIMM, JOHN N.	LT	103 TURNER AVE., BUFFALO	NY	14220	716/825-8163
741	GROSSER, HARRY J. JR.	1LT	2215 - 22 WAT, WEST PALM BEACH	FL	33407	305/683-2075
741	HAAS, JOHN F.	LT	1314 HILLTOP DRIVE, MILAN	IL	61264	
741	HAURIS, JOE	MSGT	43 RICHMOND PARK W. APT 424 D, RICHMOND HEIGHTS	OH	44143	
741	HEATHCOTE, THOMAS	LT	1149 FIFTH ST., OAKMONT	PA	15139	
741	HETMANEK, JOSEPH G.	SSGT	827 PARKWOOD LANE, OMAHA	NE	68132	402/558-0665
741	HEWETT, BURTON E. JR	SSGT	1305 LAKE POINT DR. SOUTH, LAKELAND	FL	33813	813/646-2316
741	HOFER, GEORGE C	SSGT	10436 S. SACRAMENTO, CHICAGO	IL	60655	312/239-7193
741	HOLLOWAY, A.F.		PEACH BLOSSOMS FARM, RT 10 BOX 100, SALISBURY	MD	21801	
741	HOSIMER, FRANCIS G.	1LT	221 HAYES AVE, CHARLSTON	WV	25314	304/344-4804
741	HOSMER, HUMPHREY B.	LT	25 PARKER, HOLDEN	MA	01520	
741	HOWARTH, JAMES J.	1LT	1108 SPRUCE DR., LA CRESCENT	MN	55947	507/895-2419
741	HOWELL, E. ASHLEY	SSGT	R#1 BOX 562, GARDEN CITY	SC	29576	803/651-2778
741	HUDSON, CHARLES E.	MAJ	1117 E. STATE, PHOENIX	AZ	85020	
741	HUDSON, EUGENE L.	M6	4947 KALAMIS WAY, OCEAN HILLS	CA	92056	619/945-3164
741	HUGGINS, FRED Q.	TSGT	1012 - 6TH AVE N.W., HICKORY	NC	28601	704/324-8051
741	HUTTON, BILL J.	1LT	3415 S.W. JARDINE TERRACE, TOPEKA	KS	66611	913/266-8471
741	JIRSCHELE, WILLIAM		853 N. KLONDIKE, HILLSBORO	WI	54634	
741	JOHNSON, ARTHUR R.	TSGT	4705 DELLA ROBIA CT., FAIR OAKS	CA	95628	916/961-1689
741	JONES, EDWARD C.	CPT	14 S WILLOWGREEN CT	IA	50401	515/424-4323
741	KENT, EARL B.	1LT	1945 LE ROY, KLAMATH FALLS	OR	97601	503/882-3581
741	KIRBY, JOE	SSGT	P.O. BOX 146, ST. GEORGE	SC	29477	
741	KLINE, GEORGE L.	1LT	632 VALLEY VIEW RD., ARDMORE	PA	19003	215/642-0946
741	LANFORD, HORACE W. JR.	COL	5840 CLOUDSTONE COURT, NAPLES	FL	33999	813/455-5412
741	LIBERTY, LAWRENCE F.	LTC	10770 JAMACHA BLVD 100, SPRING VALLEY	CA	92078	619/660-0806
741	LOCATELLI, JULIO	CPT	P.O. BOX 825, BOULDER CREEK	CA	95006	408/338-6686
741	LOIOCANO, CARL R.	TSGT	216 S.E. 4TH PL., CAPE CORAL	FL	33990	813/772-7912
741	LONERGAN, DONALD F.	SSGT	2263 MARSHA DRIVE, PALM HARBOR	FL	34683	813/796-5163

UNIT HQ=1	NAME	RANK	ADDRESS AND CITY	STATE	ZIP CODE	TELEPHONE NUMBER (HOME)
741	LOUGHRIE, DAVID H.R.	MAJ	144 HORIZON DRIVE, MORGANTOWN	WV	26505	304/594-1235
741	LUNDQUIST, STANLEY W.	SSGT	6482 N. 5th ST. WELLS	MI	49894	906/786-3173
741	LUSTER, GEORGE		2121 N. OCEAN BLVD APT 601-E, BOCA RATON	FL	33431	305/368-3725
741	MAGNUSON, DALE F.	SSGT	BOX #6, KEYSTONE	NE	69144	308/726-2611
741	MARCOTRIGIANO, ANGELO	TSGT	41 KATHWOOD RD., YONKERS	NY	10710	914/779-7569
741	MCCORD, GEORGE E.	BG	6649 TALBOT PARKWAY, DALLAS	TX	75232	214/339-2023
741	MCCOY, L. D. JR.	MSGT	R#1 BOX 495, RULEVILLE	MS	38771	601/756-2666
741	MCGOVERN, GEORGE S.	1LT	4012 LINNEAN AVE NW, WASHINGTON	DC	20008	202/362-7052
741	McKIBBEN, JOE		5999 DUNDEE ROAD, WINTER HAVEN	FL	33884	
741	MCWILLIAMS, VICTOR	CPT	41125 HI WAY 49, OAK HURST	CA	93644	209/683-6609
741	MEHEGAN, JAMES D., JR	MAJ	POBOX416 83 CHANNELVIEW DR.HOLIDAY BEACH.FULTON	TX	78358	512/729-4507
741	MENDIOLA, NICK J.	SSGT	760 E. SPRUCE AVE, RAVENNA	OH	44266	216/296-3140
741	MENSINGR, GLENN E.	1LT	28236 ENCANTO DR., SUN CITY	CA	92381	
741	MERFELD, JOHN E.	TSGT	4753 UTAH STREET, SAN DIEGO	CA	92116	619/282-0996
741	MILLER, CHARLES M.	CPT	1542 SPRINGBROOK DR., ELKHART	IN	46514	219/264-5466
741	MILLER, CHESTER K.	SSGT	4611 FAIR OAKS, TAMPA	FL	33611	813/831-8884
741	MINOR, ROY N.	LTC	311 CHARLOTTE, DUNCANVILLE	TX	75137	214/298-8667
741	MYRICK, TROY E.	SSGT	150 BRIDEFARMER RD., MCKINNEY	TX	75069	214/542-7585
741	NANGERONI, CARRIE L.	ASSOC.	1792 HARVEST DR., FREDERICK	MD	21701	301/662-8764
741	NEWFIELD, LOUIS K JR	COL	634 TARRYTOWN CT, WALNUT CREEK	CA	94598	415/938-0865
741	PAINTER, CHARLES W. JR	COL	555 LOWELL RD., WARMINSTER	PA	18974	215/355-2147
741	PROBST, ROBERT T.		1700 SALVDA RIVER RD., WEST COLUMBIA	SC	29169	803/794-7255
741	PURPUS, MERITT G.		12890 CAMBRIDGE CT., LEAWOOD	KS	66209	913/491-1548
741	ROSS, JAMES	CPT	425 M BANK BLDG, PO BOX 1784, LONGVIEW	TX	75606	214/758-2244
741	ROY, CHARLES	MSGT	8333 MARTY, OVERLAND PARK	KS	66212	913-642-5370
741	SANDEFER, DEXTER L.	SSGT	12502 99TH AVE NE, ARLINGTON	WA	98223	206/569-3084
741	SCHUKNECHT, HAROLD F.	CPT	263 HIGHLAND ST., WESTON	MA	02193	617/891-0797
741	SCHWEIGART, JOHN	2LT	2110 W. DOLPHIN DR., ENGLEWOOD	FL	34223	813/475-4406
741	SHAFFER, HOWARD D.	1LT	416 PALMETTO DRIVE, MIAMI SPRINGS	FL	33166	305/887-2874
741	SHERRICK, EDGAR S.	SSGT	3150 LAKE BAYSHORE DRIVE, BRADENTON	FL	34205	813/753-5373
741	SMITH, JAMES H.	CPT	712 RIDGEMONT, SAN ANTONIO	TX	78209	512/826-2800
741	SODERSTROM, ED C.	1LT	24 ANDERSON ST., SPARTA	MI	49345	616/887-7026
741	STEINHAUER, NORMAN M	TSGT	BOX 219 JINNY LANE, CLAREMONT	NC	28610	704/459-9313
741	STRAW, JOHN S.	TSGT	610 19 MILE RD. N.E., CEDAR SPRINGS	MI	49319	616/696-3425
741	STROHBUSCH, KENNETH W.	TSGT	1137 EAST COURT, JANESVILLE	WI	53545	
741	SYNODIS, ANGELO P.	TSGT	303 W. GLENOAKS BLVD., GLENDALE	CA	91202	818/507-5344
741	TESSIER, JOHN D.	SSGT	4 PLEASANT ST., PERU	NY	12972	518/643-8163
741	VAN HORN, RUSSELL F.	SGT	626 DONVIEW CIRCLE, TIPP CITY	OH	45371	513/667-2290
741	VAN LENT, JOHN J.	LTC	1222 VISTA CT #7, MUSCATINE	IA	52761	319/263-8924
741	VANAMAN, J. B.	SSGT	RT #1 BOX 222, HICKORY RIDGE	AR	72347	501/697-3444
741	WEEKS, JAMES E.	TSGT	701 BURNETT RD., GREENWOOD	SC	29646	803/223-7468
741	WEITZENHOFFER, ALLAN		6A HILLSIDE TERRACE, WHITE PLAINS	NY	10601	914/949-6846
741	WELSH, RUSSELL J.	MAJ	740 FITZHENRY CT., GLENWOOD	IL	60425	312/754-2492
741	WENDT, GUS H.	LTC	4934 BANNOCK, SIERRA VISTA	AZ	85635	602/378-9431
741	WILKES, ROSCOE H.	2LT	8164 N.E. MEADOWMEER RD., BAINBRIDGE ISLAND	WA	98110	
742	ABNEY, BEN	CPT	BOX 682, WOODSBORO	TX	78393	512/543-4576
742	AMBROSEN, EDWIN C.	COL	473 W. KING ST., WINONA	MN	55987	507/454-5996
742	ANDERSON, CLEVE J.	CPL	14402 PAVILION PT, APT 1130 N., HOUSTON	TX	77083	713/495-2996
742	ANDERSON, GLEN D.		401 EUCLID STREET, WEST SACRAMENTO	CA	95691	916/371-8922
742	ARIFF, AARON	LTC	210 174TH ST. #1117, MIAMI BEACH	FL	33160	305/932-4036
742	ATKINS, DONALD C.	SSGT	6624 NW ELMONT RD, TOPEKA	KS	66618	913/288-1158
742	AUFDERHEIDE, JOHN H.	CAPT	119 S STATE ST, NEW ULM.	MN	56073	507/354-5244
742	BAILEY, NORBERT		50 MACURO COURT, FORT MYERS	FL	33912	

UNIT HQ=1	NAME	RANK	ADDRESS AND CITY	STATE	ZIP CODE	TELEPHONE NUMBER (HOME)
742	BARNARD, WILLIAM O.	1LT	BOX 148 - 502 CENTRAL AVE. MINOTOLA	NJ	08341	609/697-4411
742	BAUGH, GEORGE T. JR	LT	8352 WHITAKER, BUENA PARK	CA	90621	714/523-0511
742	BECKMANN, LEONARD M.	1LT	RR#1, DELPHOS	OH	45833	419/692-8586
742	BENNETT, REGINALD D.	SSGT	350 TERNING DRIVE WEST, EUREKA	MT	59917	406/882-4673
742	BERG, WILLIAM W.	MG	719 PRINCE STREET, ALEXANDRIA	VA	22314	703/360-7666
742	BERTRAM, PAUL H.	SSGT	7724 SIERRA PARKWAY, MINNEAPOLIS	MN	55444	612/561-9019
742	BINDER, FRANK H.	SSGT	2602 S. 99th AVENUE, OMAHA	NE	68124	402/391-9702
742	BLACK, ROBERT V.	TSGT	819 ELTON STREET, HOUSTON	TX	77034	713/941-2996
742	BLACKMUN, ROBERT L. (DR.)	CPT	1408 VALLEY VIEW RD., GLENDALE	CA	91202	818/243-3498
742	BLANCHARD, WILLIAM H.	SSGT	10529 VISLULA RD. OSCEOLA	IN	46561	219/674-9285
742	BODWELL, RICHARD K.	CPT	7 SACRAMENTO ST, NASHUA	NH	03060	603/883-8700
742	BOFFA, VICTOR M.	1LT	813 S. JOPLIN CIRCLE, AURORA	CO	80017	303/750-5656
742	BOLDT, ROBERT G.	LTC	5226 BRADY RD, COLORADO SPRINGS	CO	80915	719/596-2192
742	BOONE, HENRY R. JR.	SSGT	RT#2 BOX 375, RONCEVERTE	WV	24970	304/647-5334
742	BRIMAGE, RICHARD L.	LTC	6602-B PLAYER STREET, CORPUS CHRISTI	TX	78413	512/993-6277
742	BROCK, CHARLES F.	SSGT	237 GREEN AVE., DREW	MS	38737	601/745-8585
742	BROTHERS, DR. DAVID C.		P.O. BOX 588 US 11 NORTH, LEXINGTON	VA	24450	703/463-4564
742	BROWN, MARLIN "BUD"	SSGT	308 ANDERSON ST N.E., LAKE PLACID	FL	33852	813/465-7789
742	BRUYERE, GEORGE		124 NEW YORK AVE, OGDENSBURG	NY	13669	
742	CARVER, WILLIAM	TSGT	24 JACANA, HILTON HEAD	SC	29928	
742	CASTEEL, JACK L.	SSGT	8001 E. BROADWAY #95, MESA	AZ	85208	602/984-1388
742	CAYNE, SAUL L.	CPL	3649 CARAMBOLA CIRCLE NORTH, COCONUT CREEK	FL	33066	305/971-5223
742	CHAMBERS, MARSHALL	LT	3837 BURKHOLM RD, MIMS	FL	32754	305/269-6566
742	CHAPMAN, WILLIAM		12405 W. WATSON RD., ST. LOUIS	MO	63127	314/821-1819
742	CLEAR, PAT S.	MAJ	1815 PILGRAM, IRVING	TX	75061	214/251-1056
742	COUNSILMAN, JAMES E.	1LT	3806 CAMERON AVE, BLOOMINGTON	IN	47401	812/332-5247
742	CRAMER, DALLAS W.	SSGT	4201 DODY, CORPUS CHRISTI	TX	78411	512/852-2361
742	CRUMMEY, JOHN J.	TSGT	22 CATE ROAD RT #1, DEERFIELD	NH	03037	603/463-8819
742	DALE, HAROLD B.	CPT	P.O. BOX 1704, GREENVILLE	MS	38701	601/335-3802
742	DALTON, VICTOR L.	SGT	70 SINCLAIR ST., WINDSOR	CT	06095	203-688-5429
742	DAVEE, DEAN	SSGT	3062 JACKLIN DR., SIERRA VISTA	AZ	85635	602/378-9421
742	DENKE, RUDOLF C.	TSGT	842 CORINNE DR., SAN ANTONIO	TX	78218	512/829-1421
742	DERRYBERRY, JOSEF E.	SSGT	1412 CHEROKEE PLACE, BARTLESVILLE	OK	74003	918/336-0216
742	DeSANCTIS, PASCHAL	LTC	814 WASHBURN AVE 19C, LOUISVILLE	KY	40222	502/425-0863
742	DOMINEY, JOHN R.	SSGT	311 POPLAR ST., MCRAE	GA	31055	912/868-2664
742	DOTE, DOMINICK L.	TSGT	1304 LEEDS ST, UTICA	NY	13501	315/735-4092
742	DOYLE, WILLIAM G.	1LT	A5665 WILBUR AVE., TARZANA	CA	91356	818/343-8255
742	DRESSEL, GEORGE R	TSGT	8718 AVONDALE RD., BALTIMORE	MD	21234	301/668-4060
742	ECKERT, E. (GENE) V.		13051 WEDDINGTON STREET, VAN NUYS	CA	91401	
742	EDDINGFIELD, RUSSELL D.	TSGT	2924 SPRING ST., QUINCY	IL	62301	217/222-8807
742	EFFLANDT, HERBERT R.	CPL	1516 BRIARCREST DR., DALLAS	TX	75224	214/339-7585
742	EPPERSON, VIRGIL R.	CDL	2108 IVIE LEE, BAYTOWN	TX	77522	713/427-7213
742	FITTER, JEAN M.	CPT	BOX 18161, FT. WORTH	TX	76118	
742	FLEMING, TILDEN	CPL	2113 PINBROOK DR., KINGSPORT	TN	37660	615/245-9358
742	FRAWLEY, DAVID J.	SSGT	2073 SKIMMER CT APT 214, CLEARWATER	FL	34622	813/572-9115
742	FUNK, FREDERICK R.		W 7931 CTHZB, ONALASKA.	WI	54650	608/781-0946
742	GERBER, FRANZ C.	1LT	NORTH 8462, HY 40, BRUCE	WI	54819	715/943-2433
742	GETTINGS, LEWIS M SR.	LTC	R2 BOX 238, FAIRFIELD BAY	AR	72088	501/884-3986
742	GIOVANNITTI, LEN	LT	265 RIVERSIDE DR., NEW YORK	NY	10025	
742	GLASE, WILLIAM F.	LT	1131 W WASHINGTON ST, ALLENTOWN	PA	18102	215/439-1214
742	GOLDBERG, ARNOLD I.	SSGT	42 LINDLEY TERRACE, WILLIAMSTOWN	MA	01267	413/458-4688
742	GOLL, DEAN L.	SSGT	RT#4 BOX 47, GARNER	IA	50438	515/923-3357
742	GORECKI, HAROLD S.	LTC	2901 WUBDERNERE RD., SCHENECTADY	NY	12304	
742	GRAHAM, ANDREW D.	CPT	BOX 26, GOSHEN	VA	24439	703/997-5680

UNIT (HQ=1)	NAME	RANK	ADDRESS AND CITY	STATE	ZIP CODE	TELEPHONE NUMBER (HOME)
742	GRAVES, WILLIAM C.	TSGT	P.O. BOX 26327, JACKSONVILLE	FL	32218	904/757-2506
742	GREENMAN, JOHN W.	1LT	1097 IVY HILL DR., MENDOTA HEIGHTS	MN	55118	612/227-4068
742	GRIESSEL, ROBERT	TSGT	1320 ITURBIDE, LARADO	TX	78040	512/723-6502
742	GRIFFITH, KENNETH	SSGT	HEATHER GARDENS, 13635 E. BATES AVE, AURORA	CO	80014	303/750-2238
742	GROOMS, RAY M.	LTC	2864 TIFFANEY LANE, SIMI VALLEY	CA	93063	805/522-5993
742	GROSS, WILLIAM J.	1LT	P.O. BOX 95, TAHOMA	CA	95733	916/525-6420
742	GROSSMAN, CLEO S.	SSGT	17054 CH 109 RS, UPPER SANDUSKY	OH	43351	419/294-2720
742	GUIDO, GEORGE J.	CPT	122 LOWER WOODVILLE RD., NATCHEZ	MS	39120	601/442-6082
742	HACHEY, JOSEPH		1429 N. ATLANTIC AVE, APT 436, DAYTON BEACH	FL	32018	904/253-8111
742	HANCOCK, JOHN P.	LT	RR#1 BOX 145, WAVERLY	KY	42462	502/389-4678
742	HANNAH, WALTER E.		BOX 3433, APACHE JUNCTION,	AZ	85217	602/983-4834
742	HAYES, BILLY DRENNAN		332 GUILFORD RD, ROCK HILL	SC	29730	
742	HEALY, JOHN F.	TSGT	100 CHAMPAGNE AVE, CHICOPEE	MA	01013	413/594-6398
742	HETZER, EMMETT	MSGT	138 BRENTWOOD DR., MT. AIRY	NC	27030	919/789-1303
742	HOAGLAND, WARREN E.	CPT	4000 SOUTH ANTHONY BLVD, FORT WAYNE	IN	46806	219/745-7312
742	HOFFMEISTER, WILBUR		280 ROST MEAT HILL, HILLINGWORTH	CT	06417	
742	HOLEMAN, ALLEN L.	SSGT	403 NORTH 18TH, MARYSVILLE	KS	66508	913/562-2731
742	KENNY, JOSEPH P.		114 BEACHCOMBER AVE., DAYTONA BEACH	FL	32018	
742	KINDEN, ERLING	TSGT	1014 3RD STREET, FARMINGTON	MN	55024	612/463-7822
742	KNOTT, CLIFTON J.	SGT	11605 RIDGEWOOD RD, MILAN	IL	61264	309/787-2178
742	KOTZ, WILLAM T. (ASOCIATE)	CIV	RD#1 BOX 35, RENSSELAER FALLS,	NY	13680	315/386-3376
742	LANCASTER, JACK	SGT	2620 GIDDING, CLOVIS	NM	88101	505/762-7257
742	LATUS, ARNOLD C.		7403 WEST EDON PLACE, MILWAUKEE	WI	53220	414/543-7280
742	LE FEVRE, ALBERT R.	SGT	P.O. BOX 498, MANCELONA	MI	49659	616/587-5569
742	LEVERSON, KENNETH V.	SGT	532 N. MAIN, LONE PINE	CA	93545	
742	LISENA, ANTHONY	PFC	106 MAPLE ST., LYONS	NY	14489	315/946-9392
742	LUNDT, HARRY PAUL	CPL	BOX 397, GLADBROOK	IA	50635	515/473-2383
742	LUTEK, GEORGE		225 W. FIRST AVE., N. WILDWOOD	NJ	02860	
742	MAIZELS, SOL D.	1LT	1500 S.W. FIFTH AVE #503, PORTLAND	OR	97201	503/771-9050
742	MALEY, WILLIAM B.	1LT	479 RIDGEVIEW RD., ORANGE	CT	06477	203/795-4207
742	MARINO, VINCENT		4 WASSON DRIVE, POUGHKEEPSIE	NY	12603	
742	MASON, MARION L.	SSGT	RT#3, BOX 559	IN	46701	219/636-7760
742	MASTOPIETRO, JAMES J.	TSGT	6333 VUCKABD OK, N. HOLLYWOOD	CA	91606	818/762-5373
742	MATTHEWS, ROBERT F.	SSGT	109 MICHELLE DRIVE, SANTA FE	NM	87501	
742	MCCREERY, MYRA		P.O. BOX 3143, TONOPAH	NV	89049	702/482-3832
742	MCFADDIN, ROBERT		3082 STARDUST DR., DAYTON	OH	45432	
742	MERRICK, WILLIAM R.		519 W. TAYLOR #234, SANTA MARIA	CA	93454	805/925-8140
742	MEYERSON, ROBERT B.	SSGT	131 E. ECKMAN ST., SOUTH BEND	IN	46614	219/291-6348
742	MILLER, ELWOOD N.		3241 REVLON DR., DAYTON	OH	45420	513/299-3981
742	MILLIGAN, DICK	SSGT	4 COLONIAL CT, BAY SHORE, LONG ISLAND	NY	11706	
742	MINNICK, LESTER L.	SSGT	1708 BARHAM AVE, JANESVILLE	WI	53545	608/754-5425
742	MONTGOMERY, DONALD E.	MAJ	2907 OAK SHADOWS CIRCLE, BEDFORD	TX	76021	817/656-8768
742	MORITZ, PAUL F.	SSGT	UNDERMOUNTAIN RD., SHEFFIELD	MA	01257	413/229-8077
742	MYLES, THOMAS E.	SSGT	P.O. DRAWER 60, FAYETTEVILLE	WV	25840	304/574-1710
742	NASH, JOHN W.	MAJ	1221 E. ELDORADO ST., KLAMATH FALLS	OR	97601	503/882-0103
742	NILES, HUGH S.		302 PARK AVE., SELLERSVILLE	PA	18960	
742	O'NEILL, THOMAS D.		4534 LONGSHORE AVE., PHILADELPHIA	PA	19135	
742	OZENGER, HOMER H.	MAJ	44002 N. GALION AVE., LANCASTER	CA	93536	805/945-9533
742	PEARCE, JOHN W.	SSGT	2204 JOHN CIRCLE, NEWPORT	AR	72112	501/523-5818
742	PHILBIN, JAMES P.	SSGT	(MAY-OCT) 7123 NICOLE DR., SOUTH BRANCH	MI	48761	W714/543-0129
742	PICARDI, ANTHONY J.	CPL	5 COTTONWOOD RD, PORT WASHINGTON	NY	11050	516/883-8463
742	PRZYBYSZ, WILLIAM		111 MONTGOMERY AVE,, WEIRTON	WV	26062	
742	RABENA, EDWARD A.		594 ROSSTOWN ROAD, LEWISBERRY	PA	17339	717/938-6057
742	RAMIREZ, ANDY		3918 DELTA DRIVE, EL PASO	TX	79905	

UNIT HQ=1	NAME	RANK	ADDRESS AND CITY	STATE	ZIP CODE	TELEPHONE NUMBER (HOME)
742	RAMSTAD, RAIDER E.	LTC	3117 WESLEY LANE, COLORADO SPRINGS	CO	80907	303/597-8941
742	REIN, CHARLES A.	SGT	2133 E. BAYBERRY AVE., MESA	AZ	85204	602/969/0005
742	ROLFE, EDWARD M.		14 WESTDALE STREET, WORCHESTER	MA	01604	508/752-6914
742	SANTIAGO, OCTAVIO	SSGT	11920 HORSESHOE TRAIL SE, ALBUQUERQUE	NM	87123	505/293-1104
742	SAVERWEIN, WILLIAM J.	1LT	5255 S.W. DOVER CT., PORTLAND	OR	97225	503/246-8127
742	SCHUPBACH, FRED P.	MSGT	RR 2 BOX 199, SPARTA	IL	62286	618/443-2801
742	SCHUSTER, FRANK E. JR	SGT	1760 EILEEN CT., BROOKFIELD	WI	53005	
742	SEEFLUTH, AUGUST R.	MAJ	1080 DORCHESTER RD, TROY	OH	45373	513/339-0296
742	SEMAN, LEON C.	TSGT	502 N. CLINTON ST., PRINCETON	WI	54968	414/295-6248
742	SHERIDAN, KENNETH P.	1LT	6317 TANEY PL., MERRILLVILLE	IN	46410	219/980-5409
742	SHIFLET, JAMES C.		11 S. LINCOLN AVE., WENONAH	NJ	08090	
742	SHOUP, FOREST C	LTC	P.O. BOX 28, MERCERSBURG	PA	17326	717/328-5377
742	SIMPSON, LE ROY R.		1511 BROOKHOLLOW DR., IRVING	TX	75061	214/445-0207
742	SNOW, TAYLOR	S/SGT	PO BOX 264, SCAPPOOSE	OR	97056	503/543-6552
742	STARNES, DAYTON A.	LTC	3832 HUNTCLIFF DR., CHARLOTTE	NC	28226	704/342-3456
742	STRODE, ROSS D.	LTC	1525 POPLAR DR., FAIRBORN	OH	45324	513/878-1445
742	SWANNER, CHARLES E.	LT	142 S. 400 EAST, SPANISH FORK	UT	84660	
742	TILLEY, ARTHUR		85 MASON AVE., BANGOR	ME	04401	
742	TILLOTSON, WALTER W.	CMSGT	10420 BELFAST, LA PORTE	TX	77571	713/471-8488
742	TIMS, D. E.	TSGT	7625 N.W. 14th ST., OKLAHOMA CITY	OK	73127	405/789-5088
742	TINKHAM, MEL	LT	79 SUNSET DR., TAUNTON	MA	02780	
742	TRONOFF, TED		79 EL PORTAL WAY, DALY CITY	CA	94015	
742	UNDERWOOD, GEORGE W.	CPT	1732 SOUTH DARLINGTON, TULSA	OK	74112	918/744-8652
742	WACHTENDONK, BILL	LT	27 W. ELIZABETH ST., MILTON	WI	53563	608/868-4041
742	WALTER, ARNOLD H.		6909 SAN MARINO DR, THEODORE	AL	36582	205/653-7014
742	WANTUCK, CHESTER		3913 BOWEN RD., LANCASTER	NY	14086	
742	WARREN, JOHN E.	TSGT	207 N. WATER STREET, MILL HALL	PA	17751	717/726-3037
742	WASHBURN, JOHN E.	SSGT	116 N. AMANDA PLACE, WARNER ROBINS	GA	31088	912/953-3009
742	WEDIN, EARL F.		2248 S. 36TH STREET, MILWAUKEE	WI	53215	414/384-3979
742	WERNICK, MAURY	LT	4402 N.W. 20th ST., COCONUT CREEK	FL	33066	
742	WEST, GROVER C. , JR	1SGT	5220 SAINT MARY'S RD., COLUMBUS	GA	31907	912/687-0993
742	WHITE, JERRY	TSGT	2725 N. FAWNDALE PL., ZANESVILLE	OH	43701	
742	WILLIS, LORNE H.	SGT	32 FOREST ROAD, UTICA	NY	13501	315/797-1424
742	WOOLDRIDGE, FRANCIS	SSGT	9501 VERBENA, EL PASO	TX	79924	
742	YTTRI, VILAS R.	2LT	RT#1 BOX 225A, DESOTO	WI	54624	608/648-7016
743	ALEXANDROFF, ALEX		212 DOUGLAS AVENUE, WEST MIFFIN	PA	15122	414/462-3704
743	AMUNDSON, ELDEN G.	SGT	26413 NICKLAUS DRIVE, SUN LAKES	AZ	85224	
743	ANDERTON, DONALD J.	LT	165 SOUTH STATE, MORGAN	UT	84050	801/829-6750
743	ARMBRUSTER, EDWARD J.	MAJ	P.O. BOX 311, MANSON	WA	98831	509/687-3782
743	ARNOLD, WILLIAM A.	1LT	20 HOLMES AVE BOX 36, RD 1, APALACHIN	NY	13732	607/625-3101
743	ARNSON, ERLING L.	SSGT	100257 BANNNOCK ST., SPRINGHILL	FL	34608	904/683-4241
743	ASHTON, ROSCOE J.	TSGT	RT#1 BOX 157-B1, MT. SIDNEY,	VA	24467	
743	BALDEN, EDWARD		1804 OAK STREET, SO. MILWAUKEE	WI	53172	
743	BARR, CARL	MAJ	1312 HOLIDAY PL., BOSSIER CITY	LA	71112	318/746-5282
743	BATES, JAMES E.	TSGT	2071 CORAL AVENUE, AURORA	IL	60506	312/896-8669
743	BELLEMERE, DAVID G.	COL	1319 - 10TH ST, LEWISTON	ID	83501	208/746-3476
743	BEMIS, STUART A	TSGT	176 HIGH STREET, WINCHESTER	MA	01890	617/729-5047
743	BODENHORN, EARL D.		20552 STOUT, DETROIT	MI	48219	
743	BOSTER, RICHARD R.	TSGT	P.O. BOX 18715, SAN ANTONIO	TX	78218	619/346-4005
743	BURKHARDT, GEORGE III	SSGT	104 CAMELLIA LANE, HURT	VA	24563	804/656-6933
743	BURNS, FRANK H.		852 CREEKSIDE DR., MEMPHIS	TN	38117	901/685-6402
743	BUSH, DUANE D.	TSGT	RT #1 BOX 68, ISABEL	KS	67065	316/298-3165
743	CAREY, JOHN J.	TSGT	830 THREADNEEDLE #238, HOUSTON	TX	77079	713/497-0121

UNIT (1Q=1)	NAME	RANK	ADDRESS AND CITY	STATE	ZIP CODE	TELEPHONE NUMBER (HOME)
743	CATLIN, ALMON E.	2LT	2141 E. UNIVERSITY DRIVE #43, TEMPE	AZ	85281	602/966-8208
743	CATT, JAMES L.	MSGT	106 SCOTLAND ROAD, CLINTON	MS	39056	601/924-5340
743	CHRIST, FOREST W.	SSGT	RR#1 BOX 99, MAQUON	IL	61458	309/358-1243
743	CONNELLY, JAMES W.	SSGT	6205 LITTLEROCK ROAD S.W., OLYMPIA	WA	98502	206/943-3998
743	CUSHING, WALDO L.		6298 NW 12TH COURT, FT. LAUDERDALE	FL	33313	305/584-0094
743	CZERWONKA, FRED	SGT	4829 N. CALIFORNIA AVE., CHICAGO	IL	60625	312/334-6596
743	DAHL, EDWARD J.	1LT	15630 PALMETTO CLUB DR., MIAMI	FL	33157	305/238-4431
743	DEFENBAUGH, GEORGE E.	1LT	1900 N. BEARD, SHAWNEE	OK	74801	405/275-2555
743	DeNUCCI, JOSEPH M. JR	SGT	1060 11TH AVE, CUMBERLAND	WI	54829	715/822-3233
743	DERRICK, DR. CHARLES E.	SSGT	1620 QUEVADO, JACKSONVILLE	TX	75766	214/586-1023
743	DOUGHER, FRANK		P.O. BOX 679, NORRIS	TN	37828	
743	DUMESNIL, JOSEPH P.	1LT	3501 WOODSIDE RD, LOUISVILLE	KY	40222	502/897-7805
743	DUNSCOMB, RICHARD E.	LTC	18 COTTONTAIL LANE, SULLIVAN	IL	61951	217/728-7210
743	ELSEN, PAUL R.	TSGT	4817 TOWNES RD., EDINA	MN	55424	612/922-0540
743	FEDEWA, JAMES A.	SSGT	301 SUNSET DRIVE, NORTH MANCHESTER	IN	46962	219/982-2406
743	FERRISS, SAMUEL B. JR	CPT	118 OLD FARMS LANE, NEW MILFORD	CT	06776	203/355-0706
743	FREDRICKSON, C. BRUCE	LTC	23559 BURBANK BLVD, WOODLAND HILLS	CA	91367	/340-7128
743	GAYNES, SEYMOUR J.	COL	10778 N. 108TH PLACE, SCOTTSDALE	AZ	85259	602/391-1563
743	GENDRON, HAROLD E.	LTC	6250 N JOCHUMS DR, TUCSON	AZ	85718	602/299-6365
743	GILBERT, ARCHIE L.	TSGT	310 BRACKIN AVE., CRESTVIEW	FL	32536	904/682-6809
743	GLEFKE, PIERCE E.	MSGT	4413 RED OAK LN, ZELLWOOD	FL	32798	407/889-2867
743	GOULD, JAMES DUNN III	MAJ	2850 FREDERICA RD PO BOX 1816, ST SIMONS ISLAND	GA	31522	912/638-2274
743	GRAHAM, GERALD F.	MAJ	2675 SEQUOIA TERRACE, PALM HARBOR	FL	34683	813/733-1803
743	GREENQUIST, ROBERT E.	1LT	16 BENNETT RD, TEANECK	NJ	07666	201/833-0194
743	GREFKOWICZ, LEONARD S.	TSGT	23566 - 123RD ST, TREVOR	WI	53179	414/862-2495
743	HALL, DR. HAROLD	TSGT	1109 DALY ROAD, OJAI	CA	93023	805/646-0221
743	HANEY, RICHARD J.	LTC	11908 RENICK LANE, SILVER SPRING	MD	20904	301/622-0611
743	HANSEN, LOUIE D.	COL	917 W. 11th STREET, P.O. BOX 6135, SPENCER	IA	51301	712/262-7237
743	HARDING, ROBERT H.	SSGT	1710 IMPERIAL DRIVE, HIGHLAND	MI	48031	313/887-4891
743	HARPER, MAX D.	SSGT	425 N. LOCUST AVE., LINDON	UT	84042	801/785-2160
743	HARRINGTON, FULLER A.		227 PARK LANE PL., JACKSON	MS	39211	
743	HEIDMOUS, WALTER N.	MAJ	4230 POLARIS AVE, LOMPOC	CA	93436	805/733-3469
743	HELBIG, JOHN D.	1LT	188 N HAMISTOWN RD, AKRON	OH	44313	216/666-4064
743	HELFER, HOWARD J.	LT	4407 S. PANTHER CREEK DR., WOODLANDS	TX	77381	
743	HENRY, JOHN J.	CPL	4652 TRIER RD., FORT WAYNE	IN	46815	219/484-3328
743	HERBERT, ALEX G.	SSGT	727 WASHINGTON AVE, JERMYN	PA	18433	717/876-2700
743	HESS, WILLIAM A.	TSGT	720 TACOMA AVE, BUFFALO	NY	14216	716/832-0035
743	HEWIT, L. HARVEY	1LT	500 HUSTON RD., RADNOR	PA	19087	215/687-0290
743	HICKS, ROBERT A.	SSGT	59 CANAAN ST, CARBONDALE	PA	18407	717/282-3257
743	HILLIARD, ROYCE M.	SSGT	4006 W. PALOMAR CIRCLE, LABELLE	FL	33935	813/675-5026
743	HOSAC, CHESTER W.	TSGT	3388 DALTON LANE, BOISE	ID	83704	208/327-0007
743	HOWLETT, EWING A.	SSGT	4916 E. 38TH PL, TULSA	OK	74135	918/627-7395
743	HOWSAM, EARL R.	CPT	5635 E. BAYAUD, DENVER	CO	80224	
743	HUMBURG, ROLLA	TSGT	RT 1 BOX 46, NELSON	MO	65347	816/837-3403
743	INGALLS, ROBERT D.		603 N. 7TH ST, APT 3, SPRINGFIELD	IL	62702	217/525-3713
743	IRELAND, O. V.	LT	1024 GOLFVIEW DR., MIDDLETOWN	OH	45042	513/422-4013
743	JACOBUS, RALPH W.	SSGT	2222 LEAVENWORTH STREET, OMAHA	NE	68102	402/341-3440
743	JAKUBOUSKI, EDWARD J. JR	MSGT	4045 MCVICKER AVE, CHICAGO	IL	60634	312/545-5453
743	JONES, VICTOR P.	SSGT	544 AUGUSTA DR., DESTIN	FL	32541	904/837-6500
743	KALAJIAN, JACK	1LT	1446 DUNN PARKWAY, MOUNTAINSIDE	NJ	07092	
743	KAPLAN, MILTON	SGT	26-W AMBERLANDS - SCENIC DR., CROTON-ON-HUDSON	NY	10520	914/271-4080
743	KEEFNER, EDWARD W. JR	1LT	713 GREENVIEW CIRCLE, SAND SPRINGS,	OK	74063	918/245-1236
743	KEITH, ROLAND R.	TSGT	12115 WEST 55TH TERRACE, SHAWNEE	KS	66216	913/962-0543
743	KREMNICK, BERNARD	1SGT	1720 CONCORDIA CIRCLE, CRANBURY	NJ	08512	

UNIT HQ=1	NAME	RANK	ADDRESS AND CITY	STATE	ZIP CODE	TELEPHONE NUMBER (HOME)
743	KUNHZ. RICHARD H.	SSGT	14060 W. TIFFANY PL.. NEW BERLIN	WI	53151	414/786-7672
743	LEDBETTER. EMMETT J. JR.	TSGT	25 MAYWOOD DRIVE. JACKSON	TN	38305	901/668-5276
743	LEPLEY. ROBERT K.	MSGT	312 LOGAN STREET. LEWISTOWN	PA	17044	717/248-7064
743	LEVI. JOSEPH M.	SGT	3507 SHELBURNE RD.. BALTIMORE	MD	21208	301/764-3669
743	LINNEWEH. HAROLD R.	MAJ	1458 WRIGHT AVE.. SUNNYVALE	CA	94087	408/736-4868
743	LIVINGSTON. PAUL E.	MAJ	123 S. PECAN ST.. PAULS VALLEY	OK	73075	405/238-7455
743	LOFFER. BILL	CPT	1306 GRANDVIEW RD.. BARTLESVILLE	OK	74006	918/333-3778
743	LOHNES. RAYMOND W.	SSGT	111 S. GREENFIELD RD. APT 542. MESA	AZ	85206	602/924-2552
743	LOKKEN. LYNN C.	1LT	BOX 29. SABIN	MN	56580	218/789-7123
743	MANZITTO. SEBASTINO	TSGT	7705 WOOLWORTH AVE.. OMAHA	NE	68124	402/393-0870
743	MATTSON. ARTHUR W.	TSGT	8731 GLEN LOCH. HOUSTON	TX	77061	713/643-2528
743	MCARTHUR. CHARLES J.	TSGT	BOX 51 RD#1. ELKLAND	PA	16920	814/258-5755
743	MCAULAY. THOMAS J.	CPT	211 BROOKWAY RD. DAYTON	OH	45459	513/434-4657
743	MCDONOUGH. FRANK W.	SSGT	BOX 156. GARDEN GROVE	CA	92642	714/897-7463
743	MCGINNIS. JOSEPH E.		3401 EICHELBERGER LANE. SPRINGFIELD	OH	45505	513/324-4682
743	MCGUIRE. ROY	SGT	75 B. WELLS ST. APT 313. GREENFIELD	MA	01301	413/773-3258
743	MCHUGH. C.S.		6834 W. 6TH STREET. SCOTTSDALE	AZ	85251	
743	MCROBERTS. BERNARD F.	TSGT	1001 CONSOLVO CT.. VIRGINIA BEACH	VA	23454	804/481-1461
743	MERRITT. JAMES	SGT	765 STINSON DR.. COLUMBUS	OH	43214	614/451-2585
743	METZ. MAYNARD G.	SSGT	102 SOUTH CHURCH ST. P.O. BOX 343. ORANGEVILLE	IL	61060	815/789-4639
743	METZDORFF. GERALD		2636 HYACINTH STREET. WESTBURY	NY	11590	
743	MILSTEIN. BERNARD	1LT	507 SKYLARK LANE. DRESHER	PA	19025	215/646-8037
743	MILZARK. EUGENE G.	CPL	415 N. CASTELLA. FLORISSANT	MO	63031	314/838-1176
743	MITCHELL. TOM LYLE	CPT	3605 RATLIFF DRIVE APT 505. BIRMINGHAM	AL	35210	205/951-3044
743	MORELAND. JAMES	MSGT	809 REDBUD LANE. CAMERON	MO	64429	816/632-3711
743	MURRAY. JOHN C.	TSGT	8 MANSION DR.. CLARKSVILLE	VA	23927	804/374-5463
743	MURRAY. VICTOR E.	TSGT	105 FOXRIDGE RUN. LONGWOOD	FL	32750	407/332-6660
743	NEWBERG. ROBERT E.	LT	1030 - 7TH ST.. WEST DES MOINES	IA	50265	515/223-4409
743	O'BOYLE. JAMES J. A		5802 N. 42ND AVE. PHOENIX	AZ	85000	
743	O'CONNOR. RICHARD L. SR	SSGT	8 S 560 RIVER DR.. NAPERVILLE	IL	60565	312/369-1315
743	OLIVER. GERALD W.	MSGT	2419 BALSA STREET. SAN DIEGO	CA	92105	619/262-7953
743	OWEN. BEN G.	TSGT	1423 HUNTERS PARK DRIVE. MISSOURI CITY	TX	77459	713/499-4616
743	PALMER. FLOYD W.		1507 LUCILLE DR.. PITTSBURG	PA	15234	412/881-0944
743	PAPPALARDO. FRANK	CPL	670 MIX AVE.. APT 6-F. HAMDEN	CT	06514	203/281-1980
743	PARIS. HENRY C.	SSGT	3700 BEECHWOOD AVE. COLONIAL HEIGHTS	VA	23834	804/526-1544
743	PARKER. WILLIAM C.	2LT	4023 LA FRANCE RD.. LAYFAYETTE HILL	PA	19444	215/828-9828
743	PAUL. NED	1LT	41 SPINDLETREE RD.. LEVITTOWN	PA	19056	215/945-1958
743	PAYNT. PETER	LT	11642 SHOSHONI. PHOENIX	AZ	85044	602/893-2148
743	PECK. REID BYRON	SSGT	4635 E. ELENA. MESA	AZ	85206	602/924/3654
743	PERRY. RAY C.	1SGT	1515 EDGEMERE DR.. ROCHESTER	NY	14612	716/225-5414
743	PETERSON. DONALD E.	SSGT	10362 ETON AVE. CHATSWORTH	CA	91311	818/882-1097
743	POORE. WESLEY A.	1LT	840 S. LINCOLN AVE.. SPRINGFIELD	IL	62704	217/546-5096
743	RAMEY. THOMAS A.	LTC	1211 MONTCLAIRE CT. APPLETON	WI	54915	414/731-2500
743	RANDALL. FRANK B.	LTC	24232 N. MCHENRY RD.. LAKE ZURICK	IL	60047	312/438-8109
743	RAPHAELY. WILLIAM F.	TSGT	10 CAMBRIDGE DRIVE. HERSHEY	PA	17033	717/533-6845
743	RAWLS. DONALD M.	COL	4110 WASHINGTON AVE.. GULFPORT	MS	39507	601/864-3447
743	REIBOLD. HENRY P.	SSGT	RR#1. LEBANON	IL	62254	618/537-2756
743	RICHARDS. WILLIAM V. JR	CPT	1336 HUNTSMAN LANE. DAYTON	OH	45459	513/434-3439
743	ROBERTS. LEO	SGT	BOX 873. FITZGERALD	GA	31750	912/423-3297
743	ROEGNER. KENNETH O.	SSGT	86 NORTH AVE.. HILTON	NY	14468	716/392-8638
743	ROGALSKI. CASMIER	SSGT	2607 LINCOLN ST.. NATRONA HEIGHTS	PA	15065	412/224-9596
743	ROHLER. C.W. (BILL)	1LT	666 MEADOWOOD DR.. BROKEN ARROW	OK	74011	918/455-1682
743	ROSE. ROBERT C.		12604 RIVER MILL DR.. BAYONET POINT	FL	34667	813/868-7381
743	RUBIN. IRVING	1LT	1651 N.E. 115TH ST.(#C45). NORTH MIAMI	FL	33181	305/891-7602

UNIT HQ=1	NAME	RANK	ADDRESS AND CITY	STATE	ZIP CODE	TELEPHONE NUMBER (HOME)
743	SASSER, GERALD E., SR	SSGT	P.O. BOX 861, ATMORE	AL	36504	205/368-8059
743	SCAVARDA, MICHAEL P.	TSGT	1409 ELM AVE, CANON CITY	CO	81212	719/275-2831
743	SCHOENE, HORST R.	LTC	15 COSTIN RD, AMHURST	NY	14226	716/834-2961
743	SCHWARTZ, LEONARD	LTC	35 OLD POST ROAD, PORT JEFFERSON	NY	11777	516/473-0149
743	SHOEMAKER, RALPH L.		201 ST JOHNS DR., CAMP HILL	PA	17011	717/761-1668
743	SHUMARD, JAMES W. JR	COL	5738 OAK VALLEY RD., KETTERING	OH	45440	513/434-8793
743	SKAGENBERG, RICHARD		806 CRESTVIEW, MONTICELLO	IL	61856	
743	SKINNER, ROBERT D.	SSGT	1414 MONROE, CHILLICOTHE	MO	64601	816/646-2537
743	SLONSKI, HENRY F.	SGT	8102 S. LE CLAIRE, BURBANK	IL	60459	312/424-4587
743	SMIDL, JOHN M.	1LT	5710 W. 85 TERRACE, OVERLAND PARK	KS	66207	913/341-2961
743	SMITH, HENRY J., JR	LT	BOX 147, MAPLES SPRINGS	NY	14756	
743	SMITH, JOHN H.	1LT	1154 BREEZY WAY, 4-C, SEBASTIAN	FL	32958	407/388-1987
743	SMITH, WILEY	MAJ	BOX 1787 . IDYLLWILD	CA	92349	714/659-2750
743	SORENSON, CARROLL	LT	P. O. BOX 475, MINDOCQUA.	WI	54548	
743	SPECHT, ELDRED J.	SSGT	5588 SNOW CREEK FALL, MARIPOSA	CA	95338	209/742-7035
743	SPEWOCK, ANDREW	SSGT	RD#5 BOX 140, LATROBE	PA	15650	412/537-5689
743	SPICER, CHARLES B.		R#3 BOX 3037, PALESTINE,	TX	75801	214/723-1734
743	STEWART, FRANK J.	MSGT	STAR ROUTE BOX 416, PALACIOS	TX	77465	512/972-2261
743	STOPA, LEO A.	1LT	11431 LINDEN DR., SPRING HILL	FL	34608	904/686-1602
743	SUMMERFIELD, WALTER I.	1LT	2400 CHESTNUT ST, APT 2911, PHILADELPHIA	PA	19103	215/561-0518
743	SWEARINGEN, TIMOTHY M.	LTC	48 HUDSON AVE, ATHENS	OH	45701	614/594-7755
743	TAVERNIT, ANTHONY S.		4545 BONNIE S.E., KENTWOOD	MI	49508	
743	TAYLOR, VERNON R.	MSGT	849 ENKA LAKE ROAD, CANDLER	NC	28715	704/667-5310
743	THIEL, JAMES J.	TSGT	9225 PATTERSON STREET, ST. JOHN	IN	46373	219/365-8550
743	THOMAS, JACK H.	1LT	400 GREENFIELD DRIVE #24, EL CAJON	CA	92021	619/579-6672
743	TOMASINI, ERNEST	SGT	6965 PLAZA DR #4, NIAGARA FALLS	NY	14304	716/731-2609
743	VAN AMBERG, LAWRENCE	TSGT	5232 TIMOTHY TRAIL, BOOSIER CITY	LA	71111	
743	VANCE, DUANE S.	SSGT	1258 CHAPEL COURT, AMHERST	OH	44001	216/988-2553
743	VREATT, HUBERT	MSGT	1221 SANGSTER RD., GADSDEN	AL	35901	
743	WADE, JOHN		R#3 BOX 667, WIGGINS	MS	93577	
743	WALSH, JAMES R.	SSGT	133 HOLLYWOOD AVE., CRESTWOOD	NJ	10707	
743	WARFEL, MIKE		2102 WINNEBAGO TRAIL, FERN PARK	FL	32730	
743	WIESLER, ROBERT A.	SSGT	814 W. NELSON ST., MARION	IN	46952	317/664-5432
743	WILSON, C. W.	SSGT	RT #2 BOX 174, SMITHDALE	MS	39664	601/567-2585
743	WILSON, NEAL E.	SSGT	RR#1 BOX 112, LITCHFIELD	NE	68852	308/732-3359
743	WOLTER, ROBERT T.	1LT	4253 W. RIVER'S EDGE CIRCLE #18, BROWN DEER	WI	53209	414/354-8304
743	ZAGORIA, STEVEN A.	ASSOC.	225 EAST 36TH ST, APT 20A, NEW YORK	NY	10016	212/686-0501

added by HL 11/21/90

Membership by squadron (through update of 3/22/90 and 11/15/90) approximately as follows:

740 B.S.	741 B.S.	742 B.S.	743 B.S.
134	123	154	171

UPDATE TO 455TH BOMB GROUP ASS'N PERSONNEL ROSTER PRINTED 22 MARCH 1990.
INCLUDES PERSONS LOCATED SINCE 22 MARCH 1990 AND/OR CHANGES IN ANY OF THE LISTED ITEMS
UPDATED AS OF 15 NOVEMBER 1990

UNIT HQ=1	NAME	RANK	ADDRESS AND CITY	STATE	ZIP CODE	TELEPHONE NUMBER (HOME)
N	EVERHART, HENRY		3018 GLEN SPRING DRIVE, KINGS WOOD	TX	77339	
O	FUCHS, FRANK		20980 EXMORE AVE., PORT CHARLOTTE	FL	33952	813-625-1826
N	MARKS, FRED E.		2312 WESTCHESTER BLVD., SPRING HILL	FL	34606	904/683-4566
E	SQUIRES, FRANK E.		1783 TRADEWINDS CIRCLE, ALABASTER	AL	35007	
740	BELDING, MARTAUN M.	L ASSOC	606 SW NATURA BLVE #209, DEERFIELD BEACH	FL	33441	305/421-5726
740	CONLIN, WILLIAM		6078 GITANA, CAMARILLO	CA	93012	
740	DRAGHI, ALEXANDER		92 WEST STREET, WINDSOR LOCKS	CT	06096	
740	FORTSON, HAROLD R.	SSGT	2628 LITTLE ASHTON CIR., LAS VEGAS	NV	89122	702/641-2454
740	FRANCESCHINI, DINO Z.	TSGT	8323 MEDITERRANEAN WAY, SACRAMENTO	CA	95826	916/383-7728
740	GROSS, FRED A. , JR	LTC	NO. 9 LA ROSA COURT, WHITE ROCK	NM	87544	505/672-9151
740	MCKNIGHT, GEORGE E.	CMSGT	2218 COLLIER AVE., COLORADO SPRINGS	CO	80909	719/632-9207
740	MILLER, WARREN G.	CPL	1110 DARLINGTON DR., BEAVERCREEK	OH	45385	513/426-3722
740	NYQUIST, RUBEN		548 W. PLUMOSA AVE, VISTA	CA	92083	
740	PINE, HAROLD		6 MONTGOMERY AVE, HOLYOKE	MA	01040	
740	POST, MAYNARD A.	SSGT	1320 N. IVY ST., ESCONDIDO	CA	92026	619/741-6960
740	SCHOENE, WARREN	TSGT	3530 S. PINE #5C, OCALA	FL	32671	904/622-7230
740	USSERY, VERNE H.	TSGT	2041 S 70TH ST, FORT SMITH	AR	72903	501/452-2888
740	YIENGER, WALTER F. JR.	SSGT	6609 GROUSE RD., BALTIMORE	MD	21227	301/796-2397
741	AVERILL, ROBERT L.	TSGT	1300 N. ASTOR ST., #12C, CHICAGO	IL	60610	312/943-2428
741	CULVER, MARION S.	MAJ	3131 S.E. DOWNING ROAD, TOPEKA	KS	66605	913/266-7384
741	ENGLISH, JOSEPH T.	CPT	45 TEAKWOOD DRIVE, PENSACOLA	FL	32506	904/455-8774
741	FRANCIS, FRED C.	SSGT	OAK KNOLL FARM, RR BOX 455, WILMINGTON	IL	60481	815/476-7203
741	HAVRIS, JOSEPH	SSGT	443 RICHMOND PARK W. #424-D, RICHMOND HEIGHTS	OH	44143	216/449-7799
741	HOLLOWAY, ART F.	SSGT	PEACH BLOSSOMS FARM, RT 10 BOX 100, SALISBURY	MD	21801	301/749-4944
741	HOSMER, HUMPHREY B.	MAJ	25 PARKER, HOLDEN	MA	01520	
741	HUDSON, CHARLES E.	MAJ	1117 E. STATE, PHOENIX	AZ	85020	602/944-4290
741	KRUPSKI, ART	SSGT	310 RIVER STREET, DEPEW	NY	14043	716/684-0174
741	MCKIBBEN, JOSEPH E.	LTC	5999 DUNDEE ROAD, WINTER HAVEN	FL	33884	813/439-1376
741	MCLAUGHLIN, THERESA M	ASSOC.	7230 ALLEN DRIVE, HOLLYWOOD	FL	33024	305/983-4188
741	OTTO, CARL		39 SUNNYDALE ROAD, EAST HARTFORD	CT	06118	
741	ROOT, PHILIP W. JR		2525 FLORIDA BLVD., #127, DELRAY BEACH	FL	33483	
741	WELSH, RUSSELL J.	MAJ	740 FITZHENRY CT., GLENWOOD	IL	60425	708/754-2492
742	BURGE, FRANK D.	CPL	4514 MYRTLE AVE., WINSTON-SALEM	NC	27106	919/924-9850
742	CROCKER, RUSSELL A.	SSGT	5813 MEADOW DRIVE, FREDERICK	MD	21702	301/473-5272
742	ECKERT, E. (GENE) V.		13051 WEDDINGTON STREET, VAN NUYS	CA	91401	818/555-1212
742	FITTER, JEAN M.	CPT	BOX 18161, FT. WORTH	TX	76118	817/595-3931
742	GIOVANNITTI, LEN	LT	265 RIVERSIDE DR., NEW YORK	NY	10025	212/749-5778
742	GORECKI, HAROLD S.	LTC	2901 WUBBERHERE RD., SCHENECTADY	NY	12304	518/393-6808
742	GREENMAN, JOHN W.	1LT	1097 IVY HILL DR., MENDOTA HEIGHTS	MN	55118	612/457-5452
742	KENNY, JOSEPH P.	2LT	114 BEACHCOMBER AVE., DAYTONA BEACH	FL	32018	904/788-3164
742	LE FEVRE, ALBERT R.	SGT	8088 DUFFIELD, GAINES	MI	48436	
742	LITTLETON, ROBERT F.	MSGT	34 CAMP STREET, HYANNIS	MA	02601	508/775-8596
742	MALISIA, LEO SR.		156 BROWN STREET, HILLSBORO	IL	62049	217/532-5466
742	MCCREERY, MYRA	ASSOC.	330 PENMAN SPRINGS RD., PASO ROBLES	CA	93446	805/238-3373
742	MCFADDIN, ROBERT	SSGT	3082 STARDUST DR., DAYTON	OH	45432	513/426-2869
742	SIMPSON, LEE ROY, JR	CPL	1511 BROOKHOLLOW DR., IRVING	TX	75061	214/445-0207
742	TILLEY, ARTHUR B.	2LT	85 MASON AVE., BANGOR	ME	04401	207/945-5186
742	TIMS, D. E.	TSGT	198 COMMANCHE TRAIL, NOCONA	TX	76255	

742	WACHTENDONK, BILL	LT	232 N CLEAR LAKE, MILTON	WI	53563	608/868-4041
742	WICHSER, JOHN H., JR	CPT	5916 PEGGY DRIVE, PORT ORANGE (WINTER)	FL	32127	904/756-1758
743	ASHTON, ROSCOE J.	TSGT	200 HERMAN CIRCLE, AUBURN	CA	95603	916/889-1219
743	BALDEN, EDWARD T.	SSGT	1804 OAK STREET, SO. MILWAUKEE	WI	53172	414/762-0546
743	BRUSH, JAMES L.	1LT	4537 24TH AVE NORTH, ST. PETERSBURG	FL	33713	813/321-4457
743	CHLAN, RAYMOND P.	TSGT	142 REGESTER AVE., BALTIMORE	MD	21212	301/377-8922
743	FREDRICKSON, C. BRUCE	LTC	23559 BURBANK BLVD, WOODLAND HILLS	CA	91367	818/340-7128
743	HESS, WILLIAM A.	TSGT	720 TACOMA AVE, BUFFALO	NY	14216	716/947-9532
743	HOWSAM, EARL R.	CPT	5635 E. BAYAUD, DENVER	CO	80224	303/377-3300
743	INGALLS, ROBERT D.	TSGT	603 N. 7TH ST, APT 3, SPRINGFIELD	IL	62702	217/525-3713
743	KREMNICK, BERNARD	1SGT	1720 CONCORDIA CIRCLE, CRANBURY	NJ	08512	609/655-3718
743	KUNHZ, RICHARD H.	SSGT	55 WAKAWN AVE, FOND DU LAC	WI	54935	
743	MANNING, HENRY		3715 WINSLOW ST., FORT WORTH	TX	76109	
743	METZDORFF, GERARD S.	TSGT	2636 HYACINTH STREET, WESTBURY	NY	11590	516/334-4963
743	NELSEN, JAMES A.	SSGT	713 MICHIGAN AVE, S. MILWAUKEE	WI	53172	414/762-4844
743	RANDALL, FRANK B.	LTC	24232 N. MCHENRY RD., LAKE ZURICK	IL	60047	708/438-8109
743	RASMUSSEN, RICHARD E.		2816 FOREST ROAD, DAVENPORT	IA	52803	319/355-7091
743	REGAN, MARK		3421 BURRELL DR., LOUISVILLE	KY	40216	
743	SHAW, ALAN B.	1LT	1315 KAMIRA DRIVE. KERRVILLE	TX	78028	512/896-1754
743	SHOEMAKER, RALPH L.	SSGT	201 ST JOHNS DR., CAMP HILL	PA	17011	717/761-1668
743	SICILIAN, LEONARD J.	TSGT	2677 SABAL SPRINGS CIRCLE APT D104, CLEARWATER	FL	34621	813/796-5199
743	SKAGENBERG, RICHARD C.	SSGT	806 CRESTVIEW, MONTICELLO	IL	61856	217/762-2038
743	SMIDL, JOHN M.	1LT	BOX 451, MERCER	WI	54547	715/476-2651
743	SMITH, CARLOS K.		812 BRYDEN, LEWISTOWN	ID	83501	208/743-7975
743	SPICER, CHARLES B.	CPT	R#3 BOX 3037, PALESTINE,	TX	75801	214/723-1734
743	TOMASINI, ERNEST	SGT	350 LAKE HAVASU AVE N #211, LAKE HAVASU CITY	AZ	86403	
743	WERFEL, MICHAEL	SSGT	2102 WINNEBAGO TRAIL, FERN PARK	FL	32730	407/831-0266
743	ZANE, WILLIAM R.		3270 MEADOW RUN DRIVE, VENICE	FL	34293	813/493-3920
743	ZIMMERMAN, WILLIAM H.	MAJ	1007 W. GREENWAY DRIVE, TEMPE	AZ	85282	602/839-0615

DECEASED FORMER MEMBERS OF THE 455TH BOMB GROUP AS REPORTED TO HANSEN SINCE 22 MARCH 1990

UNIT HQ=1	NAME	RANK	ADDRESS AND CITY	STATE	ZIP CODE	TELEPHONE NUMBER (HOME)
1	BRADLEY, FRANCIS T.	COL	1330 DAKOTA ST S.E., ALBUQUERQUE	NM	87108	505/268-1133
1	MOELLER, JAMES E.	LTC	1843 EAST D STREET, BELLEVILLE	IL	62221	618/588-4715
740	BRAZIL, JOHN T. "JACK"	SGT	9 WALDORF LANE, SCRANTON	PA	18505	717/347-4443
741	ABBOTT, JACK E.	SSGT	3515 S.E. 28th PLACE, PORTLAND	OR	97202	503/232-9169
741	JIRSCHELLE, WILLIAM S.	CPT	853 N. KLONDIKE, HILLSBORO	WI	54634	
741	LUNDQUIST, STANLEY W.	SSGT	6482 N. 5th ST, WELLS	MI	49894	906/786-3173
741	MENSINGER, GLENN E.	1LT	28236 ENCANTO DR., SUN CITY	CA	92381	
741	NANGERONI, LOUIS L.	LTC	1792 HARVEST DR., FREDERICK	MD	21701	301/662-8764
741	ROY, CHARLES	MSGT	8333 MARTY, OVERLAND PARK	KS	66212	913-642-5370
741	SCHWEIGART, JOHN	2LT	2110 W. DOLPHIN DR., ENGLEWOOD	FL	34223	813/475-4406
742	HEALY, JOHN F.	TSGT	100 CHAMPAGNE AVE, CHICOPEE	MA	01013	413/594-6398
742	SHIFLET, JAMES C.		11 S. LINCOLN AVE., WENONAH	NJ	08090	
743	MITCHELL, TOM LYLE	CPT	3605 RATLIFF DRIVE APT 505, BIRMINGHAM	AL	35210	205/951-3044

ATTACHMENT #14

Bowers' "Greatest Fiftieth Mission Ever"

THE GREATEST FIFTIETH MISSION EVER

July 26, dawn has just broken. Captain "Win" Bowers' adrenalin is at an all time high. Forty-nine missions completed, this, the fiftieth will be one he looks forward to in a very special way. As Win adjusts the throttles for start, the crew chief signals clear three, he commands his copilot to turn engine number three. With fuel pressure up, the copilot throws the accel/mesh switch and begins to count propeller blades. At five, his finger selects prime and ignition at seven. Fourteen cylinders of the Pratt & Whitney R1830 Twin Wasp begin to come alive and Bowers brings the mixture to auto lean, completing the start sequence. With pressures checked rising, he commands his copilot to turn four. And so begins the action of the fiftieth mission -- 46 years later.

Bowers remembers well his last mission to the oil fields in Ploesti, Romania where his Liberator took numerous hits. He could only pray that the LIB commanded on that raid would be as faithful as his former aircraft, PIN DOWN GIRL. Flown by another crew, it had been forced down in Corsica on an earlier mission. In a replacement B-24, "Squat and Drop", the crew and aircraft took close flak bursts while on the bomb run. The propellers were still in full high RPM used to climb the last thousand feet for the assigned bombing altitude. Among other things, that the flak did, was to sever the bundle of wires just forward of the prop control switches, causing the propellers to be locked at the full high RPM setting. This resulted in an alarming fuel consumption rate. Returning home from the target with #4 propeller feathered, while the navigator was treating the wounds of the flight engineer, the copilot had just started through the bomb bay to transfer fuel when, the engines began surging from lack of fuel in the main tanks. The fuel transfer station for this particular model B-24, unlike that of PIN DOWN GIRL was not on the flight deck, but rather in the rear of the fuselage over the wing. Complete loss of power on engine #3 would cause that side to drop as the aircraft began a turn into the dead engines. When a wing dipped the engine or engines on the low wing would pick up a little fuel about the time the engines on the other (high wing) started losing power, and the airplane would start a turn in the opposite direction, always with the propellers stuck in high RPM, trying to run-away.

The fuel transfer system consisted of "U" tubes, two of each which had to be unplugged from one set of receptacles and plugged into a different set of receptacles. Meanwhile the bombardier had come up to sit in the copilot's seat so that he could help Bowers hold either right or left rudder. In spite of all the rolling and gyrating the aircraft was doing, the copilot somehow managed to start fuel from the "Tokyo" tanks transferring in time for the three good engines to regain power; just before Bowers had reached the crash site he had selected along a Yugoslavian mountain stream. Meanwhile, the rest of the crew remained at their guns to ward-off fighters.

Determination, skill, and some luck got the aircraft back to its home base at San Giovanni just outside Cerignola, Italy; but, not before propeller #2 was feathered to prevent fire or explosion from leaking fuel. The airplane successfully landed on the remaining two engines, and taxied to its regular hardstand. As Bowers was leaning out the pilots window

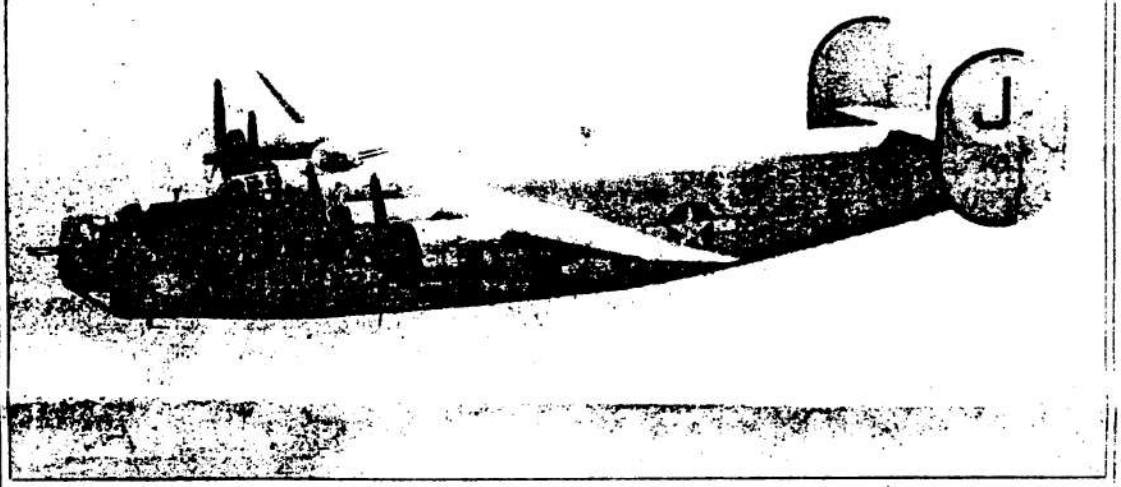
explaining to the line chief, the maintenance problems with the aircraft, he spotted impending disaster. Another combat damaged aircraft was out of control (no brakes) and heading straight for SQUAT AND DROP, with the line chief in between looking the wrong way. Miraculously, crews from both aircraft, and the line chief escaped as the impact demolished both Liberators. But Bowers' excitement for the day was not yet complete! After the ambulance had taken the wounded engineer away, the crew loaded onto a GMC 6x6, for the trip to debriefing of Mission 49. As the truck stopped dead in front of a B-24 on the next hardstand, to pick up its crew, an armament man, supposedly disarming the aircraft's nose turret, caused the fifty caliber machine guns to fire off a few rounds about one foot directly above Bowers' head.

When the crew arrived at the debriefing shack, Major Horace Lanford, Commanding Officer of the 741st Bomb Squadron, 455th Bomb Group had already decided that Bowers might be interested in taking the rest of the war off. Spotting a damaged but flyable B-25, Bowers took Lanford up on his offer and headed home. For his combat service and airmanship, Win Bowers was awarded the Distinguished Flying Cross.

The target for today -- Oshkosh. Today, Win Bowers flies his fiftieth mission in the fantastically restored B-24J, "ALL AMERICAN". Unlike past missions, the people at Oshkosh eagerly await his arrival. What may be even more exciting about this flight is the fact that his copilot is his son and business partner, Ned Bowers. Ned is a type rated B-24 pilot for the Collings Foundation, owner of this and other magnificent vintage aircraft. In addition to touring with the "ALL AMERICAN" throughout the United States, Ned, an Airbus pilot for Pan Am, flies in much of the same skies, (friendlier however) that his Dad flew in 46 years ago.

Today, is something special for this father and son team -- the "fiftieth" mission to Oshkosh!

NOTE OF INTEREST: Win's service for his country went on to include a career of 20 years with the US Air Force. Today, he holds Commercial Pilot Rating with Land-Sea Single Engine, Multi-Engine, Helicopter, Instrument, Instructor Rating. He is also licensed Class A Mechanical Contractor and has maintained and owned his own private aircraft most of his civilian years. Nearing the age of 70, Win stays active in the aircraft industry as part-owner with his son in the aircraft hardware business. His daily hands-on working consists of sales to aircraft companies and home builders from their hardware business, Skybolt Aeromotive Corp. in Apopka, Florida. (Note of interest submitted by Win's secretary.)



B-24J Liberator bomber is the only one restored out of 19,000 built from 1939-1945. Owned by Collings Foundation of Stow, Mass., it was restored by Tom Reilly Vintage Aircraft, Kissimmee. Project took 97,000 man hours.

Apopkans fly 50th mission over Oshkosh

On July 26, Winfield "Win" Bowers of Apopka will fly his 50th career bomber mission with his son, Ned, as co-pilot. The target will be Oshkosh, Wisconsin.

The pair will pilot a restored B-24J called the All American. The aircraft will be on display at the world's largest airshow, held yearly in Oshkosh. Aircraft from around the world, including the supersonic Concorde, will be on display July 27 through August 2.

Win Bowers is retired from the Air Force after serving a 20 year career. During his career he commanded Liberator aircraft stationed at San Giovanni, outside of Cerignola, Italy during World War II.

This mission, Bowers' fiftieth, is likely to bring back some memories for the 70-year-old veteran, although the experience will probably be somewhat tamer than his last mission, flown in combat over Ploesti, Romania 46 years ago. During that mission, his Liberator took numerous hits that caused the propellers to lock in at high speed. Unable to slow the propellers, Bowers wasted precious fuel needed for the return flight. However, he was able to nurse the aircraft back to his home base and land safely, only to have his bomber hit by another crippled plane as it tried to land. Bowers excaped uninjured.



(Photos submitted)

Collings Foundation Chief Pilot, Bill Bryan, (l), gives briefing on Oshkosh mission to Win Bowers, (c), and Ned Bowers before take-off for Wisconsin.

Later, while proceeding to a debriefing session, another near disaster struck. An armament man trying to disarm an aircraft, caused a 50 caliber machine gun to misfire, sending several rounds about a foot above Bowers' head.

For his combat service and airmanship, Bowers was awarded the Distinguished Flying Cross. After completing his military career in 1960, Bowers, his wife, Dotty, and children, Sally and Ned, settled in Apopka.

Today, Bowers holds a commercial pilot rating with land-sea single engine, multi-engine, helicopter, instrument and instructor ratings. In addition, he co-owns Skybolt Aeromotive Corp., an international supplier of aircraft fasteners and hardware, with his son, Ned.

In addition to his interest in Skybolt, Ned Bowers is a type rated B-24 pilot for the Collings Foundation. The Collings Foundation is the owner of the All American and other vintage aircraft. When he isn't touring the country with the All American, Bowers pilots European flights for Pan Am Airways.

Ned Bowers is a graduate of Apopka High School and received his pilots license at the age of 16. While attending the University of Florida, Bowers worked as a co-op student with NASA and was present in the control room at Cape Kennedy for nearly all of the Apollo moon shots. He has owned and repaired his own aircraft since before he was old enough to drive a car and rebuilt his first aircraft during college.

B-24 has sentimental journey

By BARBARA A. SCHMITZ
of the Northwestern

When Win Bowers flew into Oshkosh Thursday for the EAA Convention and Fly-In, it was a personal victory for the 69-year-old.

Forty-six years after last piloting a B-24 in Romania, Bowers was able to complete his 50th mission in the recently restored B-24 All American.

This time, however, the skies were friendlier.

On July 26, 1944, Win and his crew suffered a hit with their replacement B-24 "Squat and Drop." His former aircraft "Pin Down Girl" had been forced down on an earlier mission.

The flight engineer was hit, the craft took close flak bursts from bombs, two engines were out and there were fuel problems, he recalled. They had to ward off enemy fighters while they tried to correct the mechanical problems.

"It was a massive fight to keep the airplane in the air," Win said.

They didn't think they would make it. In fact, Win, then only 23, selected a crash site along a Yugoslavian mountain stream.

They didn't end up crashing. Miraculously, they made it back to their home base at San Giovanni, Italy. The airplane landed on its remaining two engines and taxied to its regular spot.

But troubles weren't over for "Squat and Drop."

"Another plane lost its hydraulics and crashed right into it," Win said. Although that crash finished the plane's flying days, Win's troubles were not over.

An armament mechanic was disarming a nose turret and did something wrong, he said. The 50-caliber machine gun began to fire and the bullets streaked past his head.

"I went up to the commanding officer and said, 'I quit,' after that," Win said. "Of course I was kidding. You didn't tell your commanding officer that, especially in a time of war.

"But he looked at me, and said as far as he was concerned, I had completed my combat tour and could go home," Win said.

In Oshkosh, his 50th mission in the B-24 was less eventful than his previous mission, but flying into the EAA site was quite a thrill, Bowers said, especially because he was flying with his son, Ned, an airline pilot, and co-owner of Skybolt, an aircraft fastener company in Apopka, Fla.

Skybolt was a sponsor in the B-24's restoration.

"All I could think about was how unbelievable it was that 46 years later I was flying my 50th mission," Win said.

The All-American is the only restored B-24 Liberator in the world and is one of three flyable airframes, Ned said.

More than 19,000 B-24 frames originally had been produced.

The All-American has been flying since October 1989 and took five years, 87,000 man hours and $1.3 million to complete. It is authentic to the most minute decal, Ned said.

It costs $2,400 an hour to operate.

"It's a very demanding plane," Ned said, "It will eat your lunch real fast if you don't stay up with it."

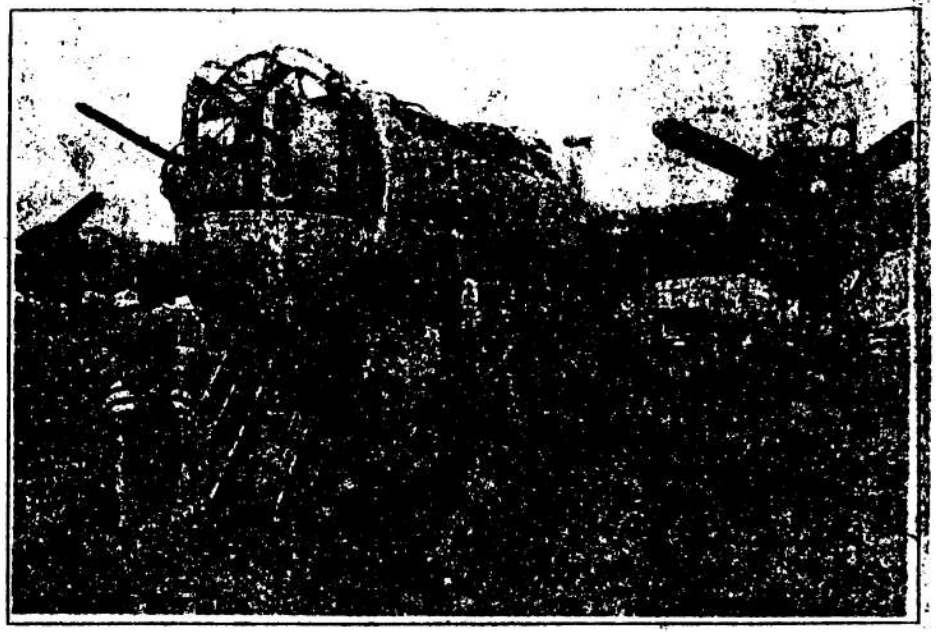
The plane is getting a lot of attention, he said. "I'm hearing a lot of people say things like 'awesome' and 'cool.' "

Painted on its sides are the names of former crew members and those who donated to the restoration cost.

Also painted on its side are 14 swastikas. That's symbolic, Ned said, because the All-American shot down 14 German fighters in one mission.

Ned attributed the interest in the B-24 to the fact that it touched many people's lives.

"You have to remember that 19,000 were produced and each had a 10-member crew," Ned said. "Plus there was the ground crew and the women and men who built them in the factories and the subcontractors who built things like the turrets."



Northwestern photo by Barbara A. Schmitz

Historic flight

Win Bowers, left, flew his 50th mission Thursday in this restored B-24 "All-American" into the EAA Convention and Fly-In grounds with his son, Ned.

ATTACHMENT #15

Col. Cool's Letter of Commendation to
741 Squadron

HEADQUARTERS
455th Bombardment Group (H)
APO 520 U. S. Army

A-KAC-4-few

5 March 1944.

SUBJECT: Commendation.

TO : Commanding Officer, 741st Bomb Sq(H), AAF,APO 520, U. S. ARMY.

1. On March 2, 1944 your Squadron assigned a maximum number of airplanes to a group mission. This same number completed the mission successfully, and all made a safe return.

2. Perusal of the records clearly shows your part in this one mission to be consistent with your past performance of maximum effort.

3. This is the first tangible fruit of long months of preparation and training. This fruit is the sole purpose, aim, and mission of our organization.

4. Results reflect good organization, teamwork, esprit and morale throughout your unit. Every section, every officer, every man in your Squadron can justly and rightfully claim his due share and part in your efforts, in the results and in the reward.

5. I wish to express my hearty commendation to you and every member of your Squadron on a job well begun, with high promise of a job well done and finished.

6. Desire this letter be read to each man of your organization by their respective section heads.

s/ KENNETH A. COOL,
t/ KENNETH A. COOL,
Lt. Col., Air Corps,
Commanding.

1st Ind. HWL/few

741st Bombardment Squadron (H),455th Bombardment Group (H)AAF APO 520, U. S. ARMY.
TO: All Sections-741st Bombardment Squadron (H) AAF, APO 520, U. S. ARMY

1. I wish to express at this time my congratulations to you for this recognition. You all are doing a wonderful job. However, this is only the beginning. Let us maintain this standard in the future and strive for even greater results.

HORACE W. LANGFORD JR
Major, Air Corps
Commanding.

ATTACHMENT #16

Letter of Commendation to 741 Medical Section

741st Bombardment Squadron (H)
455th Bombardment Group (H)
APO 520 U. S. ARMY

HWL/few

21 June 1944

SUBJECT: Letter of Commendation.

TO : Medical Section, 741st Bombardment Squadron.

1. The efforts exerted by the Medical Section of this Organization since its arrival overseas have been particularly outstanding. The results achieved are even more noteworthy when it is remembered that no materials were available through normal channels, no patterns from prior installations accessible, and the fact that the construction of vital installations was undertaken by Medical Personnel themselves, in addition to their normal duties. The early completion of such necessary sanitary units, resulting in the safeguarding and maintenance of good health throughout this command, it is worthy of the highest consideration.

2. I would like to convey to each and every member of the Medical Section my heartiest commendation for your sustained efforts. Yours is a record of achievement of which you may well be proud.

HORACE W. LANFORD JR.,
Major, Air Corps
Commanding

UNCLASSIFIED

300

0576

ATTACHMENT #17

Flight Time of Selected Missions
(Carl Loiocano)

FLIGHT TIME FROM CARROL II (CERIGNOLA) ROUND TRIP

AIRCRAFT SER #	PILOT	TARGET	TIME	DATE
42-99855	Charles E. Hammond	Polesti	6 Hrs 30 Min	5/5/44
42-8216	Charles E. Hammond	Campania	7 30	5/7/44
42-78166	Charles E. Hammond	Weiner Nuestadt	7 30	5/8/44
42-99241	Charles E. Hammond	Leghorn	6 20	5/12/44
42-78166	Charles E. Hammond	Bologna	5 30	5/13/44
42-78166	Charles E. Hammond	Polesti	7 40	5/18/44
42-78166	Charles E. Hammond	Genoa	6 50	5/19/44
42-99855	Charles E. Hammond	La Spezia	6 35	5/22/44
42-52257	Lawrence F. Liberty	Polesti	6 55	5/31/44
42-7749	Lawrence F. Liberty	Miscole, Hungary	6 55	6/2/44
42-78166	Gustav H. Wendt	Brasov, Hungary	7 10	6/6/44
42-52249	Gustav H. Wendt	Ferrara, Italy	4 25	6/10/44
42-50425	Gustav H. Wendt	Munich	7 20	6/13/44
44-40501	Gustav H. Wendt	Vienna	6 10	6/16/44
42-95328	Gustav H. Wendt	Bucharest (Call Back)	4 0	6/23/44
42-95328	Gustav H. Wendt	Craiova, Rumania	6 15	6/24/44
42-95328	Gustav H. Wendt	Arles, France	8 15	6/25/44
42-78447	Lewis D. Nixon	Venice, Italy	4, [illegible] 30	7/13/44
42-78447	Lewis D. Nixon	Polesti	7 10	7/15/44
42-78447	Lewis D. Nixon	Vienna	6 20	7/16/44
41-29266	Lewis D. Nixon	Maybach, Germany (Call Back)	3 55	7/18/44
41-28887	Horace Lanford	Fredricschaven, Gr.	6 50	7/20/44
41-28887	Horace Lanford	Brux	Shot Down	7/21/44

Carl R. Loiocano

ATTACHMENT #18

455th Bomb Group Memorial Address by
Col. Hugh Graff, 30 September, 1988

Ladies & Gentlemen:

We are here today to dedicate a memorial to the officers and enlisted men of the 455th. The dictionary defines a Memorial as something to help us remember an event or a person. The Memorial Plaque takes care of the event with its statement of facts. The 455th Bomb Group (H) was a part of the 304th Bomb Wing and a member of the 15th Air Force. It was activated 1 June 1943 and deactivated 9 September 1945. It flew 255 Combat Missions and was awarded two Distinguished Unit Citations. What happened during that time and to whom falls on me to fill in a few of those blanks.

To mention the 455th Bomb Group without mentioning Col. Kenneth A. Cool would be a disservice to the memory of the men, who for all intents and purposes, were the 455th. After their first tour of duty in Europe, Col. Cool, along with Dave Thayer, Al Asch, and Bill Keefer returned to activate the 455th Bomb Group in Clovis, New Mexico. Here he picked up his cadre of officers and men. Names like Harp, Lanford, Ambrosen, Graff, Crowell, Coons, Bradley, Strode, Wilson, Liberty, VanLint, Linnell, Corrigan, Littleton, Brown, Gosman, Schucknecht, Horner, Moeller, Miller, just to remember a few. Then it was off to Orlando, Florida to the Army Air Force School of Applied Tactics. The cadre and Col. Cool began to know each other a little better. From Orlando the Group went to Alamagordo, New Mexico, soon to become a well known name, but for other reasons than the arrival of the 455th Bomb Group. Training continued through August and September, then on to Salt Lake City where the Group fleshed out with more crews and support personel and finally to Langley Field, Virginia where training began in earnest; formation, navigation, cross-country formation, night flying, checking our crews for equipment and proficiency.

In December of 1943, we finally made it to the overseas processing station, Mitchel Field, where crews picked up their brand new B24 Liberator heavy Bombers and route briefing and the long trip to Africa began; West Palm Beach to Trinidad to Belem to Natal in Brazil to Dakar in Senegal. Marrakech on to Tunisia. DaJita, South of Tunis was our last stop before Italy and the little town of San Giovani near Cerignola, Italy.

12 February of 1944 started the first of the 255 missions and the other unmentioned statistics began to be compiled, 147 killed in action, 268 missing in action, 179 prisoners of war, and over the 15 months of the 455th's combat time, over 3,300 men would become members of the Group, replacing those who were killed, missing, and wounded as well as the 1,200 who completed their tour. Again, the names keep coming to mind: Riggs, Keogh, Gosline, Bellemere, Becktold, McWilliams, Barnard, Rawls, Montgomery, Wolfe, Guerero, and the names go on.

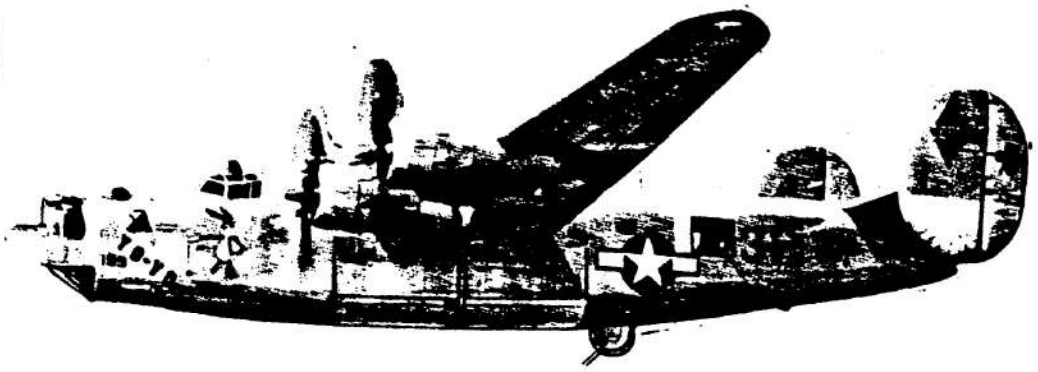
To all these men we dedicate this Memorial to serve as a reminder of those we lost in the air over Europe. It will also serve as a reminder of Col. Kenneth Cool and his leadership that made the 455th Bomb Group something very special to those of us who were members and friends of heroic and brave men.

Thank you.

Address given by Hugh Graff at Memorial Dedication 30 September 1988

ATTACHMENT #19

Abbreviated History of 455th Bomb Group



455th BOMBARDMENT GROUP

Constituted as 455th Bombardment Group (Heavy) on 14 May 1943. *Activated* on 1 Jun 1943. Trained with B-24's. Moved to Italy, arriving in Jan and Feb 1944. Served in combat with Fifteenth AF from Feb 1944 to Apr 1945. Engaged primarily in bombardment of strategic targets such as factories, marshalling yards, oil refineries, storage areas, harbors, and airdromes in Italy, France, Germany, Poland, Czechoslovakia, Hungary, Austria, and the Balkans. Received a DUC for a mission on 2 Apr 1944 when the group contributed to Fifteenth AF's campaign against enemy industry by attacking a ball-bearing plant at Steyr. Although meeting severe fighter opposition and losing several of its bombers on 26 Jun 1944, the group proceeded to attack an oil refinery at Moosbierbaum, receiving another DUC for this performance. In addition to strategic missions in the Balkans, the group bombed troop concentrations, bridges, marshalling yards, and airdromes during the fall of 1944 to hamper the enemy's withdrawal from the region. The group also supported ground forces at Anzio and Cassino in Mar 1944; knocked out gun positions in preparation for the invasion of Southern France in Aug 1944; and assisted the final Allied drive through Italy in Apr 1945 by hitting such targets as bridges, gun positions, and troop concentrations. *Inactivated* in Italy on 9 Sep 1945.

Redesignated 455th Bombardment Group (Very Heavy). Allotted to the reserve. *Activated* in the US on 25 Mar 1947. *Inactivated* on 27 Jun 1949.

Redesignated 455th Fighter-Day Group. *Activated* on 25 Jul 1956. Assigned to Tactical Air Command.

SQUADRONS. *740th:* 1943–1945; 1947–1949; 1956–. *741st:* 1943–1945; 1947–1949; 1956–. *742d:* 1943–1945; 1947–1949; 1956–. *743d:* 1943–1945; 1947–1949.

STATIONS. Alamogordo AAFld, NM, 1 Jun 1943; Kearns, Utah, c. 6 Sep 1943; Langley Field, Va, c. 5 Oct–2 Dec 1943; San Giovanni, Italy, 15 Jan 1944–9 Sep 1945. Hensley Field, Tex, 25 Mar 1947–27 Jun 1949. Myrtle Beach AFB, SC, 25 Jul 1956–.

COMMANDERS. Col Kenneth A Cool, c. Jul 1943; Col William L Snowden, c. 26 Sep 1944; Lt Col William R Boutz, May 1945; Maj Jerome Hoss, Jul 1945–unkn. Maj John C Smith, 25 Jul 1956–.

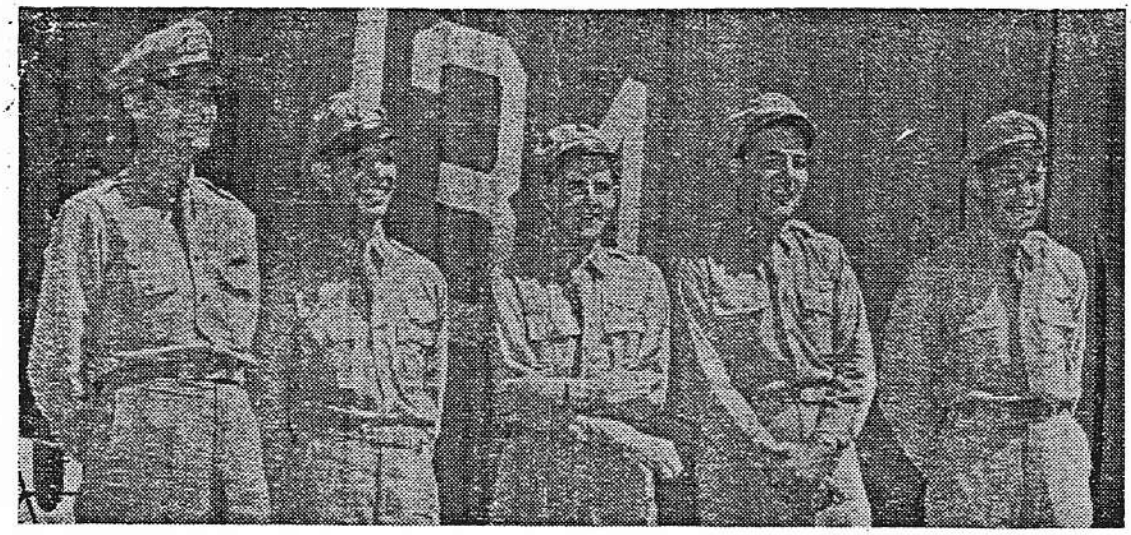
CAMPAIGNS. Air Combat, EAME Theater; Air Offensive, Europe; Anzio; Rome-Arno; Normandy; Northern France; Southern France; North Apennines; Rhineland; Central Europe; Po Valley.

DECORATIONS. Distinguished Unit Citations: Steyr, Austria, 2 Apr 1944; Austria, 26 Jun 1944.

INSIGNE. None.

ATTACHMENT #20

Alamogordo AAF base paper article on
cadre officers of 455th Bomb Group



Standing in front of a B-24 "the best ship now flying the lanes", these five men, now stationed here, blasted plenty of holes in Adolf's and Benito's plans for world conquest when they were in action in Europe and North Africa. The five men are Lt. Col. Kenneth A. Cool, Capt. William E. Keefer, Capt. Frank J. Rinehart, Captain David S. Thayer and Lt. Alfred Asch. While operating on the North African front, these men were part of the first group which had the pleasure of plastering Palermo at the time Mussolini's lads were holding that spot.

B-24 QUITE THE SHIP; SHAKES OFF FLAK AND KNOCKS OFF FIGHTERS

"It will fly through anything and can take more punishment than your favorite Wailing Wall has wailers."

The "it" in this instance is the B-24 and the men behind the words are five officers, now stationed at this Base, who have flown Liberators over Europe, Africa, Sicily and Italy and played an important role in chasing Rommel, the Desert Rat, out of North Africa.

According to Captain Willam E. Keefer, of Torrance, California, the Liberator is a remarkable airplane.

"We went through plenty of plenty of pounding from flak and enemy fighters but "the old lady" brought us home each time."

This quintet of veterans, with a heavy bombardment group here, put in nearly a continuous year of active service in the European and African theaters of war and their tales are tall but plenty true.

Lt. Colonel Kenneth A. Cool, Captain David S. Thayer, Captain Frank J. Rinehart, Lt. Alfred Asch and the aforementioned Captain Keefer have dropped plenty of bombs on Jerry and the greatest kick they got was from the part they played in the big push in North Africa when Rommel woke up one day and wondered where the Luftwaffe was.

After going through their training here in the States, they landed in England and before Hitler had time to stroke his mustache they hit the Germans where it hurt.

In November 1942, they pulled up stakes and headed for North Africa and when they were through in that area they had dropped eggs on practically every German stronghold.

Bizerte, Tunis, Sousse, Sfax, Gabes, Tripoli, Messina, the whole shooting match was at one time or other under their bombsights.

To put the icing on the cake, their group had the honor of being the first American fliers to knock holes in Palermo when Mussolini's ragamuffins were dug in there.

On completion of their destructive tours over this area, the group returned to England and once again started to pumme German territory.

It wasn't as easy as it read and there was more than on time when they came home o less than the musical wing an a prayer. But their Liberator brought them back to their Bas and that's all you can ask of plane.

All five men have the Dis tinguished Flying Cross and th Air Medal with three cluster In addition to those awards, L Asch also wears the Purp Heart.

These men returned to th country on May 16 and are hel ing train new crews to carry t battle right into Berlin.

ATTACHMENT #21

Experience of Lt. Snider and Crew
MIA 16 June - 22 July 1944

Experience of Lt. Snider and Crew, MIA 16 June - 22 July 1944

From the 741 "War Diary" of 22 July, 1944:

"...Lt. Snider, who has been missing since 16 June 1944, returned from Jugoslavia. The crew brought back a tale in which particular emphasis was laid on their Pilot's coolness and leadership. They all bailed out in what was found to be partisan territory. Lt. Snider, though injured, was the last to go over, abandoning the plane only when everyone else had gone. Picked up by Tito's men, they told of hikes over hills and mountains at all hours of the day, backtracking, passing through enemy held territory, until they finally arrived at a secret airfield where they were evacuated in a C-47. In all, they guess they walked about 300 miles. The target was Ploesti, Roumania.

Snider, Harley D.
T-122562
24 (?)
8/30/43
AUS
Pilot

ATTACHMENT #22

741st STAGRAG

No further information available

Introducing ! 741st SAD SACKS



Semi-Monthly Paper

OL. I NO. I, FEBRUARY 10, 1945.

Her eyes kinda get ya,
Her skin is smooth and fair:
She hails from India-
What say we leave her there

STAGRAG

741 ST. Semi-Monthly Paper Feb. 25th, 45





"HOWDY FELLARS"
IM A GOING FISHING
AND I WAS SORTA WISHING
YOU WERE GOING TOO
AND SHOW ME WHAT TO DO

ATTACHMENT # 23

LT.VICTOR McWILLIAMS' EXPERIENCE

PLOESTI RAID, MAY 5, 1944

The take-off and flight to Ploesti was uneventful. This was our third trip to Ploesti and the only thing different was the amount of flak. It was much worse this time.

The puffs of smoke from the exploding shells were so close together, it looked like there was no way through them.

We took an almost direct hit on the right wing, knocking out #3 and #4 engines. The plane pulled to the right and started a spiral down. I cut #1 and #2 eingines to about 1/3 throttle and straightened out into a large slow spiral and salvoed the bombs.

I was talking to Harry McDowell, the waist gunner, and he said the plane was on fire and that flames were coming in the waist window. I asked him to clear the ball turret and tail turret and get ready to leave the plane.

When the explosion hit, Miller, the flight crew chief, slid out of the top turret onto the deck. I thought he was hurt, but he said he was OK.

I told Miller and Eggmeyer to go ahead and jump and called the waist sections and told them to go. In the forward section of the aircraft, one crew member was reluctant to jump so he was given a push to help him make up his mind.

Mensinger, my co-pilot, a redhead with a ruddy complexion, looked back from the doorway and asked me if I was coming. I told him I would be right behind him. (I'll never forget the look on his face--even his freckles were white. Since I was of a lighter complexion than he was, I was probably much whiter.)

At that time, we were below 12,000 feet and an ME109 which had followed us down from altitude pulled up alongside and the pilot, either German or Roumanian, looked at me and motioned for me to get the hell out of there. (Pretty decent of him I thought.)

I knew I had been hit, but I didn't know how badly. When I stood up, I thought my leg was probably broken. I had been hit by a piece of flak shrapnel which went through my left wrist. I had been hit in the left leg between the knee and ankle which had nearly severed the leg. The leg was held on by a piece of meat below the knee. The bones were broken. I made it to the bomb bay and jumped free.

I landed in the top of a large tree and managed to climb down. I had to lift the lower left leg over a limb of the tree to get down. Some little old lady was standing there

crying and wringing her hands. Then a fellow in uniform came up pointing a pistol at my head, but when he saw I was hurt he put his pistol away and went for help. Pretty soon, two fellows arrived, put me on a stretcher and took me out to the road and loaded me into the car and started to town. I was driven by a blackened hole in the ground and was told that this was where the airplane crashed and burned.

About five miles down the road they had a flat. They pulled over to the side of the road and a crowd of people gathered around. The driver got out and opened up the back door. About every two seconds or so a new face appeared at the door to have a look. (I think the driver was passing the hat and taking donations to see the prisoner.) Another car pulled up and took over. They took me on into Bucharest and to the hospital.

I was in the operating room and there were two officers and two doctors there. They started to ask questions. One question was about the empty 50 caliber shell in which morphine shots were stored for in-flight use which the offers found in my pocket. They were suspicious that this was an explosive device and were reluctant to handle it. I explained what it was. The doctors asked if I wanted a shot. I said since you have just given me a shot I probably don't need another one. They kept the shell and morhpine. I gave them my name, rank, and serial number and blacked out. My left leg was amputated by the Roumanian doctors about 2½ inches below the knee.

I woke up the next morning in a room with another American. I said something to him and he looked surprised and said, "You were supposed to be dead. They brought you in here last night and said you would be dead before morning." I had lost a lot of blood in the air after the wound, in the air coming down by parachute, on the ground being transported to the hospital, and during the amputation operation. The Roumanians said they had no blood with which to give me a transfusion.

Needless to say, I miracurously survived, and we saw many more bombing raids, only then we were on the receiving end. The 15th would hit during the day and the English would hit at night. The hospital took a direct hit and they had to move us out. To show there's humor in all things, right after the explosion the dust was so thick you could hardly see your hand in front of your face. Someone down the hall shouted, "Open the doors and wondows and let this dust out." (There wasn't a door or window left in our whole section.)

They moved us out and put us in a school house. It was here that I saw the rest of the crew and found out they had all survived and all made it back to the States.

Eggmeyer, Hardy, Rofinsky, Ragusky, and Mensinger have since passed away, in that order.

I'm still here, along with Fogel, Wilkes, Miller and McDowell. I haven't heard from McDowell for quite a while, but the last I heard, he was around the Los Angeles area selling real estate.

Vic McWilliams

Added by H. Lanford: Vic McWilliams is another outstanding example of pilot intuition in knowing when to evacuate the crew from a damaged aircraft.

Here is another individual who should have been awarded the Silver Star and Purple Heart.

VIC REMEMBERS

Horace:

Maybe this will help you recall some of the incidents on our trip overseas.

Langley Field, VA.

In preparing for our leaving the states we needed certain supplies, so our crew was notified that we would make a night-time navigational training flight to Toledo, Ohio and pick up some supplies.

A 2nd Lt. and five enlisted men went along for the ride. I believe the Lt.'s father owned the drugstore that carried the supplies.

We landed in Toledo about 7:00 pm. We were told the supplies hadn't arrived as yet, so we had free time until 10:30 pm. When we go back to the field, the supplies were all loaded.

Toledo had a short runway and, with such a heavy load of supplies, we taxied down to the end of the runway and Glen and I both held the brakes on while I revved the engine up full blast. We released the brakes and were airborn with about 100 feet of runway to spare.

We got back to Langley Field and the enlisted men that went with us took care of the unloading.

If you recall, these supplies were passed out after each bombing raid, one shot at a time for each crew member.

The flight from Langley to New York was uneventful except for the landing. We arrived after dark and the fog was coming in and the tower had us stacked up waiting for clearance. I think I was the last one to come in, as we had to come in on instruments. I made 3 passes at the field and the third time luck was with us. We hit the center of the runway for a perfect landing.

New York

New York gave us a good send off. It was 0^{o} outside, a snowstorm and winds up to 80 mph. Even before we got in the air we had the nose pointed 15 to 20 degres to the right in order to go straight down the runway.

Before we got to Florida, we pulled off our leather flight

suits and rolled up our sleeves. What a difference. It must have been about 72° there.

Trinidad

The flight to Trinidad got pretty hairy the last few miles. We ran into a tropical storm. We couldn't go around it or over it. We climbed to 20,000 feet and finally saw an opening. Once we got in the opening it closed in on us. We dropped 15,000 feet in what seemed like just a couple of seconds. We leveled off at 5200 feet and landed at Trinidad with the sun shining.

South America

We made two stops in South America and spent a couple of days on the beach there.

When it was time to leave we had acquired 5 crew members and all their gear from another crew. If you recall, that runway ran slightly uphill and we came close to not making it. (I heard later a couple of our planes didn't make it.) We were about 2 feet in the air at the end of the runway and I had Glen start milking the flaps up to gain speed.

Chet Miller, our Engineer, was standing between the seats. He tapped me on the shoulder and said, "Lt., if you don't get this thing in the air, I'm going to get out and walk."

About half the crew had stomach trouble on the flight to Africa that day.

Roscoe Wilkes, our navigator, was really on the ball that day. He made a few degrees correction about 5 minutes out and we came in right down the center of the runway. I called the tower and they gave permission to come straight in.

The sun was hot and it was a beautiful day. They assigned us quarters and issued 3 army blankets and a quilted comforter. I wondered why all that bedding in the hot weather. I soon found out. After sunset, it started getting cold, and before morning I had put on my leather flying suit and even sleeping in it I was still cold.

Next stop Italy

On the flight to our base in Italy, Col. Cool was flying lead plane and Welch was his co-pilot.

We were flying in loose formation, and just before we got there Cool asked everyone to tighten it up and make a good show. We were flying on his right wing, so I came in closer. He said to tighten it up some more, so I came in closer, and Welch was looking out the window and waving us off. Glen and

I both got a laugh about that: Cool saying come closer and Welch waving us to back off.

I hope some of this will help bring back memories of the 455th.

Vic

The following information, supplied by Vic McWilliams, is included for a number of reasons:

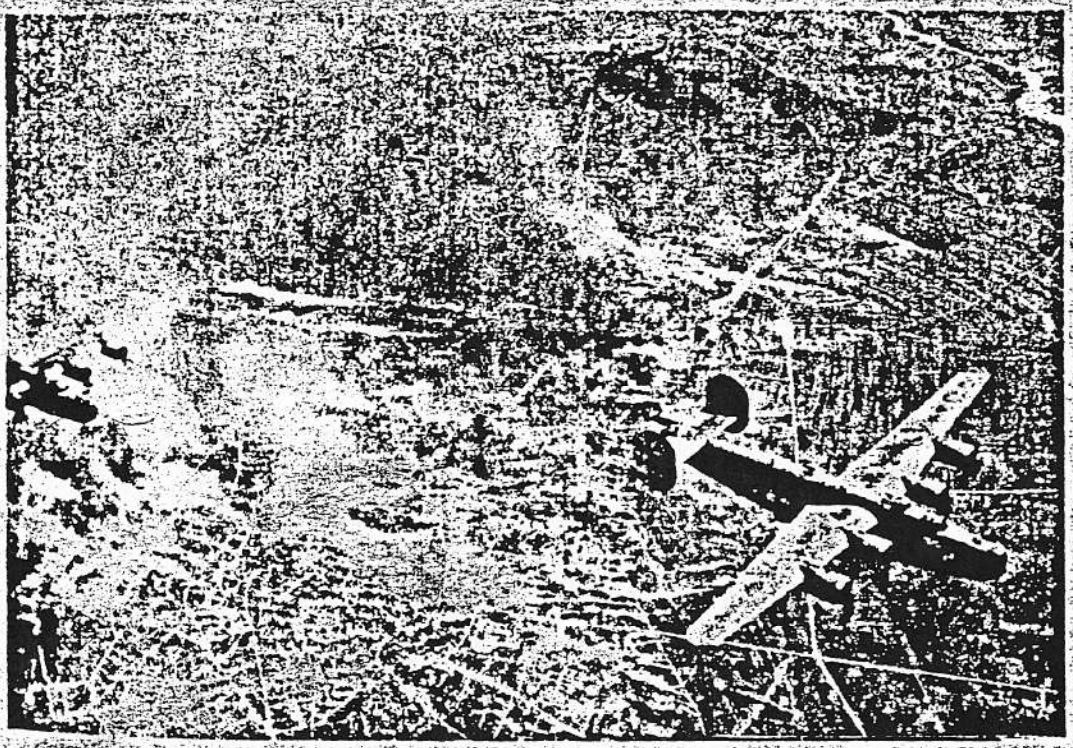
First is a roster of "Association of Former Prisoners of War in Romania." I suggest that someone search this roster for former members of the 455th BG, and if there are some who are not members of the 455 BG Association, extend them an invitation to join.

Second is a newsletter of October 1988 of the association of former Romanian POWs.

Third is a diagram of a room at the prison camp in Bucharest. Lts. Fogel, Wilkes, and Mensinger of Vic McWilliams's crew were in the same room, as shwon.

Fourth is a newsletter of June 1990 of the Romanian POWs detailing, on page 4, the three (3) days of bombing (23-26 August, 1944) of Bucharest by the German Air Force. A clandestine radio message was successfully sent to Cairo urging the bombing of Otopeni and Baneasa Airports in Bucharest from which the German AF flights were originating. This POW report shows the bombing on 26 August by Liberators killed over 10,000 German troops. Our wing, group, nor squadron participated in this attack.

ASSOCIATION OF FORMER PRISONERS
OF WAR IN ROMANIA



Enemy smoke drifts across Ploesti, veiling the Romanian target as the Cottontails cruise past.

The rudder numbers on Boobie Trap, *52, tell that she is from the 722nd Squadron.*

ROSTER...AUGUST, 1988

THIS ROSTER SUPERSEDES THE ROSTER OF JULY 1983



98th BG (59)
376th BG (84)
449th BG (97)
450th BG (133)
451st BG (62)
454th BG (26)
455th BG (68)
456th BG (26)
459th BG (67)
460th BG (25)
461st BG (31)
464th BG (44)
465th BG (26)
484th BG (17)
485th BG (8)



2nd BG (11)
97th BG (76)
99th BG (62)
301st BG (20)
463rd BG (85)



1st FG (6)
14th FG (3)
82nd FG (8)



31st FG (2)
52nd FG (5)
325th FG (4)

UNKNOWN (13)

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2LT - 52

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TSGT - 98

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LT -

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MAJ - 463

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TSGT - 450

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(Deceased)

SSGT - 98

Eugene F. HAGENSON
(Deceased)

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2LT - 376

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(Deceased)

SSGT - 99

Howard L. HAUGHT
(Deceased)

TSGT - 456

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(Deceased)

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(Deceased)

SSGT - 98

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2LT - 465

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CPT - 82

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SSGT - 98

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1LT - 98

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SGT - 455

James M. JONES
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SGT - 461

Paul F. JUNGLE
SGT - 461

- K -

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FLO - 484

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2LT - 464

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SSGT - 99

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2LT - 460

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2LT - 461

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SGT - 451

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1LT - 301

Donald J. MC DOWELL
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2LT - 97

John J. MC TIERNAN
Milford, Mass.
(Deceased)

SSGT - 99

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1LT - 455

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Mobile, Ala. 36609

SSGT - 484

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(Marian)
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Santa Cruz, Calif.
95062

2LT - 97

Patrick J. MEEHAN, JR.
Birmingham, Ala.

1LT - 98

Glenn E. MENSINGER
(Lois)
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Bellevue, Neb. 68005

2LT - 455

Donald L. MERKEL
Hastings, Neb.
(Deceased)

SGT - 465

Franklin M. MERRIELL
E. Cleveland, Ohio
(Deceased)

2LT - 459

Earl L. MERRITT
San Francisco, Calif.
(Deceased)

SSGT - 450

Paul V. MESSINA
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TSGT - 99

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2LT - 463

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TSGT - 99

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2LT - 2

Vernon E. MIKKELSON
(Service)

2LT - 450

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CPL - 451

Chester K. MILLER
Shamokin, Penna.

SSGT - 455

Ed H. MILLER

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John B. MILLER

TSGT - 97

Newell L. MILLER
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TSGT - 463

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(Deceased)

SSGT - 301

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2LT - 464

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FLO - 464

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2LT - 460

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2LT - 449

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TSGT - 99

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19149

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Colonial Hgts., Va.
(Deceased)

SSGT - 455

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1LT - 461

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Texarkana, Ark.

2LT - 459

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SGT - 376

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(Deceased)

SGT - 461

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SSGT - 461

Dale MORRIS

SSGT - 376

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SGT - 449

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SSGT - 376

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LT - 376

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15068

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SSGT - 465

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(Deceased)

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2LT - 2

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2LT - 450

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SSGT - 463

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2LT - 450

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2LT - 463

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SSGT - 98

David MYLES, JR.

SSGT - 459

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2LT - 461

Troy E. MYRICK
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McKinney, Tex. 75069

SSGT - 455

- N -

Anthony NAMIOTKA
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(Deceased)

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29697

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SSGT - 99

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2LT - 459

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New Bern, N.C.
(Deceased)

SSGT - 99

Donald D. NESBIT
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2LT - 376

Thelbert L. NEWTON
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SGT - 450

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2LT - 451

Harry E. NOONE
Louisville, Ky.
(Deceased)

2LT - 1

Clifford NORGARD
Omaha, Neb.
(Deceased)

CPT - 455

George J. NOSAL
Hopewell, Va.

2LT - 450

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TSGT - 463

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91320

SSGT - 450

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Atlanta, Ga.
(Deceased)

2LT - 463

Charles J. ORRICO
Sacramento, Calif.
(Deceased)

SGT - 449

Peter C. OSTERHUS
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2LT - 325

David B. OWEN, JR.
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(Deceased)

TSGT - 97

- P -

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CPL - 461

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SSGT - 454

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(Deceased)

TSGT - 464

Walter PETERS
Houlton, Maine
(Deceased)

2LT - 99

Robert A. PETERSON
Plymouth, Mich.
(Deceased)

SSGT - 450

Warren M. PETERSON
Princeton, Ill

2LT - 451

Walter PETROKOVICH

2LT - 99

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(Deceased)

SSGT - 455

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SGT - 2

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SSGT - 464

Julius PLISKA

SSGT - 97

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(Deceased)

2LT - 459

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SGT - 97

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Russell H. PREIHS
Michigan City, Ind.
(Deceased)

SSGT - 450

Owen PRINTZ
Chicago, Ill.

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(Deceased)

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SSGT - 455

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SSGT - 376

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SSGT - 463

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SSGT - 459

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2LT - 449

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1LT - 52

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Dumont, N.J.
(Deceased)

SSGT - 455

Frank A. RILEY
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2LT - 376

Earl E. RINGENBERG
Tiskilwa, Ill.
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SSGT - 459

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Howard ROARK
Midland, Texas

TSGT - 463

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Beloit, Wisc.
(Deceased)

2LT - 451

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2LT - 99

Ronald G. ROBINETT
Denver, Colorado

2LT - 52

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CPT - 450

Jimmy P. ROBINSON
Memphis, Tenn.
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2LT - 455

Henry J. ROEHR

SGT - 449

Dale E. ROGERS
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1LT - 449

Edward J. ROGERS
(Deceased)

TSGT - 450

Elihu N. ROOT
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FLO - 455

John ROPER
(Deceased)

2LT - 325

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2LT - 98

Herbert J. ROSENTHAL

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Kitty Hawk, N.C. 27949

2LT - 449

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TSGT - 449

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(Rita)
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TSGT - 98

Richard D. RUNYAN
Mason City, Neb.
(Deceased)

SSGT - 99

Dan T. RUSSELL
Mamaroneck, N.Y.

- 454

Timothy J. RYAN
Millers Falls, Mass.
(Deceased)

SSGT - 461

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SGT - 450

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SSGT - 99

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SGT - 459

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SSGT - 449

Richard T. SCHEID
Jackson, Mich.

TSGT - 454

John P. SCHERER
Atlanta, Texas
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2LT - 450

Edward M. SCHIERES
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SSGT - 460

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2LT - 451

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2LT - 449

James SHAUGHNESSY
Stoneham, Mass.
(Deceased)

SSGT - 465

William B. SHEARIN
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TSGT - 98

Harold E. SHIREMAN
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TSGT - 99

William J. SIGNS
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(Deceased)

TSGT - 450

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SGT - 464

Gerald J. SIMMONS
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SSGT - 465

Ova W. SIMMONS
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TSGT - 459

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SGT - 97

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SGT - 450

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SSGT - 460

Haskell R. SMITH
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SSGT - 463

Louis G. SMITH
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SSGT - 463

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SSGT - 376

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SSGT - 99

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2LT - 52

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Millard E. STROUP
(Ollie)
14460 Bush
Riverside, Calif. 92503

2LT - 82

Rex L. STRUBLE
Cleveland, Ohio

2LT - 465

Griffin C. STUART
Arlington Hgts., Ill.
(Deceased)

2LT - 463

Lynn N. SUMMERS
Indianapolis, Ind.
(Deceased)

2LT - 97

Patrick D. SWANBERRY

SGT - 451

Paul SWEARINGEN
(Frances)
R.R. #1, Box 485
Benton, Ill. 62812

TSGT - 450

Orin D. SWIFT
(Millie)
2950 Holyrood Drive
Oakland, Calif. 94611

TSGT - 450

John J. SZCZUR
244 Churchill Street
Johnstown, Penna. 15904

SSGT - 484

Alphonse SZYMANEK
Roanoke, Va.

FLO - 451

- T -

Leon R. TABOR
1810 N. Cain
Liberal, Kansas 67901

SGT - 376

Vernon P. TENEM
2190 Branstetter Lane
Redding, Calif. 96001

SGT - 450

Louis H. TATUM
(Adelita)
7 E. Maple Circle
Brownsville, Tex.
78520

SSGT - 484

John TEBAR

SGT - 97

Frank TEMCHULLA, JR.
4205 McCreary Road
Erie, Penna. 16506

2LT - 449

Glenn F. TERRY
Portland, Oregon

TSGT - 98

John TEUNE
(Ruth)
3973 England Drive
Shelbyville, Mich.
49344

2LT - 456

Walter H. THEUS
452 Nandina Road
Columbia, S.C. 29206

1LT - 97

Robert H. THURMOND
Memphis, Tenn.
(Deceased)

SGT - 464

George THURSTON
Chicago, Ill.

SSGT - 99

Peter G. TIERNEY
Fairport, N.Y.
(Deceased)

TSGT - 460

Harold H. TILLMAN
(Rebecca)
20883 Peorie Loop Road
Raymond, Ohio 43067

TSGT - 463

Irvin L. TIMLIN
2070 Brookfield Road
Pittsburgh, Penna.
15243

SSGT - 376

Dale C. TINNEY

SGT - 459

George E. TOND
(Deceased)

SSGT - 450

Robert M. TONG
1073 Nantasket Ave.
Hull, Mass. 02045

TSGT - 464

Keith J. WESTPHAL
(Evelyn)
Box 338
Fontanelle, Iowa 50846

SSGT - 451

Milton A. WEXLER
(Eva)
135 Jules Drive
Staten Island, N.Y.
10314

SSGT - 451

Benjamin H. WHEATON
(Deceased)

SSGT - 463

Charles E. WHITE
Anna Texas
(Deceased)

2LT - 449

Ned C. WHITE
(Ardis)
509 Oak Street
Elkader, Iowa 52043

2LT - 450

Raymond O. WHITE
18784 Kross Road
Riverside, Calif.
92504

SGT - 376

William C. WHITE
Indianapolis, Ind.

2LT - 450

William H. WHITE
Poterville, Calif.

2LT - 97

C. T. WHITESIDES
Manchester, Mo.
(Deceased)

2LT - 464

Hubert S. WHITSITT
(Mary)
1226 Taransay Drive
Henderson, Ky. 42420

SSGT - 459

Arthur J. WIGGINS
Kansas City, Mo.
(Deceased)

2LT - 449

Wendell E. WILCOX
Sedalia, Colo.

SSGT - 301

Arthur E. WILEN
704 - 5th Street
Petaluma, Calif. 94952

SSGT - 464

Adam WILEY
(Marie)
1288 W. Crest Way
Monterey Park, Calif.
91754

2LT - 459

Joseph A. WILK
(Betty)
9135 Audubon Avenue
Detroit, Mich. 48224

TSGT - 98

Roscoe H. WILLIAMS
(Lois)
8164 NE Meadowmeer Road
Bainbridge Island, Wash.
98110

2LT - 455

John H. WILLIAMS
(Alvis)
P.O. Box 382
W. Chicago, Ill. 60185

SGT - 464

John J. WILLIAMS
(Betty)
5890 Boeta Court
Paradise, Calif. 95969

2LT - 31

Lewis H. WILLIAMS
(Lucille)
10419 Rockland Dr.
San Antonio, Tex. 78230

1LT - 451

Raymond WILLIAMS
Dallas, Texas

1LT - 464

Richard B. WILLIAMS
(Virginia)
372 Lexington Road
Richmond, Va. 23226

2LT - 454

Mervyn W. WILLIAMS
Lynchburg, Va.
(Deceased)

2LT - 450

Robert L. WILLIAMSON
770 Village Lake Ter.
St. Petersburg, Fla.
33702

2LT - 465

Alba W. WILLIS
(Helen)
Box 281
Ferndale, Wash. 98248

SSGT - 459

John R. WILSON
Galesburg, Ill.

LT -

Ken G. WILSON
Melrose, Mass.

LT -

Mark WILSON

Keith R. WINDER
(Adele)
27039 Presley Street
Sun City, Calif. 92381

2LT - 463

Clarence D. WITHEROW
505 - 4th Street
New Cumberland, Penna.
17070

SGT - 450

C. H. WOLLENBERG, JR.
Farmington, Conn.
(Deceased)

SSGT - 301

Earl J. WOOD, JR.
St. Joseph, Mo.

2LT - 97

John R. WOODRUFF
(Helen)
916 Graynold Ave.
Glendale, Calif. 91[illegible]

SSGT - 376

Francis WOOLDRIDGE
(Connie)
9501 Verbena
El Paso, Texas 79924

SSGT - 455

Ray F. WYLIE
(Mary)
5010 E. Scarlett
Tucson, Ariz. 85711

SGT - 2

- Y -

John YAGERSZ
(Lucille)
10770 Blossom
Parma Hgts., Ohio
44130

SGT - 461

William H. YAUS
Syracuse, N.Y.
(Deceased)

SSGT - 455

Robert R. YEATON
Honesdale, Penna.

SSGT - 451

George D. YOUNCLAUS
(Deceased)

1LT - 449

George V. YOUNG
(Edith)
3000 N. Romero Road
B-16
Tucson, Ariz. 85705

SSGT - 98

Stuart F. YOUNG
172 Ardsley Road
Long Meadow, Mass. 01106

2LT - 97

Vilas R. YTTRI
(Marie)
Rt. 1, Box 225-A
De Soto, Wisc. 54624

2LT - 455

Joseph B. YURTANAS
Gary, Ind.
(Deceased)

SSGT - 451

- Z -

Theordore ZAZULA
Utica, Mich.

SSGT - 97

Duane C. ZEITS
(Martha)
1806 Garfield Street
Pt. Townsend, Wash.
98368

SSGT - 460

John S. ZIEGENFUSS
2111 S. 1st Avenue
Whitehall, Penna. 18052

SGT - 376

Max A. ZIEGLER
(Josephine)
500 E. 18th Street
Jasper, Ala. 35501

SGT - 99

John L. ZIMMERMAN
(Jean)
77300 S. 6th Street
SP-Fb
Cottage Grove, Ore.
97424

2LT - 449

LIFE TIME HONORARY MEMBERS

Mrs. Gloria Abbink
554 LaFayette Ave.
Hawthorne, N.J. 07506

Mrs. Davitia Abrams
Box 2547
Greenville, S.C. 29602

Mrs. Mary Ellen Armstrong
8605 W. Johnson Farm Rd.
Bartonville, Ill. 61607

Mrs. Juanita Athenas
4811 Appleton Ave.
Kansas City, Mo. 64133

Mrs. Marian Bantz
9493 W. 14th Avenue
Denver, Colo. 80215

Mrs. Geneva Barnes
8075 Snyder Road
Mason, Ohio 45040

Mrs. Mae Bell
528 E. Front Street
Danville, Penna. 17821

Mrs. Irma Black
546 Perimeter Dr.
Erlanger, Ky. 41018

Mrs. Jane Chauncey
(Daug: James Copeland)
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High Point, N.C. 27263

Mrs. Ruby Breeding
5519 Chenault Ave.
Orlando, Fla. 32809

Mrs. Thelma Burrows
289-A Hershey Road
Hummelstown, Penna. 17036

Mrs. Dorothy Buzzard
2429 Christine
Pampas, Texas 79065

Mrs. Madelyn Chafin
1528 Bar Harbor Dr.
Dallas, Texas 75232

Mrs. Doris Costantino
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Sugarmill Woods
Homosassa, Fla. 32646

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Jackson, Miss. 39202

Mrs. Starley Daniels
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#1157
Irving, Texas 75038

Mrs. Shirley Davis
650 S. Warley St.
Florence, S.C. 29501

Mrs. Bobbie Dawson
Route 3
Pecan Grove
Liberty, Miss. 39645

Mrs. Millie Drane
7209 Arrowwood Road
Louisville, Ky. 40222

Mrs. Kathleen Dunn
Rt. 2, Box 179
Iva, S.C. 29655

Mrs. Rose Duphala
Box 1121
Pierre, S.D. 57501

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(Sister of A. Namiotka)
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Mrs. Dorothy Harding
3616 Thurman
Amarillo, Tex. 79109

Mrs. Betty Hauf
721 Tomahawk Trail
Round Lake, Ill. 60073

Mrs. Rose Hisey
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Zelienople, Penna. 16063

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Nashville, Tenn. 37206

Mrs. Virginia Jensen
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Ida Grove, Iowa 51445

Mrs. Helyn Leggat
Rt. 5, Box 8065
c/o Devlin
Chickamauga, Ga. 30707

Mrs. Louise Majchrzak
4790 E.-Eddy Drive
Lewiston, N.Y. 14092

Mrs. Marguerite McDowell
P.O. Box 181
Sumneytown, Penna. 18084

Mrs. Mary McIntosh
2226 Cent. Ave. W., 3
Great Falls, Mont. 59404

Mrs. Bernadine Muffat
Box 2538
Rapid City, S.C. 57709

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Omaha, Neb. 68114

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Santa Ana, Calif. 92703

Mrs. Dorothy Pluim
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Merced, Calif. 95340

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Florissant, Mo. 63033

Mrs. Jane Ralls
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Nashville, Tenn. 37207

Mrs. Georgia Sanders
1301 Marla Terrace
Bradley, Ill. 60915

Mrs. Mildred Sapenoff
11 Return Lane
Levittown, N.Y. 11756

Mrs. Jeanne Schattler
6867 Lake Cove Lane
Citrus Htgs., Calif.
95621

Mrs. Kay Scherer
102 Pine Street
Atlanta, Tex. 75551

Mrs. Evelyn Shestina
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Westlake, Ohio 44145

Mrs. Margaret Shive
2609 Pinewood Road
Gastonia, N.C. 28054

Mrs. Erna Spears
10511 Wallace Ave.
Kansas City, Mo. 64134

Mrs. Dorothy Stein
39 Polaris Drive
Montgomery, Ala. 36101

Mrs. Peggy Striewski
43-A W. Oakland Ave.
Oaklyn, N.J. 08107

Mrs. Mary Summers
150 Pennridge Dr.
Indianapolis, Ind.
46240

Mrs. Jean Thurmond
5220 Walnut Grove Rd.
Memphis, Tenn. 38117

Mrs. Frances Tierney
30 Shady Lane
Fairport, N.Y. 14450

Mrs. Doris White
Box 91
Anna, Texas 75003

Mrs. Georgia Yaus
109 Engelbert Ave.
Syracuse, N.Y. 13208

Mrs. Lillian Newton
301 Sterling Price Road
Jefferson City, Mo.
65109

AND

PRINCESS CATHERINE CARADJA
Armour Home
8100 Wornall Road
Kansas City, Missouri 64114

FORMER POWs IN ROMANIA NEWSLETTER

OCTOBER 1988



ASSOCIATION OF FORMER PRISONERS OF WAR IN ROMANIA
1077-B Blackshear Drive
Decatur, Georgia 30033

NEWSLETTER NO. 26 October 1988 Roy Meyer

18TH ANNUAL REUNION
CLARION HOTEL
COLORADO SPRINGS, COLORADO
21-25 September 1988

TOURS! TOURS! TOURS! That was our theme song for this years reunion. AL & DELFINA LOBATO (449) had something for everyone. The sights were there and plenty of them, and they allwere beautiful. The weather was simply gorgeous and not a drop of rain for the whole week. So another reunion has come and gone and this one will be well remembered by all that attended. The reunion was another great success and Al and Del should be congratulated on a great job. They had great help from CHESTER & HAAS (463) and JOE & MICHAEL GUYNES (98). DAN & RUDY LOBATO, Al's sons, did a bang up job attending the bar.

I got up at 4am on Tuesday, the 20th, and headed for the airport for an early flight to Colorado Springs. Took a flight to Dallas and change of planes. Then on to Colorado Springs arriving around noon. Had a nice ride to the hotel and lo and behold there was JOHN & DORIS DOMORACKI (450) to greet me at the door. They told me about BOB CHEESMAN (450) being taken to the hospital a couple of days before. Boy, what a shock to hear that. Since then, I have talked to Bob when I got home and he is now at home recovering. Our prayers are with you Bob.

WEDNESDAY: Registration began in the lobby of the hotel. Quite a few came in early. Everyone began signing up for the tours they wanted to take. The hospitality room was thrown open and the reunion began.

THURSDAY: We had three tours starting at 9am. One was for the Pikes Peak Gog Railway which is the highest Cog Railway in the world. The train departed from Manitou Springs at the base of the mountain and took us through a panorama of breath taking scenery. Manitou Springs and the red rocks of the Garden of the Gods were nestled in the valley below. We also enjoyed the view from the Summit House at the top.

The second tour headed for the Pikes Peak Highway and a four hour tour. We climbed from 6000 feet to the summit at 14,110 feet. The views from the summit were magnificent.

The third tour headed for the Royal Gorge and many breathtaking sights you will ever see. The Royal Gorge is 1053 feet deep and is spanned by the highest suspension bridge in the world. Some dared to walk out on the bridge. Then some ventured down the incline railway to the bottom of the canyon. Then we drove down the road to Buckskin Joe, an authentic Old West boom town and movie location. Then we enjoyed a mesquite barbecued chicken lunch before returning to Colorado Springs.

We gathered at 6pm for the drive into the mountains along the Old Ute Pass for an elegant buffet dinner at Bob Young's Melodrama featuring "The Perils of a Coal Miner's Family" and "Cabaret Country Revival."

FRIDAY: There was SPOUSES TOUR that started at 9am. The gals went on a shopping spree in the historic Old Colorado City. Then the tour continued on to Helen Hunt Falls in beautiful North Cheyenne Canyon. Then on to the elegant Broadmoor Area of the

ity to view its stately mansions.

The 2pm to 10pm tour began with a visit to the U.S. Air Force Academy including the new Visitors Center, the multi-million dollar Cadet Fieldhouse and of course the famous Cadet Chapel. Leaving the Academy, we traveled to the Garden of the Gods, A 1000 acre city park formed millions of years ago. Then we drove to the Flying W Chuckwagon Ranch for some of the finest western entertainment around anywhere.

SATURDAY: One batch took off at 10:30am for the Wyoming/Air Force football game. The Air Force lost a heart breaker on a last minute field goal.

When the next tour started at 9am and headed for Cripple Creek, one of the richest gold mining region in the world. There were many interesting sights for everyone to see. A brunch was held at the elegant Imperial Hotel.

We began "BANQUET NIGHT" at 6pm with cocktails. Then at 7:30pm we were all seated and the fun began.

JOE GUYNES (98) was our MC for the night. REV. HARRY HARRIS (484) gave us the invocation. Joe presented the PRINCESS with a plaque of one square foot of Pikes Peak. He also presented HOWARD SCHUCH (463) our President with a plaque of one square foot of Pikes Peak too. The PRINCESS gave us one of her inspiring speeches and still wants us to keep trying to find new members. She still has that old get up and go. WOSH! How we love her. Then we had a great Colorado steak dinner. We had a little change of events after dinner. We held our General Meeting since we couldn't fit it in any other day. Our entertainment was two groups of cloggers. Then the dancing began and we all had a great evening. Each table had a winnerof the beautiful flower arrangement.

SUNDAY: REV. HARRY HARRIS (484) presided over our Sunday morning services. Tribute was made to the 20 members and one wife that had died during the year. Mrs. Shirley Philbin and Mrs. Arline Cantrell with her son and daughter were at the reunion. Then the departing of the way and those sad good-byes for another year. Our 18th Reunion came to a close.

LET'S START MAKING
PLANS FOR HOT SPRINGS
NEXT YEAR.

****

NEW 1989 OFFICERS

HAROLD H. TILLMAN - President
20883 Peorie Loop Road
Raymond, Ohio 43067

JOHN M. MC CORMICK - Vice Presiden
648 Worthington Drive
Winter Park, Florida 32789

ROY B. MEYER - Sec/Treas.
1077-B Blackshear Drive
Decatur, Georgia 30033

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ALL REUNIONS

The following members have attended all 18 of our reunions:

JOHN BRIGGS (450)
BERT MAC DONALD (450)
TONY POLINK (449)

The runner-ups that have attended 17 reunions:

BOB LYNCH (449)
REV. HARRY HARRIS (484)
LENUS BAHTI (450)

##################################

TOP CREW

JCAK CRUMBLISS (484)
BILL MARTIN
REV. HARRY HARRIS
LOUIS TATUM
LYNN CHINN

Our Fighter Pilots

EARVIE CLOYD (14)
BILL JEFFERSON (82)
CHARLES PINSON (82)



OUR BELOVED PRINCESS

PRINCESS CATHERINE hasn't slowed down too much. She was back east this summer. She visited DUANE BUCKMASTER (464) in June. Then the last of July she fell over a suit case and hit her head. No broken bones but a couple of shiners. She went to Colorado Springs to be with the 376th Bomb Group the week before our reunion. She was with us all week long. After the reunion, she headed for San Diego for a few weeks in southern California.

****

FLORIDA

The "TRAVELING FODEN'S", KEN and MARIE (465) were at it again during the summer. They took off for Europe for June & July and took in London, Copenhagen, Finland, Russia, Poland, Berlin and Amsterdam. Ken told me if they weren't back in July, check with the State Department!!!! And, by the way would he qualify for a "cluster" to the POW Medal for failing to return twice????? They made it back because they were seen in Colorado Srpings every now and then.

DOES ANYONE REMEMBER?

BILL LAUGHLIN (450) wants to know if anyone remembers this incident and the pilot it pertains to:

Few of the POW's knew that the Romanians were looking for a P-38 pilot who upon being captured beat a Romanian over the head with his headset, and as Bill recalls had stolen his car and escaped. He was recaptured, his name recorded and noted then enrolled in the school house.

A few days later they started looking for the captured Jock. Hence the "Check point Charlie" was set up. Several of the POW's were in the know of what was going on so plans were made to foil the attempt to apprehend our wayward P-38 criminal. Since his name was known we took the chance that "We people all look alike to them approach". With a lot of Changing of dogtags, our P-38 got home free. Bill got his dogtags back but forgot the pilot's name but he had promised to buy Bill a beer when they got back home. So Bill wants to know if anyone knows who owes him a beer a beer!!!!!!!

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MASSACHUSETTS

MICHAEL SALLEN (449) sends word that he heard from LUCIUS CARTER (449) a fellow crew member while he was in the hospital in December for a heart attack. Mike had another one in January. He was on the bend but ended up in the hospital for minor surgery but is now recovering. Mike is now retired from the Boston Public School as of 31 August 1986 as a principal. He received an appointment as a Visiting Practitioner at the Principals' Center of the Harvard Graduate School of Ed. 1986/1987. He does a lot writing and puts out a newsletter for the Boston School Administrators.



DOES ANYONE REMEMBER?

JOHN & SYLVIA CHONKA (449) sends word that they received a letter from the Princess about a letter he received thru the radio free Europe from a fellow named George Banta. He was a Romanian boy that went to the POW camp. He thought that John's name rang a bell, but John claims he doesn't remember him. He wrote that he was very young and had a bike and always ran errands and so the boys nicknamed him Go Go. He would very much like to get in touch. He is now living in France. Does anyone remember him?

****

GERMANY

JOHN LEE (301) writes from Munich that he had a nice visit with BILL & DOTTIE WERTH (301) along with Bill's sister and her husband. Bill was his co-pilot. They had been keeping in touch with each other at Xmas but this was the first time they had seen each other. John is still working as the Superintendent of Schools for the Department of Defense Schools, Munich District. John, it seems like you have been over there ever since we left POW Camp!!!!!!!

EDITOR'S NOTE

I want to apologize for not getting out a summer newsletter. I was out of action for the month of June because of a fall I had. Then I decided to get out a new roster instead of a newsletter. I'll do my best to do better the coming year.

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CALIFORNIA

JEANNE SCHATTLER wants me to extend her sincere thanks for all the support she received from the POW Family. And, she would also like to thank Howard's crew for their donation in Howard's memory. She donated the money to the EX-POW Welfare Fund. It is a very difficult time for her - she had 44 wonderful years together - he was her very best friend.

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450TH BOMB GROUP

DICK CUBBINS (450) has finally finished his book on the 450th Bomb Group and is now being reviewed by the publisher prior to sending it to a book designer. He hopes to have it ready for our next reunion in 1989. He has already started his second memoir, "CUBBINS CRAZY KOREAN CAPERS.

****

ASSOCIATION OF FORMER PRISONERS OF WAR IN ROMANIA
1989 DUES NOTICE

MEMBER: $5.00 SPOUSE: $3.00

MAKE CHECK PAYABLE TO: EX-POW'S IN ROMANIA

MAIL TO: ROY B. MEYER
1077-B Blackshear Drive
Decatur, Georgia 30033
(404) 325-3506

1989 REUNION

LYNN CHINN (484) reported that the 1989 Reunion dates are to be 19-24 September 1989 at the Arlington Hotel. Further information will be sent out at a later date. So let's start making our plans now to attend.

****

1990 REUNION

GIL SCOTT (460) reported that he had to change the site of the 1990 Reunion from Atlantic City to Cherry Hill, New Jersey. The change will help our pocket books immensely. The Cherry Hill Hotel has been renovated and now under new management.

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1991 REUNION

HARRY HARRIS (484) was awarded the 1991 Reunion to be held in Ft. Worth, Texas. So let's hang in there and try to be around by then.

##################################

WASHINGTON

I received a very nice letter from JUDGE RICHARD ENNIS (455) and he told me about the first time the PRINCESS contacted him. He was living in Lincoln County then and was the Superior Court Judge in a one judge county. He got a long distance call from an active LTCOL in Spokane. The COL had the Princess at his side. He asked Dick a few questions to qualify him and said the Princess would lke to see him. Dick was stunned. It was a bolt from the blue. He just happened to be traveling to Spokane to work as a visiting judge the next day. So he arranged to meet them in chambers at noon. It was quite a thrill for Dick. The organization had been going only a year or so then. He gave the Princess the name and address of his navigator. Dick's last reunion was in 1976 in Valley Forge. How about making another one soon Dick.

TAPS

EUGENE CANTRELL (376) of Denver, Colorado, died 17 August 1988. He is survived by his wife, Arline, son, Philip, daughters, Caroline and Catherine.

GEORGE D. DANIELS (449) of Irving, Texas, died 17April 1988. He is survived by his wife, Starley.

EDWARD R. DRAMINSKI (449) of Reston, Virginia, died 19 April 1988. He is survived by two sisters.

DONALD G. MAC DONELL (456) of Grand Rapids, Minnesota, died, 31 July 1988. He is survived by his wife, Ando.

HENRY C. MAC QUEEN (450) of Lake Almanor Peninsula, California, died 24 March 1988.

JOE MARTINEZ, JR. (376) of Arvada, Colorado, died 1 April 1988. He is survived by his wife, Henrietta.

THELBERT L. NEWTON (450) of Jefferson City, Missouri, died 24 December 1987. He is survived by his wife, Lillian.

JAMES H. PARR (97) died in the early 80's.

DANIEL A. RAGUSKY (455) of Florissant, Missouri, died 2 July 1988. He is survived by his wife, June.

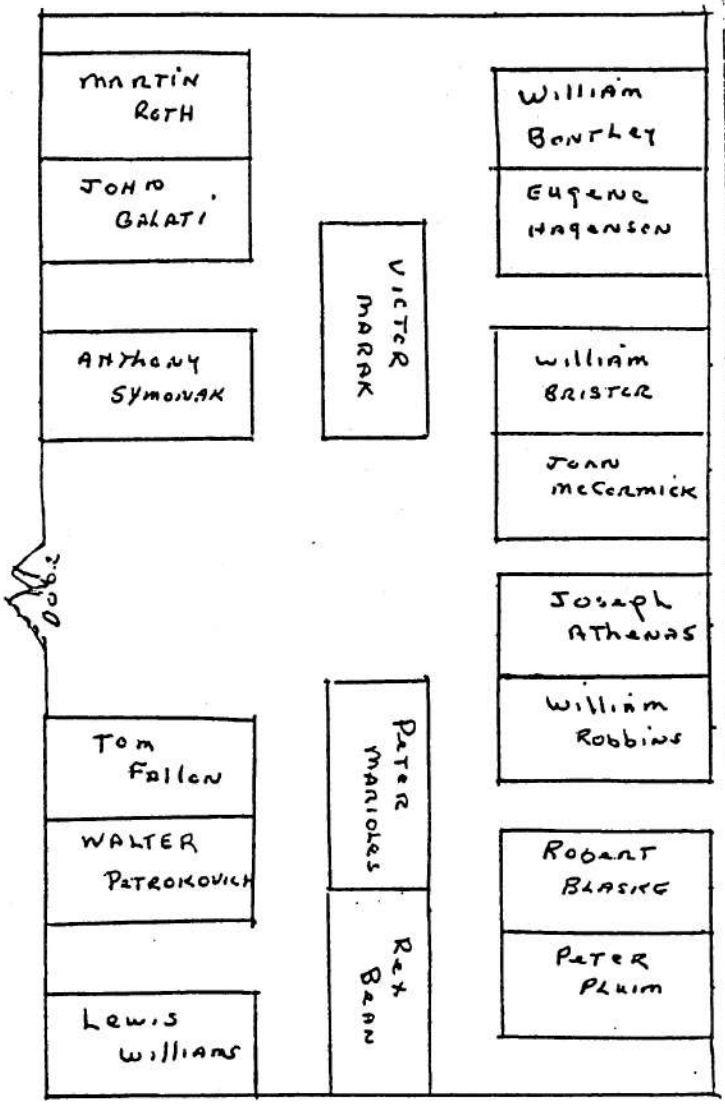
WARNER T. RALLS (450) of Nashville, Tennessee, died 20 June 1988. He is survived by hiw wife, Jane.

VICTOR R. SAGIS (463) of Brooksville, Florida, died 31 March 1988.

ERNEST R. WARREN (456) of Smyrna, Georgia, died 26 April 1988. He is survived by his wife, Kit.

MRS. MARGARET WALLICK, wife, of WILBUR (455) of Nashville, Tennessee, died 6 July 1988.

Dan was my Roll Taxi Jammer



SCHOOLHOUSE

JOHN MC CORMICK (449) has sent in another room in the schoolhouse. Can anyone send in any stories about this room? We had a lot of response from the last room. So let's give it a try.



SUPPLEMENT #1 TO AUGUST 1988 ROSTER

NEW MEMBERS

George H. Dealtry (RAF)
Baker's Road, Dallis Park
Murwillumbah N.S.W.
Australia, 2484

George V. Deputy (376)
310 South Jackson Street
Wilmington, Delaware 19805

Charles E. Wagner, Jr. (449)
140 Bonita Avenue
Long Beach, Calif. 90802

****

CHANGE OF ADDRESS

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Visalia, Calif. 93277

Reinhard W. Dickwisch (456)
2170 Americus Blvd. N. #20
Clearwater, Florida 34623

William R. Holgate (376)
11504 Kansas Avenue
Youngtown, Arizona 85363

James J. Miceli (2)
360 Fox Den Circle
Naples, Florida 33942

Bernard N. Pogue (98)
465 Isle Royal Road
Galesburg, Illinois 61401

Mrs. Rose Hisey
1032 N. Jefferson Place
Medina, Ohio 44256

++++++++++++++++++++++++++++++++++

FIRST TIMERS

CHARLES & NELDA BISTLINE (98)
MAURICE & SHIRLEY BOWES (98)
KENNETH & NORMA CHILD (376)
GEORGE & LILY DEALTRY (RAF)
GEORGE & JOSEPHINE DOBBS (450)
JOSEPH & MICHAEL GUYNES (98)
ROBERT & MARGE MALONE (99)
KEITH & ESTHER SNIDER (98)

COLORADO SPRINGS, COLORADO
September 1988

EIGHTEENTH REUNION

1. AHRENSFELDT, Lou & Inga, 735 Woodleaf Court, Engelwood, Florida 34223
2. BAHTI, Lenus, 7910 Newcastle, Reseda, Calif. 91335
3. BALDWIN, Ken & Farralee, 442 Swan Circle, Erlanger, Kentucky 41018
4. BELL, Jordan & Billie Jo, Star Route, Box 101-B, Mineral Wells, Texas 76067
5. BERENS, Frank & Dottie, 2533 Fureen Drive, Louisville, Kentucky 40218
6. BISTLINE, Charles & Nelda, 3 Wagner Street, Hummelstown, Penna. 17036
7. BLANCHARD, Bill & Katherine, 10529 Vistula Road, Osceola, Indiana 46561
8. BOFFA, Vic & Billye, 813 S. Joplin Circle, Aurora, Colorado 80017
9. BOWES, Maurice & Shirley, 53 Laurel Street, Marlborough, N.H. 03455
10. BOYLE, Glen & Alice, 227 W. Albert Street, Portage, Wisconsin 53901
11. BRAZIER, Harold & Goody, 85330 Lorane Hwy., Eugene, Oregon 97405
12. BRENNAN, Bill, 473 Lynden Drive, Highland Heights, Ohio 44143
13. BRIGGS, John & Jessie, Star Route, Box 144, Stuttgart, Arkansas 72160
14. BRIOLI, Duke & June, 1401 S. Spring Street, Mishawaka, Indiana 46544
15. CHASE, Paul & Mary, 2910 Commonwealth Drive, Parma, Ohio 44134
16. CHILD,Ken & Norma, Batesland Route, Box 68, Gordon, Nebraska 69343
17. CHINN, Lynn & Midge, #10 Deane Circle, Bella Vista, Arkansas 72714
18. CLANTON, Herbert & Charlene, 6351 Christensen, Dallas, Texas 75227
19. CLARK, Bill & lily Mae, Highland Farms, Weisenberger Mill Road, Midway, Kentucky 40347
20. CLINE, Floyd & Becky, 2800 Pine Street, Bakersfield, Calif. 93301
21. CLOYD, Earvie & Ellen, 4236 N. 34th Place, Phoenix, Arizona 85018
22. CORMIE, Gordon & Betty, 406 Humewood Avenue, Oshawa, Ontario, Canada, LIG 2T5
23. COWAN, Julian & Eleanor, 28 Plum Place, Islip, New York 11751
24. COWGILL, Paul, 618 Stacy Street, Raleigh, North Carolina 27607
25. CRAIN, Fred & Gloria, 517 Edna Court, Everman, Texas 76140
26. CZAJKOWSKI, George & Dolores, 3353 N. Pittsburgh, Chicago, Illinois 60634
27. DEALTRY, George & Lily, Baker's Road, Dallis Park, Murwillumbah N.S.W., Australia 2484
28. DICKWISCH, Reiny & Evelyn, 2284 Philippine Drive, Apt. 1, Clearwater, Florida 33575
29. DOBBS, George & Josephine, 1612 Shannor Road, Alexandria, La. 71301
30. DOMORACKI, John & Doris, 5034 Philip Street, Maple Heights, Ohio 44137
31. EVENSON, Melvin & Rosa, 220 Willor Street, Hudson, Michigan 49247
32. FALVO, Lou & Sara Lee, 36 E. Katherine Avenue, Washington, Penna. 15301
33. FARIS, Jim, 21917 Oakway, Brier, Washington 98036
34. FODEN, Ken & Marie, 900-3013 U.S. 41 North, Brooksville, Florida 34601
35. FRITZ, Harry & Lillian, 3425 Bedford Drive, Camp Hill, Penna. 17011
36. FULTON, Harold & Ruby, 2007 Ruskin Road, Salina, Kansas 67401
37. FUNK, Glen & Edythe, 6043 Field Street, Arvada, Colorado 80004
38. GOMES, Wilbur & Irene, P.O. Box 6, Gustine, Calif. 95322
39. GOMOLAK, Lucas & Gloria, 502 Balfour Drive, San Antonio, Texas 78239
40. GOODE, Thomas & Frances, P.O. Box 1204, Whitehouse, Texas 75791
41. GRIFFITH, Ken & Ruth, Heather Gardens, 13635 E. Bates Ave., #208, Aurora, Colorado 80014
43. GRITTEN, Homer & Roxanne, 2646 S.W. 106th Street, Seattle, Wash. 98146
44. GUYNES, Joe & Michael, 202 West Cheyenne Mtn. Blvd., Colorado Springs, Colorado 80906
45. HARDIN, Bill & Betty, 1090 Linkside Court, Apopka, Florida 32712
46. HARE, Jack & Helen, 1453 Sterling Avenue, Joliet, Illinois 60432
47. HARRIS, Harry, 2100 Santa Fe, #1008, Wichita Falls, Texas 76309
48. HAWKINS, Charles & Mildred, 21321 Hillcrest Drive, Mt. Clemens, Michigan 48043
49. HENRY, Tom & Sally, 11 Sleepy Hollow Road, Marmora, New Jersey 08223
50. HINSHAW, Marvin & Eileen, 4591 Beacon Light Road, Edgewater, Florida 32032
51. HOOVER, Otho & Laura, P.O. Box 22, Ashland, Miss. 38603
52. HUNTLEY, Russ & Charlotte, Rt. 4, Box 109, Jacksonville, Arkansas 72076
53. JACOBSON, Roy, 1819 W. Old Shakopee Road, Apt. 219, Bloomington, Minn. 55432
54. JARRARD, John & Thelma, Route 4, Box 210, Dahlonega, Georgia 30533
55. JEFFERSON, Bill & Helen, 1307 St. Anne Street, Sparta, Wisconsin 54656
56. KERN, Cliff & Mary, P.O. Box 3266, Kingman, Arizona 86401
57. KIBLER, Bert & Margaret, R.R. #7, Quincy, Illinois 62301
58. KRUEGER, Paul & Adele, 707 N. 1st Street, Effingham, Illinois 62401
59. LAMB, Harry, 812 N. West Street, Falls Church, Virginia 22046
60. LOBATO, Al & Del, 563 Potter Drive, Colorado Springs, Colorado 80909
61. LANPHEAR, Cisco & Dolores, 111 - 9th Street, Zephyrhills, Florida 34248
62. LATTIN, Bob & Dorothy, 40 Amsterdam Road, Yardville, New Jersey 08620
63. LEONE, Pete & Connie, 2255 E. 2nd Street, Brooklyn, New York 11223
64. LEVIN, Sid & Shirley, 2289 N. Via Puerta, Laguna Hills, Calif. 92653
65. LYNCH, Bob, Box 748, Burley, Idaho 83318
66. MAC DONALD, Bert, 612 Norton Street, Wausau, Wisconsin 54401
67. MADORIN, Fred & Imogene, 6325 Hythe Road, Indianapolis, Indiana 46220
68. MALONE, Bob & Marge, 98 Shorncliff Road, Newton, Mass. 02158
69. MANSFIELD, Bill, Box 422, Afton, Oklahoma 74331
70. MARK, Woody & Elizabeth, 25781 Tierra Grande Drive, Carmel, Calif. 93923
71. MARTIN, Bill & Jackie, Route 3, Box 413-AA, San Angelo, Texas 76904
72. MATTHEWS, J.D. & Sarah, 4100 Brook Way, Birmingham, Alabama 35213
73. MC CORMICK, John & Doris, 648 Worthington Drive, Winter Park, Florida 32789
74. MC DONALD, George & Geraldine, 15673 W. Wedge Way, Morrison, Colorado 80465
75. MEYER, ROY, 1077-B Blackshear Drive, Decatur, Georgia 30033
76. MICELI, Jim & Rose, 360 Fox Den Circle, Naples, Florida 33942
77. MOORE, Joel & June, 6333 Tosca, Ft. Worth, Texas 76180
78. MORRELL, Doug & Dorothy, 7053 La Praix, Highland, Calif. 92346
79. NYSTROM, Jim, Gobernador Camp, Blanco, New Mexico 87142
80. PINSON, Charles & Bette, 8306 Eads Avenue, St. Louis, Missouri 63114
81. POLINK, Tony & Goldie, 343 Virginia Circle, Uniontown, Penna. 15401
82. PRATER, Joe & Edna, 4802 S. Nogales Avenue, Tulsa, Oklahoma 74107
83. RABE, Willard & Edna, P.O. Box 542, Lexington, Texas 78947
84. ROGERS, Dale & Mary Jane, 6 Brooks Drive, Rogers, Arkansas 72756
85. ROTHENBURG, George & Betty, 657 Merioneth Drive, Ft. Walton Beach, Florida 32548
86. ROY, Rob & Rita, 1597 S.E. Cutorro Avenue, Pt. St. Lucie, Florida 34952
87. SCHMITZ, Bob & Martha, 6819 E. Mockingbird Lane, Dallas, Texas 75214
88. SCHNEIDER, Olin & Verneita, 487 W. Caroline Lane, Chandler, Arizona 85224
89. SCHUCH, Howard & Evey, 3291 Lakeview Avenue, Cincinnati, Ohio 45211
90. SCOTT, Gil & Phyllis, 265 Salem Avenue, Belimawr, New Jersey 08031
91. SHINHAM, George & Marie, Rte. 6, Box 40, Hagerstown, Maryland 21740
92. SNIDER, Keith & Esther, 1010 West Mulberry Street, Ft. Collins, Colorado 80521
93. STARR, Pete, 715 - 63rd Street, Des Moines, Iowa 50312
94. STOLL, Clemens, 1230 - 3rd Street, Watertown, Wisconsin 53094
95. STRINGER, Charley & Sue, No. 14 Saxony Circle, Arkadelphia, Arkansas 71923
96. SWEARINGEN, Paul, R.R. #1, Box 485, Benton, Illinois 62812

97. TATUM, Lou, 7 E. Maple Circle, Brownsville, Texas 78520
98. TILLMAN, Harold & Rebecca, 20883 Peoria Loop Road, Raymond, Ohio 43067
99. TEUNE, John & Ruth, 3973 England Drive, Shelbyville, Michigan 49344
100. TUCKER, Leo, 776 Taylor, Craig, Colorado 81625
101. TUTEN, Red & Libby, Rte. 1, Box87, Hampton, South Carolina 29924
102. VARVIL, Dana, 900 Lakewood Lane, Marquette, Michigan 49855
103. WADE, Russell & Marge, 11170 Harrison Road, Osceola, Indiana 46561
104. WEBER, Pete, 1884 Manitou Road, Spenderport, New York 14559
105. WEST, Don & Hae Kyung, 6035 Samuel Street, La Mesa, Calif. 92041
106. WESTPHAL, Keith & Evelyn, Box 338, Fontanelle, Iowa 50846
107. WILLIS, Alba & Helen, Box 281, Ferndale, Washington 98248
108. WYLIE, Ray & Mary, 5010 E. Scarlett, Tucson, Arizona 85711
109. YOUNG, Vic & Edith, 3000 N. Romero Road, B-16, Tucson, Arizona 85705
110. ZIMMERMAN, John & Jean, 77500 South 6th Street, SP-F6, Cottage Grove, Oregon 97424
111. CRUMBLISS, Jack, 1403 Lakeshore Drive, Michigan City, Indiana 46360
112. HAAS, Chester & Eloise, 19030 Furrow Road, Monument, Colorado 80132

AND

PRINCESS CATHERINE CARADJA
Armour Home
8100 Wornall Road
Kansas City, Missouri 64114

REUNION GUEST

Walt & Win Brown (cloyd)
George & Lily Dealtry (Cormie)
John & Edna Laibach (Cowan)
John & Toni Wightman (Boffa)
Pat Tillson (Boffa)
Fraces Reagan (Dobbs)
Gen Bill Keese (Harris)
Dominic & Evelyn Sabatino (Leone)
Bruce & Evelyn Levin (Levin)
Jim & Chery Wilde (Schuch)
Missy Wilde (Schuch)
Jeff Wittich (Schuch)

Mrs. Arline Cantrell, son, Phil, & daughter, Carol
Mrs. Shirley Philbin
Mrs. Ruth Faull (Philbin)
John Briggs - sister and daughter, Jan
Mel & Virginia West (West)
Clyde & Lucille Smith (Goode)
Dan Lobato (Lobato)
Rudy Lobato (Lobato)
David & Christine McKinly (Schmitz)
Robert & Beverly Evans (Schmitz)

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TRANSLATION

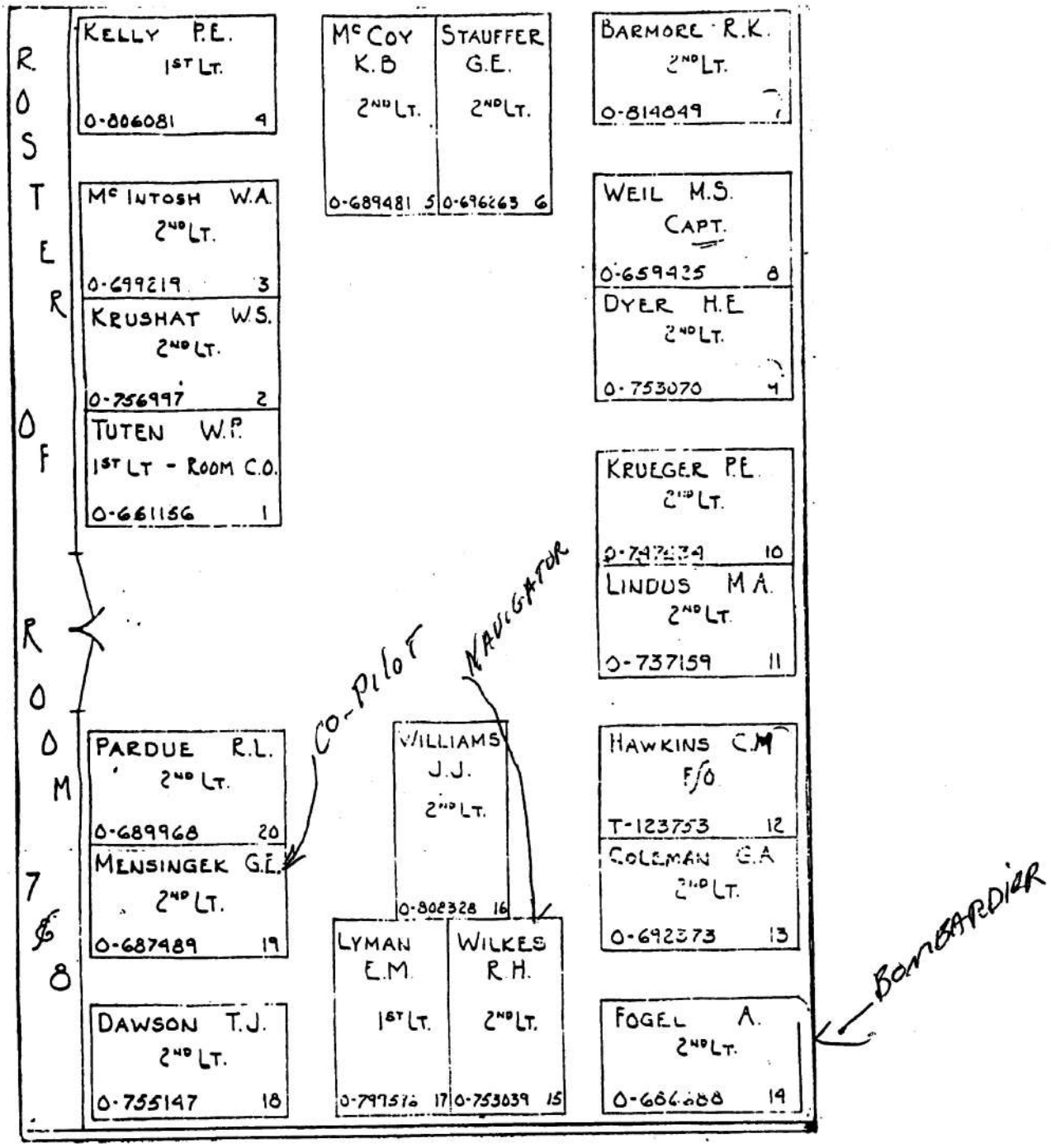
Corpul II Territorial — Prisoners of war camp No. 13

MENU FOR THE ANGLO-AMERICAN PRISONERS OF WAR
FROM JUNE 18TH - 24TH, 1944

Date	Breakfast	Lunch	Dinner
SUNDAY, JUNE 18, 1944	Bread and jam	Pea and potatoe soup potatoe stew	Fresh vegetable salad, maccaroni with sheese
MONDAY, JUNE 19, 1944	Bread and jam	Potatoe soup with noodles, beans	White cheese & onions, potatoe cookies with gravy
TUESDAY, JUNE 20, 1944	Bread and jam	Meat and vegetable soup, Roast beef with potatoes	Fresh vegetable salad, roast beef with gravy
WEDNESDAY, JUNE 21, 1944	Tea, bread and jam	Vegetable soup with noodles vegetable stew	Cheese and green onions, potaoes cookies with gravy
THURSDAY, JUNE 22, 1944	Tea, bread and salami	Meat and vegetable soup, lamb roast	Peas, lettuce radishes & onions
FRIDAY, JUNE 23, 1944	Tea, bread and jam	Tomato soup peas	Fresh vegetable salad, white cheese with green onions
SATURDAY, JUNE 24, 1944	Tea, bread and salami	Vegetable cream lamb and potatoes	Green peas maccaroni 7 cheese

This was sent in by Dick Cubbins (450)

DIAGRAM OF ROMANIAN POW CAMP ROOM



GEORGE STAUFFER (451) of Shillington, Penna., gave me this in Louisville. Does it bring back any memories to any of you guys? Thought you all might enjoy it!!!!!

This was a room at the prison camp in Bucharest - Fogel, Wilkes & Mensinger were all together 353

FORMER POWs IN ROMANIA NEWSLETTER - JUNE 1990

Note page 4.

This shows what happened after Romania capitulated. Vic McWilliams reports that the POWs really caught hell for a few days.



ASSOCIATION OF FORMER PRISONERS
OF WAR IN ROMANIA
1077-B Blackshear Drive
Decatur, Georgia 30033

NEWSLETTER NO. 31 June 1990 Roy Meyer

20TH ANNUAL REUNION
CHERRY HILL INN
CHERRY HILL, NEW JERSEY
18-23 September 1990

GIL & PHYLLIS SCOTT (460) along with TOM HENRY (451) have everything on "GO" for our 20th Reunion. Here are a few things they would like for me to pass on to you:

1. All monies for banquet dinners, tours and registration must be in to them by 31 July 1990.

2. All reservations for the hotel include a "buffet breakfast" every day.

3. A special "FULL COURSE LUNCH" will be provided at the Taj Mahal. They have a private room for this luncheon.

4. Golfer's please send in your reservations ASAP. They must have a count.

Everything is set for New York City. Lunch at Rockerfeller Center, etc.

So let's get our reservations in ASAP so it will make it a little easier on our host. It looks like a great reunion. Our ranks are getting thinner so come and let's get together for a good time.

FOR FUTHER REUNION INFORMATION CONTACT:

Gilbert H. Scott
265 Salem Avenue
Bellmawr, New Jersey 08031
(609) 933-1152

TRIP TO ROMANIA

RICHARD & DOROTHY BRITT (389) are planning on flying to Paris in July where they will meet up with the Princess' daughter. Then they will head for Bucharest and the low level camp. If anyone is interested in traveling with them, please contact them at:

P.O. Box 564
Comfort, Texas 78013
(512) 995-2790

Dorothy Britt has informed me that the Britt's have set up a fund for the St. Catherine Crib of Romania. This is the same orphanage that the Princess had run during the war. Many of the children have Aids and are in need of many things. The Britts will take all donations with them to Paris where they will purchase the necessary things and take them on to Romania with them. So anyone interested in donating, may send their donation to:

St. Catherine Crib of Romania
% Comfort State Bank
Comfort, Texas 78013

PLEASE DO NOT SEND THE MONIES TO ME

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VIRGINIA

DICK CUBBINS (450) sends word that his book "COTTONTAILS" is about sold out. He has 46 coppies left and when they are gone that it is likely to be it. So get your order into him as soon as possible.

PENNSYLVANIA

JACK ROSS (LL) (389) sent word that he and his wife, Jackie, hope to attend the reunion in Cherry Hill. Jack tells me that he was one of the original crews of the 389th from Tucson, El Paso, Denver etc. They flew with the 98th on 1 August 1943 - low level - dropped bombs - caught fire and crashed landed. DEANIE CAVIT, co-pilot and himself (tail-gunner) survived. JOHN Mc Graw - pilot - died that night. The seven other crew members did not get out of the plane. They flew an old desert 24 "JERSEY JACKASS".

##########

JACK A. CRUMBLISS (1917-1990)

His B-24, old Seven Seven Three,
took the fight that day to the enemy.

Simply said, simply done,
"He stood tall", said everyone.

Outstanding friend, unlike the rest,
No-not "good", he was the "best".

No swagger - no flare -
Out of formation - power to spare.

No fancy maneuver for attention of show,
Just changed his heading - 270.

He never faltered or lost control,
Just what you'd expect-a VICTORY ROLL.

A tribute by: REV. Harry B. Harris

~~Very nicely said, Harry.~~ Harry went over to Arkansas and picked up LYNN CHINN and they drove up to Indiana for Jack's funeral. BOB CRESS also attended the funeral. Harry was planning on being in San Antonio on the 12th of May and to meet up with LOUIS TATUM. Also planned on phoning COL GUNN and LUCAS GOMOLAK (463). Harry not only lost his pilot but he lost his brother on the 6th of April. Harry, you know that we all extend our deepest sympathy to you.

FLORIDA

DON JEROLAMAN (97) wanted to know if NAT DRUTMAN (463) was still in New York. He slept next to him in the schoolhouse. Don and RAY CADY (460) (deceased) were the guys who put on the stage show for 2 days and made up the song "The Bucharest Cannon Ball", and used the "sh---" Nationala cigarette for the commercals in the show. Does anyone remember the show????? Don lives near the Lantana Airport and still flys. He remembers a few of the RAF guys. Does anyone remember them or where they are today:

Robert S. Taylor
Malcolm Marquith
James Bufn
S. Pritchard

Don just talked to a fellow named HOWARD BRUNN (463) who lives in Delray a few miles from him. He said that he was never a POW and ended up flying into Turkey from a Ploesti raid in August 1944. He told Don that he didn't know how his name got on our roster. Well, I can answer that very easy. He was on LUCAS GOMOKLAK's crew. We just picked them up, especially since I was from the 463rd too, and put them on our roster since they were shot down over Ploesti. Lucas is a regular at our reunions. So why don't you both come on up to Cherry Hill this September and join the rest of us and have a great time.

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SICK CALL

BILL BONTLEY (449) had a pretty bad heart attack in March but seems to be on the mend. Word received from BOB CHEESMAN (450)

MAX ZIEGLER (99) has just now been diagnosed as having chronic Lymphatic Leukemia. Word received from JOHN WASHBURN (455)



OUR BELOVED PRINCESS

PRINCESS CATHERINE is still tied down at home. The doctor is not letting her travel these days. Her foot is still on the mend. She sure hated missing the Florida Luncheon and we all missed her. I have not received any travel plans from her but I know that she must be itching to get on the road again.

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ORLANDO, FLORIDA, LUNCHEON
24 March 1990

JOHN & DORIS MC CORMICK (449) did one heck of a job putting on the luncheon for the Florida guys and their wives. It was a great gathering of 24 members and 19 wives. We had 10 first timers and that made it greater than ever. The only problem I had was not enough time to meet and chat with all the newcomers. Now I hope we can get some of those first timers to our national reunions. How about it guys?????? ATTENDANCE ROSTER on page 8.

FLORIDA

FULLER NELSON (99) sends word that he received a phone call a few weeks before he received my Newsletter No. 29 from BILL ELEY (99). They had a long and really enjoyable conversation, as it brought back a lot of memories for both of them. Bill is now an attorney. As for Fuller, and his original crew, they trained in B-24's, but when they arrived in Italy, they were relieved of the "new" B-24 they flew over in and sent to the99th which was a B-17 group. Talking to Eley, he had just transferred from B-24's also. When he returned to duty after they got back to the states, he went into B-25's which he flew until his release from active duty. Fuller can't begin to tell all the memories they talked about, but it was very exciting. He has mailed Eley a letter with some copies of their mission as it was reported by other crews that made it back on the 15th of April 1944 mission.

Fuller and I met in Orlando and chatted for a spell. Just didn't have enough time. Hope you can make it to Cherry Hill and we can chat some more.

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CALIFORNIA

JOHN WILLIAMS (31) wishes he knew more of the POW's but being a fighter pilot somewhat limited the number of people from the 31st Group that he was assigned to. There were only 2 of them, ED LYMAN and himself and Ed died a number of years ago of cancer. From 4 April 1944 until sometime in July he was in a hospital in Ploesti so wasn't in the camp too long. He remembers there were five in the hospital. They were ED LYMAN (31), PETE MARIOLES (451), DUTCH TOWNEY (Spell), and JOHN PALM (LL).

VIRGINIA

DICK CUBBINS (450) sent me the letter from GEORGESCU about our three days of bombing by the Germans, 23-26 August 1944:

In order for you to have a more complete story of what transpired during 23 August to 26 August 1944 when we were bombed to hell by the German Air Force, it is important for you to know the reason thereof.

At about midnight on 23 August, General Gerstenberg of the German army (a cavalry officer) came to see General Stanescu, the new prime minister, following the king's speech at 10 o'clock that evening when he asked the German troops to withdraw from the Rumanian territory quietly and he assured the Germans that there would be no firing from the Rumanian troops as long as they were withdrawing and behaving quietly. The German general assured General Stanescu that he wanted to go to Ploiesti and make sure that the German Air Force and the aircraft batteries would leave their bases orderly and quietly and he wanted to be present there and make sure that they did so. As Stanescu was also a cavalry officer, the German offered Stanescu his hand and he said "On my word of honor, I shall do the best I can to order the Germans to withdraw immediately, orderly and quietly from Ploiesti to the frontier of Hungary". General Stanescu, in his naivete agreed to let Gerstenberg go back to Ploiesti and even gave him a Rumanian Colonel as an escort.

When General Gerstenberg arrived in Ploiesti, the colonel was arrested and Gerstenberg ordered the German Air Force and the anti-aircraft artillery and the remaining troops (about 10,000) to return back to Bucharestand occupy the Baneasa and the Otompeni airports and the woods surrounding them. That is why, during the morning of 24 August, the German Air Force began to blitz Bucharest every 10 minutes as they were only 10 km away.

We had a hell of a time to drive from the Royal Palace to the National Bank where we set up headquarters in the vault of the bank. While in the Royal Palace with Colonel Gunn and Major Jaeger, the palace was destroyed and we had to go down to the shelter. I won't tell you about my meeting with Mr. Maniu in the laquais room. It was pretty hellish.

You and Colonel Gunn will recall that Bucharest was being bombed every 10 minutes day and night until I was able, on the 25th early in the morning, to pick up our old transmitter set and send Cairo an urgent message to bomb Otopeni as soon as they could manage from Italy. At about 10 or 11 o'clock on Saturday 26 August, I was delighted to see the Liberators fly over Bucharest and bomb Otopeni and Baneasa. They killed over 10,000 German troops, all from the aircraft. Saturday afternoon, the "all clear" rang and we were so happy and relieved to be able to move freely around the town. We paid heavily for General Stanescu's mistake to believe General Gerstenberg because they were both cavalry officers and that the German would respect his word of honor.

I hope that this will give you a better understanding as to why the Germans bombed so frequently during those three days.

signed/ V. C. Georgescu

That sure was a very nice letter and it answered a lot of questions for most of us.

++++++++++++++++++++++++++++++++++++
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MOVING??

PLEASE MAKE SURE THAT

YOU SEND ME YOUR NEW

ADDRESS

UTAH

STAN & PEG KRUCHAT (463) took a trip to southern Arizona in February. Stan is an old classmate of mine from Bombardier school in Deming, New Mexico. Stan was one of the first guys that I saw when I got transferred from the hospital to the schoolhouse. I remember he threw me a candy bar from the second floor window. They visited many of the towns that we flew over when we were at Deming. They also stopped in Tucson and visited the Air Force Museum. They went into one big hanger and lo and behold there was a B-17 all shiney and cleaned up. He talked to the guy in charge for awhile and he was an old 8th AF pilot. They fought the whole war over again. Stan is holding up pretty good. It is just a matter of time until he will have to have a by-pass. He is taking it easy on the golf course. His youngest daughter is to be married and move to Phoenix. This will give somewhere to go in the winter to get away from all that snow in Salt Lake City. His brother is now mayor of 29 Palms, Stan's home town.

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TEXAS

JOSEPH H. ALLEN (376) wrote and told me that he was glad that I had found him. I had noticed his name in the EX-POW BULLETIN and got a letter off to him right away. He no sooner got my letter, he received a letter from HARRY FRITZ (376). They were on the same crew. Joe got out of the service after the war and went to Texas Tech. Then went to work in the cement and conrete industry where he spent 36 years working all over the states as research chemist or doing the chemical back up for the process engineering group. He had to quit work several years ago due to problems with diabetes and arthritis. He got back to the States on the day before his 20th birthday. So much happened to him during his 19th year of his life that he is now attempting to put it into a book that will of course call "NINETEEN".

TAPS

THOMAS R. ASBURY (97) of Gerton, North Carolina, died 20 December 1989. He is survived by his brother, Sam J. Asbury of Charlotte, North Carolina.

JOHN CHONKA (449) of Missouri City, Texas, died 3 May 1990. He is survived by his wife, Sylvia.

JACK A. CRUMBLISS (484) of Michigan City, Indiana, died 28 April 1990.

EUGENE CUFF (451) of Hackettstown, New Jersey, died 15 June 1989. He is survived by his nephew, Lewis Donaldson.

COL JOSEPH B. GUYNES, USAF, Ret. (98) of Colorado Springs, Colorado, died 18 February 1990. He is survived by his wife, Michael, a son, Randolph of Austin and a stepdaughter, Kimberly Fugleberg, of West Point, New York.

PAUL E. KRUEGER (451) of Effingham, Illinois, died 18 April 1990. He is survived by his wife, Adele.

MAJ ORVILLE S. MOORE, JR., USAF, Ret. (461) of Warner Robins, Georgia, died 5 April 1990. He is survived by his wife, Pauline and a son, Michael.

GEORGE VANDER MEER (99) of Highland, Indiana, died 30 January 1990. He is survived by hiw wife, Grace.

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LOST BOOK

FLOYD ROBINSON (450) - About 15 years ago, Floyd parted with a publication entitled: "Air Battle of Ploesti", published by the 12th AF circa 1945. It was red, meansured @ 18" square and contained o/a 100 pages bound in hard cover. He lost the name and address of the POW he sent it to, but he was acting as Association Historia at the time. He is now in need of th book as well as copies of other information & pictures covering our internment. Floyd needs it for a project at West Point memorializing USMA graduates. He would like to hear from anyone.

MISSOURI

JACK RHOADES (449) sent me a letter that he had received several weeks ago from Romania. Many of the guys may remember Victor Popov, a SGT who ran the PX. He liked all of us and because Jack was assigned to be the military liason go-between with him they became good friends. Sometimes at night after hours, little "PETRIKA" his orderly use to smuggle Jack in a little newspaper package with a couple of little sausages or two hardboiled eggs. He passed a little on to JOE MARTIN, his Bombardier, who had the cot next to Jack. In 1978, Jack went back to Romania to visit, but secretly to try and locate Victor Popov who befriended many of us. PAUL LAHR and TONY POLINK (449) are just a few that were also his friends. Victor use to take Jack out of the prison on parole with little Petrika carrying a rifle behind them.

LETTER FROM PETRIKA's SON:

Mr. John Rhoades:

I am the only son of APETRIE CONSTANTIN whom you all called "PETRIKA", a good friend of yours in Romania in 1944 when you were held in prison camp in Bucharest.

I am seeking to correspond with you if you are still alive because my father has been dead for seven years. For this reason I am writing you now because Romania is free and we can write what we really feel. I can write a lot and about important things but I am thinking that because the address is very old I am not certain that this will arrive and also your friendly relationship with my father was was interrupted a long time by the Communists in Romania.

If this letter is delivered to you I ask from my heart to you to answer us if you still alive and we will reply and send you his life story.

Many thanks best wishes,
Apetrie, Mihai - Str Periconului, N-2
Bl-AV36, SC-C Ap 27, Jud
Constanta, Romania, Code 8700

(Note by Jack) This letter was rereceived at an address where I have not resided for almost 45 years. However, the present tenant, my daughter, brought me the letter. The address on the envelope did not even address the letter to St. Louis, but merely Louis, 78, MO USA. Amazing, the post office for once performed the way we always hope they would. The letter was delivered to my previous ancient address. Miracles never cease.

Thanks Jack for sending this to me to share with all our fellow members.

****

ASSOCIATION OF FORMER PRISONERS OF WAR IN ROMANIA

1990 DUES NOTICE

MEMBER: $5.00 SPOUSE: $3.00

MAKE CHECK PAYABLE TO: EX-POW'S IN ROMANIA

MAIL TO: ROY B. MEYER
1077-B Blackshear Drive
Decatur, Georgia 30033
(404) 325-3506

376TH BOMB GROUP - St. Louis, Mo., September 1990. Contact: Dick Schoenthal, 366 Shoreline Place, Decatur, Illinois 62521.

451ST BOMB GROUP - Red Lion Hotel, Omaha, Nebraska, 6-9 September 1990. Contact: Bob Karstensen, 1032 S. State Street, Marengo, Illinois 60152.

454TH BOMB GROUP - Nashville, Tennessee, 4-8 October 1990.

459TH BOMB GROUP - San Francisco Airport Marriott, 6-9 September 1990. Contact: John F. Devney, 90 Kimbark Road, Rochester, New York 14610.

460TH BOMB GROUP - Savannah, Georgia, 25-29 October 1990. Contact: Bob Cutler, 1335 U.S. Highway 19 South, Apt. A-16, Clearwater, Florida 34624.

463RD BOMB GROUP - Sheraton Colorado Springs Hotel, Colorado Springs, Colorado, 7-11 November 1990. Contact; Rev. Eugene Parker, Route #3, Box 188, New Matamoras, Ohio 45667.

483RD BOMB GROUP - Buffalo, New York, September 1990. Contact: John Berlin, 800 Ferry Street, #1B, Buffalo, New York 14222.

484TH & 461ST BOMB GROUPS - Nashville Marriott Hotel, Nashville, Tenn., 12-15 October 1990. Contact: Bud Markel, 1122 Ysabel Street, Redondo Beach, Calif. 90277.

485TH BOMB GROUP - Stouffers Hotel, Dayton, Ohio, 6-9 September 1990. Contact: E. L. Bundy, 5773 Middlefield Drive, Columbus, Ohio 43235.

301ST BOMB GROUP - Dayton, Ohio, 20-23 September 1990, Contact: Billy McCarty, P.O. Box 47843, San Antonio, Texas 78265

99TH BOMB GROUP - April 1991, Contact: Bernie Barr, 7413 Vista del Arroyo, Albuquerque, New Mexico 87109.

TIDBITS

OTHO HOOVER (449) & LAURA had a nice visit with ROY JACOBSON, Otho's pilot, in February. Roy is in the furniture business and they carried him to a furniture show in Tupelo. After the show, they carried Roy to Memphis wher he caught a flight home.

ELMER REINHART (44) says that he was the pilot of the "G.I. Gal" and was shot down on the 1 August 1943 raid over Ploesti. RUSS HUNTLEY and GEORGE VAN SON was also on his crew. BOB LOCKY (93) is also a good friend and they see each other at the low level reunions. Elmer hopes to make one of our reunions.

LOU & SARA LEE FALVO (484) was sorry that they couldn't make the Florida Luncheon. Their grand-daughter was coming down to Florida on her spring break and bringing 2 friends. JOHN & RUTH TUENE (456) came by for a short visit. Lou's brother-in-law died in January so they flew home to Pennsylvania for the funeral.

REV. AL ANDERSON (456) sends word that he will retire in June this time as Interim Priest at St. Andrew's Episcapal Church in Syracuse, New York. He and Alison will move to New Smyrna Beach, Florida. They did get two weeks off in February and cruised the Amazon River. That brought back a lot of memories of ferrying a B-24 back in 1944.

****

IOWA

KEITH & EVELYN WESTPHAL (451) had a great time in Hot Springs and a nice trip home. They got back in time for VIRGINIA JENSEN to drive back to Ida Grove the same day. It was great seeing Virginia at the reunion. They spent most of March in Arizona. They saw the Cotton Parade in Coolidge. They also visited Old Tucson. Also spent some time in Tombstone and at the Pima Air Museum located on Davis-Monthan Air Field.

* First Timers

ORLANDO, FLORIDA, LUNCHEON
24 March 1990

1. DUNCAN, Bob, P.O. Box 436, Dunedin, Florida 34697
2. FODEN, Ken & Marie, 900-3013 US 41 North, Brooksville, Florida 34601
3. GILBERT, Walter, 1000 Jupiter Blvd., N.W., Palm Bay, Florida 32907
4. GRANT, Jordan & Willodean, 703 Michigan Ave., Lynn Haven, Fla. 32444
5. HAMMER, Art & Carol, 362 Tampico Drive, Palmetto, Florida 34221
6. HARDIN, Bill & Betty, 1090 Linkside Court, Apopka, Florida 32712
7. HINSHAW, Marvin & Eileen, 4591 Beacon Light Road, Edgewater, Fla. 32141
8. HOSTETTER, Frank & June, 2210 Highclere Circle, Sun City Center, Fla. 33570
9. HULL, John, 546 Lake Ave., Altamonte Springs, Florida 32701
10. JAMRO, J e & Beverly, 120 Malabar Street, Lehigh Acres, Florida 33936
11. JOLLEY, Buck & Jimmie, Rt. 2, Box 72, Lake Panasoffkee, Florida 33538
12. KOCHNOVER, Stan & Anne, 406 Brittany Circle, Casselberry, Fla. 32707
13. LANPHEAR, Cisco & Dolores, 5049 - 9th Street, Zephyrhills, Fla. 34248
14. LOOMIS, Elwin & Edna, 4235 Deer Trail, Middleburg, Florida 32068
15. MACK, Art & Rose, 4528 Brook Drive, West Palm Beach, Fla. 33417
16. MC CABE, Bill & Dorothy, 3609 Fairway Forest Dr., Palm Harbor, Fla. 34685
17. MC CORMICK, John & Doris, 648 Worthington Drive, Winter Park, Fla. 32789
18. MEYER, Roy, 1077-B Blackshear Drive, Decatur, Georgia 30033
19. MICELI, Jim & Rose, 360 Fox Den Circle, Naples, Florida 33942
20. PINSON, Charles & Bette, 8306 Eads Avenue, St. Louis, Missouri 63114
21. POLINK, Tony & Goldie, 343 Virginia Circle, Uniontwon, Penna. 15401
22. NELSON, Fuller & Emily, 42-A Piney Branch Way, Melbourne, Fla. 32904
23. ROY, Bob & Rita, 1597 SE Cutorro Avenue, Pt. St. Lucie, Fla. 34942
24. STAVELEY, Art, P.O. Box 1983, New Port Richey, Florida 34656

****

SUPPLEMENT #6 TO AUGUST 1988 ROSTER

****

NEW MEMBERS

Joseph M. Allen (376)
3629 Swallow Lane
Irving, Texas 75062

Seymour I. Seagan (485)
552 Glenn Street
Glenn Falls, New York 12801

++++++++++++++++++++++++++++++++++

CHANGE OF ADDRESS

Arnold A. Bailey (463)
855 Dennison Street
Jacksonville, Fla. 32205

James J. Boyle (98)
1260 N. Western Avenue #303
Lake Forest, Illinois 60045

John F. Dunn (463)
356 Hanover Street #1
Manchester, N.H. 03104

John H. Jarrard (449)
Rt. 4, Box 80
Dahlonega, Georgia 30533

Donald W. Jerolaman (97)
3879 Redman Parkway
Lantana, Florida 33462

Glenn E. Mensinger (455)
1683 Pujalo #23
San Bono, Calif. 92404

Robert Rans (LL) (93)
750 Burlington Avenue, North
St. Petersburg, Florida 33701

Mrs. Starley Daniels
9844 N. MacArthur Blvd., #2305
Irving, Texas 75063

Mrs. Marcella Norgard
331 Douglas Street, Apt. 1
Elkhorn, Nebraska 68022

##################################

CORRECTIONS

Patrick J. Anderson (464)
31654 Lake Road
Avon Lake, Ohio 44012

Eugene Graf (459)
713 E. Ashby
San Antonio, Texas 782

Attachment #24(a)

From Julio Locatelli I received a copy of the orders from Davis-Monthan Field inTucson, Arizona transferring twelve (12) crews to the 455th Bomb Group. Three (3) of these crews - Lt. Hudson, Lt. Locatelli, and Lt. Slater - joined the 741st Squadron.

Lt. Locatelli had thirteen (13) hours in a B-24 at this time. Can you imagine being crew commander of a B-24, responsible for the lives of nine (9) other men, with just thirteen (13) hours in a four-engine aircraft?

HEADQUARTERS
DAVIS-MONTHAN FIELD
Tucson, Arizona

SPECIAL ORDERS) R-E-S-T-R-I-C-T-E-D

NUMBER....258) E-X-T-R-A-C-T

* * * * *

5. The Heavy Bombardment Combat Crews, consisting of the military personnel listed on the atchd Inclosure No 1, which is hereby made a part of this order, rcld fr atchd-unasgd 39th Bomb Gp (H), are asgd 455th Bomb Gp (H), Camp Kearns, Utah, WP by rail, reporting upon arrival to CO.

TOT. IGFRK for EM, TO furn meal tickets under prov of Par 2, AR 30-2215 for nec meals.

CO 455th Bomb Gp (H), will notify this Hq ATTENTION S-1, with the least practicable delay, hour and date of arrival at destination.

Qrs asgmt of O terminated effective date of departure in accordance with Par 13, AR 210-10.

TDN 1-5250 P 431-01-02-03-07-08 A 0425-24.

Auth: TWX 16BOTW S652E dd 11 Sept 1943, under auth II AF Memo 75-1 dd 30 Dec 1942 and II AF Memo 35-15 dd 12 May 1943.

* * * * *

By order of Col LOWELL H. SMITH:

STUART G. CROSS
1st Lt AC
Adj

OFFICIAL:

STUART G. CROSS
1st Lt AC
Adj

DISTRIBUTION:

800 - CO 39th Bomb Gp (H)
5 - Base Rail T
10 - COAB, Kearns, Utah
20 - CO 455th Bomb Gp (H)
Camp Kearns, Utah
1 - Rcts Sec, Misc Div, AGO
3 - AAF Dir of War Orgn & Movement
2 - AAF Dir of Personnel
5 - CG II AF
2 - CG ASC
2 - CG AAF
2 - CG XX BC
2 - CO 16BOTW
2 - 2nd Stat Cont Unit
1 - Base S-2
2 - Billeting O
1 - Base PO
1 - Base Dent Surg
3 - Base FO
2 - Resident O Hoss
1 - Sales Commissary
1 - Secretary O Club

E-X-T-R-A-C-T-E-D

Para 1 to Incl 1 to to Par 5, [illegible] Tucson, Ariz., 15 Sept 1943

Crew #39-8-17
2ND LT JACK D. SAINE 0803282 (P)
2ND LT JOHN T. CARD 0689418 (CP)
2ND LT JOSEPH S. J. ASIP 0747965 (B)
Sgt GENARO A. AMORUSO 32572007 (E)
Sgt JAMES R. BARRON 16160336 (R)
Sgt OSCAR A. CARLSON 17026777 (AE)
Sgt CHARLES G. BOLLING 35686793 (AE)
Sgt DALE G. SIEVERS 39406864 (TG)
Sgt FRANCIS V. DOLAHUE 31280629 (AG)

Crew #39-8-13
2ND LT GEORGE A. TAGHER 0804423 (P)
2ND LT DAVID R. HOSLEY 0689961 (CP)
2ND LT CLYDE R. BROOKS JR 0749610 (B)
Sgt STANLEY FAINZELL 18151603 (E)
Sgt JEAN V. WAUGH 18166853 (R)
Sgt EDWARD ENGHAUS 15332711 (AE)
Sgt ROBERT A. CHASE 39259498 (AE)
Sgt JAMES A. JACKSON 35539044 (TG)
Sgt RAY P. DUVALL 16051798 (AG)

Crew #39-8-6
2ND LT ALBERT A. LUNDWALL 0681445 (P)
2ND LT ROBERT F. BASTOW 0691215 (CP)
2ND LT JACK K. CAMPBELL 0688914 (B)
T sgt JOHN G. DIXON 14056414 (E)
Pvt OSCAR D. CHILDERS 37417433 (R)
Sgt LETTINO F. SAPIA 11073264 (AE)
Sgt FRED T. BEATTY JR 14149519 (TG)
Sgt HOWARD F. HUGHES 39554948 (TG)
Sgt BRUCE A. MAHONEY 37655902 (AG)

Crew #39-8-38
2ND LT JAMES B. BROWN 0531336 (P)
2ND LT JOHN KAMINSKY 0691395 (CP)
2ND LT SHERMAN W. FORD 0688953 (B)
Sgt JACK J. PRESCHLER 36259632 (E)
Sgt LLOYD J. HEITZMAN 13154189 (R)
Sgt RALPH W. PITMAN 12185124 (AEG)
Sgt ERNEST L. BENCE 19005531 (AEG)
Sgt JERRY O. GRAHAM 16076273 (TG)
Sgt WALLACE A. LIVINGSTON 16160292 (AG)

Crew #39-8-44
2ND LT WILLIE W. MOORE 0680679 (P)
2ND LT RICHARD J. ELLIS 0691249 (CP)
2ND LT JAMES W. GALL 0748065 (B)
Sgt SHELDON L. TOWLE 11084238 (E)
Sgt CHARLES E. DEROCK 32581956 (R)
Sgt PAUL F. GRELAND 11113931 (AEG)
Sgt ROBERT E. KOUTSKY 37437393 (AEG)
Sgt THEODORE J. I. SMITH 38363812 (TG)
Sgt ROBERT K. SCHNEISBERGER 15330349 (AG)

Crew #39-8-40
2ND LT WILLIARD H. SIMPSON 0679124 (P)
2ND LT WARREN NEIL 0690965 (CP)
2ND LT ROBERT S. WOLF 0748069 (B)
Sgt JOHN A. CAROLL 11102770 (E)
Sgt ROSS A HAMILTON 33399605 (R)
Sgt WILLIAM S. CHARLES 15339377 (AEG)
Sgt JAMES F. STEWART 11102468 (AEG)
Sgt FELICE J. FABRIZIO 32718195 (TG)
Sgt JAMES W. GARDNER 38369526 (AG)

Crew #39-8-81
2ND LT EUGENE L. HUDSON 0745098 (P)
2ND LT JAMES H. SMITH 0689388 (CP)
2ND LT SAM BAKANAUSKAS 0688655 (B)
Sgt FRANCIS D. BESLER 38244858 (E)
Sgt KARL J. MUSE 11117744 (R)
Sgt WAYNE V. ELLIOTT 37228523 (AEG)
Sgt HAROLD L. HAMILTON 17160890 (AEG)
Sgt MARVIN I. WOLFE 32493529 (TG)
Sgt MELVIN WOLFE 37493523 (AG)

Crew #39-8-83
2ND LT ROY H. SCHOTT 0681209 (P)
2ND LT THOMAS D. SAVAGE 0689366 (CP)
2ND LT PHILIP BOCK 0688300 (B)
Sgt ALBERT J. KLIMEK 15324235 (E)
Cpl JOHN E. SCHWEIKART 39262536 (R)
Sgt VERN L. FLOYD 18231366 (AEG)
Sgt MAURICE L. FULLER 17161221 (AEG)
Sgt JAMES S. HAWSON 16110368 (TG)
Sgt JOHN H. MARKELL 36562770 (AG)

Crew #39-8-78
2ND LT JULIO C. LOCATELLI 0748200 (P)
2ND LT DOUGLAS S. REZIN 0690986 (CP)
2ND LT NATHAN BAILEN 0688296 (B)
Sgt CHARLES R. KARNEY 33236617 (E)
Sgt FREDERICK J. SCHULTZ 12206989 (R)
Sgt RICHARD A. DAVIS 16031477 (AEG)
Sgt JAMES O. ANDERSON 14040326 (AEG)
Sgt WARREN G. HEER 33414341 (TG)
Sgt WALDON R. KINNICK 35579927 (AG)

Crew #39-8-25
Flt O THOMAS A. RADEY T61033 (P)
Flt O ANTHONY S. SAVERINO T122636 (CP)
2ND LT ANDREW F. CELOVSKY 0688663 (B)
S sgt HAROLD J. PASTNER 13111919 (E)
Sgt PERRY L. CURLEY 16019495 (R)
Sgt WESLEY P. TRINKO 16024326 (AEG)
Sgt EDGAR R. PINE 18117916 (AEG)
Sgt JOHN G. MAGEE 38410805 (TG)
Sgt PAUL J. FRANZELLS 32713395 (AG)

Crew #39-8-123
2ND LT JEROME E. SLATER JR 0685256 (P)
2ND LT JACK B. MONTGOMERY 0691149 (CP)
2ND LT ALBERT P. TULLI 0688766 (B)
Sgt IRLEE D. HUDSON 35410864 (E)
Sgt BENJAMIN L. RICHLIN 35438705 (R)
Sgt DONALD E. LIBBEY 31146418 (TG)
Sgt ROBERT E. KENNINGTON 19174917 (AEG)
Sgt JOHN F. BOAST 12156443 (TG)
Sgt THOMAS D. HOPAN 35696151 (AG)

Crew #39-8-122
1ST LT JOHN F. BUCKLEY 0792000 (P)
2ND LT FRANCIS M. WILSON 0691336 (CP)
2ND LT CARL B. BROYAN 0688304 (B)
Sgt CHARLES [illegible] SEALL 15075744 (E)
Cpl JOHN H. LAFOLLETTE 35724961 (R)
Sgt JACK M. KNAPP 18161439 (AEG)
Sgt ELMER G. LOVAY 17021478 (AEG)
Sgt CARLYLE P. RAMSAY 38458089 (TG)
Sgt HENRY ENTROP 38370083 (AG)

R-E-S-T-R-I-C-T-E-D

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Attachment # 24(b)

Julio Locatelli has provided a copy of orders from Morrison Field, West Palm Beach, Florida, dated 8 December 1943, directing five (5) 741 Squadron crews to depart the U.S. for overseas. The crews had picked up their new airplanes in New York and departed New York on December 7, 1943. The departing crews were Lt. Nangeroni, Lt. Wurtz, Lt. Hudson, Lt. Walter, and Lt. Locatelli. The crews left the U.S. the night of December 8. I believe these crews were the first crews of the 741st Squadron, and possibly the 455th Group, to leave the States.

By comparison, Lanford left New York on 13 December, left Morrison 15 December, and left Natal Christmas night, actually 0115 on 26 December 1943.

RESTRICTED

HEADQUARTERS STATION #11
CARIBBEAN WING, ATC
MORRISON FIELD

West Palm Beach, Florida
8 December 1943

OPERATIONS ORDERS)
:
NUMBE 272)

EXTRACT

1. Under auth contained in ltr fr TAG to CGs, all Armies, GHQ, Air Forces, Depts and Corps Areas, etc, dtd 5 June 1941, file AG 320-2 (6-3-41)MR-M, subject: Constitution of the Air Corps Ferrying Command, and auth: Ltr WD, 17 November 1943, file WD 370.5 (15 Nov 43) OB-S-E-AFROO-M, subject: Movement Orders, Flight Echelons, Shipment 1666 , the following-named O and EM asgd Shipment 1666-FZ,&-HZ WP in acft as indicated fr Morrison Fld, West Palm Beach, Fla, ... rpting upon arrival thereat to the . . . . . for dy and asgnt. This is a PCS.

B-24E 42-52246 1666-HZ1		B-24H 42-64476 1666-HZ2	
1st Lt Louis L Nangeroni, 0659393	(P)	2d Lt Eugene L Hudson, 0745098	(P)
FO William (NMI)Wittman, Jr. T122573	(CP)	2d Lt James H Smith, 0689388	(CP)
2d Lt George L Kline, 0690668	(N)	2d Lt Humphrey B Hosner, 0690427	(N)
2d Lt Jack F Blun, 0689446	(B)	2nd Lt San (NMI)Bakanauskas, 0688655	(B)
S Sgt John S Straw, 16088592	(AEG)	S Sgt Francis E Beeler, 38244858	(AEG)
Sgt Kenneth L Bennett, 6941271	(AAEG)	Sgt Wayne V Elliott, 37228523	(AAEG)
S Sgt Paul C Roadman, 33404118	(ROG)	S Sgt Karl J Muse, 11117744	(ROG)
Sgt Arthur R Johnson, 19203369	(AROG)	Sgt Harold L Hamilton, 17160890	(AROG)
Sgt Russell A Fry, 39556553	(AG)	Sgt Melvin (NMI)Wolfe, 37493523,	(AG)
Sgt Edward A Howell, 14040708	(AAG)	Sgt Marvin I Wolfe, 37493523,	(AAG)
Sgt Orval T Mayfield, 39453077	(747)	Capt John J Van Lent, 0906977	(9301)
Sgt William F Bowles Jr, 15323106	(612)	Sgt Harold V Jenkins, 11045451	(748)
Sgt Gordon F Swann, 32361378	(748)	S Sgt Troy E Myrick, 18033663	(748)
T Sgt Denver D Fullbright, 16085335	(750)	S Sgt Julius W Gilone, 32633860	(750)

B-24H 42-52208 1666-HZ3		B-24H 42-52216 1666-HZ4	
2d Lt Nelson A Wurtz, 0682937	(P)	2d Lt Myles L Walter, 0691326	(P)
2d Lt Allen E Sutera, 0691311	(CP)	2d Lt Dean E Woodley, 0742642	(CP)
2d Lt Walter L Slocum, 0690495	(N)	2d Lt Claris W Stroman, 0690502	(N)
FO Kels (NMI) Laws, T121952	(B)	2d Lt Richard E Hart, 0749618	(B)
S Sgt William E Draper, 34404385	(AEG	S Sgt William R Beard, 19144218	(ROG)
Sgt Frank A Ashley, 35369411	(AAEG)	T Sgt Angus L Lewis, 38093094	(AEG)
S Sgt Hugo R Gross, 32669776	(ROG)	Sgt Leon V Hamby, 35478955	(AROG)
Sgt Emanuel (NMI)Klein, 32444200	(AROG)	Sgt Eugene C Bennett, 13120823	(AAEG)
Sgt William J Newman, 12158921	(AG)	Sgt Robert G Carson, 20640225	(AG)
Sgt Bernard W Kampa, 37461572	(AAG)	Sgt Harry E Davis, 33555572	(AAG)
Sgt Jack E Abbott, 39324988	(612)	1st Lt Lawrence F Liberty, 0672367	(2161
S Sgt Clinton D Bantz, 17129455	(727)	1st Lt William T Hatch, 0649645	(6400
Sgt Anorico F Liberatore, 12208333	(750)	1st Lt Karl R Massey, 0678540	(1035)
Sgt Albert E Cratch, 33523368	(612)	T Sgt John D Riffe, Jr, 35433308	(751)

RESTRICTED

O.O. Hqs Station #11, Morrison Field, Florida. 8 December 1943. (cont'd)

B-24H	42-64481	1666-HZ5
2d Lt Julio C Locatelli, 0748200	(P)	
2d Lt Douglas S Rezin, 0690988	(CP)	
2d Lt Robert T Cahill, 0673770	(N)	
2d Lt Nathan (NMI) Bailen, 0688296	(B)	
S Sgt Charles R Karney, 33236617	(AEG)	
Sgt Richard A Dakin, 16031477	(AAEG)	
S Sgt Frederick J Schultz, 12208989	(ROG)	
Sgt James Q Anderson, 14040326	(AROG)	
Sgt Waldon R Kinnick, 35579927	(AG)	
Sgt Warren GHeer, 33414341	(AAG)	
2d Lt Theodore J Stiner, 0751770	(1024)	
2d Lt Ernest R Ackerman, 0735152	(1035)	
Sgt Arthur E Bergman, 32716260	(612)	
Cpl Joseph O Plaisance, Jr, 18150131	(747)	

In lieu of subsistence a flat per diem of seven dollars ($7.00) is authorized for travel and for periods of temp dy enroute to final destination, when necessary for officers, in accordance with existing law and regulations. Payment of mileage is not atzd. Such times as the individual is billeted and subsisted, as outlined in WD Memo W35-2-42, 30 Sep 1942, his per diem will be suspended.

A flat per diem of seven dollars ($7.00) is authorized for EM for travel and for periods of temp dy enroute to final destination in accordance with existing law and regulations, if travel is performed by air. For travel by rail and for periods of delay enroute to final destination, monetary allowance, in lieu of rat and qrs, is prescribed in accordance with AR 35-4520.

From time of departing from the continental United States until arrival at perm overseas sta, pmt of per diem is atzd for a maximum of forty-five (45) days.

TDN. 1-5250 P 431-02 A 0425-24.

By order of Colonel TRUESDELL:

JESSE N. ATLASS,
2nd Lt., Air Corps
Asst. F/Opns. Officer

OFFICIAL: Jesse N. Atlass
JESSE N. ATLASS,
2nd Lt., Air Corps,
Asst. F/Opns. Officer

Attachment # 25

LANFORD'S RECOLLECTIONS OF THE STEYR MISSION, 2 APRIL 1944

Due to the fact that Col. Cool's airplane, "Bestwedo," was a 741st Squadron airplane, I went on the mission as Col. Cool's co-pilot. The flight in to the target area was uneventful until we came under fighter attack. Although smoke trails of burning aircraft could be seen trailing some aircraft downward far up the bomber stream, we had not come under attack until the engineer and top gunner reported that seven (7) ME-109s were approaching our group formation from the right rear. The 109s were flying single file parallel to our course. The 109s turned as they reached a position off the wing of the lead B-24 of our Group. Seven 109s abreast attacked our group and we lost a B-24. In the meantime, I am on the radio calling our fighter escort. "Red Dog," I called, "this is 'Large Cup 23'. We are under attack by seven ME-109s. Will you send some fighter assistance?" "Red Dog" responded: "Well," he said, "we're kinda busy ourselves right now but as soon as we can shake someone loose we'll send him up." Shortly, a single P-38 overtook our group and the ME-109s broke off on seeing the P-38. We had lost four B-24s on four passes of the ME-109s.

A short time later, an enemy aircraft was seen ahead of us in the bomber stream. This aircraft would approach the lead ship of each formation head on, fire, and pull up over the group formation and settle back down for a run at the following bomb group. An American P-38 jumped this fighter just as he pulled up over the group immediately in front of us. The P-38 fired and caused the enemy aircraft to explode before the enemy aircraft could settle down for a run at our airplane.

The success of this mission and Col. Cool's "Silver Star" decoration are discussed elsewhere.

Steyr

HEADQUARTERS
455TH BOMBARDMENT GROUP (H)
A.P.O. 520 U. S. Army

2 April 1944

FIELD ORDER)
:
NUMBER 23)

Maps: 1/500,000 of NAPLES, CHIETI, FIUME, GRAZ, MUNICH and BOLZANO.

1. a. ENEMY DEFENSE:

(1) Target is STEYR-DAIMLER PUCH AIRCRAFT FACTORY. Secondary target is KLAGENFURT AIRDROME and last resort will be LJUBLJANA MARSHALLING YARDS. Sixty-one (61) heavy flak guns may be expected at the primary target.

(2) One hundred seventy-five (175) to two hundred (200) single-engine fighters and forty (40) to fifty (50) twin-engine enemy fighters may be encountered in the target area.

b. FRIENDLY FORCES:

(1) None

(2) Penetration escort: Largest group of P-38's will make line interception with bomber force at 44°40'N - 15°20'E at 10:00B at 10,000 feet and provide general cover to prudent limit of endurance. Maximum P-47's will intercept bombers east of KLAGENFURT at 46°36'N - 14° 59'E at 10:50B at 17,000 feet and provide general cover to prudent limit of endurance.

Withdrawal escort: Two groups of P-38's will rendezvous with bomber formations at target at 11:40B and provide general cover to prudent limit of endurance on withdrawal.

2. This Group with thirty-six (36) B-24's (plus spares) will attack the STEYR-DAIMLER PUCH AIRCRAFT FACTORY. The bomb load will be ten (10) 500 pound General Purpose bombs. Fuse settings will be .10 nose and .01 tail.

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3. This Group will attack the target in two (2) units of eighteen (18) ships each (plus spares), units being stacked down. The leader of each unit will sight for range and deflection, the leader of each box for range, and others will toggle on the leaders. Bombing altitude will be 21,000 feet. Intervalometer setting will be 200 feet. Rally will be left in a gradual turn losing altitude at the rate of 300 feet per minute. Return to base: Via Turn Point (46°40'N-14°38'E) to (44°05'N - 15°00'E) to base.

4. No change.

5. a. Command ..... 6440 Kilocycles
A. G. L. ..... 4585 Kilocycles
Interplane ..... "B" Channel
Collective Call Sign .... Large Cup 23
IFF to be used in accordance with latest instructions.

b. None.

c. (1) None.

(2) Group Leader ..... Lt Col Kenneth A. Cool.
Deputy Group Leader, Major Hugh R. Graff.

By order of Lt. Col. COOL:

HUGH R. GRAFF,
Major, Air Corps,
Operations Officer.

OFFICIAL:

Hugh R. Graff

HUGH R. GRAFF,
Major, Air Corps,
Operations Officer.

ANNEXES:

1. Briefing Outline.
2. Mission Statistics.
3. Operations Order No. 75, 304th Bomb Wing (HV).

DISTRIBUTION:

1 copy each Sq. CO.
1 copy S-2
1 copy S-3

BRIEFING OUTLINE

ANNEX NUMBER 1,
Field Order Number 23.

1. Number of A/C on Mission .... 40 B-24's.
2. Group Leader ..... Lt. Col. Kenneth Cool.
3. Deputy Group Leader ..... Major Hugh R. Graff.
4. Second Unit Leader ..... Capt. Wilbur C. Bechtold.
5. Second Deputy Leader ..... 1st Lt. Robert A. Robards.
6. Other Groups on this Mission. 454th, 456th, 459th Bombardment Groups (H).
7. Escort on this Mission ..... Largest Group of P-38's will make line interception with bomber force at 44°40'N, 15°20'E at 10:00B at 10,000 feet and provide general cover to prudent limit of endurance. Maximum P-47's will intercept bombers east of KLAGENFURT at 46°36'N, 14°59'E at 10:50B at 17,000 feet and provide general coverage to prudent limit of endurance. Withdrawal escort will be two Groups of P-38's, rendezvousing with bomber formations at Target at 11:40B and provide general cover to prudent limit of endurance on withdrawal.
8. Bomb Load ..... Ten 500-pound General-Purpose, Nose .10 sec. fuse, tail .01 sec. fuse.
9. Ammunition ..... 5200 rounds.
10. Fuel Load ..... 2700 gallons, full oil serv.
11. Stations ..... 06:45 Hours.
12. Taxi and Take-Off Instructions. Taxi to south for take-off to north. Take-off time 07:55B.

ORDER OF TAKE-OFF

1st Attack Unit		2nd Attack Unit	
257	247	253	283
290	239	260	500
221	264	481	224
494	230	879	249
238	259	267	748
2282	407	184	223
351	289	294	081
216	640	204	190
983	261	2271	198
235	482	9271	270

9282- Not scheduled but added on, crew briefed.

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13. Bomber Rendezvous ..... 1st Combat Wing (459th, 454th) at Guilia at 4000 feet at 08:45B. Second Combat Wing (455th, 456th) at SAN GIOVANNI at 3000 feet at 08:45B.
14. Course ..... Base to Key Point, ANDRIJA ISLAND (43°02'N, 15°46'E) at 09:29B; to Turn Point (47°36'N, 14°45'E) to I.P. (47°53'N, 14°35'E) to Target.
15. Target Time ..... 11:40B.
16. Return Course ..... Via Turn Point (46°40'N, 14°38'E) to (44°05'N, 15°00'E).
17. Initial Point ..... 47°53'N, 14°35'E.
18. Axis of Attack ..... 327°M.
19. Bombing Formation ..... Group will bomb in 9 ship front, attack units stacked down.
20. Bombardier Information ..... Lead ship of each attack unit will sight for range and deflection, leader of each box for range, and others toggle on leaders. Intervalometer setting 200 feet. IAS for bomb run 160 M.P.H. Bombing altitude 21,000 feet, target elevation 995 feet
21. Rally ..... Left in a gradual turn losing altitude at the rate of 300 feet per minute.
22. Weather Forecast:

PLAN ABLE

Synoptic Situation: Low pressure with open wave off southwest coast of England. Weak high of 1023 mb in central France will move southeast. Low in Yugoslavia will move east north east.

Wing Bases for Rendezvous: 2 to 3/10 stratocumulus at 2thsnd tops at 5 thsnd. 3 to 4/10 altostratus at 12 thsnd tops at 17 thsnd. 4/10 cirrus at 23 thsnd tops at 25 thsnd. Visibility 10 to 15 miles. Surface wind, 350 degrees 10mph.

Route Out: From Base to Alps: 3 to 4/10 stratocumulus at 2 thsnd tops at 6 thsnd. 4 to 6/10 altostratus and altocumulus at 12 thsnd tops at 17 thsnd. 3 to 5/10 cirrus at 23 thsnd tops at 25 thsnd. Visibility 8 to 10 miles.

Across Alps: 7 to 9/10 cumulus at 2 thsnd tops at 8 to 10 thsnd. 4 to 6/10 altostratus and altocumulus at 12 thsnd tops at 17 thsnd. 3 to 5/10 cirrus at 23 thsnd tops at 25 thsnd. Visibility 8 to 10 miles.

From Alps to Target: 6 to 8/10 cumulus at 2 thsnd tops at 10 thsnd. 6/10 altocumulus at 12 thsnd tops at 18 thsnd. 4 to 6/10 cirrus at 23 thsnd tops at 25 thsnd. Light scattered showers along mountains. Visibility 6 to 8 miles in showers.

TARGET ABLE

6 to 7/10 cumulus at 2 thsnd tops at 10 thsnd. 5 to 7/10 altocumulus at 12 thsnd tops at 18 thsnd. 6 to 8/10 cirrus at 23 thsnd at tops at 25 thsnd. Visibility 8 to 10 miles.

Surface wind 340 degrees 6 to 8 mph.
Surface pressure ..... 30.03 inches
Altitude correction ..... minus 100 feet
Surface temperatu ..... minus 1 degree C.
Temp. at 22500 feet ..... minus 37 degrees C.

Winds aloft:	5000 feet	320 deg	25 mph
	10000	340	45
	15000	330	60
	20000	330	70
	25000	330	80

Route back: Same as route out.

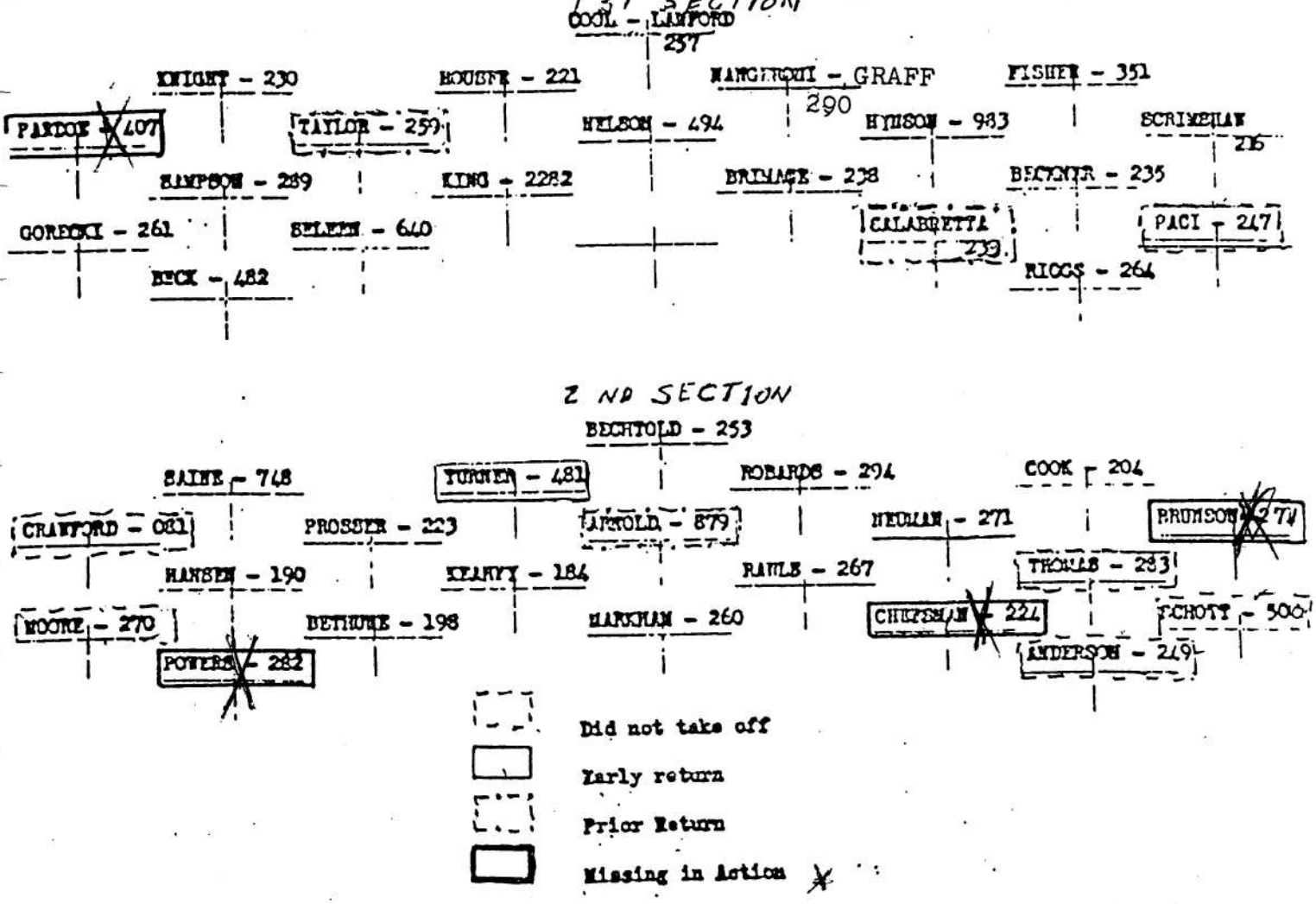
Bases on return: 5 to 6/10 cumulus at 4 thsnd tops at 8 thsnd. 5 to 7/10 altocumulus at 10 thsnd tops at 15 thsnd. 4 to 6/10 cirrus at 23 thsnd tops at 25 thsnd. Visibility 10 miles. Surface wind 350 deg 10 to 12 miles per hour.

Freezing level: 4000 feet.

Hugh R. Graff

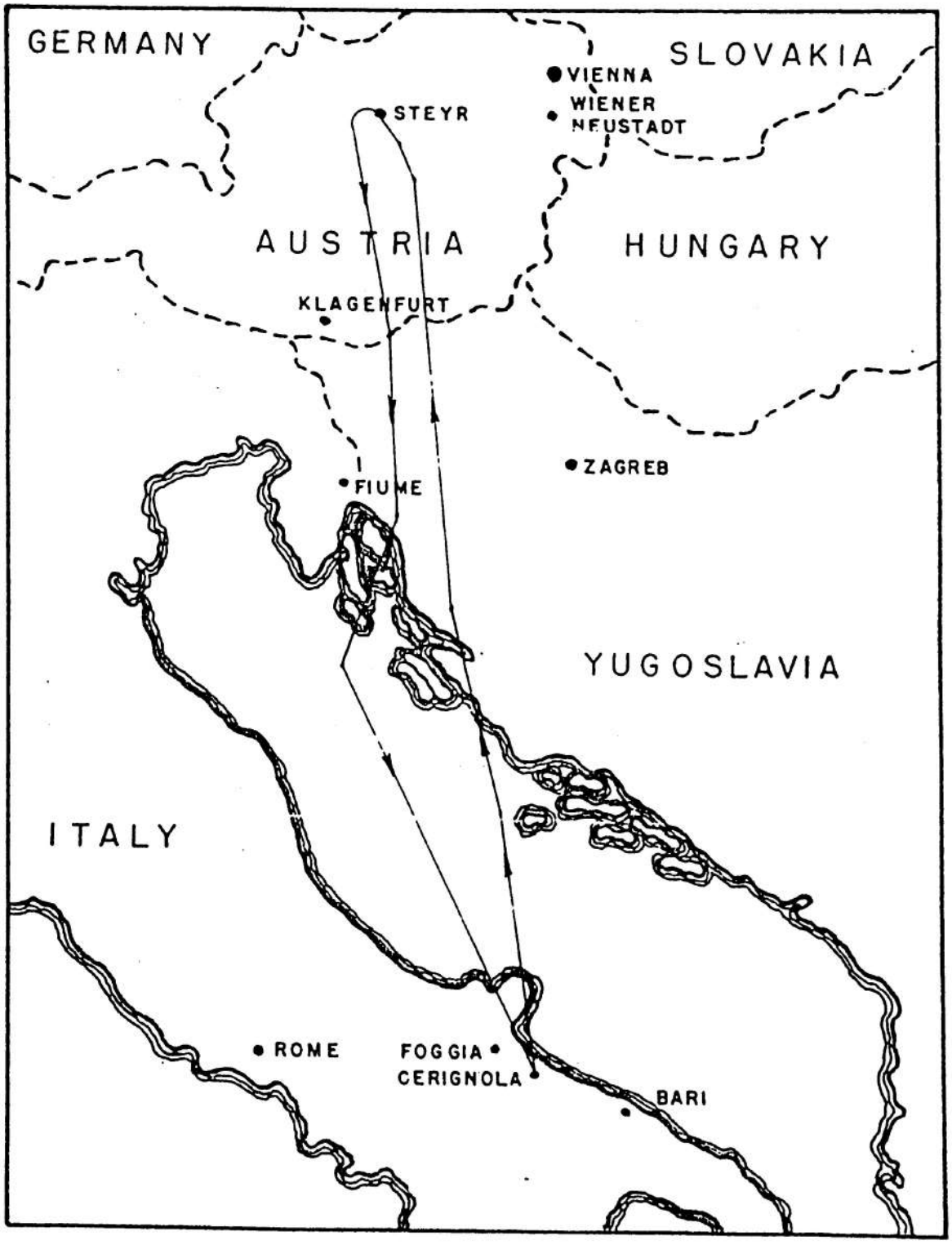
HUGH R. GRAFF,
Major, Air Corps,
Operations Officer.

453rd BOMBARDMENT GROUP
APO 520
FORMATION DIAGRAM



This is the formation planned and briefed. If ships did not take off or they left the formation, others would leave their position and fill in if the vacated place was more forward in the flight. By doing this, the integrity of the formation was maintained for the mutual protection from enemy fighters.

MISSION ROUTE



MISSION STATISTICS

ANNEX NUMBER 2,
Field Order 23.

41 Aircraft Scheduled.

35 Aircraft Took Off.

Ship #247, 741st Bomb Sq., Pilot Paci, 740th Bomb Sq.
Did not take off. Tire blow-out on taxi strip.
Ship #283, 743rd Bomb Sq., Pilot Thomas.
Did not take off. Bad tire on main landing gear.
Ship #500, 743rd Bomb Sq., Pilot Schott.
Did not take off. Magneto inoperative.
Ship #249, 741st Bomb Sq., Pilot Anderson, 743rd Bomb Sq.
Did not take off. Electric suits not available in time for take off. Also expander tube out on left landing gear.
Ship #270, 740th Bomb Sq., Pilot Prosser.
Did not take off. Tail turret inoperative.
Ship #081, 740th Bomb Sq., Pilot Crawford.
Did not take off. Generator inoperative, batteries down, Bomb-bay doors inoperative.

740th Bomb Squadron:

12 aircraft off
11 aircraft over Target
11 aircraft returned
0 aircraft early returns
1 aircraft prior returns (To be given Sortie Credit)
1 aircraft M.I.A.

Flew two ships belonging to 741st Bomb Squadron.

P/R - Ship #239 Calabretta - Large hole in wing between #3 and #4 engines.

M.I.A. Ship #9282 Powers

741st Bomb Squadron:

2 aircraft off
2 aircraft over Target
2 aircraft returned
0 aircraft early returns
0 aircraft prior returns

(Note: 4 ships of this Squadron were flown by other Squadrons.)

Note: 741st Squadron lost one ship #2271 in action. Ship was flown by 743rd Squadron. Pilot Brunson.

742nd Bomb Squadron:

10 aircraft off
9 aircraft over target
9 aircraft returned
0 aircraft early returns
1 aircraft prior return (To be given Sortie Credit)
1 aircraft M.I.A.

M.I.A. Ship #407 Pilot Pardoe.
P/R Ship #259 Pilot Taylor. Supercharger inoperative.

743rd Bomb Squadron:

11 aircraft off Borrowed three (3) ships from 741st Bomb Squadron.
9 aircraft over target
9 aircraft returned
1 aircraft early return
1 aircraft prior return
2 aircraft M.I.A.

E/R Ship #481 Pilot Turner. Gas leak in Bomb-bay.
P/R Ship #879 Pilot Arnold. #4 engine out. Left outer wing shot up.
M.I.A. Ship #224 Pilot Cheeseman.
M.I.A. Ship #271 Pilot Brunson

SECRET

UNITED STATES STRATEGIC AIR FORCES IN EUROPE

"AIR INTELLIGENCE SUMMARY NO. 22"

For Week Ending 9 April 1944

RESULTS OF ALLIED ATTACKS

* * * \

HEADQUARTERS
455TH BOMBARDMENT GROUP (H)
A.P.O. 520 U. S. Army

MISSION NO. 18 (740th, 741st, 742nd, 743rd Squadrons)
STEYR, AUSTRIA.

NARRATIVE REPORT

1. MISSION: Steyr Daimler-Puch and Walzlagerwerke, Steyr, Austria.

2. TARGET: a. Steyr Daimler-Puch Components Plant.
Machine and Assembly Shop - Building No. 2.
Assembly Shop for Motor Transport and Aircraft Components - Building No. 5.
Ball Bearing Shop - Building No. 12.
Foundries - Building No. 18.

b. Steyrwaffen Flugmotorenfabrik Walzlagerwerke. (Numbers assigned correspond to Reconnaissance Photo.)
Assembly, Testing, and Packing Building - Building No. 5.
Bearing Store and Dispatch Building - Building No. 6.
Cage Shop and Paymaster's Office - Building No. 3.

3. IMPORTANCE OF TARGET: On 2 April 1944, Steyr Walzlagerwerke Ball-Bearing Plant and the northern portion of Daimler-Puch Aircraft Factory carried the highest priority target rating in Europe. The damage suffered by the German ball-bearing industry as the result of aerial bombardment, especially against those plants at Schweinfurt, had placed the Walzlagerwerke Ball-Bearing Plant in the top position as the most important plant of the enemy ball-bearing industry. Originally an aero-engine works, this plant was at the time producing great quantities of ball-bearings and ball-bearing assemblies for the German war machines.

4. THE GENERAL PLAN: As part of the Fifteenth Air Force's concerted effort to knock out German aircraft production, all plants, actual or potential, engaged in assembly or in supplying parts were likely targets. The Steyr Ball-bearing plant and engine works had been hit in February but had not been put out of action. Production was continuing in the undamaged portions and repairs were under way.

4(M)

MISSION NO. 18, STEYR, AUSTRIA (Continued)

The attack on Steyr was a highly coordinated operation with 13 heavy bomber groups hitting the Steyr targets, 3 heavy bomber groups carrying out diversionary raids on Brod, Bihac troop concentrations, and Mostar. This was to be the largest operation in point of numbers of planes the Fifteenth Air Force had attempted up to that date. A total of 432 heavy bombers dropped on Steyr with 127 B-17's and 137 B-24's operating against the Walzlagerwerke and 168 B-24's hitting Daimler-Puch.

Escort and target cover were provided by 108 P-38's and 45 P-47's.

5. AIRCRAFT AND CHRONOLOGY: At 0755 hours, 35 B-24's took off (12 from 740th, 2 from 741st, 10 from 742nd, 11 from 743rd Squadrons). One A/C returned early because of a gas leak in the bomb bays and 3 returned prior to bombing because of engine troubles which prevented them from staying with the formation. One aircraft which did not go over the target bombed Rimini.

Twenty-six (26) aircraft dropped their bombs on Steyr Walzlagerwerke and returned to base at 1500 hours.

Four (4) aircraft were missing, all shot down by enemy aircraft prior to the target.

Three groups from the wing participated in the mission with the 459th in the lead, followed by the 454th and 455th in order.

6. ASSAULT: Crossing the Yugoslav coast about 20 miles south of Zano, the attacking bomber formation flew direct to Steyr on a course of approximately 350°.

The briefed axis of attack on Steyr Daimler-Puch was 320°. On the approach to the target it became evident that a cloud would obscure the target so that offset bombing would have to be used. On the other hand, the Walzlagerwerke was clear and had not been hit. It was at this point that the group leader, Lieutenant Colonel Kenneth A. Cool, made the decision to bomb the open and vastly more important target. The attack was carried out on an axis of attack of 330° magnetic.

Each plane was loaded with ten 500-pound bombs with .1 second nose and .01 second tail fuzes. Bombing altitude was 21,000 feet to 22,000 feet; rally off the target was to the left.

MISSION NO. 18, STEYR, AUSTRIA (Continued)

Enroute to the target, the first enemy reaction to to the operation was made at about 1010 hours when the presence of shadowing aircraft was noted in the area southwest of Fiume.

The first enemy fighters were encountered at 1030 hours. Between 60 and 70 single-engine fighters appeared from the west and south in the vicinity of Nuovo Mesto. They were immediately engaged by the P-38 escort, with violent individual encounters taking place. At 1039, about 25 single-engine fighters which were probably part of the same force again attempted to attack the bombers and were engaged from 1040 to 1100 hours by P-47's which had taken over the escort function at 1030. This encounter took place at about 46°00' North Latitude. With the exception of 4 to 6 Me-109's which attacked the lead bomber group at 1115 hours, all of these fighters were effectively dealt with.

It is believed that all of these fighters belonged to units based at the North Adriatic airfields. Photographs of Maniago and Lavariano, the principal bases in this area, taken during the operation just prior to the encounters showed a total of only 25 single-engine fighters present as compared with 76 on the previous cover.

Evidently between 1100 and 1115 hours other fighters from Austrian bases were assembled just north of the frontier. It appears that the twin-engine fighters were first concentrated over Graz and the single-engine fighters over Klagenfurt. The latter made contact with the bombers and escort at about 46°20'N. The twin-engine fighters made contact at about 46°30'N. Most of these fighters attacked aggressively all the way to the target and back as far as the Klagenfurt area. The total force put up from Austrian bases is estimated at about 100 single-engine aircraft and 40 to 50 twin-engine aircraft. These fighters probably came from fields in the Graz and Vienna areas, with perhaps 20 to 25 twin-engine aircraft coming from fields in the Munich area.

Approximately 15 to 20 Me-109's attacked the bombers over Yugoslavia on their return flight. These encounters occurred between 1315 and 1325 hours between 45°20'N and 44°50'N. The aircraft providing this opposition were probably aircraft of North Adriatic units making second sorties.

The total enemy fighter opposition to this operation is conservatively estimated at about 215/220 single-engine and 40/50 twin-engine aircraft. Including shadowing aircraft, it is probably true that between 260 and 275 sorties were put up against our formation. Of these, about

60/70 fighters from the North Adriatic operated east of Fiume and were successfully engaged by the bomber escort. It is believed that about 25 percent of these made second sorties. All the other fighters employed appear to have intercepted from airfields in the Vienna-Graz-Klagenfurt area, with the possible exception of 20/25 twin-engine fighters which may have come from Munich.

The first enemy fighters encountered by the 455th Bombardment Group were at 1045 at 45°20'N - 15°20'E. Between 15/20 Me-109's with belly tanks were engaged by the escort but did not attack the formation. The heaviest concentration of fighters, from 75 to 80, was encountered 15 miles west of Graz, and continued the attack until the target area was reached. Most of the aircraft encountered in this area were Me-109's, FW-190's, and Me-110's. Between 20 and 25 Me-210's and JU-88's attacked the formation while they were making their bomb run. Large groups of single-engine aircraft picked up the formation and attacked on the return trip.

The Me-109's and FW-190's attacked low and level from 4 to 6 o'clock, doing a pursuit curve, then rolling. The fighters were very aggressive and seemed to be experienced pilots. They seemed to be weaving, trying to pick out the blind spots on the B-24's. The enemy fighters did not take advantage of the fact that the sun was from 5 o'clock but while 2 aircraft made feints from above, a single aircraft would attack from level or below. The twin-engine aircraft came in from a line abreast and peeled off in pairs, making a climbing roll attack and firing rockets.

A majority of the Me-109's were painted silver with black crosses on the wings. The FW-190's were black with white crosses. A few single-engine fighters were observed to be painted with a desert camouflage. One crew reported FW-190's with blue spinners and red spinners which flew alongside of the formation at approximately the rendezvous point with the P-47's.

The fighter attacks on the mission were the heaviest the Air Force had encountered since the Regensburg raid on 25 February 1944. The attack on the 455th Bomb Group was such the heaviest it had encountered thus far in its operations.

Despite the severity of the attack, however, the group leader managed to keep his formation together and, in the face of intense, accurate flak, made and executed a decision to bomb another target than that assigned. With wounded men on board and the planes riddled from enemy aircraft fire, the group did a superb job of bombing and turned from the target with a tight formation to make its way back through the enemy fighters to base. In the face of overpowering odds, this Group's formation destroyed a highly important objective thereby demonstrating remarkable courage, determination, and a high degree of professional skill and devotion to duty.

7. RESULTS OF BOMBING: The assembly, testing, packing, and ball and roller bearing plant Building No. 2 was very heavily damaged. In addition to the devastation caused by high explosives, approximately an equal amount appears to have been caused by fire, and of the total area of 116,000 square feet, only an approximate area of 43,000 square feet remained and that probably suffered severe internal structural damage. Building No. 5, the other assembly and testing plant, was less heavily damaged, but one bay was more than half wiped out.

Building No. 3, with an approximate area of 150,000 square feet, was more than two-thirds destroyed.

Building No. 6, the bearing store and dispatch building, was severely damaged and nearly half destroyed; the remainder was severely hit that it could scarcely be considered intact.

Other buildings though less severely damaged suffered severe blast effects from near-misses.

8. WEATHER: From the base across the Adriatic, to about one hundred miles from the target, there was no cloud above or below the formation. From about 100 miles south of the target, cloud cover was 3/10 to 4/10 cumulus with tops of 10,000 feet. This coverage continued to the target. Over the target the cover was 3/10 to 4/10 cumulus at 3,000 feet with tops at 10,000 feet. Visibility was 6 miles in haze and smoke. On the return trip the weather was the same as the route out.

9. RADIO: Communications were satisfactory. Calls to escort remained unanswered due to the fact that the escort was heavily engaged.

10. ROUTE: Base to Andrija, 43°02'N - 15°46'E to 44°40'N - 15°25'E to 45°28'N - 15°21'E to Turning Point 47°36'N - 14°45'E to I.P. 47°53'N - 14°35'E to target. Axis of attack 330°. Target to 46°40'N - 14°50'E to 44°05'N - 14°45'E to Base. (See Sketch of Route.)

11. ENEMY LOSSES:

Destroyed	Probably Destroyed	Damaged
Me-109 - 15	Me-109 - 13	Me-109 - 3
FW-190 - 11	JU-88 - 3	
Me-410 - 1	FW-190 - 1	
Total - 27	Total - 17	Total - 3

12. OUR LOSSES: The 741st Squadron which had two (2) planes over the target was the only squadron to suffer no losses during this operation. Four were lost: one (1) from the 740th Squadron, one (1) from the 742nd Squadron, and two (2) from the 743rd Squadron.

a. 740th Squadron. Plane No. 41-29282, left the formation at 1100 hours at approximately 46°40'N - 14°25'E. The left wing and Number three engine were on fire. Six men were seen to bail out and chutes open. Two more were seen to bail out and their chutes open just before the plane crashed.

b. 742nd Squadron. Plane No. 41-29407 was last seen leaving the formation 8 miles west of Celje 46°16'N - 15°66'E, with Number four prop feathered, on a heading of 250°. Four enemy fighters were following this aircraft.

From five members of this crew who successfully evaded the enemy the full story of this plane was ultimately pieced together. In the course of a running battle which lasted approximately 30 minutes, this crew shot down 7 enemy fighters. Yugoslav Partisans who assisted five crew members to escape verified this number.

The gallant crew fought the enemy fighters until their ammunition was exhausted and their plane riddled with 2[illegible] mm. cannon. With enemy fighters still coming in, and with the plane losing altitude rapidly due to the loss of two engines, the pilot gave the order to bail out. All 10 crew members got out of the plane. Five crew members landed in Partisan territory and after thirty-one (31) days returned to their base. The other five members landed in German-held territory. These men were fired upon by German ground forces. One has since been reported as a prisoner of war. The remaining four were either captured or killed.

c. 743rd Squadron. Plane No. 42-52271 (Name by Bucknam) was last seen at 45°30'N - 15°30'E with a fire in the bomb-bay and waist section. Three (3) men bailed out and their chutes opened. One man jumped from the waist window apparently without a parachute. One jumped from the waist window with back-type chute afire. The plane pulled up into a stall, made one turn in a spin, and exploded.

Plane No. 42-52224, (Name by Chessmore) was last seen ten miles west of Graz with a fire in the waist section. Four men were seen to bail out but two chutes were on fire.

13. WOUNDED PERSONNEL: Five (5) men were wounded by fighters. One, a left waist gunner was seriously wounded in the chest and upper arms. A tail gunner was wounded in the right knee, a right waist gunner was wouhded in the foot, a ball turret gunner was wounded in the rectum, and a top turret gunner received a shoulder wound.

14. ASSESSMENT OF DAMAGE TO OUR PLANES:

a. By enemy aircraft: Two severe and two slight.

b. By flak: Three severe and four slight.

15. COMMENTS: None.

16. AIR-SEA RESCUE: None.

17. SORTIES: Thirty-four (34)

MISSION NO. 18, STEYR, AUSTRIA (Continued)

18. NAVAL AND SHIPPING ACTIVITIES: The following naval observations were made: Cruiser off Selboa Island 44°20'N - 14°45'E at 1320 hours; cruiser in the harbor at Chirisi Lussignano 44°36'N - 14°32'E; two unidentified ships towing barges at 44°45'N - 14°40'E at 1314 hours; one unidentified vessel in the harbor at Baskanova, Island of Krk; surface craft on fire at 44°05'N - 14°35'E, off the coast of Dugi.

19. ENEMY AIR INSTALLATIONS AND ACTIVITY IN ADDITION TO ENCOUNTERS: Observations of enemy air installations were as follows: Airdrome at Rottenmann 47°30'N - 14°32'E, concrete runway, no aircraft; Celje Airdrome, no aircraft; Airdrome north of Zellway 47°12'N - 14°45'E, good runway, snow cleared, no planes observed.

20. ENEMY GROUND COMMUNICATIONS: A twelve-truck convoy was observed moving east at 44°13'N - 15°37'E at 1015 hours; at Baslani Marshalling Yard, 46°01'N - 15°16'E five or six trains were observed.

21. SQUADRON LEADERS:

First Attack Unit:

A-Box - Lieutenant Colonel Kennet A. Cool, O-254001, Group Commander.
B-Box - First Lieutenant Alvin I Fisher, O-739759, 740th Squadron.
C-Box - First Lieutenant James W. Knight, O-745699, 742nd Squadron.

Second Attack Unit:

D-Box - Captain Wilbur C. Bechtold, O-402345, 743rd Squadron.
E-Box - First Lieutenant Robert L. Cook, O-4231414, 743rd Squadron.
F-Box - First Lieutenant Jack . . Saine, O-803282, 740th Squadron.

ALVIN E. COONS,
Major, Air Corps,
Group S-2 Officer.

COPY OF TWX

From Colonel Upthegrove's 201 File

3 April 1944.

FROM: GENERAL TWINING, 15TH AIR FORCE

TO : 304th Bombardment Wing (H)

* * * * * *

Operations of the Strategic Air Force from Italy during the past two days have resulted in terrific destruction of Hun aircraft and vital industrial establishments. This will go a long way toward bringing the war to an early end. The Hun Air Force cannot take the punishment, as evidenced by his weak opposition to our attack on Budapest. Pass to all units my highest commendations on the results of these air battles. Our combination of night bombers, day bombers, and long range fighters, represents a fighting force that cannot be beaten.

* * * * * *

HEADQUARTERS
455TH BOMBARDMENT GROUP (H)
APO 520 U.S. Army

30 July 1944.

SUBJECT: Report of Ground Crew Effort Prior to the Steyr Raid.

TO : Commanding Officer, 455th Bombardment Group (H), APO 520, U.S. Army.

On the day of the mission, 2 April 1944, the Squadron Engineering Sections were able to report to Group Operations a group total of fifty (50) aircraft operational out of a total of fifty-seven (57) aircraft assigned. Of the seven (7) aircraft non-operational, two (2) were in the Service Squadron for major repair of combat damage and five (5) were awaiting parts.

All Squadron Engineering Sections were operating under serious handicap due to lack of CEL equipment. Two of the squadrons had received only forty (40) percent of their maintenance equipment while the other two squadrons were in even worse condition with but ten (10) percent of their equipment. Critical items such as wing jacks, tow bars, crew-chief stands, "A" frames, were lacking, as was other necessary equipment. Oil drums were used as crew-chief stands and the only available tools were those in the crew-chief's kit.

Due to the twenty (20) percent increase of assigned aircraft above T.O. authority, shortage of maintenance personnel, inadequate maintenance equipment, and extremely poor field conditions, ground crews were required to work from fourteen (14) to sixteen (16) hours a day to maintain this high percentage of aircraft operational. The fact that the engineering and other maintenance sections consistently furnished operations with more aircraft than were required for tactical operations is a direct contribution to the splendid record of this group.

The cheerfulness and proficiency with which these men fulfilled their assigned duties under the most trying circumstances upholds the highest traditions of the military service, reflecting great credit upon themselves and their organization.

Philip P. Crowell

PHILIP P. CROWELL,
Major, Air Corps,
Group Materiel Officer.

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HEADQUARTERS
FIFTEENTH AIR FORCE
APO 520

12 September 1944

GENERAL ORDERS)

NUMBER 3325)

Citation of units.....1

455TH BOMBARDMENT GROUP (H). For outstanding performance of duty in armed conflict with the enemy. Although handicapped by a shortage of personnel and operating with only (40) percent of their maintenance equipment, ground crews, working for fourteen (14) to sixteen (16) hours daily, maintained a high percentage of operational aircraft during the early months of the group's combat operations. On 2 April 1944, thirty-five (35) B-24's, carrying ten (10) five hundred pound General Purpose bombs, took off on a vital mission to destroy the Daimler-Puch Aircraft Factory at Steyr, Austria. As part of the same operation, four (4) heavy bomb groups from the Fifth Wing were scheduled to destroy the Steyr Walzlagerwerke Ball Bearing Plant ahead of this group. The success of the entire operation was endangered on the bomb run when a group of B-17's were seen in the target area and a low cumulus cloud floated over, completely obscuring the target and the B-17 group. Approximately a mile to the northeast loomed the important ball-bearing plant, the Steyr Walzlagerwerke. The group leader, making a hasty decision, decided to bomb this more vital target which had not been bombed up to this time. Throughout the bomb run, the group was under aggressive attack from approximately sevent-five (75) enemy fighters which used rockets, aerial flak, cannon and machine guns in an effort to disrupt the formation. Despite the heavy, intense and accurate anti-aircraft fire and continued enemy fighter attacks, the group maintained a close formation and scored direct hits on this unbriefed target. The coordination between the attack units resulted in twenty seven (27) enemy fighters destroyed, seventeen (17) probably destroyed, and three (3) damaged, to the loss of four (4) aircraft by the 455th Bombardment Group. Many direct hits were scored on the machine shops and a large explosion occured, covering the plant with dense smoke. The tremendous material damage contributed greatly to the curtailment of aircraft production by the enemy at a time of great importance. A later Fifteenth Air Force Monologue on this day's operation particularly mentions the "greatest number of hits" by the 455th Bombardment Group. By their grim determination, their outstanding skill and unhesitating courage in successfully completing this mission through the heaviest of enemy opposition, the officers and enlisted men of the 455th Bombardment Group have upheld the highest traditions of the Military Service, thereby reflecting great credit upon themselves and the Armed Forces of the United States of America.

BY COMMAND OF MAJOR GENERAL TWINING:

R. K. Taylor,
Colonel, GSC,
Chief of Staff.

44

ATTACHMENT #26

Two Aircraft Collide
Twenty Crew Members
MIA
Over Porto San Stefano
Italy

On the 28th April, 1944, eight aircraft of the 741st Bomb Sq. took off to bomb the port facilities at Porto San Stefano, Italy. In all, 36 455th Bomb Group aircraft took part in the mission. Four aircraft returned early, 32 aircraft flew over the target. No enemy aircraft were encountered, and flak over the target area was slight to moderate but accurate. 1st Lt. Hudson's crew was leading one flight of six aircraft on the mission. 1st Lt. Slater's crew was flying on Hudson's right wing. 1st Lt. Callen's crew was flying in the slot behind Hudson. Callen had one aircraft off each wing. On the bomb run after the IP, three bursts of flak were seen directly ahead at the precise altitude of the six aircraft. The fourth burst of flak struck Slater's number one engine and severed the wing and engine from the aircraft. Hudson's co-pilot, 1st Lt. James H. Smith, reported that Slater's aircraft immediately rolled to the left. Smith said it happened so fast he could not warn the crew. The waist gunner on Hudson's crew, S/Sgt. Elliott, later reported he fully expected Slater's aircraft to collide with his. The tail gunner on Hudson's crew, S/Sgt. Marvin Wolfe, reported that he saw Slater's aircraft collide with Callen's aircraft. The two aircraft were near back to back at the collision point. The two aircraft were observed to crash and burn. One chute was observed to open. The twenty crew members listed as MIA are as follows:

2nd Lt. Jerome E. Slater	Pilot
2nd Lt. Douglas S. Rezin	Co-Pilot (in liew of Montgomery)
1st Lt. Karl R. Massey	Bombardier (in liew of Reese)
2nd Lt. Emil Sobylak	Navigator (in liew of Johnson
T/Sgt. Olin O. Cresgawn	Engr/Top Turret
T/Sgt. John R. Horber	Radio Oper.
J/Sgt. Selmar L. Brathhall	Waist Gunner
S/Sgt. Louie B. Bon Achen	Waist Gunner
S/Sgt. Grover C. Barrou	Ball Turret
S/Sgt. Warren G. Heer	Tail Gunner (in liew of Connel)
2nd Lt. Michael C. Callen	Pilot
2nd Lt. Alexander S. Emmons	Co-Pilot
2nd Lt. Kels Laws	Bombardier (in liew of Callan)
2nd Lt. Walter L. Slocam	Navigator (in liew of Kuntz)
T/Sgt. Lenoard E. Jesset	Top Turret
S/Sgt. Alfred B. Jefferds	Ball Turret
Sgt. James F. Herskell	Waist Gunner
S/Sgt. Lucian H. Hole	Waist Gunner
T/Sgt. William F. Matthews	Radio Oper.
S/Sgt. Daniel B. Connel	Tail Gunner (in liew of Daniel P. James, Jr.)

NOTE: The Navigator on Callen's crew, 2nd Lt. Guy T. Kuntz, Jr., was flying on Hudson's crew.

May I add some additional thoughts tothe narratives of the Slater/Callan mid-air collision. I have known the fear and terror of an aircraft out-of-control--if only for a very short period of time. How helpless a feeling to know that there is nothing that you can do to control the airplane. When my aircraft went out-of-control we were, fortunately, all alone--not in close formation! Imagine the stark terror of crewmen in adjacent aircraft who saw the engine and wing leave Slater's aircraft and begin its roll--toward Hudson's aircraft, barely missing it as it continued its roll onto its back and colliding with Callan's aircraft beneath. Imagine the helplessness of the pilots and crews flying Callan's wings.

Lt. Guy T. Kuntz, Callan's navigator, was flying as navigator with Lt. Hudson's crew that day. Again, imagine seeing your crew killed in front of your eyes. Remember the respect, admiration, dependence, and love for one another that developed between crew members. It is reported that Lt. Kuntz wept inconsolably all the way home to base.

ATTACHMENT 27

Attachment 27 is the 741 Squadron History that will appear in the 455 Group History. Al Asch has re-written all squadron histories.

Al reports that "...some accounts are missing, e.g. Bowers's problem with fuel, Brashear's ditching, McWilliams's losing his leg, Keogh getting rammed, and the award of Soldiers' Medals to Schuknecht, Pascavage, Schroeder, and O'Mara. I have featured these in the main body of the book as typical examples of achievements by both ground and air personnel." The narrative of the Slater/Callan mid-air collision will be added in the main part of the book.

The 741st Squadron

The 741st Squadron crews followed the same route to Italy as the others except 5 were ordered to land at a small field with a dirt runway at Chateaudun, Algeria. All other airplanes landed at Djedeida. Although the two airfields were only 50 miles apart, neither the Squadron or the 5 crews knew the whereabouts of the other. There was a service squadron in charge of maintaining the airfield at Chateaudun but were in the process of moving out. The 2 senior officers of the 741st, 1st Lts. Lawrence F. Liberty and Louis L. Nangeroni, convinced the service squadron commander, a Captain, to stay a few days until the lost crews could find their Squadron. The crews needed tents, cots, blankets and food. Liberty and Nangeroni organized a radio watch to monitor the interplane frequency of the Squadron to determine their whereabouts. On the 4th day, contact was made and it was learned that the 5 crews should have gone into Djedeida. During the 4 days delay, there was a shortage of food so the crews bargained with the local Arabs for almost everything they ate: chickens, bread, wine, etc. One tent caught fire and burned to the ground with bedding and clothing lost. On the 5th day, the crews started leaving for Djedeida. Their airplanes were in bad shape yet flyable. Lt. Eugene Hudson could not get his airplane started as the auxiliary generator (putt putt) would not run and provide electricity for the engine starters. They took a putt putt from another airplane that had been started and installed it in Hudson's to get his B-24 running. It worked and all 5 airplanes took off and joined their Squadron at Djedeida.

When the Squadron flew into Cerignola, Italy on 1 February 1943, one could see from the air that much would need to be done to provide the basic comforts for the men and acquire the minimum supporting equipment and facilities for the maintenance of our B-24's. After landing, all the airplanes had to be lined up wing-tip to wing-tip because there wasn't enough pierced-steel planking for hard stands and taxi ways. This presented a most inviting target for an air attack which, fortunately, never came. Eventually, enough planking was obtained for each hard stand which improved working conditions for the maintenance engineers and better dispersal of our aircraft against air attacks.

Although the basic character of the Squadron had developed during training, its development continued under combat conditions but at some cost. For example, the 4 officers of each combat crew were quartered in one tent and

the 6 enlisted men in another. The Squadron Commander, Horace Lanford, adopted a policy of having the operations sergeant on duty wake the crew commander scheduled for a mission that day. The crew commander was then responsible for waking the rest of his crew, the officers and airmen, and getting them to the Group briefing on time. The penalty for violating this policy consisted of fining the crew commander $50.00 (to be placed in the officer's club fund) if he failed to get his crew to the briefing on time. There was an alternative, the off-track crew commander was given the choice of a court martial if he refused to pay the fine. One such officer refused to pay the fine and chose the latter. Because a court martial procedure would have taken the time of many people away from the combat objectives, the pilot was denied a promotion and transferred to a fighter squadron where he became successful. There were no more crews late for briefing!

Personal Flying Equipment

Captain Harold F. Schuknecht, the fine Squadron Flight Surgeon, provided an evaluation of the personal flying equipment for the first three months of operational flying: February, March and April of 1944. The temperatures during these months at 20,000 feet ranged from -20°F to -50°F. The gloves and boots of the electrically heated uniforms were entirely inadequate, both in quantity and quality. Twenty cases of frostbite were treated of which three were hospitalized. Frost bite of the fingers and toes was a major problem. With care, all persons recovered. Quantity deficiencies were slowly remedied by the use of British equipment. The use of silk liners in gloves was found especially effective and the use of a pair of light weight cotton socks covered by heavier woolen socks provided increased protection against cold. Ball and tail turret operators received first priority on electrical clothing.

Environmental Conditions

Captain Schudnecht's observation of the quality of food during February, 1944 was as follows: "Caloric content of diet is adequate, however, excessive amounts of gas-forming foods are being issued to this command". All combat crews could vouch for the gas-forming aspects while flying at high altitudes where pressure is reduced and the gas expands, making it rather uncomfortable during a combat mission.

By March, many activities had been underway to improve living and working

conditions. For example, the new mess hall began to shape up; the new public address system gave the men music at night; the officer's and airmen's elaborate canvas-covered latrines opened for business; a sum of $1,100 was spent for furniture for the officer's club; one could order flowers for Mothers on Mother's Day; floor tile was procured for the clubs; marble was procured for the officer's club; furniture was bought for the enlisted men's day room; the "swank", new officer's club officially opened 29 March; and on 30 March, Coca Cola was served for the first time since leaving the States; the enlisted men's day room opening was set for 8 April; and by the 10th, work was completed on the roof of the new mess hall. By the end of April, all clubs were open for business. Since it was pay day, the enlisted men's club was packed and the money flew thick and fast across the bar and the card tables. Some won and some lost!

Combat for the Squadron

On 3 April, 1944 the Squadron suffered its first casualty while bombing the marshalling yards (M/Y) at Budapest, Hungary. First Lieutenant Paul T. Condra, the pilot, and Tenhnical Sergeant Verl D. Maxson, engineer, were seriously injured and their bombardier, 2nd. Lt. Ernest J. Ackerman, was killed by flak over the target. The copilot, 2nd. Lt. Harold Gorski, was awarded the Silver Star for his extraordinary achievement in bringing the crippled B-24 back to base with the first pilot severely wounded. The plane was repeatedly hit by flak, fire broke out in the cockpit, 2 engines were rendered inoperative and another was badly damaged, forcing the B-24 to drop behind the formation. Immediately taking over the controls, Lt. Gorski brought the plane back into the formation and at the same time, the crew was battling the fire until it was extinguished. The stricken B-24 was safely returned to base without further damage. This first loss of life gave everyone a profound realization about the perils of combat.

There were several awards of the Distinguished Flying Cross (DFC) during June 1944. Major Russell J. Welsh, Squadron Operations Officer, was awarded the DFC for leading an attack unit 28 March against the Verona M/Y in Northern Italy. Although the weather caused part of the Group formation to return to base, Major Welsh skillfully maneuvered his section into formation with another group and followed it across the target. Despite intense and accurate anti-aircraft fire and strong enemy fighter interceptions in the target area,

a successful bombing run was completed without loss of an airplane. With his determination in leading the section, a large measure of success was achieved on a mission that might have proved abortive.

On 21 April 1944, 1st. Lt. Louis L. Nangeroni served as flight leader on a mission against the Bucharest M/Y in Rumania. His B-24 was attacked repeatedly by enemy fighters and sustained severe damage. Heavy damage from flak shattered the plexi-glass in the pilot's compartment with a fragment striking Lt. Nangeroni and wounding him in the head. He, nevertheless, maintained his position in the formation, holding the flight together until safely out of hostile territory. Then, with his fuel supply rapidly running low from leaks caused from flak and with the danger of fire, he made his way to the home field and a successful landing.

On the same mission over Bucharest, 1st. Lt. Eugene (Gene) L. Hudson's B-24 was attacked repeatedly by enemy firghters, damaging one of his engines. Flak completely destroyed the hydraulic system. Despite the crippled condition of his airplane, Gene maintained his position in the formation, affording maximum protection against further enemy fighter attacks. Without use of brakes or flaps, he circled the home field until the rest of the formation landed before bringing his plane in for a successful landing. Gene had a distinguished career in the Air Force, becoming a Major General before retiring.

Major Horace W. Lanford, Jr., Squadron Commander, was also awarded the DFC for extraordinary achievement for leading the mission on 17 March 1944 over the Vienna Industrial Center. The formation encountered adverse weather conditions and finding the target cloud obscured, Major Lanford led the formation to the secondary target. Despite continued adverse weather conditions and determined enemy resistance, he maneuvered the Group to the objective for a highly successful bombing run.

Corporal Robert E. O'Mara, an ambulance driver, received the Soldier's Medal for risking his own life to save others. The medical personnel were always the first to arrive at the scene of an airplane accident to assist airmen from the wreckage.

The Missions Over Germany and Austria Took Their Toll

On 13 June 1944, the target was Munich, Germany, a real tough one with many enemy fighters. One B-24 piloted by Lt. Gustav Wendt straggled in late

after the rest of the Group planes returned. It had been presumably lost, but it came back with engines feathered and its hydraulic system shot up. By the use of parachutes deployed from the waist windows, a safe landing was made. Lt. Wendt was awarded the DFC.

Another B-24 piloted by Lt. Robert C. Christensen flying to the same target was also badly damaged from enemy action. Bob flew "tail end Charley" that day and was attacked by fighters as the formation crossed the Adriatic into Yugoslavia and from this, S/Sgts. Gordon F. Swann, a waist gunner, and Leo C. Padgett, the ball turret gunner, were killed. Despite being mortally wounded, S/Sgt. Swann continued to fire at the oncoming fighters until he died. S/Sgt. Hubert L. Townsend, the aerial photographer, took over the dead men's guns and personally accounted for two enemy fighters. T/Sgt. Casimir Bialas also claimed an enemy fighter. With the plane badly crippled, Lt. Christensen showed lots of "guts", judgment and skill in maintaining his position in the formation and proceeding to the target over 100 miles away. He realized full well it would have been suicidal to leave the protection the formation provided from enemy fighters. Further damage was inflicted upon the airplane over the target from heavy and intense flak and the crew had to fly at high altitude for a long period of time without oxygen. Bob brought his B-24 back to base with the wounded and fatalities and made a skillful landing without the service of his nose wheel. There indeed were some "shaky" crews in the Squadron that evening. Lt. Christensen was later promoted to Captaim and received the Silver Star for gallantry in action. All his crew received the DFC as follows: S/Sgts. Leo C. Padgett and Gordon F. Swann (Posthumously) and Jack E. Abbott, William Bowles, Jr. and Hubert L. Townsend. The officers included 1st Lt. Sam Bakanauskas and 2nd Lts. Robert M. Crowley and Paul A. McCarthy.

The mission on 16 June 1944 against Vienna was another tough one. Lt. Nelson A. Wurtz's airplane was seen going down over the target after receiving direct hits from flak on the forward part of his plane. Some parachutes were seen to open. The crew was one of the original ones and all members had 45 missions each, only 5 short before returning to the States. The fine Squadron navigator, Lt. Robert C. McWilliams, was on the airplane. He survived POW camp as did others of the crew.

First Lt. Harold Gorski received the DFC for bringing his heavily damaged B-24 back to base from the mission over Moosebierbaum, Austria on 26 June.

His formation was under repeated attacks by enemy fighters. His crew destroyed 3 enemy fighters, probably one other and damaged two. Harold's plane was badly damaged and some repairs were made during flight to get it back to base. A successful landing was made without further damage. All of Harold's crew were awarded the DFC as follows: 2nd. Lts. William R. Crim, Bill L. Disbrow and James W. Scott, Jr.; T/Sgts. John E. Merfield and Stephen Vicinski; S/Sgts. Raymond R. Beauvais, Dale F. Magnuson, Kenneth J. Vincent and James E. Weeks; and Sgt. Mark S. Blackman.

Quotes from the Records

The Squadron historical diary for 1 July relates the following: "The new dispensary is ready for occupancy, located in the olive grove amid the tents, close to the men. Chief pain-soother, Capt. Schuknecht, has a real palace to work in now with all modern improvements, including hot and cold running water. No missions to start the month. Replacements are sorely needed as our status at the moment could aptly be called quasi-operational". The losses were high since starting combat flying in February, 1944. The Squadron could put up only 6 crews on 28 June. Only 4 of the original B-24's and 3 out of the original combat complement of 18 crews were left.

The Squadron Commander is Lost in Combat

Major Lanford had the misfortune of being shot down on 21 July 1944 on a bombing mission against Brux, Czechoslovakia. This is his story: "I had accepted Major David (Rock) Thayer's assignment as deputy group leader for the mission. (Rock was the commanding officer of the 743rd Squadron.) Brux was a relatively lightly defended target with about 72 flak guns according to the intelligence briefing.

I agreed to fly one of the B-24's of the 743rd Squadron. I recall the airplane was not in very good condition but not bad enough not to go on the mission. We did not lose the airplane because of its poor maintenance status. The take-off and enroute flight was uneventful. Upon turning at the IP, the flak bursts were heavy over the target and seemed like a lot for just 72 guns. I remember thinking that no one would get through the barrage but we were the only B-24 lost that day.

As we approached the target, before bomb release, a flak shell went through our right wing, just behind the number 3 engine. The hole was large

enough for a man to crawl through and that was no imagination! We had to apply climbing power to maintain level flight.

After bombs-away, knowing we could not return to base because of fuel consumption at climb power, we slowly lost altitude, dropping from one formation to another. Eventually we were down to 12 or 14,000 feet of altitude and alone!

We passed over what I judged to be a mobile flak gun or perhaps a flak battery. We heard flak exploding near our B-24 and received additional damage. Sam Bakanauskas, the bombardier, was hit in the hand. The control cables were severed. Although being the airplane commander, I was flying in the right seat, normally the copilots position, with Lt. Nixon flying as pilot. When I felt the flak bursts, I grabbed the controls and attempted a hard right turn. The control wheel spun like a roulette wheel! We put the airplane under automatic pilot control and were able to fly straight and level but we faced another problem. There were cumulus clouds forming over the mountains at our altitude and we did not want to fly through the turbulence on instruments with a crippled airplane. I turned the airplane by pulling back 2 left engine throttles to turn left or 2 right throttles to turn right. All seemed to be under control. Approaching a cloud, I pulled back two right throttles to turn right but the B-24 flipped abruptly to the left. I returned the right engines to climb power and gave the order to abandon the aircraft. All crewmen successfully bailed out.

I landed facing into the wind on a small patch of ground at the foot of a mountain. The force of my backward fall caused me to hit and cut my head slightly and with enough force to knock me out momentarily. I still had the rip cord in my hand. A woman and small child approached me and I gave them my parachute as a peace offering. I made them understand that I was an American and wanted to see Tito, the head of the Yugoslavia Partisans. She took me to her home, hid the parachute, and gave me a refreshing drink, perhaps vodka. The lady then took me to a small shack just inside the surrounding forest where an old man gave her instructions for taking me to safety. We proceeded up a mountain trail and were stopped by a Partisan hidden in the fork of a large tree with a rifle pointed at us. He understood our intentions and sent a message ahead by a hidden field telephone. Just prior to darkness, we entered a clearing where there were pup tents and one large tent as the headquarters of a Partisan camp. I was fed and had to share a small pup tent

with two Partisan soldiers for sleeping. They slept with their rifles and they banged my head through the night as the soldiers thrashed in their sleep.

In the morning, the camp commander took me to see Lt. Crim, our navigator, and told us the Germans were offering barrels of fuel for downed Americans but since they were assisting in our escape, the Americans were paying a higher price. In the afternoon, we went to our plane crash site to see if any of the guns could be salvaged for their use. There were none. Others of our crew had more problems evading the Germans and were in Yugoslavia two weeks until falling in the hands of the Partisans.

On the 3rd day, 23 July 1944, we set out for the "Big Stop". This was a gathering area for Partisans and Allied evaders wanting a ride back to Italy. We began our journey following our Partisan guide named 'Benny' who could speak some English. We hiked through the forest for awhile, then crawled on our stomachs across an open area and descending into what was, presumably, a safe part of the valley and hitched a ride in a horse-drawn wagon. During this part of the journey, some shots rang out and Benny dove from the wagon into a ditch at the side of the road. Of course, Crim and I followed with some haste. After awhile, Benny decided it was safe to proceed and it must have been other Partisans engaged in target practice.

We came to a small hamlet of 5 or 6 houses and stopped for lunch. The lady of the house was in her early 30's, well dressed with make-up and silk stockings. Her husband was a physician serving the Partisans in a hospital in Italy. At another house, we met 3 British soldiers who manned radio equipment. The equipment could be packed and removed and the house dusted down in twenty minutes to hide from the Germans. The soldiers radioed messages to Italy about the presence of downed airmen.

We then set out on an uneventful trip to the 'Big Stop' where we were to be evacuated by air. Archie Markoski, our tail gunner, joined us. We were well fed and after dusk we were escorted down to the landing strip for a night pick-up by a C-47 airplane. The lansing strip was the result of a British sergeant whose job it was to parachute from a C-47 at night into a designated area in Yugoslavia and prepare a landing strip. As a matter of human interest, the sergeant had a small pet dog who traveled with him at all times including the parachuting at night. The aircraft would fly at about 500 feet altitude when the sergeant made his jump. He would then enlist the aid of friendly Yugoslavs to assist in rolling the big stones out of the path for a

landing strip.

We were told that 6 C-47's to be flown by South African Air Force crews would arrive that night to take downed airmen and others to Italy. About 15 minutes before the aircraft were due, a bonfire was started in the hills surrounding the area marking the two ends of the landing strip and direction for landing. At 5 minutes before arrival time, the Yugoslavs lighted flare pots down the two sides of the strip to enable a safe landing. This activity took place within 20 kilometers of a German Headquarters. We were told the Germans just couldn't believe that landings such as these were being conducted on a routine basis and under adverse conditions. I have always been thankful the Germans would not believe this.

Three aircraft arrived loaded with supplies and personnel to relieve people who had been in Yugoslavia for a while. The Yugoslavs loaded wounded Partisans on 2 of the C-47's and a load of evaders on the other one. The British paratrooper and his dog returned to Italy to prepare for the next evacuation. There were three American weather observers returning from a tour in Yugoslavia. These people had to play 'hide and seek' with the Germans in the same fashion as the British radio people. They had difficult and harrowing experiences which showed the strain of duty on their faces. Twenty-eight of us came out that night.

We took off without lights and landed in Naples and were taken to a hospital for a good night's rest and physical examinations. From there, I went to the 15th Air Force Headquarters and had dinner that evening. I surprised Major Welsh, my former Operations Officer, by sitting at his table. He exclaimed: 'My God, I thought you were dead'! Since I wasn't, I joined him for dinner".

Horace joined his Squadron and within a few days, he was back flying combat. He later completed his combat tour. His crew members on this fateful mission told similar stories.

Another Crew Returns From Yugoslavia

On 22 July, 2nd Lt. Harley D. Snider and his crew returned from Yugoslavia with help from the Partisans for the escape. They had been missing since 16 June from a mission over Ploesti. The crew praised Lt. Snider for his coolness in getting everyone out of the airplane before leaving it. Although injured, Lt. Snider was the last to leave the stricken B-24. The

crew told of being picked up by Tito's men, hikes over hills and mountains at all hours of the day, backtracking, passing through enemy held territory and finally arriving at a secret airfield where they were evacuated in a C-47. In all, they walked about 300 miles in their escape.

Award for the Engineering Section

The Engineering Section was recognized early by the award of the Legion of Merit to the Squadron Engineering Officer, Lt. Elmer Watters, for the outstanding performance of the Engineering Section under his leadership. Without the outstanding performance by all maintenance activities, the Group could not have achieved the high level of combat operations.

Landing at the Isle of Vis

The Honorable George McGovern, United States Senator, was a Lieutenant in the 741st as a first pilot. His crew's airplane was named the "Dakota Queen". On one of his missions, Lt. McGovern had engine problems and had to land at the Isle of Vis on two engines to save his airplane and crew. The target was the Skoda Munitions Works at Pilsen, Czechoslovakia and the date was 20 December 1944. Lt. McGovern had an engine fail prior to reaching the target and decided to stay with the formation to drop his bombs. Having to use excessive power on the remaining 3 good engines, another failed and lost all its oil so that the propeller could not be feathered. The propeller's windmilling caused additional drag on the B-24 and later, one engine caught fire just before reaching the Isle of Viz. Lt. McGovern displayed a great deal of pilot skill by landing the crippled airplane on the short runway at Viz, saving it and his crew. The crew was flown to Italy within a short time after landing. Lt. McGovern was awarded the DFC for his achievements.

The Last Few Months of the War

Starting the New Year, living conditions had greatly improved, including the food. Canned C-rations started to become the exception. There were many recreational facilities with inter-Squadron games such as baseball, volleyball and softball which were most useful for the combat crews to take their minds off flying the combat missions.

The Squadron's last mission was flown on 25 April 1945 over Linz, Austria. It was a rough one! Almost all the planes returned with flak holes.

Lts. Oleson and McGovern both had to land using parachutes out the waist windows because their hydraulic system was damaged from flak and they had no flaps or brakes. Sgt. Ashlock received a serious flak wound in his thigh and Lt. Cooper sprained an ankle on landing. Both were on Lt. McGovern's crew.

The war ended on 8 May 1945 and the Squadron started processing the personnel for shipment back to the States and preparing the resources and area for the Allied Occupation Forces.

The Squadron Commanders

The following were the Squadron Commanders of the 741st Squadron:

Hoarce W. Lanford, Jr.--July 1943 to September 1944
Jack D. Reeder--October and November 1944
Russell J. Welsh--December 1944 to February 1945
Francis C. Doring--March 1945 to June 1945
Gordon R. Anderson--June to 9 September 1945

(From 31 July 1944 until 1 January 1945, the war diary of the 741st Squadron was missing from the historical records at Bolling AFB. The months of February and March 1945 were also missing. Therefore, there is this gap in the Squadron history.)

ATTACHMENT 28

Julio Locatelli furnished this obituary of Bob Cahill, Julio's WWII navigator. There is also attached a beautifully written tribute by Bob Cahill's son, Douglas Rezin Cahill.

Lt. Douglas Rezin was the crew co-pilot of Lt. Locatelli. Lt. Rezin and tail gunner Warren Heer of Locatelli's crew were assigned as substitutes on Lt. Slater's crew the mission of the mid-air collision with Lt. Callan's plane.

Another example of the respect and esteem that crew members had, one for the others.

OBITUARY



Robert Cahill

Robert T. Cahill

Robert T. Cahill, 72, a retired business manager for the Connecticut Light and Power Co. at the Stony Hill office in Bethel, died unexpectedly Wednesday, October 24, 1990, while vacationing in Hot Springs, Ark. He was the husband of Dorothy Gass Cahill, and lived at 1 Brush Drive in New Fairfield.

He was born in Waterbury on May 31, 1918, a son of the late William Joseph and Helen Royce Cahill, and graduated from Wilby High School in Waterbury and New Haven Junior College.

A U.S. Army veteran during World War II, Mr. Cahill served as a navigator in the European Theatre, and had been awarded the Distinguished Flying Cross for having flown more than 50 missions as navigator and bombardier in the B-24 aircraft. He was assigned to the 455th Bomb Group of the 15th Air Corps and received additional awards, including two Presidential Unit Citations and the Armed Forces Air Medal.

Mr. Cahill was a member and past president of the Winsted Chamber of Commerce, belonged to the Kiwanis Club, was a volunteer for the American Red Cross and served as community liaison for the Air Force Academy of Colorado Springs, Colo., to the state of Connecticut.

Besides his wife, he is survived by three sons, Robert T. Cahill, Jr., of East Morris, CT, Douglas R. Cahill of Glastonbury, CT, and James W. Cahill of Austin, TX; two daughters, Ellen C. O'Donnell of New Haven, and Susan E. Boyd of New Fairfield; a brother, William Joseph Cahill of Little Rock, Ark., and four grandchildren.

Donations in his memory may be made to the Heart Association, 941 Danbury Road, Georgetown, CT 06829, or to the Muscular Dystrophy Association, 65 Cherry St., Milford, CT 06460.

A Movie, A Death, A Deeper Understanding of Dad

Douglas R. Cahill

When "Memphis Belle" first appeared in movie theaters not long ago, I decided, after reading some of the reviews, that this would be a great film to take my father to see.

Even though you could probably count the number of times he had been to the movies in the past 25 years, I was certain that I could persuade him to join me for this one. After al, this film was more of a character study than an exhibition of violence or sexuality.

I knew from the bumper sticker on both his vehicles that he had served in the 15th Air Force, not the 8th, and that he flew B-24s, not B-17s. That wasn't important. It was the emotions that every flight crew must have shared that bound them together despite the internal rivalries of units or bomb groups.

I figured that by reliving these emotions, perhaps he'd open up and share some of his thoughts with me. I would learn a little more about the man and his experiences in World War II. The extent of my knowledge of his military career was that he was a navigator who had flown over Italy and that I was named after one of his friends, Douglas Rezin, who was killed in the war.

My plan to take my father to see "Memphis Belle" ended with a simple phone call from my brother.

After suggesting that I sit down, my brother said, "Dad died this morning." This couldn't be, I thought. I had just received a postcard in the previous day's mail. My mom and dad were making their way back up here from Texas after what was described on the card as "the best vacation ever."

After the usual whirlwind of emotions, including grief, pain, emptiness and probably even some anger, had subsided, another one took over — fear. I would have to be strong for the younger family members and my mother. I would have to face friends and relatives and maintain my composure. I would have to answer their questions, ease some of their doubts and probably say a few words at the church.

Where was I going to get the strength?

In an effort to keep my mind busy, I took it upon myself to dig into dad's papers to help prepare an obituary.

As I leafed through an old notebook that had been tucked away for years, a story of a unique man unfolded.

My father didn't just serve in World War II; he was a decorated hero. This man who would not allow his boys to own even BB guns had earned a Flying Cross.

This man who talked both of his older sons out of joining the Army in the late '60s and persuaded them to go to college instead, had received the Air Medal, two Presidential Units Citations and a number of other citations as well. He had fought hard and long (more than 50 missions) to ensure that the country he believed in would ultimately triumph.

Among the military records and clippings was one other document that affected me more than anything else in that notebook.

It was a last will and testament dated 1943 and signed by a young Robert Cahill. I began imagining what must have been going through the mind of that 25-year-old man. He knew where he was heading, what needed to be done and that there was a good chance he might not come back to enjoy the good life every one of us wants — a loving family, fine friends, a satisfying career.

It also dawned on me that hundreds of thousands of other young service men and women have signed (and continue to sign) similar documents.

These veterans and active members of the armed forces all share a common emotional bond consisting of a blend of anticipation, pride, love of country and courage.

Suddenly, my fears seemed so insignificant by comparison. I realized that my present concerns were hardly earth-shattering.

I also realized that my father, even after he had left us, continued to teach me lessons on life. Perhaps I was not less shaky in going about my duties over the next few days, but I was certainly more at peace knowing that that 25-year-old kid had gotten 47 more years to enjoy the good life — a loving family, fine friends and a satisfying career.

At the funeral home, my mother told me of an incident that had taken place the afternoon before my dad died. He had taken her to see "Memphis Belle."

On the way out of the theater, he turned to my mom and said, "We've got to tell Dougie to go see this movie. The co-pilot looks exactly like Douglas Rezin."

Douglas R. Cahill is an energy-conservation consultant with Kemper Management Services Inc. of Glastonbury.

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ATTACHMENT #29

Captain Lawrence Liberty's Contribution to GCA Approaches

During the summer of 1944, the 304th Bomb Wing was interested in determining the feasibility of ground-to-air radar in assisting aircraft to their bases and in landing on those bases.

The 455th Bomb Group and the 741st Bomb Squadron were asked to participate in these experiments. Captain Liberty volunteered for this work and Lt. Gustav H. Wendt served as pilot for these experiments.

The Commanding Officer of the 304th Bomb Wing, Colonel Fay R. Upthegrove, wrote a Letter of Commendation to Captain Liberty for his contributions to these experiments and commended Lt. Wendt as pilot, and S/Sgt John Kosco and Pfc. Dessau Bennett as the technical operators of the radar equipment.

See attached letters of commendation.

It is rewarding to think that 741 Squadron members participated in the early development of GCA, so important to pilots in the period after WWII and most particularly during the Berlin Airlift!

HEADQUARTERS
455th Bombardment Group (H)
APO 520 US ARMY

A-KC-4

5 July 1944.

SUBJECT: Commendation.

TO : Captain Lawrence F. Liberty, 741st Bomb Sq, APO 520.

1. The following letter of commendation has been received from Colonel Upthegrove, Commanding Officer, 304th Bomb Wing.

1. "It is desired to highly commend Captain LAWRENCE F. LIBERTY for his work in connection with Radar Ground-Controlled Approach experiments held recently at San Giovanni.

2. Captain LIBERTY volunteered for this work, and his interest and efficient performance of duty contributed greatly to the success of the experiments.

3. It is also desired to commend Lt. GUSTAV H. WENDT for his work as pilot for these experiments and S/Sgt John Kosco and Pfc Dessau Bennett who were the technical operators of the radar equipment.

/s/ Fay R. Upthegrove
/t/ FAY R. UPTHEGROVE
Colonel, Air Corps,
Commanding.

2. I wish to add my own commendation and appreciation for your interest and additional duty performed in this most important activity. The above commendation is being made a permanent record in your Personal 201 File.

KENNETH A. COOL,
Colonel Air Corps,
Commanding.

201

1st Ind. HWL/few

741st Bomb Sq., 455th Bomb Gp., (H) AAF, APO 520 US ARMY 7 July 1944

TO: Captain LAWRENCE F. LIBERTY, 741st Bomb Squadron, APO 520 US ARMY

1. Above commendation recognizes sincere efforts in furtherance of a highly specialized field of endeavor. I wish to add my personal commendation to that above.

HORACE W. LANFORD, JR.
Major, Air Corps.
Commanding.

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ATTACHMENT #30

Liberty Remembers...

Another unsung hero of the 741 Squadron and 455 Bomb Group is Hugh Graff. Hugh Graff was the original Group Operations Officer. He was responsible for planning and implementing the flying training program for the group. This flying training program really began to bear fruit with the nine (9) airplanes assigned to the group in Salt Lake City. Formation flying was practised with regularity and a highlight of the practice missions was the assumption of a nine (9) aircraft echelon to the right, coming in on a low approach with each aircraft peeling up in turn and out for a landing approach. Remember the take off and landing procedure at Cerignola with 3 airplanes on the runway-- for take-off, one breaking ground, one half way down the runway, and the third releasing brakes after applying power. On landing--one at far end of runway turning off, one rolling halfway down runway, and the third touching down. (Cripples excepted.)

Liberty recalls a practice mission at Langley when the field closed and ten or twelve airplanes were diverted to Atlanta. A front had to be penetrated. All aircraft landed safely. Good practice for those who had to fly instruments through the intertropical fronts extending across the South Atlantic from Belem or Natal to Dakar.

Formation flying--a strength of the 455th Group--began at AAFSAT in Orlando, Florida. The combat returnees, Col. Cool, Capt. Keefer, Capt. Thayer and Lt. Asch taught us how to fly good formation. This fact saved many an airplane while flying out of Cerignola during fighter attacks. The group formations on practice missions out of Dajida, Africa were invaluable. The 741st is grateful to Hugh Graff.

Larry Liberty reminded me of an incident which I have forgotten completely.

Larry says that after cleaning out the old farm building we used for an enlisted club, an officers' club, squadron offices, and the penthouse (an old bird aviary we stripped and made our home for Lanford, Welsh, Schuknecht, Van Lent, and perhaps two others), he was sent to Foggia (badly bombed) to get tile for the floors. The tile was installed, the walls painted, and a granite slab engraved "741" for the enlisted and officers' bars.

Larry recalls he was sent to Bari to find furniture for the clubs. Larry and party found a warehouse with furniture stored in it, and located the owner. There were sofas, chairs, and other new and attractive furniture.

Larry bought enough furniture to fill two 6x6 trucks. Then, the problems began in earnest! He had to call the Squadron C.O. and tell him of the transaction and that he needed $2,000.00 in cash (script) and two trucks--pronto. Communications between Bari and Cerignola were by field telephone. Much of the conversation had to be relayed by telephone operators. Larry says when he asked for $2,000.00 and two trucks he could actually hear the squadron commander scream "What?" even over the poor telephone connections.

The story had a happy ending. The 741 squadron had a large enlisted club, a fair-sized officers' club, and each club was well and tastefully furnished. The officers' club even had a piano. Someone even built a gaming table, covered with a GI blanket, for the small cave-like room off the offficers' club. Some of the pictures in this "History..." may refresh your memory.

Liberty recalls one of our original pilots, Dick Deeble, was made a Flight Leader and promoted to Captain before he was 21 years old. If my memory serves me well, Gene Hudson and Win Bowers did the same. Liberty adds that this "...was truly great accomplishment to be that young and to have done all of those things." I agree!

ATTACHMENT 31

A Short Trip From New York City to Tunisia -

Courtesy Jim Smith

Every epic must leave a memorable impression.

Every saga must have an interest-developing narrative.

Every history must record items of long-lasting interest.

Every squadron history should end this way!

Jim Smith's diary from New York City to Tunisia, with a stopover at Chateau Dun Au Rumel, Algeria, is full of exciting details.

DECEMBER 1943
THE 741 BOMB SQUADRON(H)
A SHORT TRIP FROM NEW YORK CITY TO TUNISIA

VIA B24H 42 7476

This a hazy recollection,but backed up by AAF FORM 5 and a personal log book of :James H.Smith
Class of 43H
2nd Lt.AC 0-689388

Dec.1,1943 LANGLEY TO MITCHELL 2:00 Flight Time

Goodbye dear old Langley Field,we are off to Mitchell Field,NY in our spanking new B24H,built by Henry Ford,at Willow Run,Michigan.Our full crew is aboard,plus several passengers.

Pilot:Eugene L.Hudson
CO Pilot:James H.Smith
NAVIGATOR:Humphry B.Hosmer
Bombardier:Sam Backanauskas
Engineer:Francis Beeler
Radio Op:Karl Muse
TailGun :Mervin Wolfe
BallGun :Melvin Wolfe
Waist :Harold Hamilton
Waist :Wayne Elliot

Sq.S2 Officer :John J.Van Lent
Crew Chief :Julius Gilone
Three Other Mech Crew Members

Mitchell;gloomy,coal smoke,old buildings.We are restricted to Base for overseas processing,no passes.This was rough,NYC was just 30 minutes away,by the Long Island Railway.Most of us had never BEEN to New York City.Shortly after dark,someone reported a hole in the fence near our barracks-WOW!I think that the hole in the fence had more traffic over the next few days than the main gate!The CITY was dimed out,very few bright lights,but the people were great.Even had a couple of cabbies refuse fare and tip!Went to the Stork Club,blew $2.75 for a steak sandwich.What is money?A 2nd Lt on flight pay makes $225.00 a month!Here today-Gone tomorrow.The Jr.Officers Club in the Commodore Hotel was my hang out,pretty girls,good drinks,great snacks.What a life!

Mitchell and the fence hole was great.Briefing,off for Morrison Field,West Palm Beach 0700 Dec.8th.

December 8,1943. 7:00 Hour Flight Mitchell-West Palm

Weather gloomy,cold,drizzle,follow the coast south at low level. Things started clearing about N.Carolina,buzzing all

the way.Signs of war,a couple of burning beached ships along the north coast of Florida.Morrison Field,a tropical jewel,clear and balmy.RESTRICTED TO BASE _NO HOLE IN THE FENCE.More processing,more paper work.As co-pilot,I was assigned as class 2 Finance Officer for the crew,issued a cloth money belt and $500.00 in gold seal $10 bills.Also issued a carton about 15"x15"X15" packed with paper packed condoms!The army thought of everything.They were handy,keep your wallet in them,emergency water carriers,keep your pistol dry,etc.
Here we put away our winter uniforms and got into kahkis.
No northen route via Greenland in the winter.Were briefed on the Carribean ,South American route.Take off at 0400 Dec.11 for Trinidad. Sealed destination orders to be opened 3 hours out.

Dec.11,1943 9:30 Flight Time West Palm-Trinidad

Here we go.Our overseas time starts NOW.From Morrison,our first land mark is a light on the Turks Islands on our left,Cuba to the right.Hosmer hit it on the button.All aboard except Hosmer and me, sound asleep.Old 476 on auto pilot.A slight tint of rose to the east.Sgt Gilone came to me and said that he would like to transfer fuel from the Tokyo Tanks to the mains.Great idea!Go ahead Gilone.He asked me to turn on the panel boost pump,and disappeared.Sunlight breaking to the east,all is great with the world,what an adventure! RRRRRR RRRRRR RRRRRRRR all FOUR engines surging the auto pilot shaking,Hudson popped straight up,bumped his head,deathly silence .Fuel exhaustion!"GILONE PUT EVERYTHING BACK WHERE IT WAS".RRR RRR RRR RR back they came.I think that we had more wide open eyes up on the flight deck than we ever had.After daylight we all got the book out and studied how fuel was transferred in an H MODEL.Then we opened our sealed orders.OUR DESTINATION: CHATEAU-DUN DU RUMEL,ALGERIA.It was not on any chart we had,so it was still a mystery!

Rest of the day clear,few puffy cumulus,Hosmer giving all aboard a lesson in Carribean Geography,Puerto Rico,Virgin Islands,stay away from Martinique -unfrendly French-A tall rain shower on the horizon-there it was TRINIDAD. A real tropical setting,the airport on the other side of the island from Port Of Spain.No need to look for a hole in the fence.It has been a long day.A couple of rum and cokes for the Andrews Sisters,a GI Mess Meal,and the sack,our first mosquito nets.Early breakfast,briefing,and on to Brazil.

Dec.12,1943 Trinidad-Belem Flight Time 7:15

Off Trinidad early,try and get past the Amazon before afternoon thunder storms.Stay low,do not get in the clouds.Look for any down planes.HOT HUMID!- the Orinoco delta British Guiana,Dutch Guiana.Stay away from French

Guiana-Unfriendly French-.Hours of solid green dense rain forest.Getting lower,showers building up,cross the Equator at the mouth of the Amazon,on to Belem.Rain,no break,half on instruments,half looking straight down at solid trees,and then swamps.Rain gets harder,have to hold 500',on the gauges.Rain so heavy it is drowning out the engine noise,and now drowning the engines.Put on the inter coolers,and air filters.Have to keep some of that water out of the rough running engines.The rain lets up a bit,there is another BIG river,think we can hear a beacon,there it is,BELEM.The rain stops,we land.We are all dripping wet from the heat and humidity,and Mr.Ford did not use much sealer around the canopy and windows.

Put up in round stucco huts,with thatched roofs,we are really in the tropics now.Find the club,a few more rum and cokes,not as good as Trinidad but better than nothing.Met Tom Bunn an old neighbor,a captain in the ACCS,been here for 18 months.Mess hall,very interesting waitresses.They are pure indian,small,almond shaped eyes,very unusual,but pretty.The food was pure canned GI,but we were hungry.Another night under the mosquito nets.Early breakfast and briefing,the ATC keeps us moving along.Next stop,NATAL the last of the Americas.

Dec.13,1943 Belem-Natal Flight Time 5:40

Belem to Natal,jungle to thin out,not as many rain showers on this leg.Off early,hazy but good ceiling.Heading almost due east now to Natal,the nose of Brazil away from the jungles.Check with Fortelaza,an emergency stop,but building up to take some load off Natal.Country getting to look like the Texas coast,no jungle.Really a dull trip,but welcome after the day before.Field at Natal HUGE,planes of every type in all directions.Warm,but not as humid as Belem.Shut down check list shows that we have one of our two inverters out,so we had to write it up for repair,the first squawk of the trip!

Bunked in barracks,crowded as sardines,showers on just a while each day.No passes to town for transient crews,a big PX with a lot of leather goods,fake perfumes,gemstones,and a lot of tourist type junk.We all HAD to buy a pair of mosquito boots,a yellow orange color,not quite GI.

Our plane was held for the inverter,so we were not on the departure list.Planes departed,for Africa,at ten minute intervals.The club and mess were open 24 hours a day.One night at the bar we made friends with Jimmy Stewart,the actor.He was a captain,squadron commander in a 24 outfit headed for England,a real nice fellow.

About our third day at Natal,Hudson,Beeler,Gilone and I were on the flight line,and saw a B24H with two engines

off.Asking around,we managed to borrow an inverter.Gilone and Beeler slapped it in our ship,Hudson and I went to engineering,and operations.Put back on the ready list,we were set to go!We were set for departure after mid night on the 18th.We just had to get to Chateau-dun,and the war!!!

Dec.18,1943 NATAL-DAKAR 10:10 Flight Time

Off a bit after midnite,in voice contact with Natal about an hour,and then only by key once an hour.The 24 H had the four button British VHF radios,but we had not been told how to use them.Playing around we did make contact with other planes in the area.Shortly after takeoff,I was tuning the radio compass,and tuned in WOAI in San Antonio at 1200 KC. That was a bit nostalgic,and caused a twinge of homesickness.Running into a cloud deck we went up into the clear,as Hosmer needed some star shots.About daylight,the clouds became too high,as we did not have oxygen for all aboard,so down we came.By then quite a few planes had gotten around to using the VHF.The air was full of chatter,where are you?How High Are You?Do You Have Any Drift Information?

Pretty soon,we started hitting very heavy rain,no rough air,just HEAVY rain.Water was pouring in at every crack and joint.The pilots put rain coats up,and the navigators,huddled under them in the nose.The only dry place was the radio deck in the rear.Natal had breifed us on the Inter Tropical Front that moved back and forth around the equator.They were never sure as to its location,here we were boring straight along the middle.It was a wet ride,washed most of Mr.Ford's paint off the leading edges of 476.

The flight plan called for us to make landfall on the coast of Africa,to the right(south) of DaKar.Then we could turn left,follow the coast into Dakar.This worked slick as a whistle and we landed at Dakar in a light rain.The tower talked us to a parking hardstand,each guarded by a Senegalese Soldier,decked out in a red Fez,a French Army Jacket,Knickers,Wrap Leggins,and BAREFOOTED.They were some of the best spit and polish soldiers around.The way they could salute an officer with that long rifle and bayonet,made us go out of the way to walk by them,just to get a salute!

DaKar was a bummer.Steady light rain and the red mud raised hell with our Natal boots!Mess was really that.As we really arrived on Dec.19,we had just one night there.The whole area was off limits.Signs warning of cholera,bubonic plague and all sorts of diseases.We were glad to get briefed for a morning depature on the 20th!

Dec.20,1943 DAKAR TO MARRAKECH 7:30 FLIGHT TIME

Taxied out in the rain,but good ceiling and visibility.

Forecast to break up as we went north to Marrakech.The country was very dull,scrub and later pure Sahara !
There were 2 radio check in points,Atar,and Tindouf.The name Tindouf rang a bell,and some one remembered that it was the site of the desert fort in the story Beau Geste!It was just small spot in the desert while cruising along at 10000'.
From Tindouf,we had to find a huge black spire of rock and from this rock hold a heading to get through a pass in the Atlas Mountains.All eyes were peeled,but Hosmer put us right on the mark!

Holding the heading,we sailed into the Atlas.We were really suprised,as some of the peaks were snow covered!The pass was a thrill as mountians loomed above us.Mountian villages,some fortified were on the lower crests.This was some sight after days of jungle,rain,ocean and desert.

In brilliant sunshine dead ahead was the city of Marrakech,green orchards and fields.Red walled city,towers and minarets.This was a scene out of Arabian Nights!

As we got parked and tied down,the glamour wore off.After about an hours wait,a surly GI in a six by six drove up.We loaded our bags,but before going to operations we had to pick a plane guard.The guard had to stick with the plane,day and night.Of course Sgt.Hamilton,the youngest and lowest rank got the job!He may have been the lucky one- there was plenty of warm fur lined pants and jackets aboard.

At operations, officers went one way and men went the other.The ATC was very rank conscious at Marrakech.
The five officers were trucked to an olive grove full of tents.These had wood floors,canvas cots and one GI blanket per cot.The sun was shining,warm desert air felt great to us kahki clads.The mess hall was an old hangar,and the food was pretty bad.As we finished dinner,the sun started down and so did the thermometer!By the time we got back to tents in the trees,it was COLD.A canvas cot and one blanket just made it feel colder.A bit of old newspaper helped the cot a little,but by 10 pm we were all shivering and sleep was impossible.Some one got the idea to build a fire in front of the tent.Rolling up the front by the fire would give some heat! This was a great idea! the only wood we could find was the floor of a vacant tent.Up the floor came,and we had great bon fire in front of our tent,and we were WARM!!

We had not gotten to sleep in our warm beds before two jeeps of MP drove up.Boy were they upset!!It seems that wood was one of the most scarce items in N.Africa,and the idea of burning up a tent floor was not a bit well received.We were threatned with the stockade,courts martial,and the works.Gene Hudson got his dander up and I thought that the MP Lt. was going to lock us all up.

The MP allowed us to let the fire burn down,but a guard made sure that we did not rip up any more tent flooring.The rest of the night we shivered.After breakfast,we scouted around the base.There were several real nice houses,built for French Air Force families,we found a couple of them unoccoupied,and our crew of officers moved in with Lt.Walter,s crew.There was plumbing that worked,complete with a BIDET!These houses were supposed to be for ATC crews,but we figured that possession was 9/10 of the law!

ATC advised that they were not sure as to our destination,we should hang around for a few days till word as to where the crews of our group belonged.In the meantime we could go into the city,and be real tourists.

The French sector of the city was open to us,as was the main square,and market of the old town.This was some sight for a bunch of fellows.The main square was alive with people,snake charmers,fortune tellers,jugglers,acrobats,sword swollowers,and a hundred other sights.I remember most vividly the water vendors.They were selling water in a brass cup,poured out of a full goatskin! In one of the shops around the square,I bought a full length heavy wool robe,with a pull over hood.This was a real Berber Burnoose,and it was warmer than one GI blanket,I had this Burnoose till the 1970's,the bugs had eaten it up over the years,and it was a bit too hot for South Texas wear!

The afternoon of Dec.23,Gene,Hosmer,Sam,Van Lent and I decided to visit the famous La Mamounia Hotel and gardens.This hotel was reserved for high ranking officers and diplomats,Winston Churchill spent a week or two here each winter.A Jr.Officer was allowed to visit for lunch or dinner on a space available basis-with a reservation!Dinner reservations were obtained from 6 till 7,we could come at 5 to view the gardens,and visit the bar! We bar hopped around the French avenue,had some sweet wine,and by the time we arrived at the hotel we were flying low.The gardens were a real sight,the bar was great-more sweet wine-Called to table for dinner we were really impressed the tables were fit for a king.The waiters were out of the Arabian Nights,the menu was a bit limited.A very good soup,eggs any style,fried potatoes,great bread,finished off with a small pastry.Food was real short in Morrocco,and this was not an army mess!At any rate,the surroundings,service,waiters made us feel like the president of the USA!

Outside the hotel at 7:02,well fed,and still full of sweet wine,we got into a horse drawn carrige.The driver asked if we would like to see the sights of the old city.We knew that this was off limits,as we had seen all the warning signs around the market square.He told us that he would take us around to one of the caravan gates,no military guards were there.

This sounded like a great idea at the time,and off we went to the south east part of the walled Casbah!Nearing the gate,the driver had us stretch out on the seats and floor of the carrige,and he covered us with an evil smelling rug,telling us to be quiet and still.Peeking out under the rug with one eye,we went into the gate more like a block long tunnel.Guards in Burnooses,with curved daggers,standing under torches were at either end of the tunnel.Our driver haggled a while,and into the casbah we went.

Stll covered,we all took a look.Streets no wider than the carrige,sounds,smells,sights greeted us as our driver kept telling us to stay covered.Donkeys,camels,horses,and people streamed past us for what seemed like hours.Drums,flutes strange chanting songs,smoke,more smells some good, mostly bad filled our ears and noses.I was pretty scared,and I think the whole bunch was also.

The carrige stopped,the driver told us to get out.We had arrived at "The House Of Seven Veils".A large door was in front of us,but a small door about three feet was open,and we were beckoned in.Our driver wanted us to pay him off,and promised that he would be back to pick us up.This did not sound like a very good proposal to us.We haggled around and agreed to pay more if he waited for us.We insisted that he come in with us,and we would pay for a boy to watch the horse and carrige.In we went into a courtyard,then upstairs to a large room with cushions and small tables scattered around the walls.Light was from small oil lamps in alcoves around the walls.We were back a thousand years! A couple of girls in veils and silky bloomers,served us small cups of very sweet and funny tasting coffee and a group of five men musicians appeared.They had small drums,flutes,bells,tamb-ourines and the music started.

As we were full of wine,the funny coffee made us even more unsteady.I still think that coffee had hashish in it.As the beat of the music built up,from behind a screen seven girls came and started a real belly dance moving among the five of us.Shaking,wiggling,grinding,faster and faster,and then the veils started coming off.The girls were much more erotic with the veils on.I guess that they were from south of the mountains ,as they were really dark,in fact pretty black.
I will close the doors to "The House Of Seven Veils",get back to our carrige and driver,and take our woozy bunch back to the reality of the Air Base.

Due to the night before,the five of us moved around somewhat slower than usual,we had a light lunch in the mess hall and noticed an announcement on the mess bulletin board"TURKEY DINNER WITH ALL THE TRIMMINGS CHRISTMAS DAY" What a break a real feast for us on CHRISTMAS DAY.

Checking with operations,we were told that no word had come through as to our departure,and nothing was likely to come through for a couple of days.What a break,one good present!

As evening came,no one was a bit interested in going back to town.Hudson and several of us had supper,and then went to Church Services.Too crowded,could not hear or see much,but we did get a prayer in.

Back to our house about 10 PM,one of the group had a radio on.We listened to the president give the troops a Christmas message,and then the announcement of Ike Eisenhower's promotion to SHAEF,the forming of the 15th Air Force,and the moving of the 9th Air Force back to England.This would leave the 12th and the 15th in Mediterranean,and all heavy bomb groups would be in the 15th.Some one had a bottle or two of something,so a small celebration started.As I recall,the five officers of our crew did not try too much of the bottles,we were not really up to it!

Shortly before midnight,an operations jeep drove up with a captain aboard.Our Christmas present from the Air Transport Command was."ALL 455th CREWS WILL BRIEF AT 7 AM,BREAKFAST AT 6"WHAT A SHAFT!!!

The mess hall was a sad sight at 6 AM Christmas Day,particularly with the smell of baking turkeys,mixed with our powdered eggs and spam.With breakfast,flight crews were issued in flight lunches-TWO BOXES OF K RATIONS WITH AN ORANGE!!! Our turkey dinner was transformed into a cracker jack box with an OD cover!

Breifing was dull,the weather to the east was nothing to brag about,some showers and lower clouds.Our destination was along a railroad in eastern Algeria and the town was called"CHATEAU DUN AU RUMEL".There was a 5500' strip there,but no other airplanes.There was a tower with a code name"OVERCOAT",when we got near,just give them a call-they would shoot green flares"GOOD LUCK MERRY CHRISTMAS, FROM YOUR FRIENDS OF THE AIR TRANSPORT COMMAND"

DEC.25,1943 MARRAKECH TO CHATEAU DUN AU RUMEL,ALGERIA
FLIGHT TIME 6:00

If my fading merory is right,I think that there were around 12 B24s of the 455th in our flight.More may have left after we did.We flew in a very loose formation,more like in the general direction.The weather was not too good,broken,mixed layers of clouds,below.Some hills and mountains obscured.Humph Hosmer was really navigating,I think he had us located all along,but we were not the leader,and I don't remember who was.There was a lot of chatter on the VHF radios,the whole flight was confused.Sight seeing was poor,as we were above clouds most of the time.

At about our ETA we noticed that there were no B24s in sight,but there was a lot of radio chatter.Hosmer asked Hudson to let down,follow a railroad he spotted,and be pAtient.It was a railroad,as we saw a train chugging along.Hosmer asked Hudson to reverse course,as there was a good rain to the east.As we turned back west,above the railroad,there were several green flares coming up from a big flat area.We saw no strip,but down lower we could make one out.There were several trucks,jeeps,tents and a tower below,and green flares were coming from the tower.All of a sudden,B24s started coming from all directions,we got into some type of pattern,and landed.Not much was in sight,but we were here!

The tower tried to help us get parked on hardstands near the tents,a couple of jeeps added to the confusion,but we all got parked and shut down in spite of the help. Here we were,but where was any one else?

After a while a jeep pulled up,and a W/O got out to greet us.He was from South Texas,as his accent gave that away.I think that he was slightly loaded,as his breath was pretty STOUT!We shook hands all around,and he slowly,slurringly told us."Folks we are the last of a service squadron,here to shut this field down,and dammed if I know what in the hell we are going to do with you." We looked at each other-if an operations officer from the ATC happened by- I am sure we would have torn him apart with our bare hands.

The service squadron guys,about 25 of them,got on the hustle got the kitchen crew together,heated up some C rations,warmed up coffee and bread,and got all 150+ air crews a warm meal.We furnished our own mess kits!

Sleeping was another problem,as there were no tents set up for us.We spent our first night in the planes,and it was not as cold as the tents of Marrakech.Early the next morning,trucks showed up with tents,water trailers,and a cook tent with men and rations.There were no cots,but there was a lot of hay or straw in a field next to the railroad.We hauled arm loads of straw,piled on the dirt floor of our tents.Our blanket on top of the straw,our winter flying clothes on top of us made for warm sleeping.Nights did get quite cold,we did have freezing rain one night,and frost other nights.

The service squadron guys were great,going out of the way to help in a bad situation.By the way,the s.sqd fellows were all from around Victoria,Cuero,and Yorktown,Texas.The tents they had featured stoves.These were not GI stoves,but 1/2 of a 55 Gal drum,set in the dirt floor.A metal tube ran up into a small can on the dirt inside the drum.This tube was fed straight gasoline from a drum or jerry can outside,with a shut off valve.A section of pipe line pipe ran from a hole

cut in the drum up through the peak of the tent for a smoke stack.This rig really put out the heat,but you had to be VERY careful with the fuel flow!

On our third night at Chateau Dun we were in the next tent with Miles Walters' crew playing cards.We all had set up stoves that day,and were snug as bugs in a rug.We had left our stove on very low setting,as it would be nice to get back into a warm tent when the game was over.

After a few hands,a glow was noticed from the tent next door,and some one was hollering FIRE !!!Rushing out,we were greeted with the sight of our tent falling in flames.We grabbed our B-4 Bags,and Muesette Bags out of the flames.By this time the straw was really getting hot,and my .45 Auto as well.Shells started popping,and we gave up rescue efforts.I lost the pride of my life MY A2 LEATHER JACKET,my .45,knife,pair of dress shoes,pants and shirt.Thank God most of our clothes were in the B-4 Bags,and we pulled them out of the fire.

This place was a comedy of errors for me,first fire loss,and now financial loss.You recall,we co-pilots were class II finance officers,and issued $500.00 in 10 dollar bills,with a cloth money belt.Sanitary conditions at CDR were of the most primitive.Our latrines were slit trenches,no seat no nothing,just squat and drop.One morning,while answering the call,my money belt flap was open.Down,down,fluttered 50 GOLD CERTIFICATE $10 BILLS.Hudson and I picked up a piece of aircraft tubing,started poking $10 bills one by one.They were put into an old musette bag,and there they stayed till we got to Tunis.The finance officer took our word as he did not want to count them either,and carried the bag off at arms length.

During the few days at Chateau Dun,we visited the town,where we had a hot bath in a public bath house.The only thing available to buy was oranges,almonds,and some french bread that had grit in it.It was an interesting place.We did get a ride to the Air Corps Depot at Telegrama,but it was in the process of closing down.I was unsucessful in trying to replace my A2 Jacket,and my Colt .45,but did buy a new pair of OD pants and low quarter shoes.

On Dec.29,someone from group flew in with orders for us to fly out to Dejida,outside of Tunis the next day.Truck loads of av gas arrived in 5 Gal cans,and we put about 200 gallons in each B24,as Tunis was not far away.

Dec.30,1943 Chateau Dun to Dejida,Tunisia
Flight Time: 2:15

The fellows at the Service Squadron,were glad to see us go,as they could get on with closing down Chateau Dun,and could get on the way to wherever they were going.

Flying toward Tunis,the country took on a sligtly greener tint,as we were close to the sea.The part of Algeria we had been in was past the coastal mountain range,much higer and drier than the shore of Tunisia. Dejida had been a German field,and then an American B-25 base.Now it was all set up for the 455th group.

Landing,we were greeted by tents set up by company streets,with cots,stoves (gasoline drums),and a central mess tent.Things were in real good shape,compared to Chateau Dun.

On the 31st,new years eve,we managed to get quite a bit of cheap wine,and brandy put up in jerry cans.This was real sorry stuff,and I don't think I have had many hangovers as bad as the one I greeted 1944 with!In reality I was in fair shape,compared to some of the other fellows.I will never forget Ackermann,Condras Bombardier.That fellow had the most bloodshot eyes I had ever seen.He was quite a character,and his description of how he felt that day was something else!

Dejida had been a very heavy ground combat area the past spring.There were graves of both sides all around the area,and mountains of supplies everywhere.Burned out tanks,shot down planes,piles of Teller Mines and 88MM shells were all over the place. It was a scroungers paradise,as well as a dangerous place.Mines were still in the ground,booby traps were still in place,unexploded shells and bombs were common.

ATTACHMENT #32

Bill Crim records his experience in
Yugoslavia, July 21-24, 1944

May 27, 1987 (1)

The story of a mission

FROM CERIGNOLA TO BRUX AND BACK TO SLOVENIA (KRIM)

Our base was San Giovanni Aerodrome just outside Cerignola, Italy 1944 — Home of the 455th Bomb Group, 741st Squadron (B-24 Liberator bombers).

This day our plane is to lead the group on a strike against Brux, Czechoslovakia. Last night we had evening dinner at the mess hall and spent some time at our club before going to bed in our tent. We lived in a 6-man tent in an olive orchard.

In the morning we were awakened by the regular wake-up crew about 4:30 o'clock, got dressed, and went to breakfast. Afterwards we gathered our flight gear and boarded the trucks which took us over to the group headquarters briefing room. Our briefing room was an old underground cellar which had many chairs and a stage where the briefing was presented to all flight crews who were to fly that day from the 455th. Four (4) squadrons were present. The briefing room also served as a movie theater in the evenings.

This day the briefing officer drew aside the curtain and disclosed the target map, Brux, Czech. There were the usual exclamations from all of us at the size of the flak designations enroute and also at the target. We were briefed on the I.P. (initial point) and the specific target, and the most likely place to expect fighter attacks and where to expect the heaviest flak.

After briefing we dispersed to our special areas for our specific target kits. Navigators, bombardiers, and pilots (Maps, velometer settings for the specific bomb load, and radio codes, frequencies, etc.). Then to the parachute lockers etc and to the trucks to take us to the hardstand where our assigned plane awaited. At the hardstand we put our gear on board while all turrets and guns were checked/charged. We spent some time at the edge of the hardstand, smoking and talking, while the pilots (Lanford and Nixon) did their preflight inspection of the plane's exterior (the walk-around inspection of wheel housings, pitot tubes, tail, engines, etc. There is a ground crew at every plane who have fueled the planes, loaded bombs, started and run-up of engines, etc. All this while we were asleep or being briefed. They also have loaded the oxygen, ammunition, and have placed the flak suits and helmets on board. After a time we board the plane and make preparations for flight. This day we have a radar-equipped plane since we are leading the group. This means we have a radar navigator on board which makes the 11th crew member.

Pilot (Nixon), Co-pilot/group flight commander (Lanford), Navigator (Crim) Bombadier, Nose turret, top turret, ball turret, tail turret, waist, waist gunner and 2nd waist gunner, and the extra radar navigator. The radar navigator will signal when to drop the bomb load in the event the target is covered with clouds.

We await the flare from the tower to designate "The mission is on-start engines". Sometimes in bad weather or other intelligence, the mission is scrubbed by shooting a different color flare, but not today.

We start to taxi about 7:00 AM, everyone doing so depending on their airborne formation position.

We arrive at the end of our runway, run the magneto check, and away we go.

We climb and form up at the same time. At this point occasionally some pilot will make the decision to abort the mission because of problems and today is no exception. One plane is siphoning ~~gas~~ fuel because of a faulty cap & the ground crew left the cap off. The plane leaves formation and returns to base when the pilot determines the ~~load~~ landing load to be safe. Most times they will drop the bombs in the Adriatic and burn up fuel before landing on an aborted mission.

On this day we gain altitude going up the Adriatic, putting on our oxygen masks at 13/14 thousand feet. All stations (turrets) are reporting periodically to the pilot any peculiar action they observe concerning other planes or our own.

The total formation now while over the Adriatic goes through the period of test firing the guns on each plane. Formation position must be rigidly maintained or we will find ourselves flying through empty cartridges from the turrets which discharge overboard. It is a bit testy at this time because inexperienced gunners on other planes may inadvertently hit our plane. It has happened on two (2) occasions before. Nothing, but nothing can rile up a crew more than getting gun fire from one of your own planes!

When we cross the coastline, the shipping concentrations are reported to ~~me~~ the navigator. I make a note in my log on the quantity and the time. Also at this point and continually on the mission, the crew members are reporting to me ~~the~~ the railroad marshalling yard

(2)

data (so many railroad cars, how many tracks, wide, etc. I make the notes in the logbook on cars, tracks, location, and time of day. Also any other noteworthy data sighted on the ground for use by the intelligence section back at our airbase.

The gunners and in fact all the crews are now on the alert for fighters and I am reporting any flak encountered on the way to the target.

This day we encounter no fighters in the air - lucky day (we think!). I see Pilzen (Plzen) go by on the left side. We are getting close. We will drop the load at approximately 27,500 ft. altitude. I had previously made a note of when and where we crossed the Danube River. We turn toward the I.P. The pilot alerts the crew by intercom what the position is and to be especially alert. Things are starting to grow tense but everyone is ready. As we approach the I.P. I help the pilots into their flak suits, and helmets, and put on my own. Everyone aboard does the same (except the turret gunners who are already set) We reach the I.P. and turn to the target. We are on the bomb run. I stand between the pilot and co-pilot on the flight deck in front of the top turret because there nothing for me to do now but observe. I am always tense on the bomb run because I am the only crew member who is idle. The pilots are gripping the wheel, the gunners are handling the guns, the mickey radar navigator is looking through his scope, the bombadier is sighting in on the target and I, the navigator, am standing there in my flak suit and helmut, looking out the glass as if we were out for a practice flight. There is nothing so useless on a heavy bomber than a navigator on a bomb run. It

is a helpless feeling and today I am experiencing my 42nd time of having this stupid feeling of worthlessness on the bomb run. Ce la Vive! (5)

The bomb-bay doors open and we feel the blast of cold air as they open. I can look back and see the ground through the open doors. I can also see the bombs in their bomb racks ready to go. They look cold and deadly. I am already looking forward to getting this thing over with so we can turn and head for home - when we can break out the frozen Spam sandwiches and hot coffee - when we can smoke a cigarette at high altitude using the oxygen mask to keep the cigarette lit. This is prohibited and dangerous but we do it and enjoy it.

Meanwhile the flak is getting thicker. We can hear it now under the bomb-bay as they track us. Closer it comes. Thwak! Thwak! Thwak! There is no more deadly sound that I've heard before or since! — Bombs away — and we are hit — The inside of the flight deck turns black from the dust shaking loose. Momentarily we can't see anything. The air clears and we have sustained a hit directly behind #3 engine. The plane lurches and we drop from formation. The pilot feathers whats left of the engine. Our controls are badly damaged and we gradually start losing altitude. The pilots are struggling to keep the plane aloft by throttle control - adjusting engine speeds to raise or lower a wing. We start tracking the formation which is above us now. The 2nd plane has taken over the lead. We are out of the flak. Everyone is nervous, ready to bail out on command. The command doesn't come. We assess all damage. No one hurt, thank God!

~~The Intercom~~

Our co-pilot (Lanford) comes on the intercom to tell us we will try to reach the Adriatic so we can ditch. He tells us there is a chance we have sustained extensive damage to the main wing spar. Also he tells us of the control problems. They can't control the direction absolutely and the gradual loss of altitude. We eat our sandwiches, coffee, and we smoke. Nothing to do but stay alert and wait — and sweat! Never ditched before. With damage does the plane sink right away? I never learned to swim very well. Do these Mae Wests really work? Would we come in close to Isle of Vis? I looked around and one man had his Mae West on over his chute harness. He'd never be able to get it off! He must have not had it on when we started the mission. He changed it quickly!

The formation had gone on ahead by now. Luckily no fighters after the cripples like us.

As we approached Klagenfurt/Villach area, the pilot told us we were going to fly close to Klagenfurt so we may get some flak and we were fairly low in altitude (about 18000 ft) Sure enough - all of a sudden all hell broke loose. Thwack! Thwack! Thwack! We were hit again! The flight deck air was ~~black~~ black once again. Metal was flying! Again lucky- no one hurt badly but the plane control was worse. The pilot announced we wouldn't ditch and get ready for bail out when we heard the alarm bell. The plane ... [illegible] ... control.

Shortly the bail-out bell sounded and we started leaving the plane. From the flight deck there were five to leave. First top gunner, radar navigator and myself. I turned at the bombay door to look back at the pilots. Nixon and Lantard seemed to be arguing what to take with them. I went back and shouted "Let's go" They came and I jumped. The plane was in a shallow dive about 16000 ft. I pulled the ripcord immediately which I shouldn't have done. I had a backchute which made it easier to get around on board the plane, ~~as I thought~~ I sustained a helluva jerk like someone had tried to tie my legs around my neck. I became aware of a swishing noise and it looked as if the chute canopy was going from left horizon to right horizon and then back again. Each time - Swish - Swish. I then realized the canopy was stationary and I was swinging like a pendulum from the shroud lines. This stopped soon and I became aware of complete silence except for a droning noise. I looked and sighted our airplane in a dive. As I looked the right wing BUCKLED UP (The Boxx Flak had hit the main spar) ~~and the~~ The plane itself immediately went into a spiral dive. I watched it all the way to the ground as it crashed. A funny thing happened but yet not strange. I heard the sound of the dive and the crash after I had seen it happen. I turned and counted the parachutes. Eight below me, two above me so everyone got out and my chute opened, I was impressed, with the deathly silence, 45 2

, after listening to the engines for several hours. The stillness was awe some. It seemed as if I wasn't nearing the ground but just suspended in space. The country was very green and pretty. Soon I heard what I thought were rifle shots as I neared the ground but eventually realized that nobody was shooting at us but it was really the plane burning and the ammunition from the guns burning and exploding. I could see a deep canyon as I came closer to the ground and it seemed I was going to go into it so I pulled on my risers to slow the drift but became concerned I was going to collapse the canopy so I stopped. What I thought was a small bush turned into a big tree which I missed and landed on a pathway right on the edge of the canyon. I was stunned on landing, going over on my back but the shock of landing passed quickly. I hid my chute in the bushes and went over the edge of the cliff a ways to get off of the path. From my escape kit, my map showed me I was close to Ljubljana, which I already knew before jumping.

At briefing we were told if ever in Yugoslavian territory - seek the Partisans in the high country. So I decided to turn uphill. I was really making like a Boy Scout avoiding making any noise and moving slowly watching and listening for any signs of life. I was pleasantly surprised to find my escape kit, in addition to the map, contained a chocolate bar, 60cc in gold seal american money, a compass, matches in a waterproof container, and a few cigarettes.

As I was making my way uphill, I suddenly heard

voices. I worked my way behind a rock for protection and seeking the source of the voices I could hear. Then I saw through the trees in a clearing three men. One was in a wild cherry tree cutting branches and throwing them to the ground. As they got down and they all three were squatted down eating the cherries. I could see the red stars on their caps. We were knowledgeable that the Partisan symbol was a red star. But now how to contact them without being shot. Each had rifles which were taller than they were. I decided to whistle and when I did the three Partisans disappeared down into the tall grass. I hesitated as to what to do but finally decided to keep whistling as I approached the clearing. As I did so, the three heads re-appeared and as I walked into the clearing one Partisan said "Hande Hoch". I said "Amerikanski" and showed them my dog tags. They became more sociable and showed me propaganda sheets with pictures of Stalin, Churchill, Roosevelt and Tito. which they were taking to Ljubljana. They decided to split up - two going towards Ljubljana and one was taking me to their camp in the hills.

I will let Frank Skvaba take up the story from here.

Some of my impressions of the "high camp".

1. Military commissar & Political Commissar. — I was surprised to see both in charge.

2. Our treatment (Lanford & Crim) in the high camp was very nice. I wrote a letter while in the high camp

thanking everyone for their kindness and magnificent help. I addressed that letter to "To Whom It May Be Concerned". I have always wondered what happened to that letter.

3. I had left my own 45 cal. pistol back at Cerignola and didn't have it with me. Someone (I don't know if it was Branko Jereb or the military commander) gave me a 45 cal. pistol to take on the trip to Nadelske. I gave it to Benny at the airfield and he gave me an Italian Beretta to take to Bari, Italy. I have always wondered where the Partisans got that 45 cal. pistol which they gave to me.

4. One day in the high camp I asked if they could use the wire in my electric suit. They said yes. So ~~as~~ there was a girl Partisan there and I pointed to her and to the bushes and the men Partisans got the wrong idea. I didn't want to take my clothes off in front of the girl but the men Partisans thought I meant something else. Anyway I went into the woods, removed my flying suit and stripped out all the wire and gave to the Partisans. I've always wondered if that girl is today Marija Kovač.

5. As an illustration of how much they (the Partisans) were taking care of us, when on the way to Nova Vas / Nadelske, Benny and the other courier broke out a lunch. They gave Lanford 2 eggs, bread, and some cherries. They gave 45 me 2 eggs, bread, and some cherries. Then they gave themselves only a few cherries. Lanford

and I said to them - No, we have to share so we made them take an egg and some bread apiece — and then we had a nice but fair/equal lunch. I tell that story often in the USA about how Partisans gave us "the shirt off their backs"! This is an expression for generous people).

6. I remember looking over the plane wreckage on Moantz mountain with Lanford and Partisans Lanford was concerned that the bombsight might not be destroyed enough. It at that time was a secret instrument and must not be found by Germans. We found nothing in the wreckage concerning the bombsight. We did find a young deer who was killed by the plane crash. She had one leg torn off.

7. I remember coming into the camp with Frank and seeing a pair of GI shoes sticking out of a pup tent. Turned out to be Langford asleep in the tent.

8. I remember in the horse and buggy, stopping in a village. A sub-machine went off and branches fell out of tree over our heads. We jumped from the buggy and ran around a house with our 45 cal. pistols drawn at the ready. It turned out to be an accidental firing of the gun, according to the man of the village. It did give us a scare at that time.

9. I have told Ed that I will send him the 2 letters I received from Cleveland and Pueblo in response to the 22 letters I mailed for the Partisans in the USA when I returned there. 45'

(62)

10. I remember carrying a letter from Ivanko Laurich to her brother, Dr. Laurich, in Bari. He thanked me for the news from home.

Joanee – Let me know if you received this. I have kept a copy for my files. Good luck on your efforts to tell this story of those days.

Sincerely,
Your friend and fellow
Liberator (Chemnitz)

Bill Corson
in Graz, Austria

PS I remember the shoulder burns I received from the straps on my parachute when it opened. That happens when the harness does not fit perfectly. I guess I had lost a little weight during my mission days from Italy

8-7-91

(Continued from the 1st write-up I did in Graz, Austria, 5-27-87)

Frank then took me to their "high camp" which was a Partisan stronghold up in the hills. It took us til after dark to get to the camp. Frank climbed up and down the hills like a mountain goat and here's me huffing and puffing trying to keep up. The only thing that helped me keep up was the fact Frank had dysentery and had to hit the bushes - and that's when I could take time to rest before the next jaunt. During these stops we'd take time for a smoke and would talk as best we could. Turned out I had Bill Grimm landed on Krim mountain. I never quite believed Frank until I met him in 1981. We got to the camp finally and I saw a pair of GI shoes sticking out of a pup tent. Turned out in the morning that Col. Lanford (then major) was in them! I was so glad to see him that I wanted to give him a big bear hug - but how many guys do you know that have hugged their C.O.! I recall that that first night I slept on straw in a lean-to with about 20 Partisans and the poor guys all had a case of B.O. I was miserable because my neck was so stiff and sore from the chute jump that I couldn't raise up out of all that B.O.. The next night I slept with two Partisan women in a pup tent. However, the political commissar was in between with gun, boots, uniform and all. The only thing he wasn't wearing was a sword! The women were members of the courier group, typewriter and all.

I remember in the mornings they (the Partisan unit) had a reveille program. They'd say something like our pledge of allegiance and then the political commissaar would give each soldier one cigarette. I recall throwing ~~up~~ down a butt and they all got a little excited and one man picked up my discarded butt and put it in the fold of his go-to-hell cap. They explained that so many butts saved made up one new cigarette. — After cigarette time, they would split up into patrols and go looking for more of our crew. They never found any. We were told, however, that there was a reward offered by the Germans to whoever would turn us in to them. The Partisans all laughed at this - and we (Lanford and I) laughed at how small the reward was!

Our interpreter was named Benny, a man who had gone to school in Cleveland, Ohio in the second grade. So we spoke second grade English all the time. We visited the plane crash site. The plane was junk. It had hit a young deer which had bled to death nearby because the wreckage had cut off one of its legs.

We left the high camp in the company of two couriers (one of which was our interpreter, Benny). We were headed for a spot from which we could be picked up by plane and thus get back to Bari. This area was to the south and the Partisans controlled a valley

In the plains area. On the way one of the couriers went on ahead after he had ~~hauled~~ hauled out a bicycle from the bushes (I thought that was a neat trick) and when we got to the first lowland village, there was a horse and buggy waiting for us outside an old abandoned telegraph office. The nice surprise waiting in the building for us was a big shot of slivovitz! Anyway there we went down the road in the back seat of this buggy, ~~with~~ greeting everyone we came to with a friendly wave. Felt like we were on parade. We got to the headquarters village, were welcomed and bedded down in a room with surprise surprise our tail gunner, Markoskey. We were sure glad to see him.

The lady who fed us and generally made us welcome and comfortable was named Ivanka Lavrič, who was related to a Doctor Lavrič who was in Bari, tending for wounded Partisans who had been evacuated to Bari.

I forgot to mention back in the high camp that someone asked me if I would deliver some letters when I returned to the USA. I agreed to it (I don't recall ever telling Landford about this) and they sat down and wrote letters — 22 of them! And I did mail every one of them. Those Partisans all had relatives all over the USA who had no news of their families for several years. Later I got two answers wanting to know more - one letter from Cleveland and one from Pueblo, Colorado.

Anyway Ivanka Lavrič wrote a letter to Doctor Lavrič in Bari which I delivered. He was happy to hear from her.
I think it was the next night after dark when several of us escapees and Partisan escorts jammed into an old Citreon Auto (with no door side posts) and took off for somewhere. No headlites. After several kilometers we stopped, got out, and started walking. Pitch dark. Every so often our escorts would exchange words with some shadowy figure coming out of the darkness and we'd continue walking. We came to the edge of a meadow where several other groups were standing around. We were assigned to one of three planes which were to land that nite. After quite a while (it seemed) we heard aircraft in the distance and suddenly, flares were going, people hollering, and barrels of oil lit up and hell, there was a runway formed by the burning drums! Three C-47's came in - in close trail, whirled around, left their engines running, and doors opened. We piled on our assigned plane (the others were for wounded Partisans, and escaped English prisoners of war from Germany/Austria etc.. We were off in no time (British pilots) and flew across to Bari. The whole episode of the airdrome probably took no more than 5-6 minutes. Amazing! and that's the story of our brief interlude in Slovenia, of course the best damned republic in Yugoslavia! The worst part of the whole thing was that someone stole my air mattresses while I was gone —