



FOR THE MEN WHO FLY 'EM • FOR THE MEN WHO KEEP 'EM FLYING

ISSUE 9

MARENGO, IL

3RD GROUP DUC REVIEWED

NARRATIVE REPORT MARKERSDORF A/D, AUSTRIA MISSION #109

DATE: 23 August 1944

MISSION: The 55th and 49th Wings are to bomb the hangers and parked aircraft in Markersdorf A/D, Austria.

TARGET: Target for the 49th and 55th Wings is MARKERSDORF A/D. Late photo cover shows that ME 109s are being assembled here and many fuselages are visible. There are four large hangers which are still undamaged and capable of production of enemy A/C. The loading of 500 lbs Genpurs by 55th and clustered frags by the 49th should accomplish destruction of both production facilities and completed or partially assembled ME 109s. These parked A/C on the A/D are the 49th Wing target.



EXTRA JOKER
The final moments

ASSAULT: The axis of attack was to be 345° TC. The bomb load for each aircraft was 36 x 120 lbs Fragmentation type, instant fusing. The altitude for bombing was to be 19,000 to 20,000 feet.

A left turn was to be made off the target.

FIGHTERS: I. The enemy fighter reaction to this operation was heavy and aggressive. The 451st Bomb Group had approximately 50 encounters between the I.P. at HOHENBURG and the target at MARKERSDORF A/D. Contrary to tactics of waiting for stragglers that had been disabled by flak at the target, the E/A attacked aggressively in an attempt to break up the formation before the target.

The attack on the 451st Bomb Group was executed in three phases with excellent use of cloud cover by the enemy fighters in all phases. The first attack occurred at 1210 hours when the bomber formation was passing over the mountains near the I.P., Cumulus clouds had built up to 17,000 feet under the formation at 19,000 feet and towering Cumulus on each side reached as high as 23,000 feet. The first attack was made up largely of FW-190s with some ME-109s. The first wave came out of the clouds from between 0500 and 0700 o'clock from six to ten fighters lined abreast. There were six separate waves and they would pick out a box and fire their 20mm into the formations. The planes would split off to right and left at about

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"DOUGHNUT SALLY" SUCCUMBS

We are saddened to announce the passing of "OUR GRAND LADY" of the 451st Bomb Group, Sally Stearns Brown. Sally died February 15, 1983 at Peterborough, N.H. She was 68 years of age.



SALLY STEARNS BROWN
1914-1983

To those of us that remember, and especially those that knew her, she was more than just a Red Cross girl handing out doughnuts and coffee . . . she was our link to home. She was the mental image of our sweetheart, our sister, but mostly our friend.

Throughout Sally's life challenges were met and overcome. In 1936, as a student at Rollins College, Florida, she was the first woman coxswain on an all male college rowing crew in the United States. Sally earned her masters degree at Yale in theater lighting and design. Prior to World War II she worked in New York City designing battleship lights for the U.S. Navy. During World War II her duties with the American Red Cross brought her to our Group, and in that capacity endeared herself to those to which she came in contact.

For the past 22 years, Sally has been involved in the operation and direction of the Peterborough Players, a summer theater started by her mother in 1933. This year would have marked a mother-daughter fiftieth continuous years of operation in the summer theater business.

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AIRCRAFT AND CHRONOLOGY: Twenty-eight (28) (normal effort) B-24's were scheduled for take-off at 0750 hours (seven from each of the four squadrons). Of that original number, twenty-eight, only twenty-five (25) took-off and proceeded to the target. The target was reached with only sixteen (16) operational aircraft, at 1226 hours. Fifteen (15) aircraft returned to base at 1500 hours. Nine (9) aircraft were declared missing. The 55th Bomb Wing, consisting of the 460th, 464th, 465th and the 485th Bomb Groups, were to participate in the Markersdorf A/D mission. The 49th Wing, led by the 484th BG, followed by the 451st and 461st, were to lead the 15th Air Force in bombing the Vienna, Austria area. The 55th Bomb Wing was to concentrate their efforts towards neutralizing the activity centered around, and in, the immediate hangar area. The 49th Bomb Wing was to concentrate on the aircraft parked on the A/D.

ECHOES OF "1944"

The American officer or soldier, if asked in an American way, can and will do what is asked of them.

It doesn't take long overseas to make one realize just the ideal for which he is fighting and for what it stands. I believe I can speak for the average soldier along those lines, so I shall attempt to lib a line or two on our social life over here.

Nature has it that there isn't any two things alike, so it's only natural that as individuals, we have different outlets for peace of mind. (Morale, as the Army knows it.) Too, we Americans have always been taught to build rather than destroy and upon our arrival December 27, 1943 on these shores, to most of us guys, it was a tremendous let-down, but seeing is believing and with a big job to do, we set forth. We never thought much about social life as we had known it, because the radical change kept one's mental capacity pretty well occupied.

Our first place to operate from was Gioia Del Colle and as the saying goes, "Home is what you make it," but here, home dispensary and quarters was where we made it. Nevertheless, as was said before, we as individuals under those conditions, chose our own means of relaxation and all got along just dandy.

One thing especially I'd like to mention is, the hot and cold shower we improvised. Most of which was made out of enemy planes, etc. With a "touch of finances" from "most everyone" for a few odds and ends we had to buy. Finally we completed it. Two showers were taken. "Bang!" came the orders to move.

Too, while there, I came back from town one day and found the Major with pick and shovel just digging away. I said, "Major, won't any of the enlisted men do that?" He said, "Oh, I love flowers and just thought I would dig up this place here in front of the dispensary and in the meantime have my wife send me some flower seed. Then we will have something to remind us of home this summer."

Having a sister in the florist business back home, and being a great lover of flowers myself, I did likewise.

We moved to San Pancrazio from Gioia and after about six weeks of mud, mules and mountains, as Bill Mauldin puts it, the only thing one could like about that place would be a verse in the song "America" which goes like this: "I love thy rocks and rills, thy woods and templed hills." We didn't love it so much there, however, but those circumstances were taken on the chin and believing "a quitter never wins and a winner never quits," we made it social and otherwise.

Soon we moved here (Castelluccia di Sauri), and I would say we "hit the jack pot."

The seed we ordered, which totaled three times as many as we asked for, caught up with us here. It seemed to be synchronized or destined, because we have a beautiful garden spot here that can be irrigated at will and at present, we have at all times fresh bouquets of various flowers in the office. The garden has been an inspiration to all our Group.

Within our first month here, headquarters and all the squadrons had their mess halls, showers, clubs, movies, etc., pretty well up to par. I would say that there isn't one soldier who will say one word about the field conditions under which we live, and having completed our 100th combat mission recently, as a whole, we're a pretty proud bunch of buddies.

Regardless of which of the many theaters or fronts of war that we might be in on, there is, and always will be that longing for the life we have been used to. (The American way)

Seeing life in so many different ways other than that, personally I think that alone puts a certain drive or force into an individual which naturally makes a better soldier out of him.

In all of the 48 States we have many towns and cities that have from 1200 to 12 thousand population and that would make up 'most any unit or division in the greatest army on earth.

In all your towns or cities you have your mayors, your attorneys, your alderman, bankers, doctors, drug stores, wholesale, ware houses, garages, service stations, etc. Too, you have your clubs, tournaments, movies and various means of entertainment for the moral well being of the individual and for the city as a whole.

Likewise by an army. One of the first things that is done under most conditions is to see that the soldier's morale is up to level.

Within a city, all these different organizations, etc., make up the daily business and social world, which is truly applicable of an army, especially in this gallant struggle.

We have our commander-in-chief, and down through echelons we run into the private. All are there for the same purpose.

It is quite different overseas than in the States. From an individual standpoint, regardless of rank and the fascination part is the fact that in most cases a fellow will put forth that extra effort just because he figures it will bring nearer the day that he will see his wife, baby, mother, sweetheart, etc. "All of which is very true."

We have been here at this field quite some time and have been ordered to winterize.

Sally (con't)

Sally's husband, Colonel Robert C. Brown (Retired) wrote the following, concerning his family's loss: "Sally Stearns Brown died Tuesday afternoon (February 15, 1983) the way she had lived, quietly and placing as light a burden on others as possible. She spared us the lingering death many families have to suffer. She slipped away over a period of three weeks, giving us a chance to say goodbye in our hearts and to start the healing process of grief gradually . . . To the soldiers and airmen to whom she served coffee and doughnuts in Sicily, Italy, and Germany from 1943 to 1946, she was quite simply Sally."

Colonel Brown concluded his correspondence with this word, "Alas, Sally will never get to any of the reunions after all."

Besides her husband, Robert, she is survived by three daughters, Drusilla Brown in Arizona, Lulu Brown of Peterborough and Beth Brown of New Hampton.

For Sally, unlike those that have gone on before, has a special mission to accomplish. Her task will be to await our arrival, and greet us with a SMILE . . . A CUP OF COFFEE . . . AND A DOUGHNUT.

Most everyone took it upon themselves to finance the building of their homes, most of which are made out of sand stone rock. Some have gone as far as to tile the floors, etc. What is definitely a military secret is where the material came from. You just can't beat these Yanks. We didn't ask for all this, but you can bet that last dime we will come out on top. We have built this camp up to a little metropolis over a period of a few months. Too, we rank pretty well up towards the top as for achievements from a military stand point is concerned, in this Air Force.

All of this proves one thing: The fact that morale is still on the incline and as long as you have that, you have a worthwhile organization . . .

These written words address themselves to the attitude that the Medical department of the 451st felt towards the men under their physical and mental jurisdiction. Though this work is not signed, it is felt by this office, that it had to have been authored by one of our dedicated and literate Doctors. If the author will kindly make his presence known, we shall give him full credit in the next newsletter, but if it should be his desire to remain anonymous . . . my lips are sealed.

Markersdorf Mission (con't)

300 yards, then come in from 0300 and 0900, three or five abreast. These aircraft would attempt to pick on the bombers that had been damaged in the first attack.

The second phase began with the fighters attacking singly from 0300 to 0900 o'clock, low and finishing off the damaged bombers. The main brunt of the attack lasted for a period of five minutes and during this time seven bombers from this Group were shot down. The attack continued to the target and as no flak was encountered at the target the enemy aircraft managed to shoot down another bomber immediately after it had released its bombs.

The third phase which lasted for only five minutes after the target was minor, but has some interesting features. Immediately after the target a B-17 with white tail and black swastikas on the wing, pulled up behind the formation and started firing on the rear of the formation. This B-17 was escorted by three FW-190s and after a tail gunner in the 451st formation had damaged an engine on the B-17 it peeled off and headed in a northerly direction. At this point the three FW-190s attacked the bombers, but were beaten off and two E/A were shot down.

II. There are a few interesting points which have been observed by this Group on the mission to MARKERSDORF and also on the mission to LOBAU, VIENNA, on 22 August 1944, in which the Group lost six (6) aircraft.

A. On the mission to LOBAU a smoke screen which reached to 10,000 feet was reported by several crews and part of the enemy aircraft came out from under this screen and attacked this Group from 0500 to 0700 o'clock, low. This smoke screen could possibly have been laid by E/A in order to conceal the main force of fighters. Also on the mission to LOBAU the fighters would attack six abreast from 0500 to 0700 o'clock high out of the sun using it to their advantage.

B. On the mission to MARKERSDORF A/D, the enemy fighters used the undercast and towering Cumulus on each side to great advantage in order to attack quickly and get away before the escort arrived.

C. It will be noted that FW-190s made up the main bulk of the opposition and concentrated on the bombers between the guns of the tail and that of the ball turret. The superior fire power of the 20mm cannon and the heavy armor of the front of the FW-190 is an advantage over the light armor and the fifty caliber guns on a B-24.



Mission route for Markersdorf A/D, Austria: 23 August 1944

D. Although both the Wing and Group formation were very tight, the E/A apparently decided to attack one Group that happened to be in position over the cloud deck at the proper time. This can be evidenced by the small number of attacks and light losses of the 484th leading and the 461st in the rear.

E. The use of captured Allied equipment is not new and did not prove very effective.

F. Apparently in this area a shift has been made from the lighter armed ME-109, to the heavily armored and gunned FW-190.

III. Recommendations:

A. It is recommended during adverse weather conditions, that some escort be pulled in very close to the bomber formation, instead of having the whole force high above.

B. An increase in number of Radio listeners to report on the enemy fighters, could be helpful. It is urged that these listeners be used more along a tactical line rather than entirely for strategic purposes.

IV. Statistical Summary:

	Before Target between 1210-1215	At Target 1227	After Target 1232	Total
Bomber Losses	7	1	1	9
E/A Destroyed	16		2	18
E/A Probably	8			8
E/A Damaged			2	2

FLAK: At MARKERSDORF there are 15 light guns and 9 medium which should not have the range of our formations. In route, the course passes between two flak positions. BREZICE (slight) and ZAPRESIC (10 guns), ZAGREB (40 guns) is east of ZAPRESIC. On the return route, briefed course is a safe distance south west of the southernmost guns of VIENNA NEWKIRCHEN flak corridor. Further on there are 14 guns in BAZA are (to east) -slight flak at BANGA LUCA (also to east) with slight flak at PROLOG (on course). Though briefed to expect little flak; some flak was encountered at the I.P. at HOHENBURG, and later when the lead Group (484th) inadvertently brought the Wing within the range of guns from BRUCK and GRAZ.

RESULTS OF BOMBING: The lead Group (484th BG) was off course at I.P. and bombed the wrong target. The 451st BG, following, saw target off to the right and attacked on axis of 30° T. Bombs start at southwest corner of airdrome and marched diagonally across to hanger line on north side. One string started near midfield and goes east just beyond perimeter track. Twenty (20) aircraft visible in photos. Five (5) were probably destroyed, and two damaged. Lead Bombardier, Lt. W.E. Davis, sighted on southwest corner of A/D. All other Bombardiers toggled on flight leaders, who killed rate only.

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Markersdorf Mission (con't)

WEATHER: Clear over the Adriatic and local area. 4-6/10 cumulus and alto-cumulus with tops at 15,000 feet over land. Patch of cumulus overcast 20-30 miles in diameter tops at 17,000 feet over the mountains around BRUK. Over the Dalmation Alps between KLAGENFURT and SARAJEVO, 6/10 cumulonimbus tops at 17,000 feet with a few anvil tops at 20,000 feet. North of target high cirrus in distance.

ROUTE: Route Out; Base to KP to TP #1 to TP #2 to TP #3 to IP to Target.

Key Point; (44-10N, 14-10E) Base altitude 12,000 feet at 1027B.

Turn Point #1; GALIOLA ISLAND (44-44N, 14-11E)

Turn Point #2; ORMOZ (46-25N, 16-09E)

Turn Point #3; FRIEDBERG (47-27N, 16-03E)

Turn Point #4; PAKRAC (45-26N, 17-12E)

Turn Point #5; SCEDRO SILAND (43-05N, 16-42E)

Initial Point; HOHENBERG (47-55N, 15-37E)

Rally; Left off target

Route Back; Target to TP #4 to TP #5 to Base.

OUR LOSSES: All squadrons experienced losses, with the heaviest loss being in the 3rd and 4th Flights (724th and 725th, respectively). All losses were due to heavy and persistent enemy fighter attacks that continued throughout the bomb run. Eight (8) of our bombers were shot down within a period of 25 minutes and the last to be lost stayed with the Group for more than an hour.

724th Bomb Squadron losses and comments: Pilot; 2nd Lt. C.E. Donaghue — Time 1219 Hours — Enemy fighters shot out #3 engine causing to catch fire. 7 Chutes opened. Pilot; 2nd Lt. R.L. Beach — Time 1220 hours — 20mm hit in right wing and rudder. Tail fell off and 7 chutes were seen to open. Pilot; 2nd Lt. J.H. Powers — Time 1217 hours — 20mm shell hit in left wing, started down. 8 chutes were seen to open.

725th Bomb Squadron: Pilot; 2nd Lt. R.A. Whiting — Time 1240 hours — Hit by fighters. No chutes. Pilot; 2nd Lt. W.H. Malakowski — Time 1301 hours — Shot up by fighters and crew seen to bail out after target. Pilot; 2nd Lt. G.S. Panyiety — Time 1240 hours — Hit by fighters, caught fire in target area and 5 chutes appeared from plane.



Lt. C.E. Donaghue's crew (724th)
Downed by enemy fighters

726th Bomb Squadron: Pilot; 2nd Lt. H.S. Clapp — Time 1217 — Tail was shot off by fighters and plane went into dive. 9 chutes appeared. Pilot; 2nd Lt. A.R. Kozsuck — Time 1218 hours — Feathered #3 engine. Dropped out of formation and last seen being attacked by 3 fighters.

727th Bomb Squadron: Pilot; 2nd Lt. R.J. Anderson — Time 1218 hours — Enemy aircraft hit B-24 with 20mm shell fire, plane went into spin and 9 chutes observed.

WOUNDED PERSONNEL: Right waist gunner — (slight).

ASSESSMENT OF DAMAGE TO OUR PLANES: From Flak 0 From Fighters 8 (3 severe, 5 slight) Other Reasons 0

AIR SEA RESCUE: None

SORTIES: 24

NAVAL AND SHIPPING ACTIVITY: None noted.

ENEMY GROUND COMMUNICATIONS: N/Y at FUNSTENFELD (4725N-1609E) 80 wagons. M/Y at ORMOZ (4625N-1317E) 200 wagons.

FLIMSY LISTING OF PARTICIPATING PILOTS:

Plan ABLE

23 August 1944

1st Flight - GREEN
Rousey-Walkey-Davis
Echenoff
*Kozsuck
Haubert
*Clapp
Ramsdele
Bodycomb

2nd Flight - YELLOW
Sparks-Stone
Hopkins
Brewer
Oakes
Prouty
*Anderson
Thompson

3rd Flight - WHITE
Apple-Buckley
Winden
*Donoghue
*Beach
Demers
*Powers
Boots

4th Flight - RED
Tudor-Donovant
*Whiting-Woneski
McCleary
Donoghue
Harris
*Malakowski
*Panyiety

(* indicates MIA)

DISTINGUISHED UNIT CITATION

Elements: 724th, 725th, 726th, and 727th Heavy Bomb Squadrons

Activated: 1 May 1943 at Davis Monthan, Arizona

451ST BOMBARDMENT GROUP. For outstanding performance of duty in armed conflict with the enemy. Notified to prepare their aircraft for a vital mission against the Markersdorf Airdrome, Vienna, Austria, in a counter air operation, the ground crews worked with enthusiasm to insure the mechanical perfection of their planes for the forthcoming mission. On 23 August 1944, twenty-four (24) B-24 type aircraft, heavily loaded with maximum tonnage, took off and set course for their destination. Enroute the formation was intercepted by numerous enemy fighters in a well coordinated attack, emerging from protective cloud covering six (6) to ten (10) abreast and employing twenty-millimeter cannon in their violent assaults. The highly aggressive enemy fighters made suicidal attempts against the bombers, in a desperate attempt to break up and destroy the formation, to prevent the successful completion of their vital mission. Displaying outstanding courage, professional skill and fortitude, the gallant crews battled their way through the overwhelming enemy opposition to the target, where, under continued heavy opposition, they completed a highly successful bombing run. Through their superior ability to maintain a tight protective formation and to direct heavy defensive fire against the fierce attacks of the enemy, the Group accounted for twenty-nine (29) enemy aircraft destroyed or damaged in the air. The excellent bombing pattern on the ground installations inflicted grave damage to important buildings and supplies, and twelve (12) enemy planes were destroyed on the ground. Throughout the aerial battle, the 451st Bombardment Group lost nine (9) heavy bombers, with others severely damaged by heavy enemy fire. Through this outstanding achievement a telling blow was struck at the fighter aircraft concentrations in the Vienna area, thus effectively and seriously crippling enemy operational efficiency at a time of great importance. By the outstanding courage, professional skill and unwavering determination of the combat crews, together with the superior technical skill and devotion to duty of the ground personnel, the 451st Bombardment Group has upheld the highest traditions of the Military Service, thereby reflecting great credit upon themselves and the Armed Forces of the United States of America.

(Quoted from General Order #3757, 1944)

WORDS FROM THE FLIGHT DECK

Back in '43" Uncle Sam offered to finance the 451st, furnishing us with newly modified aircraft, assorted vehicles, housing and food (of sorts), and the chance to travel to exotic places. All that — and fifty bucks a month!

But now we have to foot our own expenses. The Federal Government seems to turn a deaf ear to my "kicking and screaming" hoping to generate some GIFTS, FUNDS, or GRANTS. It seems that we have to look within our own membership for our sustaining funds. (In truth, I do work with the Federal Government; but in research, not in the roll of solicitor.)

Up to this point, some (repeat, SOME) of you fellows have done an admirable job towards keeping this effort going. Last year (1982) approximately 140 donations were received totalling \$4,128. 140 donations represents just a little under 14% of our membership that saw fit to send in a contribution, and the \$4128 represents some that sent in more than once during that year.

I know each of you is interested in the continuation of our organization, and if we can widen the donations base to increase our annual income, we should not have a financial problem in the future. The above figure of 140 donors this past year out of 950 (approx.) is not a very good percentage. This message is not for our regular supporters who have given generously, but is an encouragement for all those who enjoy the newsletter and roster, to contribute towards its expense.

Our single largest expense is the newsletter and roster. But, above just the cost of the newsletter, (postage, photo work & printing) there is the added cost of telephone, stationery, office equipment, research, general postage, and the initial effort in setting up for the next reunion.

We will accept any amount, and have had them anywhere from \$5 or \$10, up to an occasional \$250. Most checks are for \$5-\$25; some are for \$50 or \$75 and a few for \$100 plus. Thanks to our large contributors we've managed to stay afloat.



To inspire more donations, we (Pete & I) have had printed — auto window decals. They are very similar to our stationery LOGO; red, white, and blue; measuring 2 1/4 x 4 1/4 inch. For each donation of \$5 or more you will receive one of these decals. With a picture of the MINNESOTA MAULER, placed on one of

your car windows, the resale of that vehicle is bound to increase. If this kind of an offer is accepted by our membership — there may be BUMPER STICKERS in the future!

So, if you enjoy the AD-LIB and ROSTER (and our REUNIONS): Dig-in, Help-out, and Cough-up.

The 451st is fast approaching the time when, due to the increasing membership, larger volume of correspondence, and with obtainable historical data, we should be entertaining the thoughts of going "COM-PUTER."

I don't know how many of you work with, or are familiar with, the inner workings of a computer, but from all that Pete and I have read on the subject, once the machine is understood and the information properly programmed into it, it can work in many strange and wonderful ways.

In a recent series of letter exchanges between Mr. & Mrs. Harold Oyster Akron, Ohio (319th Bombardment Group (M), B-26 type aircraft), Mrs. Oyster (Esther) has been keeping me informed as to how they have made use of their computer, as relates to Bomb Group workings. They have a membership of 1800 and are finding the computer, once learned, an almost indispensable tool. Esther can, like the IBM commercials say, file, sort, manage and print-out information at the flick of a switch—press of a button.

If any of you guys have any suggestions as to how we may obtain a good (I'm not talking about a "game" type computer, but a good IBM or Osborne) computer, that would have a good capacity and would be able to expand as we grow . . . send me a CLUE!

A while back I received a query from Bob Blair (726th) wondering how it was that we have scheduled all our reunions during August. That question is surely worthy of an answer to all our members. August was selected (mainly by myself, in regards to our first Chicago reunion) due to the fact that some of our members are still affiliated with the educational system; be they teachers, professors, custodians, parents (or grandparents) there is still that link that would deny them the time to attend. Rather than "write them off" and since August is traditionally vacation time, August seemed like the proper month.

As to WHERE we have our reunions? Again, it is to comply with what is convenient for the masses. Chicago, for the first reunion, was ideally located, but didn't offer very

DAYTON, OHIO SELECTED

For those of you perched on the edge of your chairs, running up the "old gas buggy," or standing in line at the "flight counter," some of your anxieties now should be calmed.

The date of August 10-11-12, 1984 has been selected and approved by, both, the Stouffer's Dayton Plaza Hotel and the United States Air Force Museum. In-as-much as Dayton is a "HOT" veterans reunion town, it was good that we started well in advance of our proposed "time window" that we can get full cooperation from the facilities involved.

In early April a committee was convened, in Dayton, for the purpose of "getting to know each other" and to go over some of the difficulties that may be encountered; also to note some of the advantages that Dayton has to offer. The advantages overshadow the difficulties. In attendance for this preliminary meeting were; Mr. & Mrs. Karl Bierbaum (727th), Mr. & Mrs. Art Gallagher (726th), Mr. & Mrs. Robert Horn (726th), Lt. Col. & Mrs. Forrest Rinehart (727th), Mr. & Mrs. Jeston Wiest (724th) and myself. Four other area residents, that were away at the time, have since expressed their desire to become part of our working committee. Their help will be appreciated!

MEMORIAL UNDERWAY

BOY! You guys sure showed your COL-OURS when the cry for funds came from this office regarding the placement of a MEMORIAL for those that died or were killed while serving the 451st. Your contributions have totaled more than \$2,500. This excess of funds will guarantee that we will have a fitting and appropriate ceremony as we immortalize our fallen comrades.

In the forefront, and overseeing all aspects of this installation, has been Robert Horn (726th). It was Bob that selected and saw to the planting of our LIRIODENDRON TULIPIFERA (a Tulip Tree, for us uninformed). He is very likely to be found, when the moon is full, somewhere's near the tree, equipped with mortars and grenades (and perhaps a side-arm) doing guard duty . . . as in days of yore. So, if your in the vicinity, and are challenged remember the password is: Liriodendron Tulipifera.

Now that the groundwork for the "84" reunion has been laid out it's time for you to start contacting those old buddies and crew-mates to see if you can't assemble a respectable number of your comrades. (As Groucho would say, "They weren't respectable then, why should they be respectable now?") Only kidding, fellows, only kidding.

Further information, concerning the reunion, will be forthcoming in future newsletters.

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GROUP & SQUADRON "SHORT-BURSTS"

HEADQUARTERS:

JO & BOB EATON — "Bob had such an enjoyable time. Sorry I missed both reunions. Hope to be able to make it next time." (signed, JO) . . . **BILL BENNETT** — "Was nice to visit with you. You are doing one HELL of a job, and I for one appreciate it." . . . **BOB KACENA** — Bob found a bank that would match donations towards any charitable organization. SOooo, Bob had 'em "drop a bundle" on the 451st. (Thanks, Bob & Margaret!) . . . **LELAND YOUNKIN** — "Thanks for the updated roster. Very thoughtful, and was happy to hear from you." . . .

724th SQUADRON:

BILL BURLINGAME — After attending our "82" reunion, Bill gave his American Legion Post #144 his impression, in writing, and the Post printed his thoughts (Nice write-up, Bill) . . . **JOE PALUMBO** — "I'm the guy that kept everybody in lights in the 724th. I took care of the power unit. I tried to get the C.Q. to crank 'em up early so the cooks would have lights." . . . **ARCHIE KELLER** — "Many members now have TV Video Recorders. How's about taping our next reunion?" (It's being considered, Archie) . . . **ELDON "MOE" MORRILL** — "Haven't seen Dave Eagles since he moved to Cape Cod. Talked to Leo Cegla, on the phone — He told me what I'd missed at the Colorado Springs reunion." . . . **STAN JACKSON** — "Want to tell you how much we enjoyed the "82" reunion (R-2/D-1-2-3). Then receiving the AD-LIB my wife and I relived the whole experience." . . . **JOHN O'CONNOR** — "As you see, 'Wolf Wagon Crew' is reconvening this weekend (13-15 May 1983) at Harvey Carpenter's, in Mississippi. Lt Hutton can't make it because of his recent broken leg." . . . **C. LARRY MARCH** — "There are seventy (70) Lapel Pins remaining. That may be a sufficient number to warrant a mention in the next AD-LIB." (RIGHT-ON, Larry, and they'll find your address listed in the roster, and for 4 dollar bill will become a Bona-fide "pin carrying" member.) . . . **WALT CUTCHIN** — Still awaiting return of the picture he loaned out at our "80" reunion. It bore a rare shot of Major Beane that Walt prizes highly. . . . **DON RYLAND** — Our "bionic man," 2 hip replacements, 1972 & 1979, and a partial stroke — say's he's going to try for the "84" Dayton reunion, ANYWAYS!

MESS HALL MEMORIES

(by Bob Karstensen)

The old line chief before me, as we passed down through the line,
peered into his mess kit, then whistled low and fine.
He turned to me in disbelief, his eyes were truly plexed,
"I've done a mite of soldier'n, son, and I'll share what comes up next,
but what IS this they've handed me? Could it be my evening chow?
Could somewhere's under that applesauce, be hiding a piece of cow?
Does the gravy on my cobbler mean I've lead a sheltered life?
Where do I see it written that my world be full of strife?"
"Don't touch those peas," he cautioned me, "I know they're bullet hard,
and if I'm not mistaken, lad, them 'spuds' were boiled in lard."
"That marmalade they pass around, and it goes for the butter, too,
were made, they say, the very day, that Custer fought the Souix.
Back home I served as Deacon, in my little country church.
I've ate at lots of picnics, from a blanket 'neath the Birch.
My Daddy often told me, and I guess it holds true now,
'Be pleased at what's been given, and give thanks in prayer and vow.'
But I feel the Lord's grip weakening, as my stomach starts to shrink,
for what I've just been offered is
TOO THIN TO PLOW, TOO THICK TO DRINK."

725th SQUADRON:

WILBUR FOWLER — "We really enjoyed the reunion and hope to make the next one; would like to see even more there." . . . **PAUL HARDEN** — "Christmas '82" with our daughter in Washington D.C. — recuperate — then on to New Orleans for my crew reunion." . . . **WOODROW F. GLENN** — "I really wanted to attend the "82" reunion, but due to open heart surgery — Lord willing, I'll be at the one in "84". . . . **DAVE HENSHELL** — "What a marvelous job of maintaining the integrity of the 451st. You and Pete should be proud." . . . **LINDLEY MILLER** — "Your material brought back memories. It was a long time ago, but the memories are still very vivid." . . . **MARSHALL WORD** — "Had breakfast with Col. Stefen and Col. Hoppock before we left the reunion on Sunday morning. It was good to see Reverend Pafford, too." . . . **HUBERT ODOM** — "We just had our 3rd reunion of Paul Harden's crew, February 1983 in Louisiana." . . . **STAN LEITER** — "Went into the hospital for a colostomy, went back to work for three weeks, then got kidney stones, went into the hospital for another week. Came home for one day and went back in again — Trying to get back on the right track again." (ATTA' BOY, Stan!). . . .

726th SQUADRON:

JOHN W. OLDS — "Couldn't make the "82" reunion. I was hit with a heart attack on 17 August 1982. I would like to plan on the one in "84" — God willing." . . . **JOE LUCAS** — Elsie writes, "Joe's health is not

up to allowing him to attend the reunions, but, who knows, he might just be able to in "84". He has been "in and out" of the hospital 3 times this past "82". . . . **AL BRIDGES** — "Had a severe heart attack 8 August 1982. Am doing better daily. Bob Mason (727th, S/Sgt Medic) died in 1973; cause, cancer." . . . **LIN BLACKWELL** — "Please make this correction in the roster; I was in the 726 squadron, not the 727th." . . . **CHARLES HALTOM** — "Looking for more, in "84". . . . **GLEN CHAMBERS** — "The fall newsletter feature really brought back memories. As you see, I was "tail-end charlie" on the Ploesti raid." . . . (Sorry, Glen, that position has been taken over by me; YOU! we moved up front.) . . . **RICK ZEPF** — "The 451st cap was exceedingly popular around here and I finally gave mine to a family member. Do you have more?" (sealed, signed and delivered) . . . **JACK GARRISON** — Jack, noted my error in the last newsletter. The picture I ran as the "Ploesti mission, April 5, 1944" was in error. That particular photo was taken May 31, 1944. Thanks for catching that, Jack. . . .

727th SQUADRON:

BILL GOIN, JR. — "I could have hardly had a better year than this, meeting all the 451st fellows." . . . **JOHN HALDANE** — "I fully intend to get to Dayton in "84". . . . **LOUIS JEAUDON** — Reminiscing; "The day the officers shower burned — The softball game I pitched for the ordnance team — My stay in (continued page 7, col. 1)

Short Bursts (con't)

the hospital in Bari — The explosion at the railway yards — Our cabin — THE RAIN." . . .

QUINCEY "TOMMY" TUCKER — "Looking forward to the next reunion in '84." . . .

BEN TINGELHOFF — "Visited Gordon Snyder in Des Moines, Iowa while on another 'reunion mission' to Minneapolis to a 45th CLASS REUNION." . . .

EARL MONNINGER — Earl offered the fact that John H. Gary had died of cancer on October 2, 1981. He also offered another candidate for membership, Ed J. Rose of Revere, Mass. — No response, as yet. . . .

DOUG WADLUND — "I was thrilled, at the Colorado Springs reunion, to find a big picture on the wall of one of my 'crash landings!'" . . .

STANTON FOWLER — "The newsletter and roster have prompted us many times to pull out the old WW-II portfolio and photos." . . .

ED MOROSI — "So many memories stirred up since getting in touch with you that it's hard for me to explain my feelings."

NEPHEW SEEKS INFORMATION ON UNCLE AND CREW

2nd Lt. Lawrence M. Rushing 0-747324, of the 727th Bomb Squadron: Anyone recall the name? Lt. Rushing was killed, but not as a battle casualty, on 7 February 1944, while the Group was stationed at Gioia del Colle, Italy. The facts of his death are not clear to the nephew, Robert A. Rushing, Jr. of Spokane, Washington, and he is hoping someone within our association can shed some light on this (almost) 40 year mystery.

Lt. Rushing served as co-pilot on the aircraft commanded by Lt. Wilfred B. McAllister. Other members of the crew were; David H. Love, Navigator — Alphonse Szymanek, Bombardier. Enlisted crewmembers were; John E. Oprisko, AEG — Joe D. Scherinehorn, ROMG — Robert J. Wood, AG — Joseph F. Garde, AG — John B. Massa, AG — sixth gunner unknown.

On the date of Lt. Rushing's death, the Morning Report refers to the promotion of T/Sgt Harry D. Henderson to M/Sgt, and the upgrading of Oprisko, Koenigseker, Suszter, Benardini, Henness, Jezek, Arrington, Salade, and Pickett from Staff to Tech. Also included on the report was one AWOL (name withheld) and one Squadron member, S.S. Young, going on Detached Service to Headquarters (poor copy makes it unclear if it was to Sqdn., Group, or Wing).

With what information that has been compiled, and the time reference hereby referred to, it may be possible that you have the information that Bob Rushing needs. If so, drop that information to this office, I'll see to it that it is forwarded.

Words (con't)

much in a military nature. Colorado Springs, still favorably situated, gave us much more in the current military atmosphere. Now with the selection of Dayton (Wright-Patterson AFB) with its excellent Air Force Museum, and conveniently situated for our East Coast people, our members will enjoy some of the past along with what is new.

To those that feel as Bob does, be it the time of year or the location that could be improved, let this office know . . . We'll run it up the flagpole and see how it flies.

ITALIAN TOUR STILL PENDING

Nothing firm, other than it's still on, has been filtered down to this office. It seems like a cost of \$1,300 (per) is being considered for an 8 day tour. (From New York City, by TWA) Extended trips of 14-18 and 21 are also planned. Return ports for these extended trips are Rome (8 day trip), Milan (14 day trip), Paris (18 day trip), and London (21 day trip). The time considered would be in late April and/or early May 1984. I'll keep pounding on the doors and when I get some firm info will pass it on to you under a separate mailing.

460th BOMBARDIER RECALLS WAR IN NEW BOOK

TARGET PLOESTI: VIEW FROM THE BOMBSIGHT

Leroy Newby, of Webster City, Iowa, is fulfilling one of his long time goals — to write and have published his personal accounting of WW-II.

In reading excerpts of his original manuscript, Leroy captures the rigors and punishment of combat right along with the humor and romantic interludes of military service. In Steve Birdsall's review of the book, wrote; "In reading the book I sensed that the author perhaps looks back with a little disbelief at the young Lieutenant who rode in the cramped nose of a Liberator."

Newby, and the 460th Bomb Group were stationed at Spinazzola AAFB, approximately 45 miles southeast of Castelluccio, and made up part of the 55th Bomb Wing.

The new book, TARGET PLOESTI: VIEW FROM THE BOMBSIGHT, is scheduled to be released sometime in August 1983. The publisher is Presidio Press.

Since there are very few GOOD books that deal with our (15th AAF) involvement in the BIG war, you may wish to add this to your library.

We'll keep you apprised if some deal can be struck with the author for favorable consideration towards our membership.

MASSARE RECOGNIZED IN NEWEST B-24 BOOK — B-24 LIBERATOR AT WAR —

Peter A. Massare (co-founder of the 451st Bombardment Group, Ltd.) was afforded the rare privilege of having his thoughts and comments, regarding his wartime experiences, put into published form by the noted military author, Roger A. Freeman.

In the five page segment, entitled VULNERABLE BUT LUCKY, Pete has the opportunity to relate his attitude, and experiences, concerning the B-24

Pete took the opportunity to "plug" the 451st Bomb Group, describing the dedication of the ground crews, the flying ability of its pilots, and the valor of individuals as seen from his cockpit window. From page 88 through 92, the reader will be thoroughly engrossed, both by word and pictures, as Peter Massare and Roger Freeman draw you back to those hectic days of World War Two.

Roger A. Freeman, a highly regarded military writer, has written such books as; B-17 Fortress at War, B-26 Marauder at War, Mustang at War, The Mighty Eight, etc. Now he has come out with what should be the book we have all been awaiting: B-24 LIBERATOR AT WAR. The book should soon be in your local library, or on the bookshelves of most major bookstores. If you can't find it — make a request — let's get the 451st, and Pete Massare, to be a by-word among the readers of aviation history.

15th AIR FORCE ASSOCIATION READING FOR NOVEMBER 10-13, 1983 REUNION

"Ready for take-off," is what's being heard from March AFB as our "Mother Hen" (15th AFA) calls all her "chicks" to assemble.

Forty years since the 15th AAF was first conceived, under the command of Major General James H. Doolittle, later commanded by Major General Nathan F. Twining (dec. 29 March 1982) OUR 15th has been restored to, — well, not combat readiness, but at least to social readiness. Plans — and I mean BIG plans — are being formulated so all former, and present, who still look upon the "BIG ONE FIVE" as the most important occurrence in their lives can assemble in tribute to their past.

Membership in the 15th Air Force Association, Box 15, March AFB, 92518, goes for a yearly fee of \$10. A current membership is necessary for participation in the reunion activities. Just say the 451st sent you!

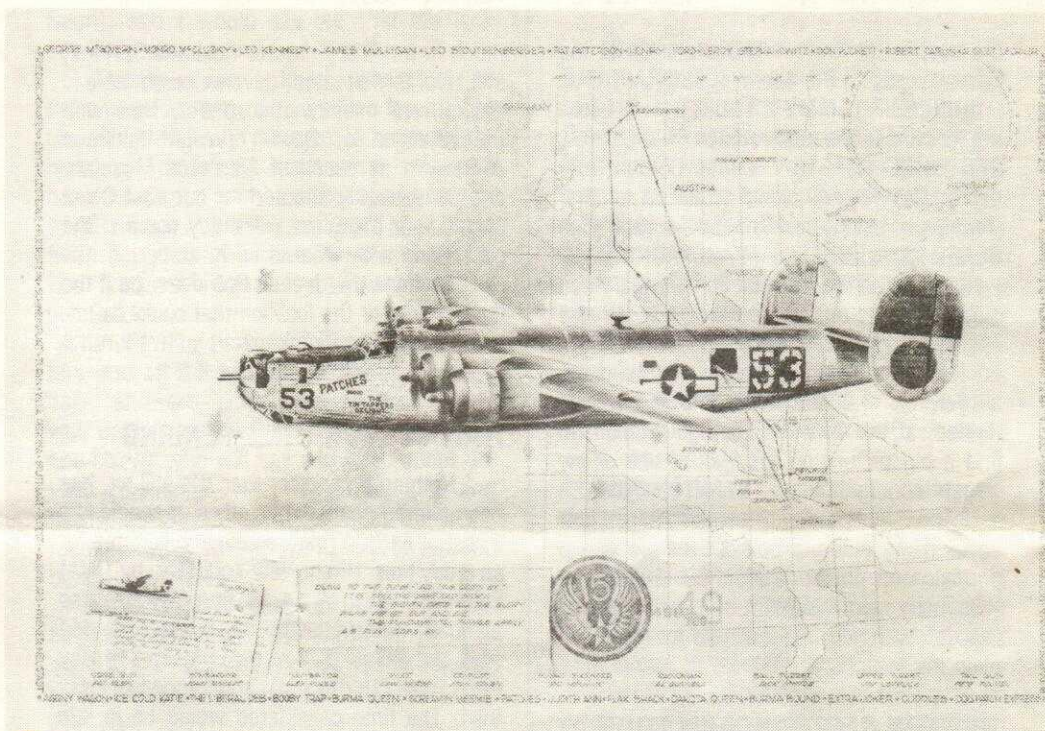
WASHINGTON STATE ARTIST OFFERS "PATCHES" PRINT

In early March, of this year (1983), I received from Robert Parks (Woodinville, Washington 98072) a complimentary calendar depicting one of our very own 451st aircraft, PATCHES. Bob Parks had done this pencil sketch from the information and pictures supplied by Lew Morse (726th). The picture is not only noteworthy for the true likeness of the B-24, but does offer the viewer a moment of study as you examine the other features incorporated into the total picture. The other aircraft that appears in the lower left hand corner, is that of Frank Vernon (724th) who had now successfully negotiated his second "wheels-up" landing (First one in Yugoslavia). The route to Regensburg was drawn from memory, and neither Lew nor Bob will verify it for accuracy.

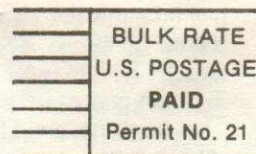
Lew Morse and Bob Parks met while both were employed at Boeing. Bob, having spent 1944-45 in the stateside Army Air Force, developed a keen interest in the aircraft and men that he came in contact with. When back in civilian life, Bob maintained that interest, and with Lew to stimulate that interest, embarked on a second career of military art.

In the interim months, since March, Bob and I have maintained a very harmonious exchange of letters. And perhaps due to that exchange, or better yet, due to the respect that Bob has for the 15th AF, and in particular for the 451st BG, Bob has had reproduced the original drawing (less the calendar) and offered our Group enough prints for each member.

The prints measure 10 x 14 inches and are printed on quality paper, suitable for framing. If we could expect a donation of \$3, to cover the cost of mailer — and mailing, I'll send you a copy . . . post-haste.



Sketch by Robert Parks



Robert A. Rushing, Jr.
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Spokane, WA 99207