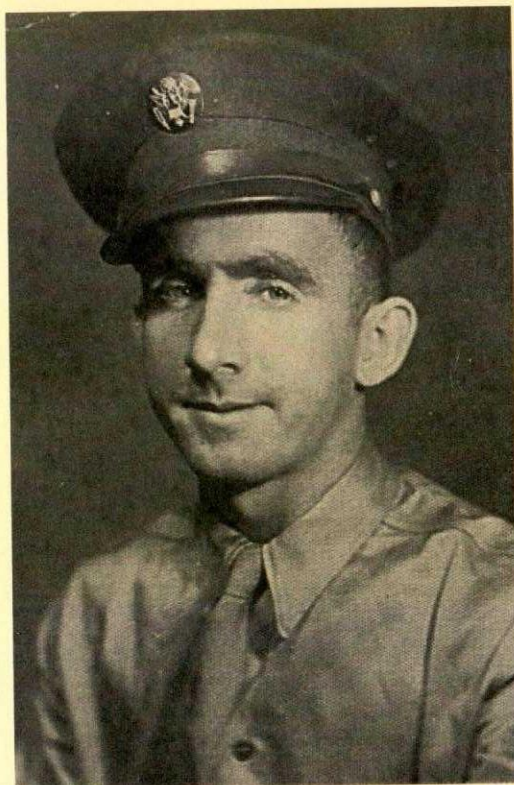


# **The World War II Combat Flight Log**

**Of Sgt. Marvin L. Botkin**



**Fifteenth Air Force  
451<sup>st</sup> Bombardment Group/49<sup>th</sup> Bomb Wing (B-24)  
May-September 1944**

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Compiled by Nancy Botkin, Teresa (Botkin) Grogg,  
Jacob (Junior) Botkin and Don Houser

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Churchville, Va., 24421  
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MR. Tudor, I hope you will  
find this of interest.  
Best wishes.

Don Houser  
May 12, 2020



## Foreword

Marvin Botkin, my next-door neighbor growing up and father of friend and schoolmate, Nancy, was a classic member of America's "Greatest Generation." He grew up in the difficult years of the Great Depression and volunteered to serve his Country in the National Guard as the threat of world war grew. When that possibility became a reality, Marvin increased his commitment by joining the emerging United States Army Air Corps, where he served throughout the war with distinction as the following record indicates.

Enduring the unimaginable combat exposure of a bomber nose gunner, he would return to peaceful farm life, while working to support his beloved wife and daughters. He was a very caring member of the Churchville community as reflected in his vision to create a volunteer fire company to protect his friends and residents of the area.

Mr. Botkin, as I knew him, was a wonderful neighbor and friend to my family. It is fitting this work is published to capture his life of service to his Country and assistance to his many friends in and around Churchville. Thank you Don Houser and the Botkin family for capturing the story of this American hero.

Theodore G. Shuey  
BG (Ret.) USA

## Introduction

The following is a war-time diary kept by Marvin L. Botkin of his World War II Army Air Force missions. This information was provided by his daughters, Nancy Botkin and Teresa Botkin Grogg, of Churchville, Va. On Jan 14, 2018 Marvin's younger brother "Junior" Botkin contributed a great deal of information for this booklet. Early Botkin family history is included.

## Early Family Background

Junior Botkin recalled, "Richard Botkin was one of the original pioneers and he settled out in the Bull Pasture at McDowell in 1747. They came from Ireland. We know that he first had a plantation up on the Delmarva, near Elkton, Md. We know he had a brother or someone who was a shipper so we figure that's how he got over here. We don't know where they landed here. We know they came out of Galway, Ireland. But we don't know if they came into Pennsylvania, or Maryland or where. There are still Botkins' in Galway; there is a street named Botkin Lane right in Galway.

Paternal great grandparents. My dad's was George Botkin and he was married to Marry Whistleman. And they are both



buried at Green Hill Cemetery. Gr-Gr-grandfather was John and he was married to Suzanna Simmons and they are both buried at Simmons Family Cemetery on Bull Pasture Mountain. George was in the 25<sup>th</sup> Infantry in the Civil War and he fought at Sharpsburg, in Antietam, at Gettysburg, came back from Gettysburg to the Wilderness and he was captured at the Wilderness and taken over to Point Lookout, Maryland, and was held there for a while then was shipped up to Elmira, NY. And he was up there for a year or so before he was released at the end of the war.”

“We traced that one time, went over to the battlefield at the Wilderness, near Orange. We were looking at the monuments, and I was telling the guide about my great-grandfather, and he said ‘Come on with me, I’ll take you right up to the trenches’ ....the trenches are still there, and he took me right to the trenches they were in when they were overrun and captured. That was neat. And we went to Point Lookout and then up to Elmira but they didn’t have a whole lot information there.”

Their maternal grandparents: “Mom’s parents were Radie Lamb and her husband was Peter Lamb. And he died in his 40s. He built a log cabin down there in Seldom Seen where they were gonna live and he passed away, and they then went

on up on Seldom Seen road to her Aunts, Aunt Dorrie Riddle. And from there they went over and stayed with Uncle Pete Malcolm. He was the brother of her mother and he took them all in and raised them. And that’s how we are connected to Frank Pullin’s wife. They were all cousins with Uncle Pete Malcolm. He was not married but he had a farm there. I guess he got them to work on his farm, that’s what the boys always said.

“Both (parents) of them came from Highland. Mom was born and raised down in the Seldom Seen area. And dad was up in Possum Hollow; his old home place is still there. It’s a log cabin up there and I think they had 9 kids in that thing. It’s right out of McDowell probably three miles. Frank Pullin who is married to my cousin, he owned the property it’s on, and he restored it. In fact, my wife Julie and I helped him mud it, with the logs, some years back. And he fixed it all up. And he has pictures of everybody who lived in it. The families and are on the inside on the mantel piece. That’s where my grandparents lived when my dad was young.”





The original log cabin in Highland County, Va., where Marvin Botkin's grandparents lived before moving to Churchville, Va. The side additions are not original.

"And mom and dad never knew each other in Highland. They met over here out of Verona. He was plowing a field and, now a lady told me when I was doing a gutter job for her, and she said "your mom and dad met right up on that hill over there". And she pointed out the place to me. Dad was plowing a field up there and mom was picking blackberries and she came down thru the field and he held the gate open for her, so they came all the way from Highland County and met there in Verona. I thought that was pretty neat."

Why did they leave Highland County? "What happened was, dad's father bought a farm in Churchville, off Hotchkiss Road. I have no idea what size the farm was. I can remember some woods behind the barn, and we used to go back there and play. And that's where I remember my grandmother, they had a farm back in there. And they drove the cattle and the sheep across the mountain back to that farm. And that was in 1902 or somewhere in that era. Dad was 11, I believe. He said they walked across the mountain and drove the sheep and cattle.

My mom used to tell about coming across the mountain, when they lived back there, and she said they'd come over twice a year just for supplies. And they'd ride wagons and it took them two days. And they'd stop there at the bottom of the mountain where Ramsey's Draft is, at what they called the Mountain House at that time. And they'd camp there for the night and go on into Staunton and come back to that point and camp a night and then come back to Highland. She said it would take a two-day trip each way, to get different supplies, sugar and flour and stuff like that, I guess. "

"There was a big barn on that place and they dismantled the barn and moved it somewhere else. We went to a barn dance there once, after we moved back here in 1978. Roscoe Hanger called for the square dance when we were back there in that



old barn. The farm was on the left side before Hotchkiss Road runs into a crossroad. There was a long lane up to the left that was the lane that led back to their farm.”

Marvin’s parents were Jacob Walter and Mary Elizabeth Lamb. “Marvin was born (Nov. 13, 1921) down on Middle River at what was called Thacker Hollow, out from Quicks Mill area at what is now Bald Rock Rd., Verona. (Verona is a village a few miles north of Staunton). He and, I believe, my brother that died, Randolph, were born down there before dad built the house there on Springhill Road in Staunton.

And the rest of us were born there on Springhill Road, all of us were born at home. The doctor came out there. Randolph was oldest, Marvin was next, Thelma was next, Phyllis was next, Betty, Bobby and myself, I’m the baby of the group. Randolph was about 12 when he got pneumonia or something and died. And he is buried there in Verona in the cemetery at the Verona United Methodist Church.”

Marvin returned to Staunton after he was discharged from the Air Force. Eventually he went to work at the E. I. du Pont plant in nearby Waynesboro. He retired from Bengier Lab there 36 years later. After living in Staunton, he and his family lived in Churchville and then to the Swoope/Buffalo Gap area.

Junior continued: “He worked at the gas station at the corner of the park at Churchville Avenue and Springhill Road, in Staunton, but I’m not sure if that was after the war, during the war before he went in, or what. On the corner where that convenience store is, there was a small station owned by a Clemmer and later by a Kyle.”

“When they moved from Verona to Springhill Road, dad built that house. My dad worked at Basic-Witz till he retired. He was at the location in Staunton until it burned, then I think he went to the Waynesboro location. Marvin attended Beverly Manor School, in Staunton. I can remember going as a child to the basketball games in Churchville, you know Margaret played basketball, and I’d go out to the games with the family. I guess they were dating at that time.”

“They lived on Grubert Street in Staunton when they first got married. Nancy was about a year old and I would babysit her even though I was still young. He bought a house along there on the right side about mid-way through going towards West Beverley Street.”

Beginning military service: “Marvin first enrolled in the Staunton National Guard at Staunton.” Junior said. “I remember many times going to the train station (in Staunton), to see him off to different places, and when he was coming



home, and I was just a little guy. Every time I go over there to this restaurant we go to now (at the Staunton Depot), I think about it and it brings back a lot of memories there.” Junior recalled Marvin’s service: “I believe he volunteered. From what I understand he was with the Staunton National Guard and he chose to switch over to Active Army Air Force instead of staying with the guard...and that guard unit was one that really got hammered over there somewhere. They were activated and they got shot up pretty bad of course it was “ground pounders”.

*From the National Guard of Virginia and the National Guard of the United States: To All whom it may concern: This is to Certify that Marvin L. Botkin, Private Lcl. Co. L, 116<sup>th</sup> Infantry, Virginia National Guard, as a Testimonial of Honest and Faithful service, is hereby Honorably Discharged from the National Guard of Virginia and the National Guard of the United States by reason of S. O. #233 AGO Va. October 17, 1940. Said Marvin L. Botkin was born on November 13, 1919 in the State of Virginia. When enlisted he was 19 years of age and by occupation a Student. He had blue eyes, red hair, fair complexion and was 5 feet 10 inches in height. Given under my hand at Staunton, Virginia this 18<sup>th</sup> day of October, one thousand nine hundred and Forty.*

*Signed: E. W. Opie, Col, 116<sup>th</sup> Inf. VANG, Commanding*

Junior noted that, “With his red hair and ruddy complexion, likely from his Irish heritage, he was known to many people as “Red”.

“From what I understood they had Basic Training in Miami, Fl., marching in the streets. That’s what I had heard. Now I don’t know any details on that. They put them in hotels and they actually marched in the streets down there. I believe he went from there out to Pocatello, Idaho I guess Mountain Home AFB. He took training there and he went from there to Tyndall AFB down in Florida, near Panama City, and he took gunnery training there, I know that. He was also at Shepherd AFB in Wichita Falls, Tx, for aircraft mechanic school.”

“He enlisted in the Army Air Force Dec 23, 1942. He got his missions in and came back and had what was then called battle fatigued. He came back to South Carolina. He was in the hospital down in South Carolina for a while, for rehab, just the stress I’m sure.”

“Marvin was a nose gunner in a B-24 Liberator. Every year or so someone, I believe it’s the Confederate Air Force, comes up here to Shenandoah Valley Airport with a B-17 and a B-24 and a P-51 and you can go through them. And you look at that and, I think they held up to an 11-man crew, it was just amazing, so tight, you wonder how in the world did they



crowd themselves in that thing. After his training in Florida, they ferried the B-24 out of Florida and went down to south America, Trinidad or somewhere and then on across to Africa.”

Junior continued: “Marvin said he and each of the other gunners carried 1,000 rounds of ammunition, I think it was .50 caliber. When they used that up, they returned to base. He said he probably didn’t hit any enemy aircraft because ‘they were flying too fast past us’.” Upon each mission completion the crew was given a 2-ounce bottle of brandy to commemorate the successful mission”, he noted.

“Their mission uniform was embedded with wires and the uniform was plugged into the aircraft, which heated the suits. Flying at 25,000 to 27,000 feet resulted in cold cabins.”

Junior recalled Marvin saying that one time he pulled his suit and it caught fire....he had to come out of it in a hurry. It is not known if the mission had just begun, prior to takeoff, when he could have exchanged it for a new suit with good wires!

Following the war Marvin was a charter member of the Churchville Fire Department and he remained an active member for the remainder of his life. The department was formed in 1959.

Marvin and his crew flew to Africa, as his log notes, as a member of the 451<sup>st</sup> Bombardment Group, flying B-24 Liberators and was stationed at Castelluccio, Italy. (The internet says Castelluccio is a village in Umbria, in the Apennine Mountains of central Italy. According to the 2001 census, it had close to 150 inhabitants.)

Marvin was age 23 when he began keeping his log notes:



ROUTE TO ITALY

APRIL-17-1944 TOOK OFF  
FROM MOYVISON FIELD  
FLORIDA TO WALLER FIELD  
TRINIDAD. STAYED TWO  
DAYS ON ACCOUNT OF  
ENGINE TROUBLE

APRIL-19-1944 TOOK OFF  
FROM WALLER FIELD TO  
BELEM BRAZIL  
STAYED ONE DAY

APRIL-20-1944  
TOOK OFF FROM BELEM  
TO FORTALEZA  
STAYED ONE DAY

APRIL-22-1944  
TOOK OFF FROM FORTALEZA  
TO DAKAR NORTH AFRICA  
STAYED TWO DAYS

APRIL 23-1944  
TOOK OFF FROM DAKAR  
TO MZYAKECH  
STAYED TWO DAYS

APRIL-25-1944  
TOOK OFF FROM MZYAKECH  
TO DJEDIDA LANDED AT  
ALGIERS ON ACCOUNT  
OF BAD WEATHER  
STAYED THREE DAYS



APRIL-28-1944  
TOOK OFF FROM ALGER  
WAS GOING TO DJEDIDA  
BUT CHANGED FIELDS  
AND LANDED AT  
EL-AOUINA

STAYED ONE DAY

APRIL-30-1944  
TOOK OFF FROM  
EL-AOUINA AND LANDED  
AT CASTELLUCCIO  
THE SAME AFTERNOON

MISSIONS IN EUROPE

MAY-5-1944-RAIDED-ALBESTI-RUMANIA-2 SORTIES  
MAY-6-1944-RAIDED-ALBESTI-RUMANIA-2 SORTIES  
MAY-10-1944-RAIDED-WEINER-NUSTAD-RUMANIA-2 SORTIES  
MAY-12-1944-RAIDED-BOLOGNA-ITALY-1 SORTIE  
MAY-14-1944-RAIDED-PADOVA-ITALY-1 SORTIE  
MAY-25-1944-RAIDED-TOLON FRANCE



## CREW NO. FOUR

PILOT - WALTER RUTKOWSKI

COPILOT RICHARD WELLS

NAVIGATOR - BARNEY-CORTESE

BOMBARDIER LOUIS COOK

### GUNNERS

TAIL - EDWARD ZIEGLER

LEFT WAIST - ROBERT JOHNSON

RIGHT WAIST - JAMES THEODORE

BALL - HAROLD BRANCH

UPPER KENNETH HOSKINS (ENG)

NOSE MAYVIN BOTKIN

## MISSIONS OVER EUROPE

I MAY-5-1944

RAIDED PLOESTI - ROMANIA

NAME OF SHIP GASHOUSE

TIME OF FLIGHT - 8 hr 15 mi

FLACK VERY HEAVY - SHIPS LOST 2

3 FW 190 - 1 ME 109 - SEEN

FLACK HOLES IN SHIP 17

A TWO SORTIE MISSION

CARRIED (10) 500 lb BOMBS

II MAY-6-1944

RAIDED PITESTI - ROMANIA

NAME OF SHIP AMERICAN BEOTE

TIME OF FLIGHT 7 hr 25 mi

FLACK NONE

4 - ME 109 SEEN

FLACK HOLES IN SHIP NONE

A TWO SORTIE MISSION

CARRIED (10) 500 lb BOMBS

TARGET MARSHLING YARD



III MAY-10-1944

RAIDED WIENER-NOSTADT AUSTRIA

NAME OF SHIP WOLF WAGON

TIME OF FLIGHT-7 hr

FLACK-INTENSE-SHIPS LOST 2

4-ME109-2FW-190 SEEN

FLACK HOLES IN SHIP 7

A TWO SORTIE MISSION

CARRIED (200) FRAG. BOMBS

IV MAY-12-1944

RAIDED BOLOGNA-ITALY

NAME OF SHIP-NONE

TIME OF FLIGHT-6 hr

FLACK-VERY LIGHT

FIGHTERS SEEN NONE

FLACK HOLES IN SHIP NONE

A ONE SORTIE MISSION

CARRIED (10) 500 lb. BOMBS

TARGET MARSHLING YARD

V MAY-14-1944

RAIDED PADUS-ITALY

NAME OF SHIP WOLF WAGON

TIME OF FLIGHT-6 hr 55 mi

FLACK MODERATE

5FW 190 SEEN

FLACK HOLES 4 ENGINEER HIT

A ONE SORTIE MISSION

CARRIED (10) 500 lb. BOMBS

TARGET MARSHLING YARD

VI MAY-22-1944

RAIDED SUYAYA ITALY

NAME OF SHIP-IDJIT

TIME OF FLIGHT 6 hr

FLACK-NONE

NO FIGHTERS SEEN

NO FLACK HOLES IN SHIP

A ONE SORTIE MISSION

CARRIED (40) 100 lb. BOMBS

TARGET MARBLE DUMP



VII MAY-23-1944

RAIDED TERRACINA ITALY

NAME OF SHIP-AMERICAN BEOTH

TIME OF FLIGHT-4hr. 20 mi.

FLACK-SLIGHT

NO FIGHTERS SEEN

NO FLACK HOLES IN SHIP

A ONE SORTIE MISSION

CARRIED (10) 500 lb. BOMBS

TARGET CITY

VIII MAY-25-1944

RAIDED LEVANT FRANCE

NAME OF SHIP (SHE HAZTA)

TIME OF FLIGHT 7hr.

FLACK-NONE

2 FIGHTERS SEEN

NO FLACK HOLES IN SHIP

A ONE SORTIE MISSION

CARRIED (10) 500 lb. BOMBS

TARGET MARSHLING YARD

IX MAY-26-1944

RAIDED LYON-FRANCE

NAME OF SHIP (EASY DOES IT)

TIME OF FLIGHT 8hr 40 mi

FLACK-NONE

THREE FIGHTERS SEEN

NO FLACK HOLES IN SHIP

A ONE SORTIE MISSION

CARRIED (10) 500 lb. BOMBS

TARGET MARSHLING YARD

X MAY-29-1944

RAIDED WIENER-NOSTADT-AUSTRIA

NAME OF SHIP-AMERICAN BEOTH

TIME OF FLIGHT 6hr. 35 mi

FLACK HEAVY

TEN FIGHTERS SEEN

THREE FLACK HOLES IN SHIP

A TWO SORTIE MISSION

CARRIED (10) 500 lb. BOMBS

TARGET AIRDROME



TARGET AIRCRAFT FACTORY  
 XI MAY-30-1944  
 RAIDED-WELS AUSTRIA  
 NAME OF SHIP(SAKINSHACK)  
 TIME OF FLIGHT 7hr 5 mi  
 FLAK- SLIGHT  
 6 TO 88 SEEN  
 TWO FLAK HOLES IN SHIP  
 CARRIED (10) 500 lb BOMBS  
 A TWO SORTIE MISSION  
 XII JUNE-2-1944  
 RAIDED-SZOLNAK HUNGARY  
 NAME OF SHIP JESSE JAMES  
 TIME OF FLIGHT 7hr 5 mi  
 FLAK SLIGHT  
 NO FIGHTERS SEEN  
 NO FLAK HOLES IN SHIP  
 A TWO SORTIE MISSION  
 CARRIED (10) 500 lb BOMBS  
 TARGET MARSHLING YARD

XIII JUNE-4-1944 CAD  
 BOMBED A BRIDGE IN FRANCE  
 NAME OF SHIP NONE  
 TIME OF FLIGHT 7hr 40 mi  
 FLAK NONE  
 NO FIGHTERS SEEN  
 NO FLAK HOLES IN SHIP  
 A ONE SORTIE MISSION  
 CARRIED (6) 1000 lb BOMBS  
 TARGET-RAILROAD BRIDGE  
 XIV JUNE-6-1944  
 RAIDED PLOESTI ROMANIA  
 NAME OF SHIP NONE  
 TIME OF FLIGHT 8hr 35 mi  
 FLAK HEAVY  
 TEN FIGHTERS SEEN  
 ONE FLAK HOLE IN SHIP  
 A TWO SORTIE MISSION  
 CARRIED (10) 500 lb BOMBS  
 TARGET OIL REFINERY

Log shows he was on a mission June 6, D-Day.



XV JUNE-7-1944

RAIDED ANTHEOR FRANCE

NAME OF SHIP NONE

TIME OF FLIGHT 7hr 20mi

FLAK SLIGHT

NO FIGHTERS SEEN

TWO FLAK HOLES IN SHIP

CARRIED (6) 1000LB BOMBS

A ONE SORTIE MISSION

TARGET-RAILROAD YARD

JUNE-9-1944

WAS GOING TO MUNICH GERMANY

TARGET AIR CRAFT FACTORY

SHIPS NAME-SAKINSHACK

HAD TO TURN BACK ON

THIS SIDE OF ALPS ON

ACCOUNT OF ENGINE TROUBLE

CARRIED (40) 100LB BOMB

INCINDARIES

XVI JUNE-10-1944

RAIDED-PDO-MARGHERA ITALY

NAME OF SHIP AMERICAN BEAUTY

TIME OF FLIGHT 5hr 25mi

FLAK SLIGHT

NO FLAK HOLES IN SHIP

NO FIGHTERS SEEN

CARRIED (10) 500LB BOMBS

A ONE SORTIE MISSION

TARGET-GASOLINE-TANKS

JUNE-13-1944 XVII

RAIDED-MUNICH GERMANY

NAME OF SHIP-MAIRZY DOATS

TIME OF FLIGHT 8hr 5mi

FLAK HEAVY

FIFTEEN HOLES IN SHIP

FORTY FIGHTERS SEEN

CARRIED (40) 100LB BOMBS

A TWO SORTIE MISSION

TARGET-AIRCRAFT FACTORY



JUNE-14-1944 XVIII  
RAIDED-SZONY-HUNGARY  
NAME OF SHIP-NONE  
TIME OF FLIGHT 6 AM 30 mi  
FLAK SLIGHT  
NO FLAK HOLES IN SHIP  
TWO FIGHTERS SEEN  
CARRIED (10) 500 LB. BOMBS  
A TWO SORTIE MISSION  
TARGET-OIL REFINERY  
JULY-2-1944 XIX  
RAIDED BUDAPEST HUNGARY  
NAME OF SHIP-NONE  
TIME OF FLIGHT 7 AM 5 mi  
FLAK HEAVY  
NO FLAK HOLES IN SHIP  
NO FIGHTERS SEEN  
CARRIED (10) 500 LB. BOMBS  
A TWO SORTIE MISSION  
TARGET-LOCOMOTIVE SHOP

JULY  
~~1944~~-6-1944 XXII  
RAIDED AVIANO ITALY  
NAME OF SHIP NONE  
TIME OF FLIGHT 5 AM 55 mi  
FLAK NONE  
NO FLAK HOLES IN SHIP  
NO FIGHTERS SEEN  
CARRIED (10) 500 LB. BOMBS  
A ONE SORTIE MISSION  
TARGET GAS STORAGE TANK  
JULY-14-1944 XXIII  
RAIDED-PETFURDO-HUNGARY  
NAME OF SHIP NONE  
TIME OF FLIGHT 6 AM 35 mi  
FLAK SLIGHT  
NO FLAK HOLES IN SHIP  
TWO FIGHTERS SEEN (DESTROYED)  
CARRIED (6) 1000 LB. BOMBS  
A ONE SORTIE MISSION  
TARGET OIL REFINERY



JULY-3-1944 XX  
RAIDED-BUCHAREST-ROMANIA  
NAME OF SHIP(COCKY CREW  
TIME OF FLIGHT 8 hr  
FLAK INTENSE  
NO FLAK HOLES IN SHIP  
NO FIGHTERS SEEN  
CARRIED(10) 500 lb BOMBS  
A TWO SORTIE MISSION  
TARGET- OIL REFINERY  
JULY-5-1944 XXI  
RAIDED-BEZIRS-FRANCE  
NAME OF SHIP-WOLF WAGON  
TIME OF FLIGHT 8 hr 40 min  
FLAK-SLIGHT  
NO FLAK HOLES IN SHIP  
FOURTEEN FIGHTERS SEEN  
CARRIED(10) 500 lb BOMBS  
A ONE SORTIE MISSION  
TARGET-MARSHALING YARD

JULY ~~5~~-6-1944 XXII  
RAIDED AVIANO ITALY  
NAME OF SHIP NONE  
TIME OF FLIGHT 5 hr 55 min  
FLAK NONE  
NO FLAK HOLES IN SHIP  
NO FIGHTERS SEEN  
CARRIED (10) 500 lb BOMBS  
A ONE SORTIE MISSION  
TARGET GAS STORAGE TANKS  
JULY-14-1944 XXIII  
RAIDED-PETFURDO-HUNGARY  
NAME OF SHIP NONE  
TIME OF FLIGHT 6 hr 35 min  
FLAK SLIGHT  
NO FLAK HOLES IN SHIP  
TWO FIGHTERS SEEN(DESTROYED)  
CARRIED(6) 1000 lb BOMBS  
A ONE SORTIE MISSION  
TARGET OIL REFINERY



JULY-15-1944 XXIV  
RAIDED-PLOESTI- ROMANIA  
NAME OF SHIP- NONE  
TIME OF FLIGHT 8 hr.  
FLAK- HEAVY (LOST NO. 4 ENG.  
THIRTY FLAK HOLES IN SHIP  
NO FIGHTERS SEEN  
CARRIED (10) 500 lb. BOMBS  
A ONE SORTIE MISSION  
TARGET OIL REFINERY

XXV JULY-17-1944  
RAIDED ABLES FRANCE  
NAME OF SHIP- DAM YANKEE  
TIME OF FLIGHT 8 hr 05 mi.  
FLAK MODERATE  
NO FLAK HOLE IN SHIP  
NO FIGHTERS SEEN  
CARRIED (6) 1000 lb. BOMBS  
A ONE SORTIE MISSION  
TARGET RAILROAD BRIDGE

XXVI JULY-18-1944  
RAIDED-DORNIERWERKE-GERMANY  
NAME OF SHIP-TODDIN-TROLLOP  
TIME OF FLIGHT 6 hr 35 mi  
FLAK-MODERATE  
THREE HOLES IN SHIP  
NO FIGHTERS SEEN  
CARRIED (6) 1000 lb. BOMBS  
A TWO SORTIE MISSION  
TARGET-AIRCRAFT FACTORY

XXVII JULY-28-1944  
RAIDED-PLOESTI- ROMANIA  
NAME OF SHIP-FERTILE MERTINE  
TIME OF FLIGHT 8 hrs 40 mi  
FLAK HEAVY  
6 HOLES IN SHIP  
NO FIGHTERS SEEN  
CARRIED (6) 1000 lb. BOMBS  
A ONE SORTIE MISSION  
TARGET OIL REFINERY



XXVII JULY-31, 1944

RAIDED-BUCHAREST-ROMANIA  
NAME OF SHIP-EL DOUCHE BAG  
TIME OF FLIGHT-7HRS-45MI  
FLAK MODERATE

NO HOLES IN SHIP  
NO FIGHTERS SEEN  
CARRIED (10) 500 LB BOMBS  
A ONE SORTIE MISSION  
TARGET OIL REFINERY

XXIX AUGUST-10-1944

RAIDED-PLOESTI-ROMANIA  
NAME OF SHIP-EL DOUCHE BAG  
TIME OF FLIGHT 7HRS 30MI  
FLAK HEAVY

NO FLAK HOLES IN SHIP  
NO FIGHTERS SEEN  
CARRIED (10) 500 LB BOMBS  
A ONE SORTIE MISSION  
TARGET OIL REFINERY

XXX AUGUST-15-1944

RAIDED-INVASION BEACH HEAD  
IN SOUTHERN FRANCE  
NAME OF SHIP-EL-DOUCHE BAG  
TIME OF FLIGHT 7HRS

NO FLAK NO FLAK HOLES  
NO FIGHTERS SEEN  
CARRIED (18) 250 LB BOMBS  
A ONE SORTIE MISSION  
TARGET INVASION COAST

XXXI AUGUST-22-1944

RAIDED-VIENNA-AUSTRIA  
NAME OF SHIP-EL-DOUCHE BAG  
TIME OF FLIGHT-7HRS 30MI  
FLAK-HEAVY-17 HOLES IN SHIP  
12 FIGHTERS SEEN-7-DOWNED  
5 B-24 SHOT DOWN.

CARRIED (6) 1000 LB BOMBS  
A TWO SORTIE MISSION  
TARGET GAS TANKS



SEPT. 10-1944

WENT ON A SPECIAL MISSION  
TO LYON FRANCE. CARRIED  
(2) 500 lb. BOMBS AND 500 GAL.  
OF GASOLINE TO BE USED  
AGAINST THE GERMANS. LEFT  
THE FIELD AT 7:45 AND LANDED  
AT 12:20. WE UNLOADED OUR  
SUPPLIES AND STAYED THERE  
4 HRS. LEFT THERE AT 4:20  
AND LANDED ON THE FIELD  
AT 8:10. TEN MILES FROM  
LYONS WE SAW A GERMAN  
CONVOY BEING STRAFED BY  
BRITISH SPITFIRES AMERICAN  
P40S AND A 20<sup>th</sup>

MANY BEAUTIFUL GIRLS  
WERE THERE TO SEE US LEAVE

A ONE SORTIE MISSION

SEPT. 15-1944

WENT ON ANOTHER MISSION  
TO LYON FRANCE. CARRIED (10) 500  
lb. BOMBS (800) gal. fuel AND (20)  
BOXES OF AMMUNITION. LEFT  
THE FIELD AT 7:00 AND LANDED  
THERE AT 11:55. STAYED THERE  
THREE (3) HRS. WE TOOK OFF  
AT 3:30 and LANDED ON THE  
FIELD AT 6:30 NO ENEMY  
ACTIVITY WAS SEEN

A ONE SORTIE MISSION



SEPT-17-1944

WAS GOING ON ANOTHER  
MISSION TO LYON FRANCE TO  
UNLOAD OUR SUPPLIES. WE  
GOT OVER THE FIELD BUT  
COULDN'T LAND ON ACCOUNT  
OF BAD WEATHER. WE LANDED  
AT LAE-MILEES FIELD AT SIX.  
STAYED IN-TOWN OVER NIGHT  
AT AN FFI HOTEL. ON ACCOUNT  
OF RAIN AND COULDN'T TAKE  
OFF. LEFT THE FIELD AT  
10:00 AND LANDED AT 2:15 PM.  
NO ENEMY ACTIVITY WAS  
SEEN

A ONE SORTIE MISSION

SEPT-22-1944

TOOK ANOTHER TRIP TO  
LYON FRANCE. CARRIED  
GASOLINE, OIL AND AMMUNITION.  
TOOK OFF FROM OUR BASE  
AT 6:00 AM AND LANDED  
THERE AT 10:15 AM. WE  
UNLOADED OUR SUPPLIES  
AND STAYED AROUND TILL  
1:30 PM. WHILE THERE A  
P47 RAN INTO A B24 AND  
COMPLETELY DEMOLISHED  
IT. NO ONE WAS HURT.

WE TOOK OFF FROM THERE  
AT 2:15 PM. AND LANDED AT  
OUR BASE AT 5:10 PM.

NO ENEMY ACTIVITY WAS  
SEEN



SEPT.-25-1944

BOMBED HARBOR INSTALLATION  
IN ATHENS GREECE.

NAME OF SHIP FULL HOUSE

TIME OF FLIGHT 7 HRS.

FLAK VERY SLIGHT - NO HOLES

NO FIGHTERS SEEN

CARRIED (10) 500 LB. BOMBS

AT ONE SORTIE MISSION.

ON OUR WAY BACK WE RAN  
INTO BAD WEATHER AND  
HAD TO LAND AT SAN PAVO  
ITALY. WE STAYED THERE  
TWO HOURS AND THEN CAME  
ON HOME

# HOURS OF COMBAT

FRI.	MAY	5TH	1944	8 HRS	15 MI
SAT.	MAY	6TH	1944	7 HRS.	25 MI
WED.	MAY	10TH.	1944	7 HRS	00 MI
FRI.	MAY	12TH.	1944	6 HRS.	00 MI
SUN.	MAY	14TH.	1944	6 HRS	55 MI
MON.	MAY	22ND.	1944	6 HRS	00 MI
TUE.	MAY	23RD.	1944	4 HRS	20 MI
THUR.	MAY	25TH.	1944	7 HRS	00 MI
FRI.	MAY	26TH.	1944	8 HRS	40 MI
MON.	MAY	29TH.	1944	6 HRS.	35 MI
TUE.	MAY	30TH.	1944	7 HRS.	05 MI
FRI.	JUNE	2ND.	1944	7 HRS.	05 MI
SUN.	JUNE	4TH.	1944	7 HRS	40 MI
TUE.	JUNE	6TH.	1944	8 HRS.	35 MI
WED.	JUNE	7TH.	1944	7 HRS	20 MI
SAT.	JUNE	10TH.	1944	5 HRS.	25 MI
TUE.	JUNE	13TH.	1944	8 HRS.	05 MI



HOURS OF COMBAT.				
			114 HRS	325 MI
WED JUNE	14TH	1944	6 HRS.	30 MI
SON JULY	2ND.	1944	7 HRS.	05 MI
MON JULY	3RD.	1944	8 HRS.	00 MI
WED JULY	5TH.	1944	8 HRS	40 MI
THUR JULY	6TH.	1944	5 HRS	55 MI
FRI JULY	14TH.	1944	6 HRS	35 MI
SAT JULY	15TH.	1944	8 HRS.	00 MI
MON JULY	17TH.	1944	8 HRS.	05 MI
TUE JULY	18TH.	1944	6 HRS.	35 MI
FRI JULY	28TH.	1944	8 HRS	40 MI
MON JULY	31ST	1944	8 HRS.	45 MI
THUR AUG.	10TH.	1944	8 HRS	50 MI
TUE AUG.	15TH.	1944	7 HRS	00 MI
AUG. TUE.	22ND.	1944	7 HRS.	30 MI
MON AUG.	28TH.	1944	7 HRS	25 MI
Total			232 hours	

Typed version, below, from his notes:

### Route to Italy

April-17-1944 Took off from Morrison Field, Florida to Waller Field, Trinidad. Stayed two days on account of engine trouble.

April- 19- 1944 Took off from Waller Field to Belem, Brazil. Stayed one day.

April- 20- 1944 Took off from Belem to Fortaleza. Stayed one day.

April -22- 1944 Took off from Fortaleza to Dakar North Africa. Stayed two days.

April -23- 1944 Took off from Dakar to Marakech. Stayed two days.

April -24-1944 Took off from Marakech to Ojedida landed at Algiers on account of bad weather. Stayed three days.

April -28-1944 Took off from Algiers was going to Djedida but changed fields and landed at El-Aouina. Stayed one day.

April -30-1944 Took off from El-Aouina and landed at Castelluccio the same afternoon



## Missions Over Europe

### I May-5-1944

Raided Ploesti-Romania. Name of Ship Gashouse. Time of flight - 8 hrs 15 min. Flack very heavy-ships lost 2. 3 F.W.190 -1 M.E.-109. Seen flack holes in ship 17. A two sortie mission. Carried (10) 500 lb. bombs.

### II May 6, 1944

Raided Polesti-Romania. Name of ship American Beauty. Time of flight 7 hrs 25 min. Flack none. 4-ME 109 seen. Flack holes in ship-none. A two sortie mission. Carried (10) 500 lb. bombs. Target Marshaling Yard.

### III May-10-1944

Raided Wiener-Nostadt Austria. Name of ship Wolf Wagon. Time of flight-7 hrs. Flack-intense-ships lost 2. 4-ME109-2FW-190 seen flack holes in ship 7. A two sortie mission. Carried (200) frag. bombs.

### IV May-12-1944

Raided Bologna-Italy. Name of ship-none. Time of flight 6 hrs. Flack-very light. Fighters seen-none. Flack holes in

ship-none. A one sortie mission carried (10) 500 lb. bombs. Target Marshling yard.

### V May-14-1944

Raided Padus-Italy. Name of ship-Wolf Wagon. Time of flight-6 hrs 55 min. Flack-moderate. 5 FW 190 seen. Flack holes 4. Engineer hit. A one sortie mission. Carried (10) 500 lb. bombs. Target Marshling Yard.

### VI May-22-1944

Raided Suwaya, Italy. Name of ship-Iojit. Time of flight 6 hrs. Flack -none. No fighters seen. No flack holes in ship. A one sortie mission. Carried (40) 100 lb bombs. Target marble dump.

### VII May-23-1944

Raided Terracina Italy. Name of ship-American Beauty. Time of flight-4 hrs 20 min. Flack slight. No fighters seen. No flack holes in ship. A one sortie mission. Carried (10) 500 lb bombs. Target-city.



VIII May-25-1944

Raided Levant France. Name of ship (She Hazta) Time of flight 7 hrs. Flak-none. 2 fighters seen. No flak holes in ship. A one sortie mission. Carried (10) 500 lb bombs. Target Marshling Yard.

IX May-26-1944

Raided-Lyon-France. Name of ship Easy Does It. Time of flight 8 hrs 40 min. Flak-none. Three fighters seen. No flak holes in ship. A one sortie mission. Carried (10) 500 lb bombs. Target Marshling Yard.

X May-29-1944

Raided-Wiener-Nostadt-Austria. Name of Ship- American Beauty. Time of flight 6 hrs 35 min. Flak heavy. Ten fighters seen. Three flak holes in ship. A two sortie mission. Carried (10) 500 lb bombs. Target airdrome. Target aircraft factory.

XI May-30-1944

Raided Wels Austria. Name of ship (Sakinshack) Time of flight 7 hrs 5 min. Flak-slight. 6 JO88 seen. Two flak holes in ship. Carried (10) 500 lb. bombs. A two sortie mission.

XII June-2-1944

Raided-Szolnik Hungary. Named of ship Jesse James. Time of flight 7 hrs 5 min. Flak slight. No fighters seen. No flak holes in ship. A two sortie mission. Carried (10) 500 lb. bombs. Target Marshling yard.

XIV June-4- 1944

CAD

Bombed a bridge in France. Name of ship-none. Time of flight 7 hrs 40 min. Flak none. No fighters seen. No flak holes in ship. A one sortie mission. Carried (6) 100 lb bombs. Target-railroad bridge.

XIV June-6-1944

Raided Ploesti Romania. Name of ship none. Time of flight 8 hrs 35 min. Flak heavy. Ten fighters seen. One flak hole in ship. A two sortie mission. Carried (10) 500 lb. bombs. Target-oil refinery.

XV June-7-1944

Raided Antheor France. Name of ship-none. Time of flight 7 hrs 20 min. Flak slight. No fighters seen. Two flak holes in ship. Carried (6) 1000 lb bombs. A one sortie mission. Target - Railroad yard.



June-9-1944

Was going to Munich Germany. Target aircraft factory. Ships name Sakin Shack. Had to turn back on this side of Alps on account of engine trouble. Carried (40) 100 pound incendiaries.

XVI June-10-1944

Raided-PLO-Margaera Italy. Name of ship-American Beauty. Time of flight 5 hrs 25 min. Flak slight. No flak holes in ship. No fighters seen. Carried (10) 500 lb bombs. A one sortie mission. Target-gasoline and oil tanks.

XVII June-13-1944

Raided-Munich Germany. Name of ship-Mairzy Dohts Time of flight 8 hrs. 5 min. Flak heavy. Fifteen holes in ship. Forty fighters seen. Carried (40) 100 lb. bombs. A two sortie mission. Target-aircraft factory.

XVIII June-14-1944

Raided-Szony-Hungary. Name of ship-none. Time of flight 6 hr. 30 min. Flak slight. No flak holes in ship. Two fighters seen. Carried (10) 500 lb bombs. A two sortie mission. Target-oil refinery.

XIX July-2-1944

Raided Budapest Hungary. Name of ship-none. Time of flight 7 hr. 5 min. Flak heavy. No flak holes in ship. No fighters seen. Carried (10) 500 lb bombs. A two sortie mission. Target-locomotive ship.

XX July-3-1944

Raided-Bucharest-Romania. Name of ship-Cocky Crew. Time of flight 8 hr. Flak intense. No flak holes in ship. No fighters seen. Carried (10) 500 lb bombs. A two sortie mission. Target-oil refinery.

XXI July-5-1944

Raided-Bezirs-France. Name of ship-Wolf Wagon. Time of flight 8 hrs 40 min. Flak-slight. No flak holes in ship. Fourteen fighters seen. Carried (10) 500 lb bombs. A one sortie mission. Target Marshling yard.

XXII July-6-1944

Raided Aviano Italy. Name of ship-none. Time of flight 5 hrs 55 min. Flak none. No flak holes in ship. No fighters seen. Carried (10) 500 lb. bombs. A one sortie mission. Target-gas storage tank.



XXIII July-14-1944

Raided-Petfurdo-Hungary. Name of ship-none. Time of flight 6 hr. 35 min. Flak slight. No flak holes in ship. Two fighters seen/destroy. Carried (6) 1000 lb bombs. A one sortie mission. Target oil refinery.

XXIV July-15-1944

Raided-Ploesti-Romania. Name of ship-none. Time of flight 8 hrs. Flak-heavy. Lost No. 4 eng. Thirty flak holes in ship. No fighters seen. Carried (10) 500 lb. bombs. A one sortie mission. Target oil refinery.

XXV July-17-1944

Raided Arles France. Name of ship-Dam Yankee. Time of flight 8 hrs. 05 min. Flak moderate. No flak holes in ship. No fighters seen. Carried (6) 1000 lb bombs. A one sortie mission. Target railroad bridge.

XXVI July-18-1944

Raided-Dornierwerke-Germany. Name of ship-Toddlin Trollop. Time of flight 6 hr. 35 min. Flak-moderate. Three holes in ship. No fighters seen. Carried (6) 1000 lb. bombs. A two sortie mission. Target-aircraft factory.

XXVII July-28-1944

Raided-Ploesti-Romania. Name of Ship-Fertile Mertile. Time of flight 8 hrs. 40 min. Flak heavy. 6 holes in ship. No fighters seen. Carried (6) 1000 lb. bombs. A one sortie mission. Target oil refinery.

XXVIII July-31-1944

Raided-Bucharest-Romania. Name of ship-El Douche Bag. Time of flight-7 hrs-45 min. Flak moderate. No holes in ship. No fighters seen. Carried (10) 500 lb bombs. A one sortie mission. Target oil refinery.

XIX August-10-1944

Raided-Ploesti-Romania. Name of ship-El Douche Bag. Time of flight-7 hrs. 30 min. Flak heavy. No flak holes in ship. No fighters seen. Carried (10) 500 lb bombs. A one sortie mission. Target oil refinery.

XXX August-15-1944

Raided-Invasion beach head in Southern France. Name of ship-El Douche Bag. Time of flight 7 hrs. No flak. No flak holes. No fighters seen. Carried (18) 250 lb bombs. A one sortie mission. Target invasion coast.



XXXI August-22-1944

Raided-Vienna-Austria. Name of ship- El Douche Bag. Time of Flight-7 hrs 30 mi. Flak-Heavy-17 holes in ship. 12 fighters seen-7- downed. 5 B-24 shot down. Carried (6) 1000 lb. bombs. A two sortie mission. Target gas tanks.

XXXII August-28-1944

Raided Szolndk Hungary. Name of ship- El Douche Bag. Time of Flight 8 hrs. 25 mi. Flak-slight. No flak holes. No fighters seen. Carried (5) 1000 lb. bombs. Target railroad bridge. A one sortie mission.

Sept-2-1944

Bombed a bridge in Yugoslavia. Name of ship El Douche Bag. Time of flight 5 hrs. No flak. No fighters seen. Carried (5) 1000 lb. bombs. Target railroad bridge. A one sortie mission.

Sept-10-1944

Went on a special mission to Lyon France. Carried (12) 500 lb bombs and 500 gal. of gasoline to be used against the Germans. Left the field at 7:45 and landed at 12:20. We unloaded our supplies and stayed there 4 hrs. Left there at

4:20 and landed on the field at 8:10. Ten miles from Lyons we saw a German convoy being strafed by British Spitfires. American P40s and A20's. Many beautiful girls were there to see us leave. A one sortie mission.

Sept-15-1944

Went on another mission to Lyon France. Carried (10) 500 lb. bombs (800) gals gas and (20) boxes of ammunition. Left the field at 7:00 and landed there at 11:55; stayed there three (3) hrs. We took off at 3:30 and landed on the field at 6:30. No enemy activity was seen. A one sortie mission.

Sept-17-1944

Was going on another mission to Lyon France to unload our supplies. We got over the field but couldn't land on account of bad weather. We landed at Lae-Milees Field at AIX. Stayed in-town over night at an F.F.I. hotel on account of rain and couldn't take off. Left the field at 10:00 and landed at 2:15 p.m. No enemy activity was seen. A one sortie mission.

Sept: 22-1944

Took another trip to Lyon France. Carried gasoline, oil, and ammunition. Took off from our base at 6:00 a.m. and landed



there at 10:15 am. We unloaded our supplies and stayed around till 1:30 p.m. While there a P47 ran into a B24 and completely demolished it. Not one was hurt. We took off from there at 2:15 pm and landed at our base at 5:10 p.m. No enemy activity was seen.

Sept-25-1944

Bombed harbor instillation in Athens Greece. Name of ship-Full House. Time of flight 7 hrs. Flak very slight-no holes. No fighters seen. Carried (10) 500 lb. bombs. A one sortie mission. On our way back we ran into bad weather and had to land at San Pan Italy. We stayed there two hours and then came on home.

#### **Crew No. Four**

Pilot-Walter Rutnowski  
Co pilot-Richard Wells  
Navigator-Barney Cortese  
Bombdier-Louis Cook

#### **Gunners**

Tail-Edward Ziegler  
Left Waist-Robert Johnson  
Right waist-James Theodore  
Ball-Harold Branch  
Upper-Kenneth Hoskins (Eng.)  
Nose-Marvin Botkin

#### **Hours of Combat**

Fri. May 5 <sup>th</sup>	1944	8 hrs 15 min
Sat. May 6 <sup>th</sup>	1944	7 hrs 25 min
Wed. May 10 <sup>th</sup>	1944	7 hrs 00 mi
Fri. May 12 <sup>th</sup>	1944	6 hrs 00 mi
Sun. May 14 <sup>th</sup>	1944	6 hrs 55mi
Mon. May 22 <sup>nd</sup>	1944	6 hr 00 min
Tue. May 23 <sup>rd</sup>	1944	4 hrs 20 min
Thur. May 25 <sup>th</sup>	1944	7 hrs. 00 mi
Fri. May 26 <sup>th</sup>	1944	8 hr 40 mi
Mon. May 29 <sup>th</sup>	1944	6 hrs. 34mi
Tue. May 30 <sup>th</sup>	1944	7 hrs 05mi
Fri. June 2 <sup>nd</sup>	1944	7 hrs 05mi
Sun. June 4 <sup>th</sup>	1944	7 hrs. 40mi
Tue. June 6 <sup>th</sup>	1944	8 hrs. 35mi
Wed. June 7 <sup>th</sup>	1944	7 hrs 20 mi
Sat. June 10 <sup>th</sup>	1944	7 hrs. 20 mi
Tue. June 13 <sup>th</sup>	1944	8 hrs. 05mi
TOTAL	114 hrs	32.5 mi
Wed. June 14 <sup>th</sup>	1944	6 hrs. 30 mi
Sun. July 2 <sup>nd</sup>	1944	7 hrs. 05min
Mon. July 3 <sup>rd</sup>	1944	8 hrs. 00 mi
Wed. July 5 <sup>th</sup>	1944	8 hrs 40 mi



Thur. July 6 <sup>th</sup>	1944	5 hrs. 55 mi
Fri. July 14 <sup>th</sup>	1944	6 hrs 35mi
Sat. July 15 <sup>th</sup>	1944	8 hrs 00 mi
Mon. July 17 <sup>th</sup>	1944	8 hrs 05min
Tue. July 18 <sup>th</sup>	1944	6 hrs 35mi
Fri. July 28 <sup>th</sup>	1944	8 hrs 40 mi
Mon, July 31 <sup>st</sup>	1944	7 hrs 45 mi
Thur. Aug. 10 <sup>th</sup>	1944	7 hr 45mi
Tue. Aug. 15 <sup>th</sup>	1944	7 hrs 00 mi
Tue. Aug. 22 <sup>nd</sup>	1944	7 hrs. 30 mi
Mon. Aug. 28 <sup>th</sup>	1944	7 hrs 25 mi

TOTAL 232 hours

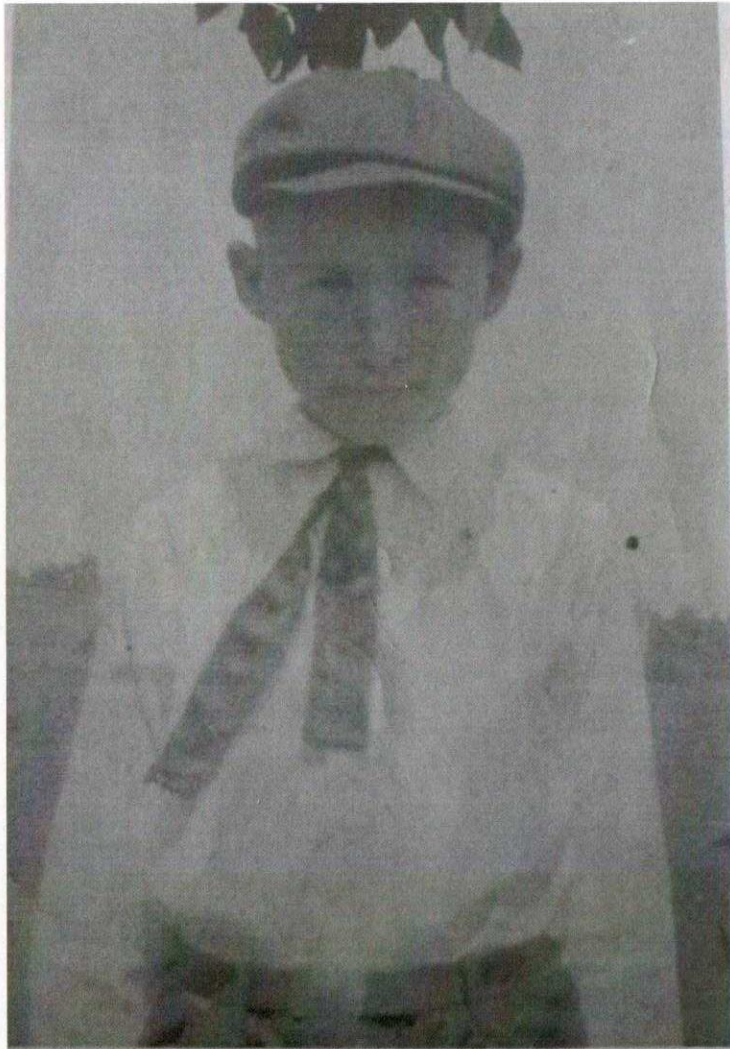
End of Flight Log

Marvin L. Botkin photos

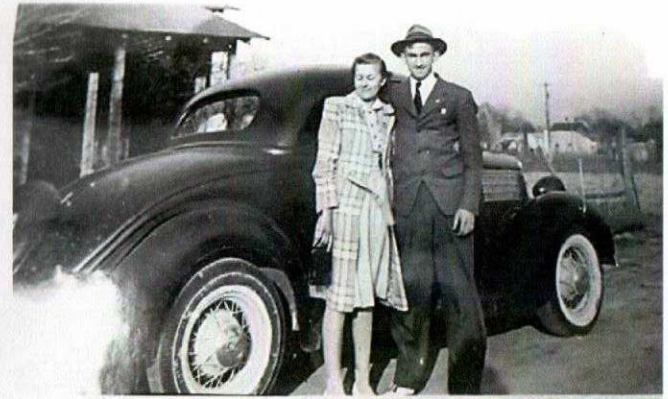


Marvin with parents, Mary and Jacob Botkin in Staunton, Va.

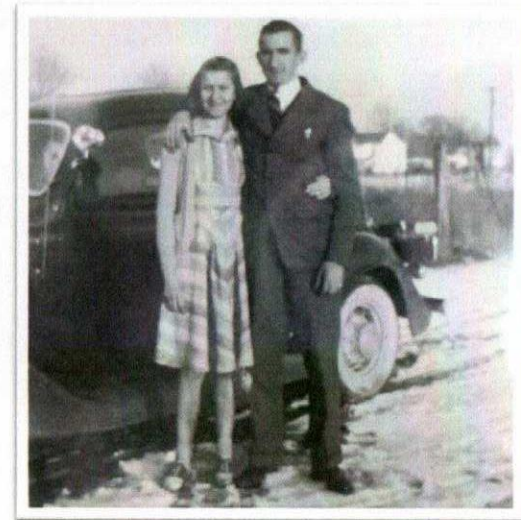




Marvin L. Botkin, early days



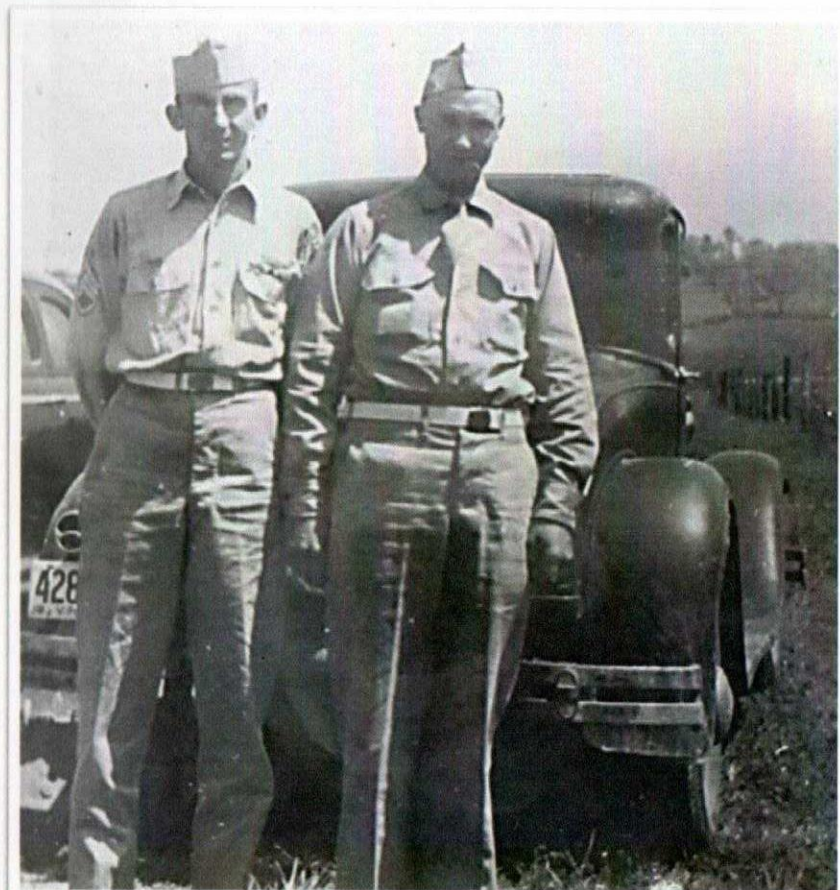
Margaret Kiracofe and Marvin Botkin before the war, at the Kiracofe home in Churchville, Va.





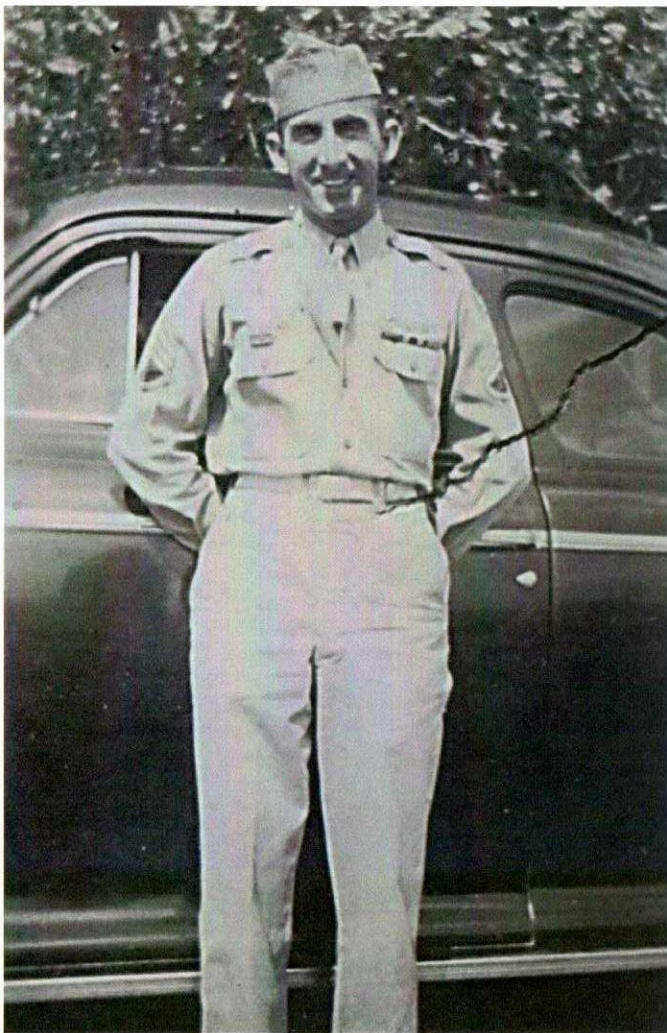


1944. Marvin, (right) with future brothers-in-law, Donald Houser, (left) and Buddy Kiracofe, age 15, in Churchville, Va. Donald is in his Army uniform.



Marvin and future brother-in-law, Burton (Pet) Pitsenbarger, in his Army uniform.



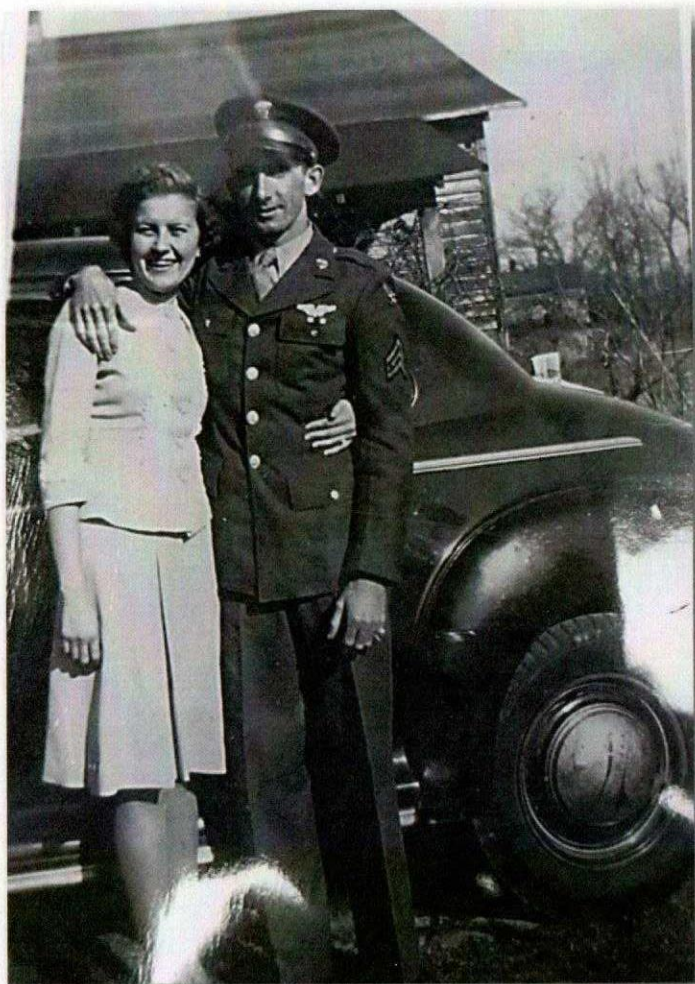


Marvin Botkin



Marvin and Donald Houser



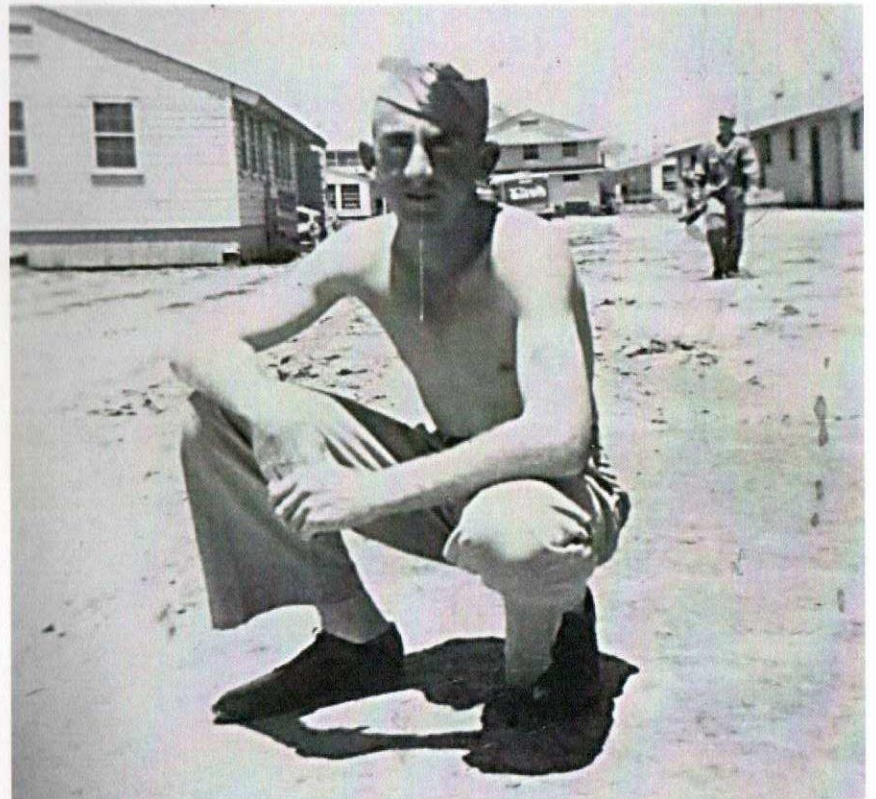


Margaret Kiracofe and Marvin at the Kiracofe house in Churchville

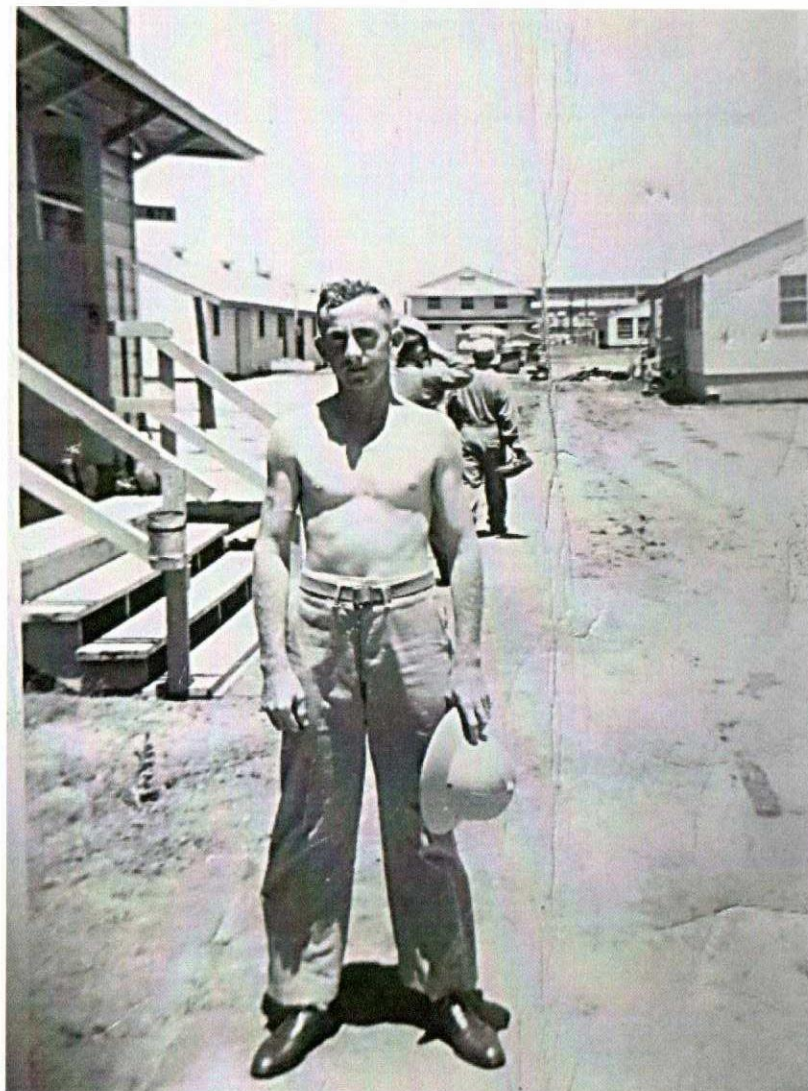


Margaret and Marvin unknown date







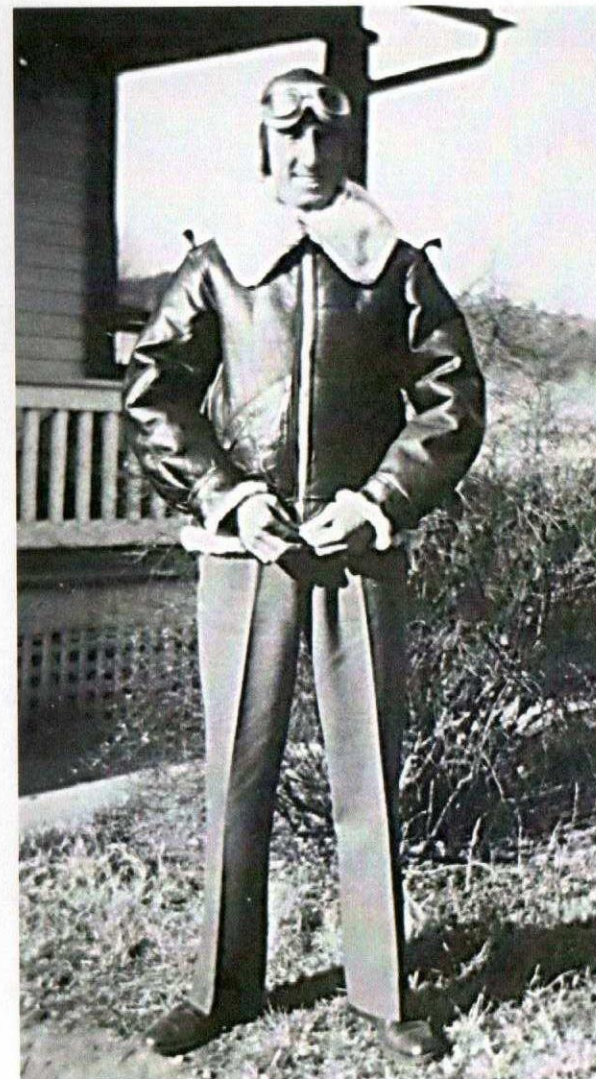


Left: Sgt. Branch, Middle: Sgt. Johnson Right, Sgt. Marvin Botkin





"Me with my oxygen mask on"



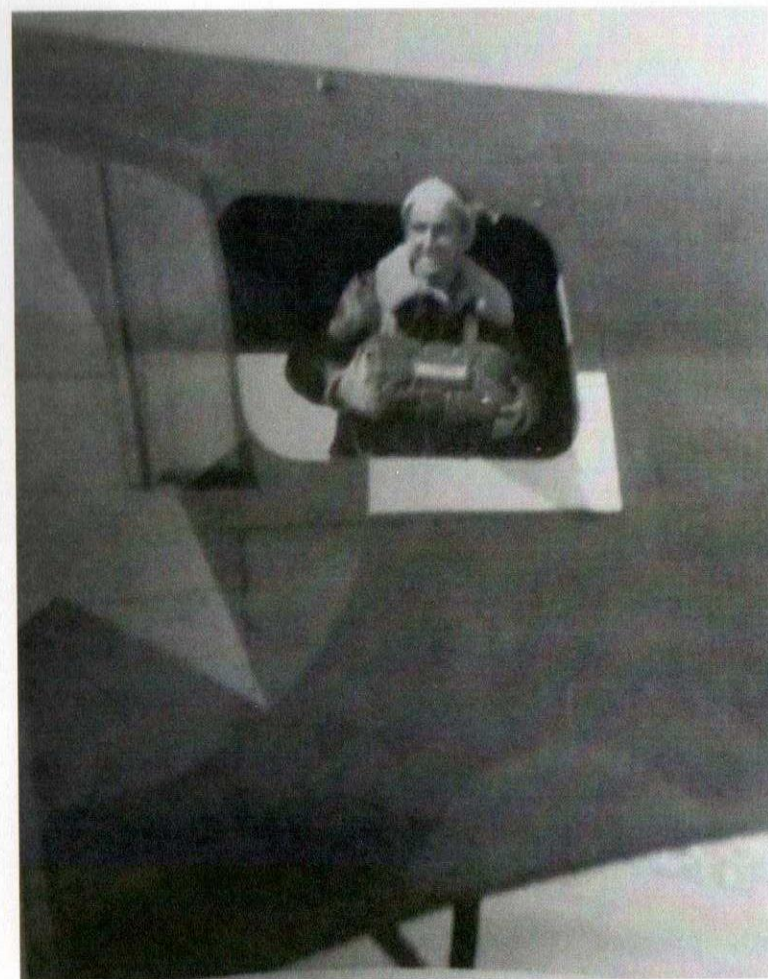




Enlarged crew photo below



Flight crew. Marvin Botkin is back row, first man from the left





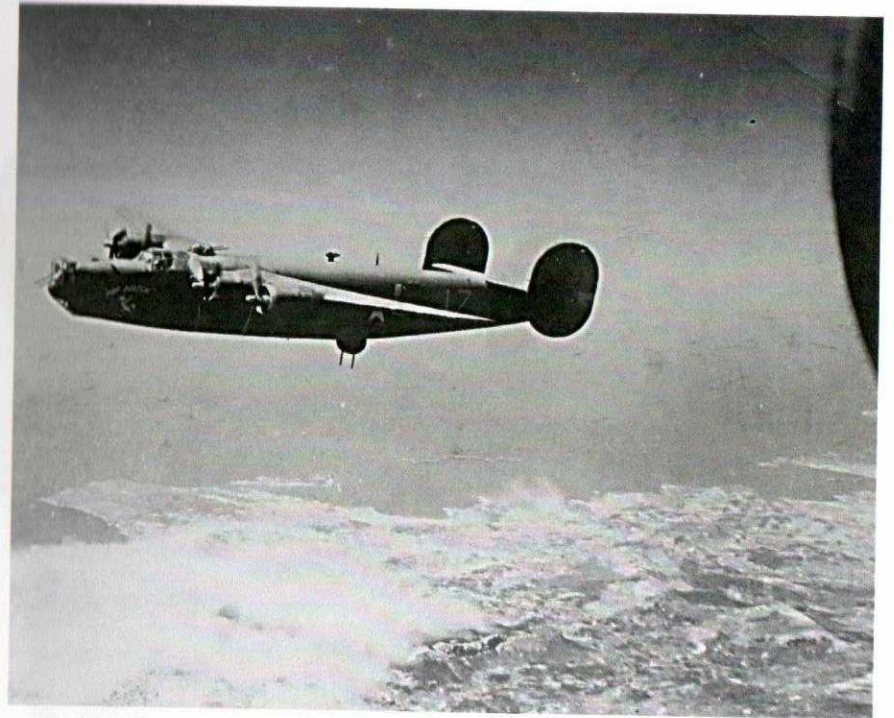
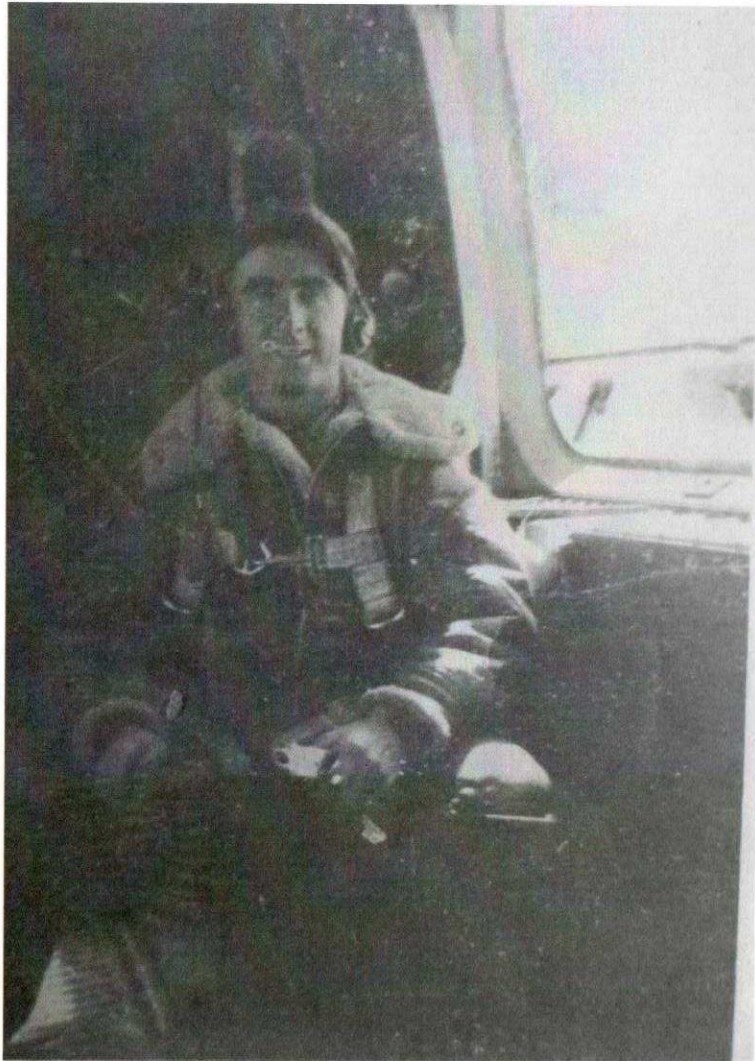






Photo from above, but enlarged. Ship name is Hop Scotch

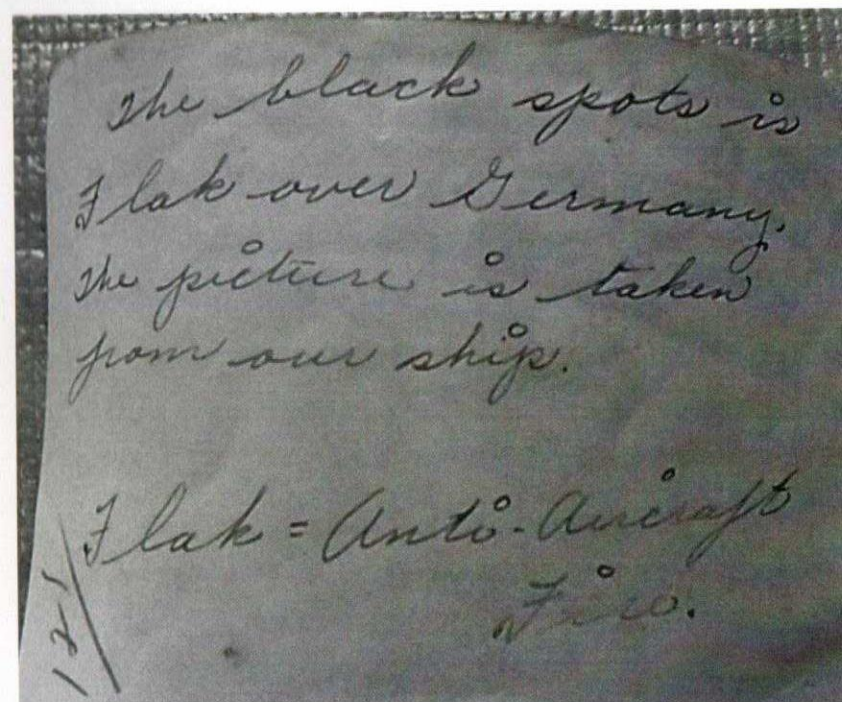


Ship number 4113

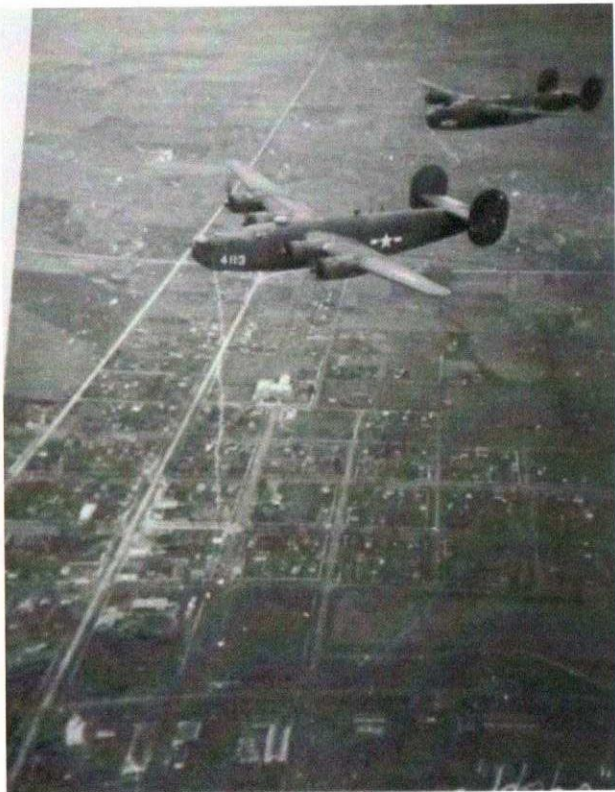




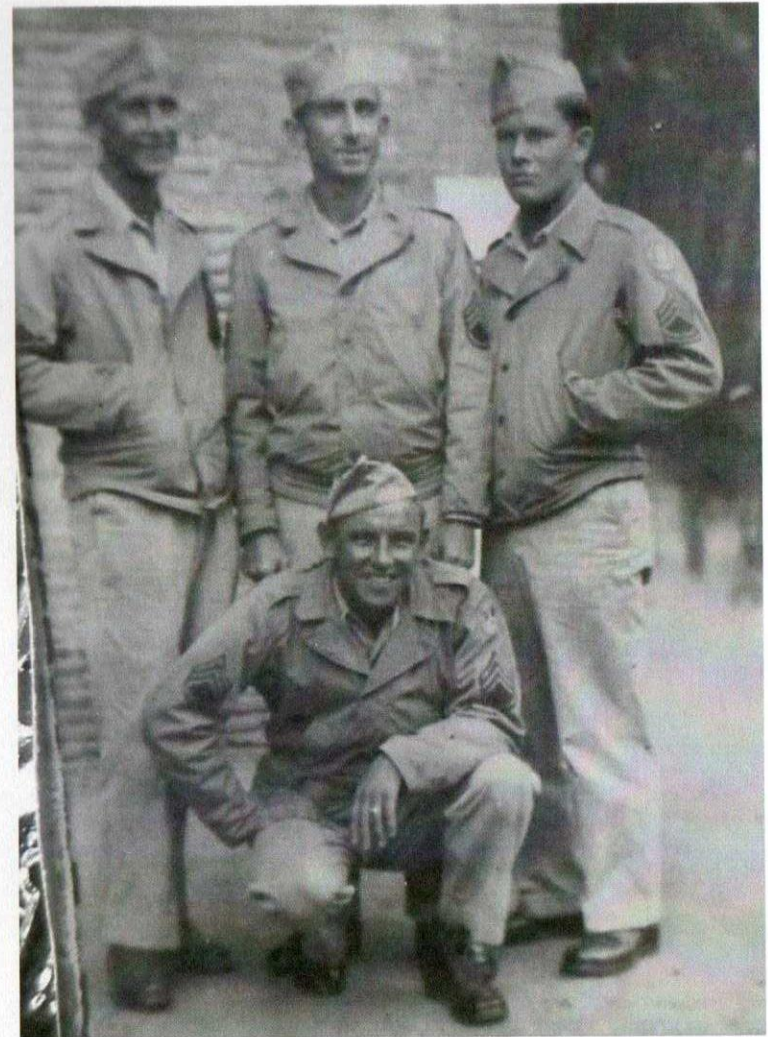
Note on back of photo, below.





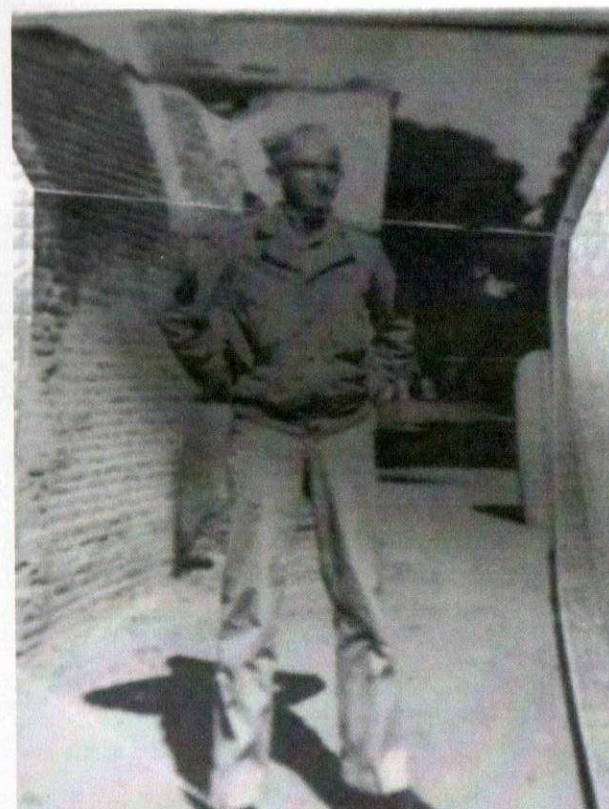


HONEY THATS OUR PLANE #113  
FLYING OVER BOISE AT 15000 FT.  
A BOY TOOK IT FROM  
ANOTHER PLANE



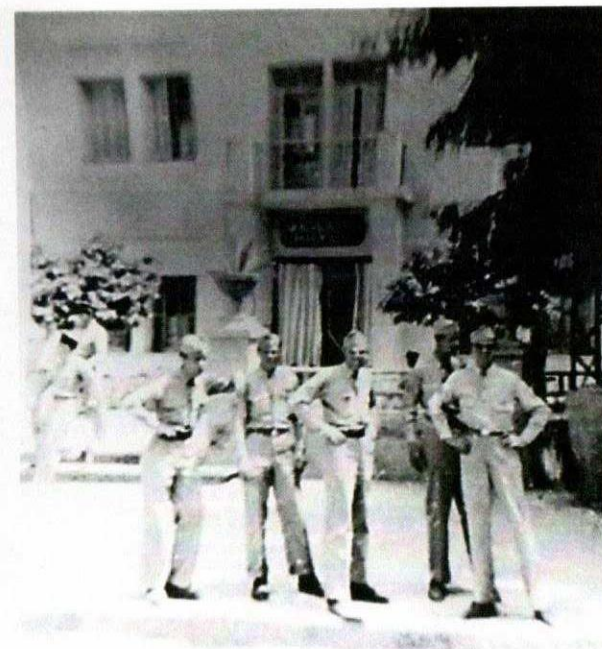
Marvin, center in back





TAKEN IN THE STATE  
10-3-44





TAKEN IN NAPLE ITALY

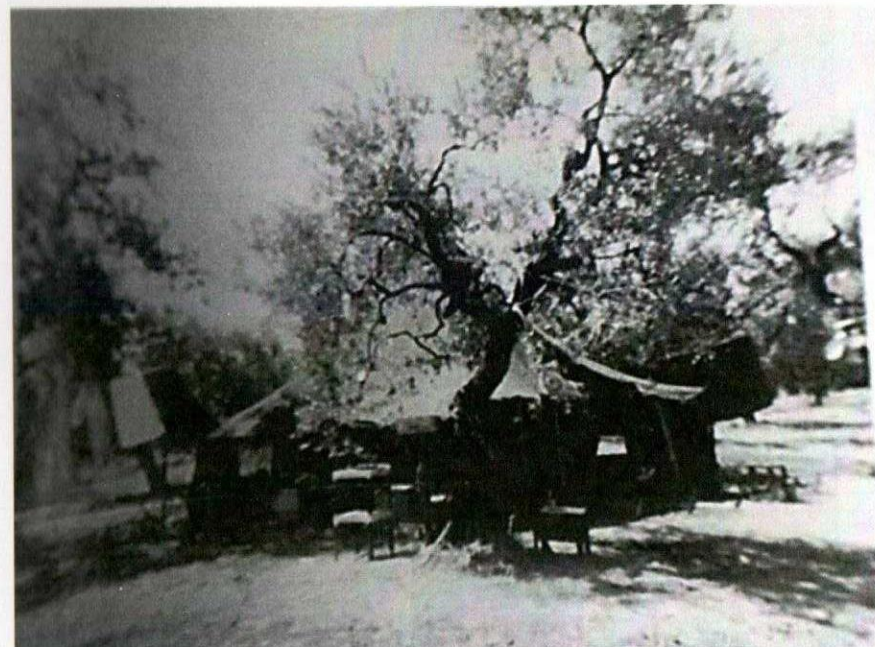
LEFT TO RIGHT

KENNETH HOSKINS	
HAROLD BRANCH	
ROBERT JOHNSON	
EDWARD ZIEGLER	
MARVIN BOTKIN	



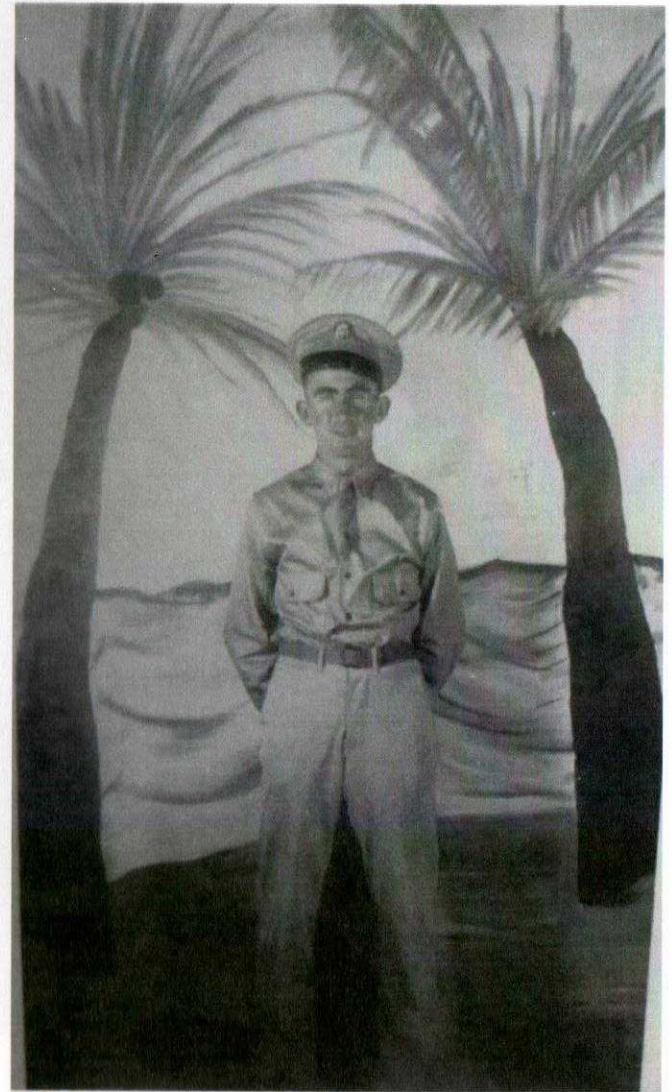
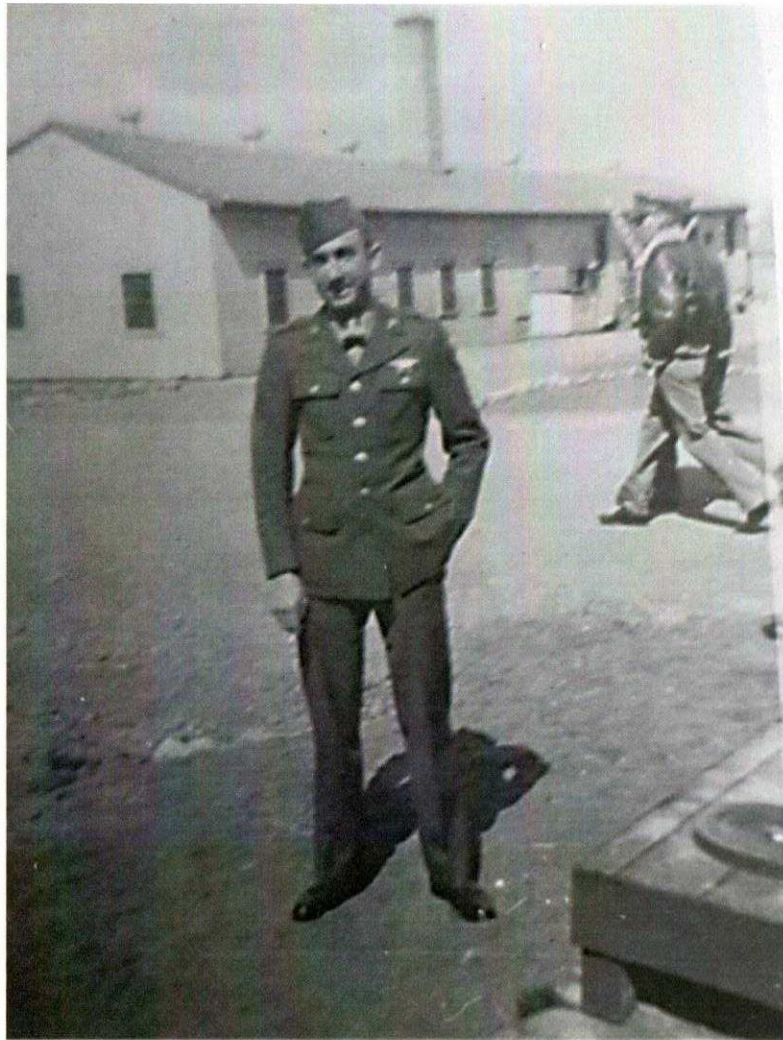


Marvin on right



OUR HOME IN ITALY













Likely at the Staunton train depot ready to return to his base. Left is Margaret Kiracofe, right is his sister, Phyllis.

## BOTKINS PROMOTED

15TH AAF IN ITALY — Marvin L. Botkin, son of Mrs. Mary E. Botkin, route five, Staunton, Va., nose-gunner on a B-24 Liberator bomber now in operation in the Mediterranean theater, has been promoted to the rank of staff sergeant.

Arriving overseas last March, Sgt. Botkin has over 30 combat missions to his credit. He has taken part in heavy bombing attacks on the enemy throughout this combat zone.

A graduate of Beverley Manor High School, and formerly a retail grocer, Sgt. Botkin enlisted in the Army Air Force on Dec. 23, 1942. He received his training at the aircraft mechanic school at Sheppard Field, Tex.



## THESE ALSO SERVE THE



(Please send items; don't phone)

### BOTKIN IS DECORATED

FIFTEENTH AAF IN ITALY,  
July 5—Sergeant Marvin L. Botkin, son of Mrs. Mary E. Botkin, Route 5, Staunton, Va., aerial engineer gunner on a B-24 Liberator, was recently awarded the Air Medal at his heavy bombardment base.

Receiving the Air Medal "for meritorious achievement in aerial flight while participating in sustained operational activities against the enemy," Sergeant Bothkin has taken part in bombing attacks on enemy installations through out the Mediterranean theater.

Arriving overseas in March of this year, Sergeant Botkin was still training for combat at air bases throughout the United States. He enlisted in the Army Air Force Dec. 23, 1942, and attended the aircraft mechanic school at Sheppard Field, Tex. Sergeant Botkin is a graduate of Beverley Manor High School in the class of 1939.

## Churchville organized in 1959

CHURCHVILLE — On Aug. 6, 1959 a group of interested residents met at Churchville High School to organize a volunteer fire department in Churchville.

The wheels were put into motion, and on Sept. 3, 1959 the Churchville Volunteer Fire Department officially met with 41 charter members on roll.

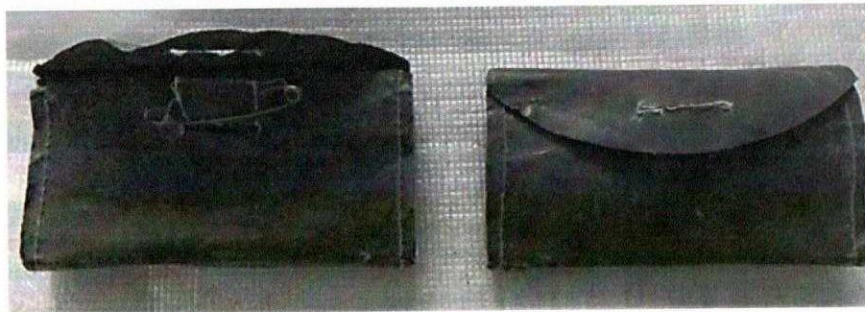
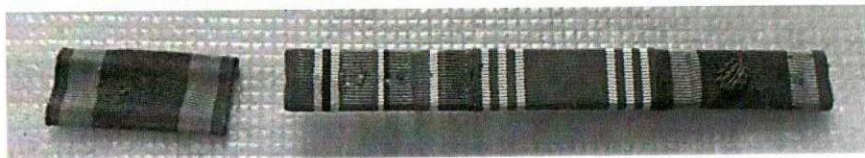
First officers were Arthur DePriest, president; Harold Armstrong, vice president; Owen Horn, secretary; R.H. Bear, treasurer; Harry Reed, chief; G.L. Thacker, assistant chief; Donald R. Stonesifer, chaplain, and A.S. DePriest, registered agent.

Marvin Botkin was a charter member of this organization.















## MISS KIRACOFE BECOMES BRIDE OF S-SGT. BOTKIN

Mrs. Edna Kiracofe of Churchville announces the marriage of her daughter, Margaret Condon, to Staff Sergeant Marvin L. Botkin, son of Mr. and Mrs. J. W. Botkin, Staunton, route five.

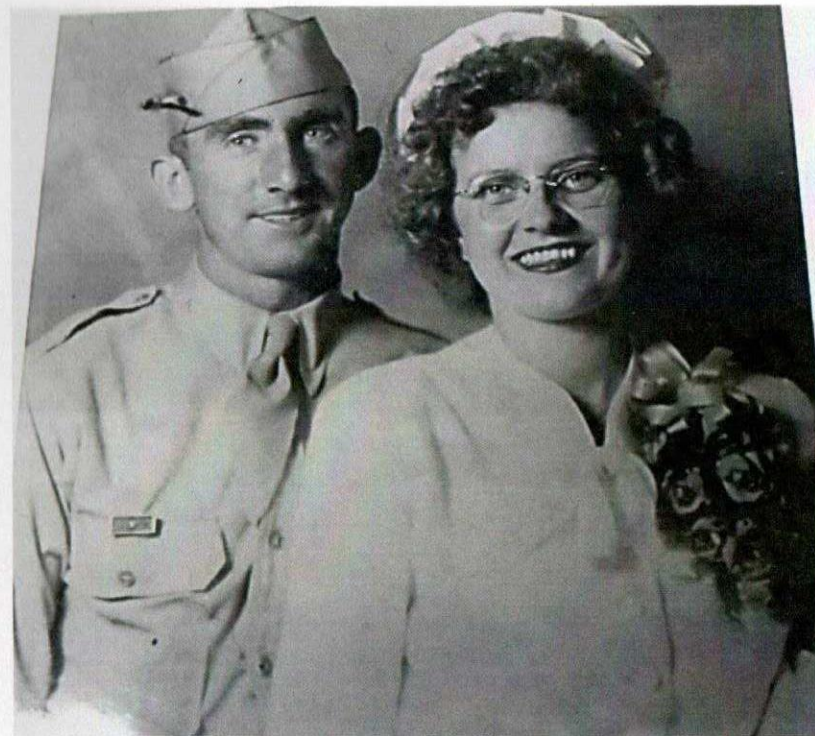
The wedding took place at four o'clock Saturday afternoon at "Sunrise Farm," Verona, with the Rev. David F. Glovier performing the single ring ceremony.

The bride, who was unattended was attired in a two-piece white

dress with matching accessories and wore a shoulder corsage of pink rosebuds. She is a graduate of Churchville High School, class of 1943.

Staff Sergeant Botkin is a graduate of Beverley Manor School and has served thirty months in the army air corps. He returned from overseas Nov. 7, 1944, after serving seven months in Italy.

After a short furlough the bridegroom will return to Charleston, S. C.

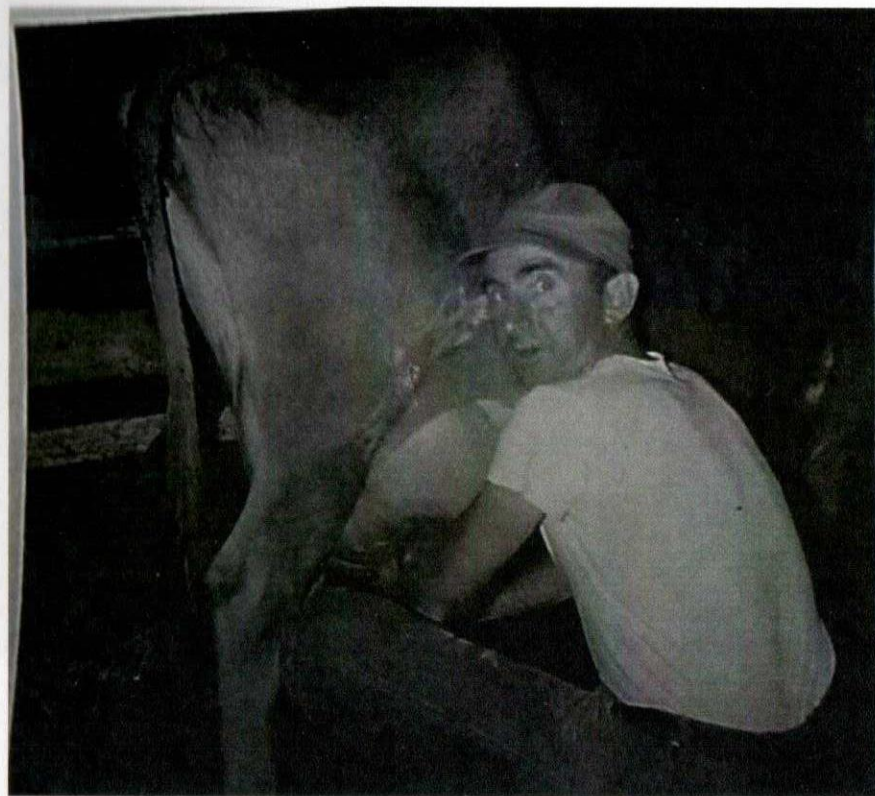


Margaret and Marvin wedding photo, wearing his summer uniform. They were married May 26, 1945. He was age 24, she was 21. He returned to his base in South Carolina.



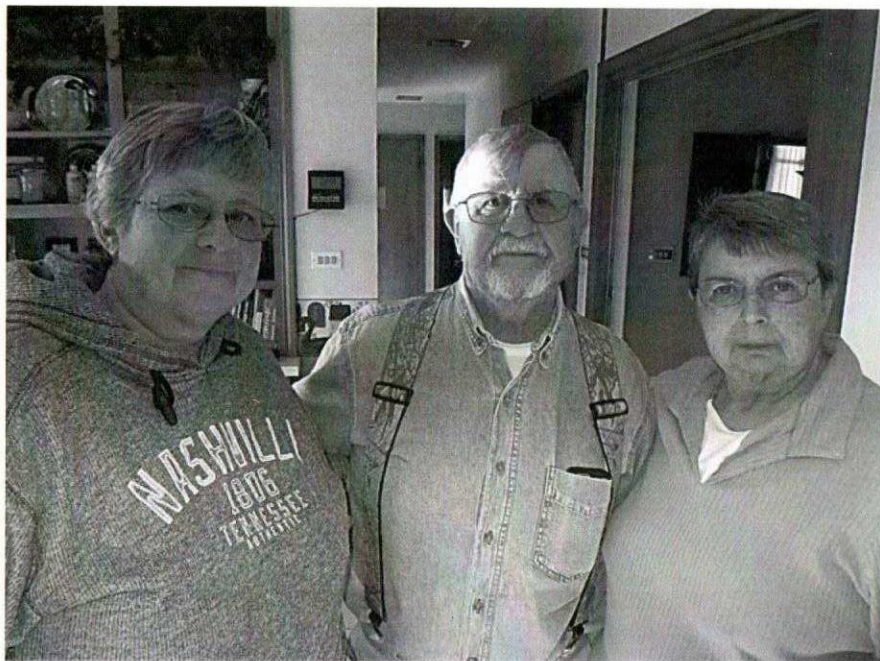


Back on the farm.....

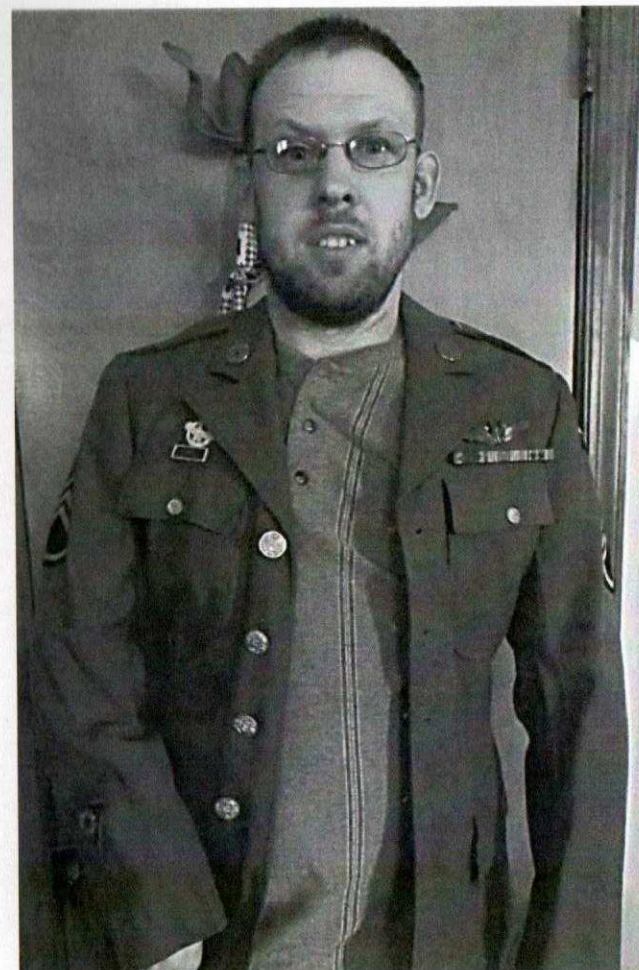


When not at war.....



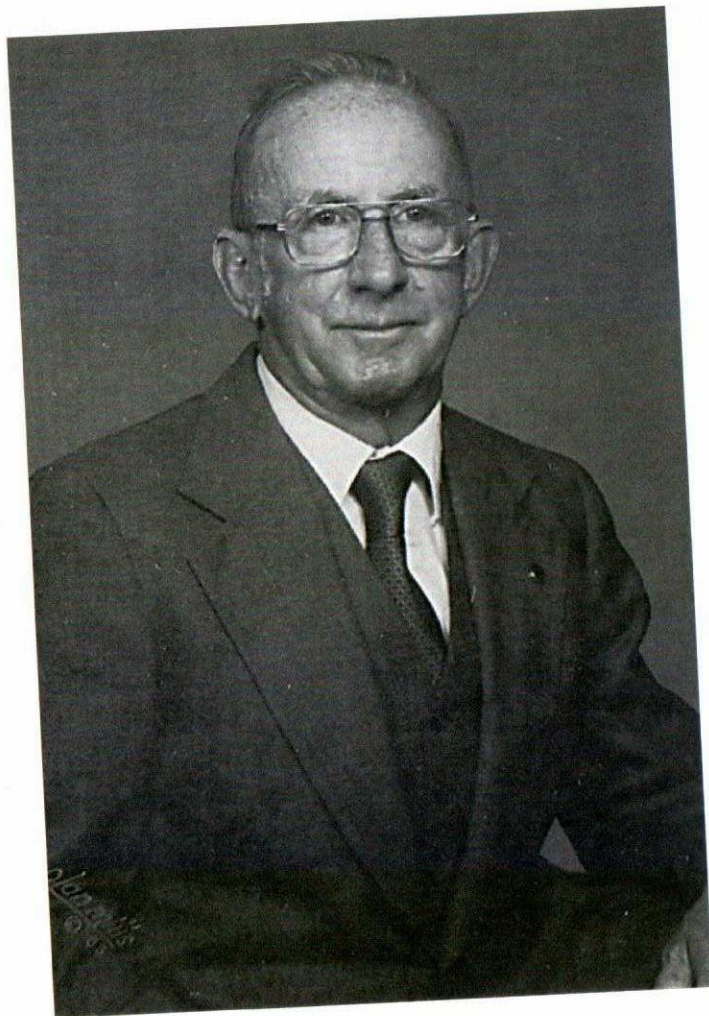


Left to right, daughter Teresa Botkin Grogg, Jacob Botkin Jr. (Junior) and daughter Nancy Botkin. January 2018



Marvin's grandson Robert Jacob Grogg, wearing his grandfather's uniform jacket. Feb 2018





Marvin L. Botkin in the early 1980s  
1921 - 1989

The End