



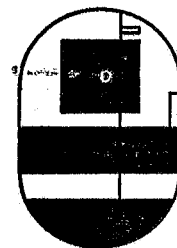
781st BOMB SQD.

# PANTANELLA NEWS

781st BOMB SQUADRON ASSOCIATION

NUMBER 8

APRIL 1987



465th BOMB GRP

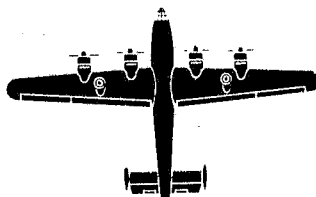
## START YOUR PLANS FOR REUNION '87 TO BE HELD IN DAYTON, OHIO SEPTEMBER 17 TO 21, 1987

**REUNION INFORMATION** - Plans are going along very well. We know you are all looking forward to a great time like you had in Colorado Springs. We will not let you down. For those of you driving, we'll have a map in the next Newsletter and there is free parking at the Holiday Inn. For those of you flying, make your reservations early to get in on those cheap fares. The Holiday Inn will provide free transportation from the airport to the hotel. If you don't know whether to stay over or not, there are a lot of activities and places to see in and around Dayton. Many major companies have head offices and plants in Dayton, many recreation areas, the Aviation Trail, museums, and tours. More detail in July Newsletter.

**COSTS** - Your room is \$55 per day plus 11% tax. We'll have two squadron dinners, Thursday will be \$17 and Saturday will be approximately \$19 per person, including taxes and tip. We will have a registration fee not to exceed \$20 per person, payable at registration. All the rest of the meals are on your own. The food prices at the hotel are reasonable, and there are fast food places in the area. The museum entrance fee is free. If you want any Air Force memorabilia, the museum has a large selection of model planes, jewelry, etc.

Many are arriving on the 16th. We'll have hospitality and a video room open in the afternoon and evening. Thursday is registration, and the hospitality and video will be open until the evening dinner and program. Friday will be the U.S. Air Force Museum tour at Wright-Patterson AFB and the dedication of our Squadron plaque near the museum. At that time, we will also have a memorial service for our fallen Comrades. We

promise it to be one of the events you will not forget. This day also is the 40th Anniversary of the United States Air Force, so expect to see some additional activity. I have just learned that Wright-Patterson has been chosen as the official site for the 40th Anniversary. It will be known as "The Festival of Flight." It will be a big event including fly overs by the Confederate Air Force with WWII aircraft, bands, concerts, awards, and all aviation hero's and greats will be invited. There will be more to do this day than we have time for. That evening is open for you to join your 'ol buddy, crew mates, or section mates for an evening out. Saturday will be at the hotel all day with business meeting, hanger flying, videos, and a full day that you will enjoy. This evening will be the banquet and the final official part of the reunion. Full program in the July Pantanella News.



**RADAR OPERATORS AND TECHNICIANS** - Marcel asks that you contact him with the name and address and a statement as to whether you plan to attend the reunion. He would like to arrange a mini get-together on Friday night of all Mickey operators and maintenance crews with their ladies. His address can be found at the bottom of page 1 of this Newsletter.

**COMMENDATIONS** - In the Squadron narrative: The following paragraph was entered on 20 August 1944 - "Our group had received numerous commendations during its first three months of combat operations, but, on August 20th, the most outstanding one was directed toward the Group by the Commanding General of the 15th Air Force. A true copy of this commendation is appended to this history on the following page. In substance, the Group was cited for its record high score in bombing during the first three weeks of August as well as the highest record in the Air Force for victories over enemy fighters against our own losses to enemy aircraft. It is with a feeling of pride that every man in the Squadron receives this hard earned recognition."



### DO YOU REMEMBER THIS SITE OF EASTER SUNRISE SERVICE AT PANTANELLA?

Some of the ground crew and some of the later flying crews should. Those that could not attend were the crews of Maccani, Clodfelter, Trudeau, Joyner, Carmack, Donahue and Freeman. They went on a tour over Germany, but found the weather so bad they had to return without hitting a target.

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**ON THE LINE** - Last year I received a letter from O. J. Cowart and attached to his letter was a letter from Jack Stallings to O. J., dated September 25, 1985. From Stallings's letter, "After we put a radio mock up in our shop on the line, Captain Carl told me to get a 28V battery. The aircraft radio equipment did not work properly with a put put and no battery. When Yellow G came in late and word was out that they were going to junk it, most men had gone to chow. I told Captain Carl to get his Jeep and let's go. I have all the tools in my pocket needed to get the battery loose.

When we got to Yellow G, a guard was posted on it. I told Captain Carl to keep the guard occupied there in the front of the plane. I went around, got into the plane and took the battery loose. I then went out the back of the plane and carried it about one hundred yards. I came back and went through the plane and came out where they were talking. I said, "Let's go, Captain.", and so we got in the jeep and drove off. I told him it was in the wheat field. We drove to the highway and then came back and picked it up. We made a cover for the battery, hooked it up to the mock up, and then went to chow. The 781st never had a plane grounded due to radio trouble. It took lots of night lifting of materials to keep the bombers going. Maybe this "requisitioned" battery used in the mock up in our shop could have been partially responsible for this fine record. I think the 781st Squadron was the best in the 465th Group.

The tin for our tufa hut came from India through Great Britain. I had a truck assigned to me to go with Pops (Lipinski), Herb Schlossin, and others to get roofing material one day. Before I left my tent, First Sgt. Messmore and two pilots came to our tent and said if I would let them have the truck, they would bring us the tin. I let them have the truck, and sometime during the night we got our tin and did not have to

steal it. The vent pipe for our heater and, two more huts came from group headquarters. We pulled the pipe down the hill, loaded it on a weapons carrier and took it down on the line to get it cut up for three heater vents. Many times the vent would stop up with soot. By getting up on the roof and dropping large rocks down the pipe, the soot would be removed from the pipe and would then work properly.

I was down on the line when the bomb dump was blowing up. That was something to see as the trucks would go up and just blow apart. M/Sgt. Bush said, "Come on Stallings, lets go over there." I said, "I am close enough to the bombs right here...." (End of letter from Stallings).

**ADDENDUM:** Capt. Carl said he does not remember the mentioned incidence referred to by Sgt. Stallings. ....

From O. J.'s letter, "My own remembrance of the bomb dump was from a different angle. I was in group headquarters on top of the hill when the building started to shake. I immediately ran outside and looking down saw what looked like a Fourth of July celebration."

O. J. Cowart was assigned to communications along with Jack Stallings, but O. J. spent most of his time "on the hill" in the code room and weather station. And that's Jack Stallings in the picture at his desk. Thanks for the stories men, and thanks for the great job the "Keep 'em Flying" Communications Section did.

**REUNION BOOKLET** - We're late due to the delay in getting pictures, etc. Harry Carl is doing a super job in assembling this excellent booklet. If you want some memories of Reunion '86, you will want this treasure. Fill out and send in the enclosed slip along with \$15 per copy. When sending in funds be sure to specify if it's a contribution for Pantanella News or for a reunion booklet.



**M/Sgt. Jack V. Stallings - Communications Chief**

**LETTERS TO THE EDITOR** - From Walker Shipley with a note to correct Charles Tittl's spelling - it doesn't have an "e" at the end. It so happens I received a letter from Charles the same day - he responded from being located earlier. And Walker was the navigator on Zalk's crew - not Bonnie Rowe. Sorry, Bonnie, I knew your crew, but the error slipped by. And I don't believe the next quote from Walker, "As for us playing a tune at the next reunion, in the words of the late Fred Allen, 'there's not enough wind left in the whole bunch to cool a demi-tasse.'"

**HILLARD (HILL) PELT** Another difficult one to locate due to the fact his name was Pokuta during the days at Pantanella. A former nose gunner for Brennemman, he now lives in Chicago. He comments that nothing too unusual happened at Pantanella, but he did have a scary trip back to the U.S. To fly home they were assigned an old war weary that had seen a lot of action. On the flight from Africa to the Azore Islands they lost two engines and were lucky to make a safe landing there. As they were coming in on the emergency landing another plane was taking off. It was a close one, but they avoided a collision by a few feet. Three engines were replaced and they were on their way in a few days.

After the war Hill worked in the insurance business as a systems analyst. He was married in 1947 and they have four daughters. He lists hobbies as boating, golf, tennis and traveling. It sounds like another very active member.

### **SUBLIME AUDACITY**

How beautiful this youth! How bright it glows  
With its illusions, aspirations, dreams!  
Book of beginnings, story without end,  
Each maid a heroin, and each man a friend!  
All possibilities are in it's hands,  
No danger daunts it, and no foe withstands  
In it's sublime audacity of faith,  
"Be thou removed!" It to the mountain saith,  
And with ambitious feet, secured and proud  
Ascends the ladder leaning on the cloud!

From FLIM FLAM in the Chaplain's column - Chaplain Eugene McCahey. He was the visiting Catholic chaplain.

## VINCENT BEESON'S WAR - MARCH 14, 1945

VINCENT A. BEESON - The following report was filed by Vincent Beeson. "14 March 1945. It was a dark and cold morning when we were awakened for a mission. We went to breakfast, then to briefing to hear about the flak, the target, the type of bombs, etc., then to the flight line to our assigned plane, White Y.

Assembling at the plane were Lt. Robert Martz, his crew, an extra lead navigator and a Mickey operator, making it a crew of 12. We were to fly number two position on this mission to hit the marshaling yard at Nove Zamky (Erskulvar), Hungary. We started engines, taxied out, took off, and began a routine flight to the target area. On the bomb run, the flak was not

... they pulled the parachute cords off the tree and were going to wrap them around my neck and hang me. ...

heavy, but very accurate, bursting right into the formation. The tail gunner reported the flak was following our airplane, and there were three bursts right behind the aircraft, with the last one 200 feet behind our aircraft, and the next burst was right into our aircraft, underneath the pilot's seat. By this time, the bombs had been dropped, and we were just getting ready to rally off the target to the right. There was a small fire by the pilot's side, and, with a quick glance, I could see Lt. Martz had been fatally wounded because

of the amount of steam from his body and the blood, and because of the part of his body that was not there any more. I hit the alarm button on the dash as Lt. Bardley, the co-pilot, was trying hard to control the plane. The engines were out of control and racing wildly. Suddenly the plane veered sharply to the left, swung around, and although I had no command to bail out, I grabbed my chest chute, snapped it on my harness, then fell off the flight deck and down into the bomb bay. I saw Lt Renzo; he was carrying his parachute in one hand and boots in the other. He was not wearing his oxygen mask. All of a sudden, the plane seemed to stop in mid-air and gave a sudden lurch. Sitting on the cat-walk, I rolled out, falling for quite a distance. Mistakenly, I had put my parachute on upside down, and instead of the ring being on the right hand side, it was on the left hand side. After starting to open the chute by pulling the front of it, I realized that the rip cord was on the left side instead of the right. Reaching over, I pulled the ring, the chute flared out in front of me and popped open. In those few seconds, I felt sure the harness was going to unsnap as I had put it on backwards. As I was falling before the chute opened, I must have been on my back, as I could see aircraft above me going around in circles. Shortly after the chute opened, I could hear small arms fire from the ground as people were shooting at me. I could also hear people yelling and screaming, and dogs barking. To the west of me, I could see the smoke and flames from the small town which we had just

bombed. I could not see where our plane went down. By this time, I had landed in a small thicket of 25-foot trees. As soon as I landed in a tree, I slid out of the harness and dropped to the ground. The chute was like a white beacon in the tree. I then ran into a little valley and hid behind a log. Then I could hear men yelling, and I turned around to look. There were civilians looking down on me and pointing at me. They took possession of me and marched me back to the tree where they pulled the parachute cords off the tree and were going to wrap them around my neck and hang me. Fortunately, a German soldier came up to us firing his rifle in the air. The civilians stepped back and released me. The soldier took control of me and kept saying, "Raus, I Raus!" We ran across fields, out of the woods, more fields, and then to a barn. Then I was locked in a stable which had no windows. I lay there for an hour, then a soldier came in who spoke English. He asked about the crew, but I said, "No capich." I spoke several Italian slang words. They were concerned who my fellow crew members were and how many were in the plane. As it was getting dark, they then walked me to a town called Popa. From there, I was put in a civilian prison.

I spent seven days there. Every night there was bombing, probably Russians. It sounded like Bell Airacobras. Leaving at night, we headed north, stopping during the day where we stayed in small barns. There were seven of us now, including two Russians. The Russians could hardly walk as the Germans were beating them with



VINCENT BEESON - MARTZ ENGINEER

sticks and fists. In some of the towns we went through, we were stoned and spit upon. The Germans let some of it happen, then would make the civilians stop it. From there, we headed toward Bratislava. Then traveling some on rail car, but walking most of the time, we arrived in Vienna. When we arrived there, a bombing mission was in process. We were in a small street car. The guards took off after locking us in the street car; they went to bomb shelters. We sat in the middle of a square not too far from an opera house. The bombing was in the other part of the city. We could see the action but were not hit. After the raid, we spent the rest of the day in a small hut along the railroad. The Russians were now separated from the group. We could not talk to each other. We hardly got to know each other's name. The following day, we were moved to a bomb shelter in a large department store, three floors down. It was bombed again that day. It was terrifying to think we might get killed by our own people. From there, we headed west on a train and then walked because the tracks were bombed. We first reached Linz and then Innsbruck. There was bombing there also. The flak was heavy, and we could see some of the bombers explode in the air. Then traveling north, we arrived at Nürnberg. There my electric-heated suit was taken from me, leaving me with long underwear and coveralls. They issued a square dog tag with their information on it, which I wore along with my regular dog tag. They took my wrist watch and pocket knife. Later that day I



**MARTZ CREW** - Rear L to R - Peter Renzo, Bombardier - Bonnie Rowe, Navigator - William Bradley, Co-Pilot Robert Martz, Pilot - Front L to R - Willis DeForest, Gunner - William Brannon, Gunner - Joseph Galleli, Gunner - Vincent Beeson, Engineer - George Smith, Radio Op - Ed Dworetzki, Gunner. Bonnie Rowe was not flying that fateful day. He and Vincent Beeson were the only survivors of the Martz crew.

was taken to a small hut with a man posing as an American flier. I could tell he was a German plant. He told me White Y was all destroyed. When I asked if any of the crew were alive, he said, "Nein." Then the interrogation ended, and I was placed in a large tent with a lot of other men for several weeks. They called us out for a head count three or four times a day. We had a game where we would jump from one line to another. When they ended the head count, they would have six to eight more than they were supposed to have. It would make them very angry. One night Nürnberg was bombed, and it was quite a sight. Then orders came to move, leaving early in the morning, and heading south to Moosberg.

There, along the way, we saw Messerschmitts parked under trees. I assumed they were sitting there because they were out of fuel. Here we were housed in tents. One morning on the march some P-47's came down, shooting on us. When they realized we were prisoners, they stopped shooting, came back over, and did a victory roll. After a couple of weeks, on a Sunday morning, we could hear small arms fire, and some P-51's came over and did a victory roll. Soon the American troops showed up, and the

small contingent of Germans surrendered. Three days later, we were in Camp Lucky Strike, France, then taken to a nearby port, and boarded a ship for USA. We traveled in convoy since there were subs still out in the waters."

Vincent believes one of the crew landed safely but was killed by the civilians. He does not know why he was lucky enough to get out but thanks God every day that he was so lucky. He plans to see us at the reunion.

**From the record:** This was the last crew from the squadron to go down over a target. Our squadron sent 10 crews over this target and the results were very good. At the critique, it was noted that three chutes were seen coming from the aircraft. It should also be noted that there were more reports of civilians killing our airmen in Hungary than any other country.

Included with Vincent's story was a letter written by a member of the Reformed Church of Komarno, about 30 miles from Nove Zamky. The letter was in response to a request from Mrs. DeForest, the mother of a crew member who was killed that day. It was a three-page letter explaining the great turmoil from the war, bombings, etc. I will publish it in a later newsletter. I will just point out that the letter indicates that

four apparently bailed out but were not high enough for their parachutes to open or were killed by civilians. One of the four was Lt. Lester Hershey.



TO BE CONTINUED

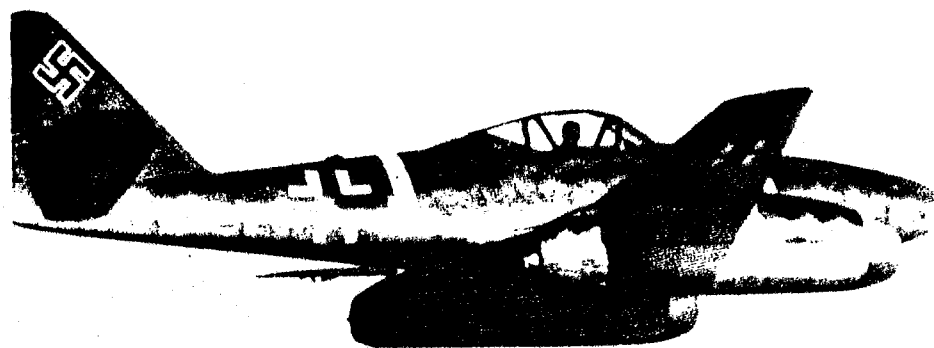
**IF YOU HAVE INTERESTING STORIES OF MISSIONS OR THINGS THAT HAPPENED AT PANTANELLA, TAPE IT OR WRITE AND SEND THEM TO JIM SO THAT YOUR STORY WILL NOT BE LEFT UNTOLD FOR ANOTHER 42 YEARS, OR NEVER! DROP BEESON A LINE OR MEET HIM AT OUR NEXT REUNION.**

## GERMAN ME 262 JET AND THE 781st BOMBERS

Me 262 - Since showing the video of the Me 262 at the reunion, I have done some research. I got interested in it after Pierre Kennedy sent me a booklet on the history of the 325th Fighter Group that flew cover for us in the 15th Air Force. In their history, they indicated a Me 262 kill. Then Ben Donahue loaned me some of his "Wings" magazines, which had articles on the Me 262. So, here is some further information on the German Me 262.

The Me 262 was called Schwalbe (Swallow), and the bomber version was called Sturmvoget (Stormbird). The first one flew 18 July 1942. A total of 1443 were built with about 300 seeing combat. It flew approximately 150 miles per hour faster than anything we had in the skies. At war's end they were able to put formations of 24 to 36 in the air. Standard armament was four 30mm cannons. Some had eight-foot barrels of formation busting five-inch cannons. Later they carried 24, 55mm rockets under the wings that could be salvoed in .03 second at 60 yards. Generallieutenant Adolph Galland, Inspector General of Fighters, first flew one on 22 May 1943. The first wing, JV7, was assigned to Maj. Walter Nowotny in October 1943. Later wing JV44 was assigned to General Galland. JG7 reportedly claimed 300 four engine bombers, however, the claim is believed to have been far too high.

In the video, it discussed two Me 262s being shot out of the sky. I got the impression that these were our only kills. I contacted James Finnigan, who lives near me, and learned that this impression was incorrect. Finnigan was the P-47 pilot that shot down Adolph Galland in an Me 262. Research indicates 20 or more were shot down and probably 100 destroyed on the ground. The aircraft first entered service in April 1944. In May 1944, Hitler ordered that the Me 262 no longer be used as a fighter and that it be refitted as an attack bomber. It was not until November 1944, that they were used in the air war again. From German records, it is reported that 11 were lost in November and December 1944. On 18 April 1945, 22-year old Col. Leonard "Kit" Carson, leading 362nd Squadron and 357th Fighter Group to Prague, Czechoslovakia, scored two damaged Me 262's. On the same raid Capt. Chuck Weaver, 362nd Squadron Operations Officer, shot one down as it attempted to land. And Don Bockhay, CO of the 363rd Squadron shot one down taking off. The next day, 19 April 1945, the 357th returned to the same area and destroyed six Me 262s without loss. That was the last shot



of the war for this group. The tactic used was to arrive in the area 30 minutes before the bombers. The 262s had to stay on the ground until 30 minutes before the bombers arrived because of their limited fuel supply. The P-51's would then attack them on take off and hang around to get shots at their landing.

**"The sky, like the sea, is terribly unforgiving of carelessness or bad judgement. If you survive, however, it is a great teacher."**

With further research I find that a Russian Pilot, Ivan Kozhedub, was credited with a Me 262. The one the 325th Fighter Squadron shot down was on 18 April 1945 on a free-lance mission to Augsburg, Munich, Linz, Pilsen, and Regensburg. The CO of the 319th Squadron, Major Ralph E. Johnson, got credit for a Me 262. Previous to that, on 2 April 1945, the 325th Fighter Group ran into two Me 262's and scored a probable. In the 320th Bomb Group, which flew the B-26, lost two planes on April 24th. On the 26th their gunners were credited with two Me 262s.

To those of us flying in 1945, the Me 262 was a constant threat. Intelligence warned us of the possibility of a squadron of Me 262's taking on a whole group and knocking it down. We occasionally saw them at a distance from our group. Some of you will remember the strike on an airdrome near Regensburg where our group destroyed two or more as they were being rolled into the hangar. I recall the mission very well. We had frag bombs, and they had a habit of hanging up in the bomb bays. On the rally, one had hung up in someone's plane and released later and fell on the wing of an aircraft below, smoldered for awhile, then caught fire. Calls were made to the plane to bail out, but the crew stuck with the plane too long, it blew up, and only two or three chutes were observed. Does anyone have a copy of that strike photo? The 15th Air Force

destroyed 23 and damaged 19 more during that raid on 16 February 1945.

The Me 262's did attack the 8th Air Force heavies as well as medium bombers from other Air Forces operating in Europe. When they unleashed them on March the 3rd, more than 50 jets shot down six fighters and three bombers. On 18 March the Eighth Air Force lost 24 bombers and 5 fighters, mostly to the jets which attacked in formations of 36 planes. In March the total bombers lost to jets were 36.

Another small jet, the Me 163, had only about 10 minutes of fuel aboard. It would dash to altitude at speeds up to 500 mph, then make its attack on the way down. It was called the Komet.

After the article on Me 262's by Col. Carson there was an epilogue. I will quote it in part. "Air war has been different from that on land or on the sea in important ways that don't occur to most people. Sea and land battles were fought in major engagements with all the forces available brought to bear on the objective, such as the Battles of Coral Sea, Midway and Leyte Gulf or those of Monte Cassino, the Ardennes and El Alamein. On the average these would last from a few days to a couple weeks, followed by long periods of regrouping, maneuver, resupply and small scale jousting back and forth while holding the line and looking for the opportunity.

This was not the case in the air. Never did all of the Luftwaffe forces ever meet all of the Allied Air Forces in a single engagement over Germany, Russia or North Africa to force a decision by conquest in those areas. The air war was a war of attrition, the kind that no commander likes in principle. An air force is supported by air fields, petroleum, factories, chemicals, ball bearings, railroads and rubber industries. By its very definition it requires a battle of attrition to destroy it. Whereas, a sailor or a soldier would fight 3 or 4 major engagements in a war, the airman would go out on a new engagement on every mission, 40 or 50 of them, perhaps 100. Except for periods of



leave, I was in sustained combat during 115 missions for 15 months and you had to fly each one as if it was a new war, different from yesterday.. It might turn out to be a "milk run" but you wouldn't know that until you got back with your skin and your airplane all in one piece.

The ones that really caught it were the bomber crews. I don't think the public appreciates, even today, the living hell that a bomber crew under attack went through. I truly felt sorry for them. Unbelievable. Absolutely unreal to have half of your crew bleeding to death and not be able to turn back. No doctor on board, no medical corps men with stretchers to get them to the rear and a field hospital. It was fight or die, many times both. It was not unusual for a gunner to keep firing from his turret, and fix malfunctions of his guns too, while his life ebbed away in a pool on the floor. The citations for decorations of such men by the Eight Air Force and Fifteenth Air Force are replete with such incidents. Such valor and moral fibre is being lost in the haze of receding time...but I know, my friend, I know. The whole thing is carved in marble in my mind's eye, it's a little like looking through the wrong end of a telescope, the image is far away, but clear and well defined.

The airman is society's answer to the requirements of flight, differing from an era that preceded flight. There is an informal fraternity of military pilots and their crews but there is no organization that encompasses them, only the common bond does that. There are no dues, no head man, no committees and no politics. They drift together and talk about flying machines, weather, incidents, missions, and great flying men...Lindbergh, Roscoe Turner, Art Chester and Doolittle...the fellows that developed aviation. The sky was a new frontier. For many it was a challenge and an escape from the trivialities and mediocrity of urban life or a hard scrabble farm that didn't pay. It has been said that the sky, like the sea, is terribly unforgiving of carelessness or bad judgement. If you survive, however, it is a great teacher."

**MEMBERSHIP HELP NEEDED** - We have had problems locating some of our men and ask for your help. In the picture giving me the "finger" is Thomas Hammond, co-pilot. Tom flew with me on a number of missions and on the way home after the war; an enjoyable two weeks. For some reason I never knew what crew he came with when he arrived at Pantanella. I just received word from Henry Gick that he was on Tom's crew and they checked into the 782nd. Later he was transferred to the 781st. He notes that Tom was married to a



daughter of the owners of "Scotts Towels." A liter of your favorite whiskey to anyone that can find Tom.

The other two men in the photo who were on my crew back are Maj. John Knaus, Group Bombardier, from the 783rd, and Capt. Talon, Group Navigator, from the 782nd I believe. Another one we would like to find is Capt. Oscar F. Adler, Squadron Adjutant. And that friendly Bombardier Robert L. Bassinette. Walt Longacre would like some help on Ralford L. Crouch. Ralford is the only member of Walt's crew that is not located. Walt has been doing a super job locating many of you - why not give him a hand to find the last of his crew!!

They're all on the non-member roster. They would like to be a part of the 781st again just like yourself - why not give it a try.

**MINI REUNIONS** - Some just can't wait to get together until the next reunion. I have heard of phone calls, letters and visits among many of our members. I had the opportunity, in January, to visit Leonard and Gratian Goldstein in Miami. Leonard was radio operator on my crew and did the great job on the WWII movies. Leonard and I then contacted Arnold Schutzman, Bombardier on Crutchers crew, and we had a nice luncheon sprinkled with many WWII memories. Before I left, I was able to reach Jewell Shelnutt on the phone. He was radio operator on the Model Crew (McKenna's) and recently located in Miami. And I had the pleasure of a visit from Melvin Blye, one of our Mickey Operators. During the days of Pantanella his name was Bleiweiss.

**MODEL CREW** - Would you believe Col. McKenna's entire crew is located, and all are members? I believe it is the only crew not to have anyone in the Folded Wings Section. Wouldn't it be something if the whole crew showed up at the next reunion??

**MULTO BONO**  
(VERY GOOD)

**TSK TSK** - Some of you have not been reading the newsletter too well. Many have offered your story, unusual pictures, etc., but after requests I have only received the promised information from a few. It's been one year since I used the word "Procrastinator." At that time, I received some comments and replies. Let's see if any of you get the message this time?? If you were at the reunion and saw Harry Carl's terrific slide presentation, you know how beneficial the pictures are. Both pictures and articles will be used for our history book, and some will appear in the newsletter. Send to Harry, Marcel, or myself and everyone will appreciate your efforts.

**LOWELL E. MYERS** - With his questionnaire he made some notes and filled in what he has done since Pantanella. As radio operator on Gordon Ellison's crew Lowell flew his first mission on 6 November 1944 and his last one was with the squadrons last mission. On their third mission they were forced to leave formation when # 3 engine went out, shortly thereafter losing another. Calling "Big Fence", they were directed to the British Field, Ancoma. They stayed overnight and the next day Col. Lokker flew to Ancoma to pick them up. The following day, 20 November 1944 Col. Lokker went down over Blechhammer. Lowell went back to Iowa after the war. In 1957 he moved to Loveland, Colorado with an Oil and Gas Exploration Company, then the Insurance business, and retired in 1983.

## YOU CAN BE VERY HELPFUL -

If you are listed on the enclosed membership roster and are not identified with a section or crew, we would like to hear from you. We want everyone listed correctly for the history book.

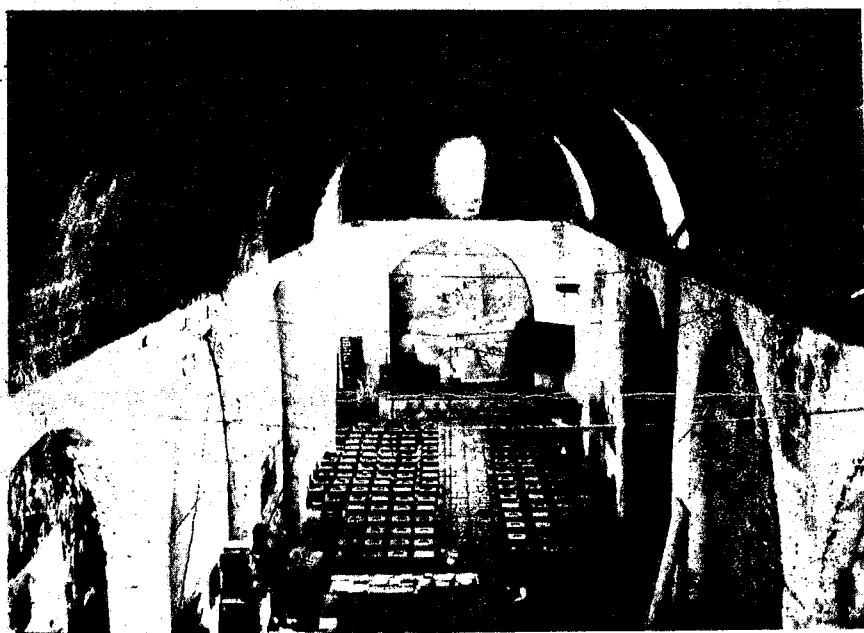


*This 317th Squadron Mustang belonged to Capt. R. W. Dunkin. Named "Thisizit," the plane carried nine black crosses, denoting Dunkin's final victory score, fall 1944. (Stan Wilson)*

**THISIZIT** - Those of you at the reunion and saw the video on the Althoff Crew will recall a P-51 giving close fighter cover to our plane Yellow M on an early return from Germany. You could see the checker tail and the number 7. Pierre Kennedy, our tail gunner, remembers the number and planes name, "Thisizit." Leafing through a history booklet on the 325th Fighter Group, known as the Checkertail Clan, he spotted the plane and its pilot, Capt. R. W. Dunkin of the 317th Squadron. Capt. Dunkin had nine black crosses on his plane when he completed his tour. I am attempting to contact him to thank him for the fine job of cover he did for us and many others.

There has been some comment that the Checkertail was the colored (black) group. The 332nd was the colored group and was commanded by Col. Benjamin Davis, Jr. The tail on their P-51's were red. They also did a fine job of cover for our squadron.

**YOU SHOULD REMEMBER THIS** - For the air crews this is where you got that nauseating feeling. It still amazes me that no one broke an arm or leg falling down the stairs. When we entered our eyes were glued on the map on the far end of the wall. The longer the string of yarn meant a further distance into Germany or Poland, and a rougher mission. Previous to the use as a briefing room, it was a hay barn. The "chairs" were metal frames used to protect the fins on bombs - and they were cold and uncomfortable, but our thoughts were not on the comforts of life. It was mostly below the ground level.



**Reunion '88** - - 15 September 1988 is the beginning of our reunion in San Antonio. It will be a **465th Bomb Group** affair with all the Squadrons meeting jointly during one day of our stay in San Antonio. So make a date for '88.

# AN UNFORGETTABLE DAY... by Col. Charles McKenna III

The most interesting day of my life really began one hour before midnight when the German prison commander called three of us to his office and said he and all his troops would be leaving at midnight. They were marching west to give themselves up to the British instead of waiting for the Russians to take over the area. This was 2 May 1945, in Stalag Luft One at Barth, Germany, on the Baltic Sea. There were 8,800 American and 1,200 Allied airmen prisoners.

True enough at midnight, the prison guards left the towers and we were on our own! We heard military marching commands outside the camp gates. There had been a very non-descript group living outside the walls all along. This group did all the dirty jobs around the camp, cleaning the latrines, carrying out the rubbish, and other similar tasks. All of a sudden this bunch turns out to be Russian prisoners of war who were very happy to remain outside without guards so long as they were fed. Now they were in marching order with scraps of uniforms hup-hopping all over the place. They didn't bother us, just

preparing for the Russian arrival.

Our clandestine radio told us to send a group out to the Barth airfield and determine its condition. I took some others and walked through the town to the airfield. Incidentally, little red flags were in the doors and windows of all the homes (it didn't take them long to change their colors).

On arrival, it was obvious the field was in very good shape and could handle many B-17s which were going to take us out. Just off the edge of the strip, there was a large one-story building behind heavy barbed wire. We broke through the gate and entered a world for which none of us was prepared. It was one big room with three and four tiered bunks all around the walls and in the middle. They were filled with totally emaciated slave laborers who all looked to be in the last throes of life (later we learned over half were dead). They were so weak, those still alive, that they were unable to leave the bunks to take care of nature's needs. It was the worst sight of my young life. I sent the others back with the airfield information and to get

help for those still breathing.

Being inquisitive by nature, I decided to find the road out of Barth toward the Russians. After a bit, it was easy. There was only one paved road to the southeast. About two miles down the road, I saw a cloud on the horizon which gradually grew and the figures could be discerned. I walked up to this column of troops and was a bit surprised when I saw there wasn't one motored vehicle in the column. This was the Russian front-line Army? All the equipment was in horse-drawn wagons. Women also in military uniforms were riding them. Remember, this was a front-line outfit. Just then a German civilian passenger car pulled up alongside the column, and a Russian officer got out. He must have been of high rank because everyone paid him great respect. He tried for a couple of minutes to turn the engine off but finally gave up in disgust. He issued some orders and took off. I accompanied the troops back to Barth and wended my way back to the prison camp. All in all, a pretty full day.



This is the other side of Col McKenna's famous plane "JO-JON"

**FOLDED WINGS** - Mrs. Rumo informed us that Lester Rumo passed away 20 December 1986. Lester was from the Engineering Section. Since last July we have not received any other notice of anyone passing away that has been a member. We, of course, have located a number who have passed away before being located. A Folded Wings roster will be in the next Newsletter. We will also give what information we have on some of those that have joined the Folded Wings Section.

**ADDRESSES** - We would sure like to know when you move. Let us know so you don't miss your quarterly newsletter.

**Coming up** - The next Pantanella News will be out about July 1. It will be the final one before the reunion and will have the full reunion schedule and a roster of those already registered. We'll also have "Doc" Rapoport's story and many more.

**Col. McKenna with most of the model crew.**

Rear L to R - Charles McKenna, Pilot - George Ashley, Co-pilot - Walter Sutton, Bombardier - Vernon Burda, Navigator - Front L to R - Ralph Finch, Gunner - Nicholas Belik, Gunner - Jewell Shelnett, Radio - Harold Straughan, Gunner - Charles Fry, Gunner - James Waggle, Engineer. The model crew included Jim Wray and William Wood instead of Ashley and Byrda as shown here.

**SOME RECORDS** - The top ace of WWII was Germany's Maj. Erich Hartmann with 352 planes to his credit. Most of his kills were on the Russian front - 11 in one day! He parachuted or crashed landed 16 times. His plane was the famous Me 109. You'll see one at Wright-Patterson if you attend the reunion. Fifth on the list is Maj. Walther Nowotny with 255 kills. He was assigned to the Me 262 wing in 1943 and was killed in November 1944 while downing a B-24. The leading American Ace was Maj. Richard Bong with 40 kills in the Pacific, and Capt. Francis Gabreski was our leading ace in Europe with 31 kills. The Soviet Union's leading ace, Maj. Ivan Kozhedub, had 62. And the Soviet's had two women aces!



**BEN DONAHUE** - Ben arrived at Pantanella 1 December 1944 with his crew. Within a couple days he was on his way to Blechhammer on his first mission withynie Van Asperen. The second one was also Blechhammer and they had to land on the Isle of Vis on the way home. They were able to get a ride on a B-17 and were back at the squadron that night. When the war ended Ben had completed 38 missions with his crew. He was assigned an old war weary and flew home via Africa and South America.

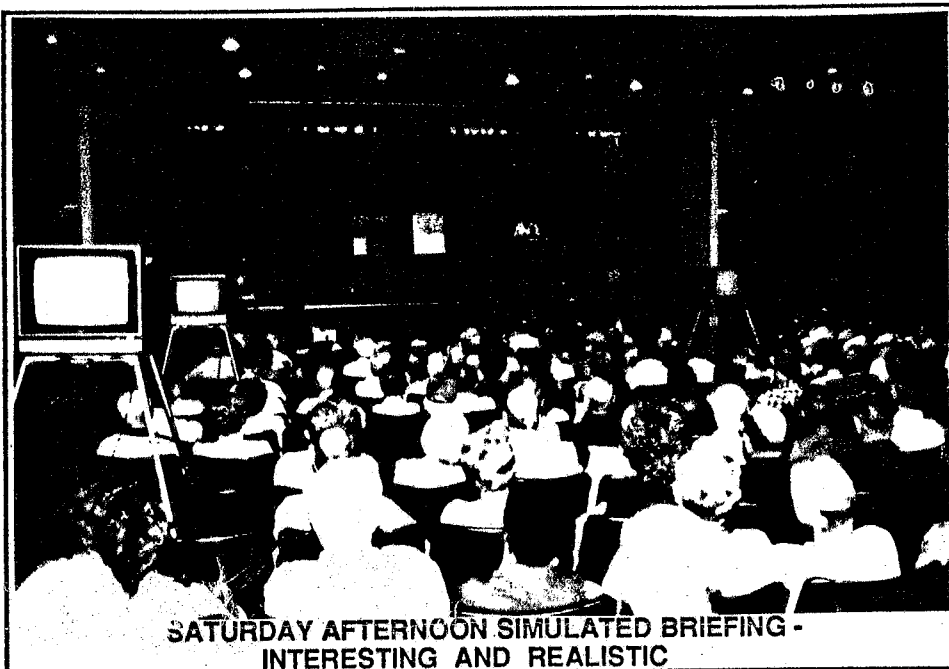
Ben remained in the reserves, flying out of Hamilton Field. He returned to a local college, then worked for the Navy. During the Korean conflict he was called to active duty, went to Korea and returned to stateside to an assignment in C-124's. Then suddenly he was informed his next station was Thule, Greenland and Ben decided civilian life in California was a better choice.

He became a Highway Patrolman in 1954 and was retired in 1971 due to injuries while on duty. He remained active in the Air Force Reserves and retired in 1971 as a Lt. Col. He and his lovely wife of 40 years live near San Francisco, nearby their daughter and two lovely grandchildren. Since retirement he has done some traveling in his RV to Mexico and Canada.

Ben was the first one from the 781st that I called to help out. Early on he took over membership for California and the roster of members shows the results. He is also Secretary and almost a weekly visitor to my home to help out on roster checking, newsletter stuffing, and various other duties. And at the reunion he was "the man in charge" of the hospitality room. Thanks for all your support, Ben!

**OTHER ASSOCIATIONS** - If you are a Liberator fan we recommend the LIBERATOR CLUB, PO BOX 841, SAN DIEGO, CA 92112. Dues \$10 per year. With this years dues they are sending a beautiful color photo of a B-24. Twice a year publication on many interesting articles about the Liberator and the men who built and flew them. 781st Squadron men have had a number of articles published. Another one is the FIFTEENTH AIR FORCE ASSOCIATION, PO BOX 6325, MARCH AIR FORCE BASE, CA 92518. Dues \$15 per year. Interesting articles about the Fifteenth during WWII. They have a reunion every two years. Both associations offer aviation memorabilia.

**FOR OUR HISTORY BOOK** - We are still looking for old orders and photos. A copy machine copy of photos will let us see if it is one we do not have. Recently we



received a photo of the Radar Maintenance section from Jim Stahl. It's the first we've seen of this section.

**MOS NUMBERS** - For some of the men not located, we have MOS numbers, but do not know what the specialty was for all the numbers. If you happen to have an old list or know where we can get one, let us know.

**DER FUEHRER** In one of the WWII books that Pierre Kennedy sent me it had the victory in Europe. At the end was an interview with the leading military men of Germany, giving reasons why Germany lost the war. The last picture of those interviewed was the one below. I thought the title to the picture was appropriate.



Not available for comment.

**TIPS ON LOCATING MEMBERS** - If you're unsure of an address, put "ADDRESS CORRECTION REQUESTED" on the lower left corner of the envelope. If you notice

on the Newsletter envelope it has it. After the last mailing I received about 25 returns. Some were away for the winter, some had moved and others we just did not have all the correct address.

**FRANCIS J. WALBORN** - Francis was the engineer on the John Dickey crew and was recently located. Another crew all accounted for - six members and four in Folded Wings. After the war Francis went to school, later became a high school shop teacher until retirement last year. He writes he is still very active; likes volley ball, dancing and cars.

### LILI MARLENE

Here are the words - You have to furnish the tune.....

Underneath the lantern, by the barracks gate,  
Darling, I remember the way you used to wait:  
'Twas there that you whispered tenderly  
That you loved me, you'd always be  
My Lilli of the lamplight,  
My own Lilli Marlene.

Axis Sally could really put the words and music together in a nice way!

**JAMES E. STAHL** - Another lost sheep reported in. James was with the radar countermeasures team. They installed and maintained the electronic radar jamming devices in the lead planes. They jammed the Wurzburg guided German AA batteries. He flew some missions, then taught the radio operators how to use the devices. After the war he went back to school, and in 1948 went to work for ABC-TV as an engineer at Chicago's WENR-TV, now WLS-TV. One of the high points of his career was engineer in charge of Madison Square Gardens for ABC-TV for the Democratic National Convention in 1980. Jim is a young 62 and expects to work another three years before retirement.

**ANOTHER MEMORY** - James Stahl's story brought a flash back about the electronic jamming going on over Germany. It brings back the memory of the eerie sound on radio as we approached occupied territory. The Germans tried to block out radio conversation, so after a couple missions when you heard the sounds on the radio you knew where you were at. If you weren't prepared for the days events this would certainly get you in mood.

**WILLIAM H. BAUER** - Bill replied in December to an earlier mailing. He was surprised and pleased to hear from "his old outfit." After discharge he went into business with Frank Voris, another 781st Engineering member. They continued a successful business for 25 years when Bill left for physical reasons.

Bill recalls some memories, "The fact that we all like to eat, the trip up the hill to the mess hall was always necessary. I worked in Tech Supply and had a weapons carrier at my disposal. I would drive up to the mess hall and everyone that could possibly fit in, would climb aboard. I recall all the times that "Wild Bill Rushing" happened to be in the rear and would cover my eyes with his hands, and we would make the trip by "verbal radar", so to say.

Another memory was the day we opened our new mess hall and surprisingly heard the opening announce by "Axis Sally." The funny part came later when a friend of one of the pilots buzzed the hall with his P-38. I remember being one of those eating, who unnecessarily hit the floor!

Many of us in Engineering Section, who worked on the line, bunked there. Such as the "B.T.O.'s BARRACKS", etc. Reminds me of the "House" I shared with Frank Voris and Charles Ferrich which cost so little - a few lire and cigarettes for the Tufa blocks and hollow tile floor. The tent roof was GI issue, the pipe chimney was 'donated' by an English anti-aircraft outfit one night. Luckily, God tunned the brain to retain mostly happy memories rather than the tough ones!

B.T.O. ? BIG TIME OPERATOR



MEMORIES OF REUNION '86 - FACING THE CAMERA IS  
RAE BRANCH - CHARLES McKENNA - 'DOC' RAPOPORT

**LATE REUNION INFORMATION** - The hotel will not send confirmation unless you request it. I will publish a list of those confirmed in the July Newsletter. If you sent the Squadron registration form to me I will be checking with the hotel to see if you have registered. If they don't have your registration, I will contact you. It is not necessary to register at the hotel if you live nearby or will be staying in a mobile home. Already one half of the 175 rooms are taken, so if you want to stay in the Holiday Inn you have to be one of the first 175 registered. Overflow reservations will be at the Patterson Inn, 800 N. Broad St., Fairborn, OH 45324, about 10 minutes away. The rates there are \$48. If you prefer to register there you may do so. Use the same form and cross off Holiday Inn and insert Patterson Inn. By the way, the first three to register were John Zanman, Jim Wray and Albert Thompson. And the majority of the first 90 to register were at Reunion '86. A Roster of those registered will be in the July Newsletter.

**MEMBERSHIP** - Over 75% now located. It's been one a day added to the roster since we started - 570 days and 570 members. Another 32 are on our honorary roster and 325 in Folded Wings. Wives of deceased are automatically honorary members without any obligation for contribution. We find some sons and daughters are interested and they may also be honorary members. Walt Longacre continues his fine job of locating members and contacting others that are helping.

**ELMER SCHOEFFEL** - A questionnaire mailed to Elmer last summer was finally returned. The mailing was through help from my Congressman and was the type of

mailing where they will not give you the address - they mail it direct. Recently Walt Longacre located him by another source, encouraging Elmers reply. Elmer writes, "Please accept my apology for my extreme procrastination!" He also notes, "It sure puzzles me how you got my address." Elmer, we're happy to hear from you and to hear you plan on attending the reunion. Another Armament Section man back in the fold.

**CLOSING REMARKS** - The Fighting 781st has made great strides since the last Newsletter. Our membership has grown beyond my expectations, thanks to the dedication of so many of you. Also, in the past few weeks we have received quite a few letters and articles from your experiences at Pantanella. They will be shared with all in future Newsletters and many will appear in the history book.

**DO YOU LIKE THE NEW NEWSLETTER FORMAT?** It is the result of O. J. Cowart's fancy computer and some real dedication to the Fighting 781st by O. J.

We wish you all a pleasant Spring. The next Newsletter will be out in July.

*Jim Atchiff*

# **MEN NOT LOCATED AS OF JUNE 18TH**

JOHN G. ADAMS	1158 FORREST AVE	MEMPHIS, TN	BRENNEMAN ENGINEER
OSCAR F.J. ADLER	165 BRITE AVE	SCARSDALE, NY	SQD. EXEC OFFICER
BURTON ALPER	1347 OCEAN AVE	BROOKLYN, NY	RADAR NAVIGATOR
A. ANDERSON	X	X	X
FRED ANDERSON	X	LINCOLN, NE	BECKER/RADIO
JOSEPH M. ANGELO	X	BROOKLYN, NY	X
THOMAS APPEL	X	VERNON, TX	ENGINEER (CREW ?)
JOE R. ARCHULETA	X	CENTER, CO	X
ROBERT F. ARMSTRONG	4195 FRANKLIN AVE	FLINT, MI	X
THOMAS G. ARTHUR	STONEY ST	SHRUBOAK, NY	ATHON NAVIGATOR
EDWARD AUERBACH	344 E 98TH ST	BROOKLYN, NY	RADAR MECHANIC
CHARLES R. AYNES	110 WASHINGTON AVE	MANVILLE, NJ	X
RAYMOND L. BAILEY	1506 OCEAN PARK	NEWPORT, CA	X
WHEELER T. BAILEY	X	??? LOUISIANA	X
OLIVER K. BALL	114 NORTH JACKSON ST	ENID, OK	PERSONNEL CLERK
JAMES J. BALSANO	83 SOMERSET ST	NORTH PLAINFIELD, NJ	LOVEY TAIL GUNNER
JOHN R. BANER	109 CONOVER RD	PITTSBURGH, PA	X
ROBERT L. BASSINETTE	916 BROOKLYN AVE.	BROOKLYN, NY	BLAKITA BOMBARDIER
HAROLD BAUGHMAN	BOX 250	WINCHESTER, VA	X
JOHN T. BENSON	119 PLEASANT	CAMBRIDGE, MA	HURD NAVIGATOR
ROBERT M. BERGIN	79 CHARLOTTE ST.	WORCESTER, MA	RICE CO PILOT
JOHN W. BEST	2135 45TH ST.	L.I. CITY, NY	X
ROBERT S. BETTON	X	OAK HILL, WV	X
THEODORE J. BIGELOW	831 EMMETT ST.	SCHENECTADY, NY	KENNEDY CO-PILOT
RICHARD J. BILGER	X	X	RADAR NAVIGATOR
ROLAND N. BISAILLON	X	X	X
STANLEY F. BLACHARSKI	COUNTYLINE RD, CEDAR ST	AMITYVILLE, L.I., NY	X
ROBERT J. BLIGH	X	X	RADIO OPERATOR(?)
RALPH E. BONSWOR	X	X	BRENNEMAN BOMBARDIER
WILLIAM C. BOYER	EASTERN US	X	TRYON ENGINEER
VINCENT T. BOYLE	X	X	X
WILLIAM B. BRIGGS	X	X	FRENCH ENGINEER
CLIFFORD C. BRONSON	255 MESQUITE RD	BISHOP, CA 93514	COMMUNICATIONS
FREDERICK N. BROTHERTON	X	X	X
KARL K. BROWN	285 34TH ST	OGDEN, UT	GAINES RADIO OP
ARTHUR M. BUCKLEY, JR	X	X	MEDICS
CHARLES A. BUTTA	311 EAST 106TH ST.	NEW YORK, NY	ENGINEERING
THOMAS W. CALLAGHAN	421 EAST 18TH	CHEYENNE, WY	INTELLIGENCE-CLERK
RICHMOND CAMERON	2122 28TH ST.	ASTORIA, LONG ISLAND, NY	RADAR NAVIGATOR
JAMES P. CARROLL	X	X	COMMUNICATIONS
LEWIS F. CATO	318 PICKENS, APT 2	COLUMBIA, SC	NEWMAN NAVIGATOR
EDWARD A. CHAVEY	11401 MARK TWAIN	DETROIT, MI	ORDNANCE
DWIGHT M. CLARK	X	CLEVELAND OR CINCINNATI	X
LEWIS L. COGHILL	913 S. 6TH ST	CLARKSVILLE, MO	ENGINEERING
ALBERT B. COPELAND	1781 GLENCREST APT 6	ANAHEIM, CA 92801	TANENBAUM NOSE GUNNE
STEVEN C. CORSO	165 20TH STREET	BROOKLYN, NY	ENGINEERING
RALFORD L. CROUCH	3103 GRIFFIN AVE	RICHMOND, VA	ASHLEY CO-PILOT
DANIEL CUNNINGHAM	X	X	FRAZIER BALL GUNNER
JAMES B. CUNNINGHAM	BENSON'S CREW	X	BENSON RADIO OP
PAUL L. CURREY	X	X	X
HENRY W. DANIEL	X	X	COOK
WALTER D. DAY	X	X	MCDANIEL RADIO OP
LESTER DE PEW	KENNEDY'S WAIST GUNNER	N.J	KENNEDY GUNNER
JAMES DEBEVEC	5683 HIGHLAND	S. EUCLID, OH	CRUTCHER ENGINEER
ELDON A. DEITCHLER	X	X	TRYON BOMBARDIER
JOSEPH A. DEL GUERCIO	101 EIGHTH AVE	NEWARK, NJ	COMMUNICATIONS
JAMES J. DERMODY	16510 MENDOTA	DETROIT, MI	X
ALAN J. DEVERETT	X	X	X
JOHN R. DIGGS	725 EAST 25TH ST	INDIANAPOLIS, IN	ENGINEERING
ANDREW F. DOBECK	X	X	MCDANIEL X
PAUL N. DURCKEL	120 ENTRADA AVE	OAKLAND, CA	MCDANIEL NAVIGATOR
ARTHUR C. EATON	1105 SE PINE	PORTLAND, OR ?????	SCHUSTER CO-PILOT
JESSE C. EDGE	X	X	LEGGATE ENGINEER
FRED F. EDWARDS	X	X	X
SELMER F. ENGBRETSON	X	X	X
HARVEY D. ERWIN	X	X	X
PHILLIP FEIGENSON	X	X	X
JOSEPH J. FERGUSON, JR	X	CHESTER, PA	BRANCH TOP GUNNER
ROBERT C. FIBBS	X	X	X
ROBERT FLOYD	X	LAS VEGAS OR CALIFORNIA	DONAHUE TOP GUNNER
ROY H. FOLK	X	SC	HURD RADIO OP
RAYMOND T. FRANK	844 W DIAMOND AVE	HAZLETON, PA	RADAR MAINTENANCE
BERNARD S. FREEMAN	1248 COLLEGE AVE	BRONX, NY	BLAKITA/ CO-PILOT
BOBBY H. FREEMAN	X	X	SMITH, NB TAIL GUNNER
IRVING (NMI) FRIEDMAN	X	X	ARMAMENT
IRVING I. GAMOFF	527 34 ST	UNION CITY, NJ	RADAR MECHANIC
RUSSEL J. GAZDA	318 WEST 18TH AVE	TARETUM, PA	ENGINEERING
VERNON L. GIBSON	4408 38TH ST	BRENTWOOD, MD	X
CLARENCE E. GLADIEUX	1012 E. WASHINGTON	FT. WAYNE, IN	ARMAMENT
LEONARD J. GNATC	81 HOBLAK ST	EDWARDSVILLE, PA	X
HAROLD W. GORDON	4197 SUNNYSIDE DR	RIVERSIDE, CA	SCHUSTER RADIO OP
RICHARD L. GRANTHAM	2539 WHITE AVE	FRESNO, CALIF	MCDANIEL CO-PILOT
FRANK A. GRAVES		X	X

## PRESS RELEASE

### WORLD WAR II BOMBER SQUADRON TO HOLD REUNION AT FAIRBORN, OHIO

Former airmen of a 15th Air Force Bomb Squadon are planning their second reuninon this fall - 42 years after combat in World War II.

From this area, \_\_\_\_\_ of \_\_\_\_\_ will be among the members of the 781st Bomb Squadron who will attend the reunion September 17 to 20 in Fairborn, Ohio, adjacent to Wright-Patterson Air Force Base.

Based in Pantanella, Italy during 1944-45, 62 crews of the 781st Bomb Squadron participated, as part of the 465th Bomb Group, in 191 missions over Germany and German held territory. Flying B-24 bombers, the airmen dropped thousands of tons of bombs on military targets, such as the Ploesti and Blechhammer oil refineries, tank factories in Munich, Germany and munitions plants near Vienna, Austria. Although the 781st Squadron was a heavy bomber squadron, it shot down 23 enemy aircraft while losing only four to fighters. The deadly Wurlitzer trained anti-aircraft, however, shot down over 20 of the Liberator Bombers.

More than 575 veterans of the squadron have been located and have been invited to the reunion. Over 200 are expected to attend. Efforts are continuing to track down the remaining air and ground crew squadron members.

Reunion activities will include a visit to the Air Force Museum at Wright-Patterson, a dedication of a plague honoring the men Killed In Combat, and joining in on the 40th Anniversay celebration of the U. S. Air Force, which will take place at Wright-Patterson during the reunion.

(The above is an example of a press release for your local paper. Follow with your biographical sketch. It is best to hand carry to your local newspaper. Also enclose a photo, if available.)



***Reunion '86 - Photo on the left if Robbie Robinson, on the right is Frank Hylle, Homer Mueller and Rae Branch. A good time was had by all!***