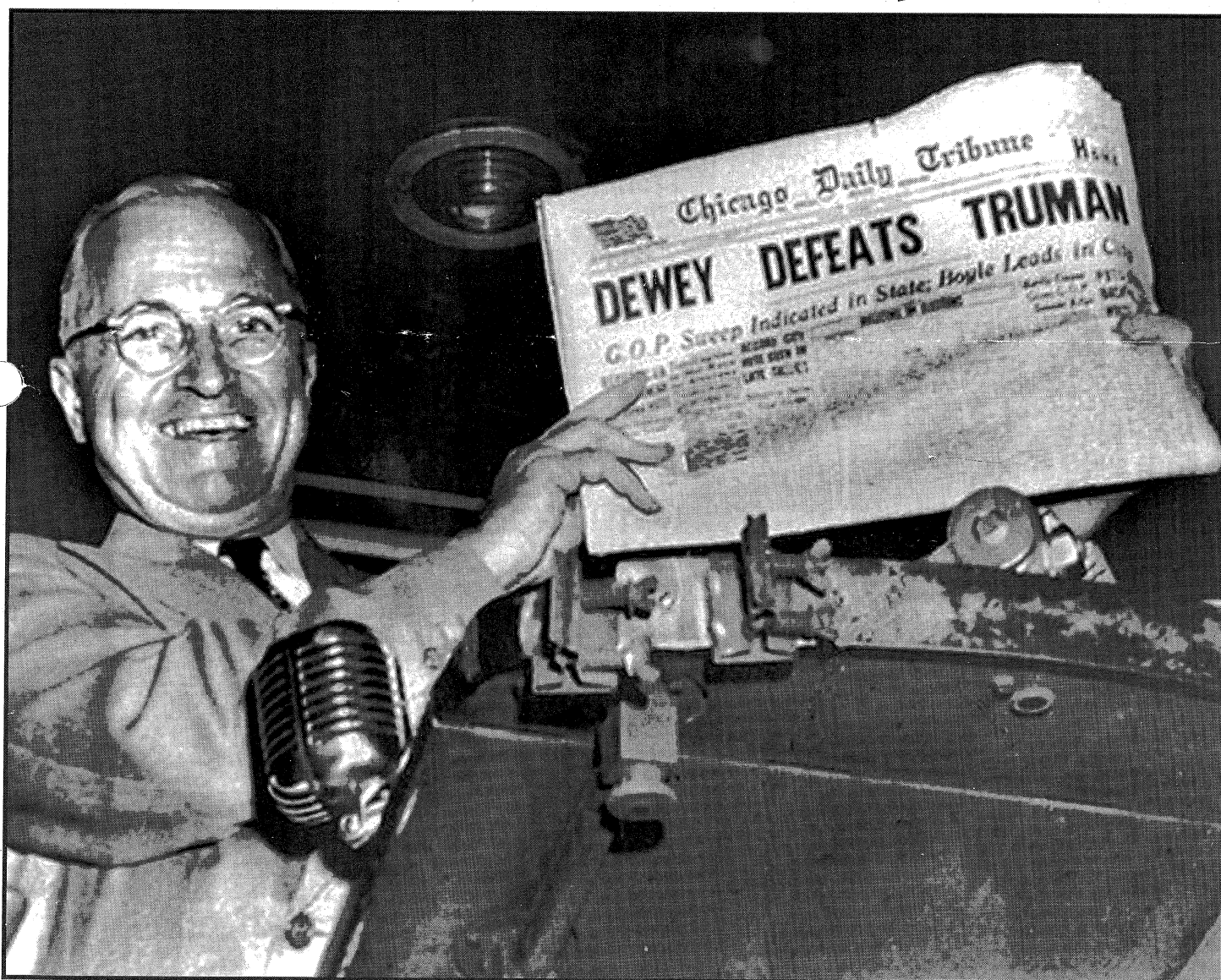


PANTANELLA NEWS

Published by 781st Bomb Squadron Association©

#95 April 2009

'09 REUNION SET INDEPENDENCE, MO and WHITEMAN AFB October 4-5-6-7, 2009



Weeks prior to the 1948 election, many leading editorial writers and political columnists relied on early Gallup Polls, which predicted Thomas E. Dewey's win over incumbent Harry S. Truman. Truman's strategy was to bypass the press by taking his case to the people in a "whistlestop" campaign.

An issue of the early edition of the Chicago Daily Tribune was handed to Truman after the election. The headline declared "Dewey Defeats Truman." Truman upset Dewey despite having the support of only 15 percent of the nation's daily papers.

(Library of Congress)

MEMBERS KEEP IN TOUCH

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Or Whatever

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PANTANELLA NEWS

Editor: Frank Ambrose

781st BOMB SQUADRON (H)

Part of the 465th Bomb Gp. 15th AF

Italy 1944-1945

Flew 191 Missions

over Southern Europe

dropping thousands of tons of death

and destruction to the enemy.

Shot down 25 enemy aircraft

Received Two

Presidential Unit Citations

81st Bomb Squadron Association Reunions

The 781st Bomb Squadron Association held it's first reunion September 11, 1986 at Colorado Springs, Colorado. Since then the Association has held 16 subsequent reunions. Listed below are the dates and places where each reunion took place.

781st Bomb Squadron Association Reunions

September 11 to 15, 1986, Colorado Springs, Colorado

September 17 to 20, 1987, Dayton Ohio

September 15 to 18, 1988, San Antonio, Texas

August 23 to 26, 1990, Waltham, Massachusetts

September 10 to 13, 1992, Omaha, Nebraska

October 13 to 16, 1994, Tucson, Arizona

September 26 to 29, 1996, Montgomery, Alabama

October 7 to 11, 1998, Wright Patterson AFB, Dayton Ohio

September 13 to 16, 2000, Travis AFB, Fairfield, California

September 13 to 16, 2001, Omaha, Nebraska

September 15 to 18, 2002, Colorado Springs, Colorado

September 14 to 17, 2003, Houston, Texas

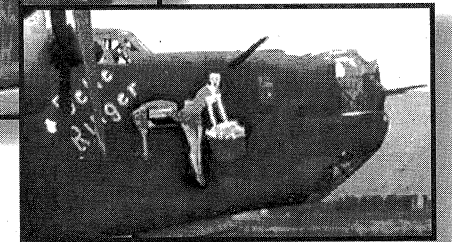
October 3 to 6, 2004, Ellsworth AFB, Rapid City, South Dakota

October 9 to 12, 2005, Shreveport - Cancelled from flood in New Orleans

October 1 to 4, 2006, Barksdale AFB, Shreveport, Louisiana

October 7 to 10, 2007, Fort Myer Army Base, Alexandria, Virginia

October 5 to 8, 2008, Wright Patterson AFB, Dayton, Ohio



781st Named- Planes and Pilots

Sixty-two Pilots and Crews were assigned to the 781st Bomb Squadron while engaged in active combat in Italy.

Many of the Pilots and crews christened their aircraft with unique names and 'Nose-Art'.

According to our records, this is a list of the '781st Named B-24's' and the Pilots who flew them. If you are aware of any other 81st 'Named' aircraft or pilot not listed, please notify me in order to up-date our files.

Alltoff
Athon
Blanch
Leggate
Cauble
Clodfelter
Dickey
Frazier
Hendrickson
Hudson
Hurd
Lovey
Martin
McKenna
Roberts
Schuster
Shetterley
Stenerson
Tipton
VanSlyke
Zalk

"Night Mare (Night Bomber)"
"Joegia Wolf"
"Long John Silver"
"Guardian Angel"
"Belle Ringer"
"Easy Maid"
"Super Natural"
"Flamin Mamie"
"Prinses Pat"
"Easy Maid"
"Guardian Angel"
"Lovey's Dovies"
"Patches"
"Chief Jo Jon"
"Pleasure Bent"
"Cluster's Folly"
"Sacajawea"
"Paper Doll"
"Crescent of The Half Moon"
"Hells Belle"
"Dragon Ass"

The Cousin I Never Knew.....

Editors note:-

This account concerning Co-Pilot 2nd Lt Raymond F. Morse sent to me by Jon Tallman, his nephew, was accompanied by the following cover letter.

Lt. Raymond Morse was Co-Pilot on the Lovey Crew.

'Having had the privilege of being invited to the 2008 781st Reunion at Wright-Patterson Air Base reignited my thoughts to the thousands of stories out there. Whether it be the Air Force, Army, Navy or Marine Corps

I was delighted to meet and have the opportunity of talking with Walter Clausen along with his wife and son at the 2008 Reunion at Wright-Patterson. I learned much about the 781st speaking with him and other members and shall always remember that.

I'm amazed not only of the group but of the individual accomplishments of our men at War. I cannot stress how important it is that stories and history be preserved for future generations. The story that follows is of my cousin, of which myself, my mother and her brother are the closest living relatives left of the man I never met.'

Jon Tallman'

And now the story:

The Plane a B-24 Liberator was nicknamed "Lovey's Dovies" with a tactical call sign of "Yellow L". The Crew consisted of my cousin Co-pilot 2nd Lt Raymond F. Morse, along with the Pilot 1st Lt. Alexander Lovey and Navigator 2nd Lt. Donald E. Toomey.

The three were part of the original crew while the rest were replacements made up of T/Sgt Lowell M. Lunn - Flight Engineer, S/Sgt Harold W. Grant - Ball Gunner, S/Sgt Charles D. Hudson - Turret Gunner, S/Sgt. Leonard J. Goldstein - Radio Operator, S/Sgt Pierre J.J. Kennedy - Tail Gunner and S/Sgt. Walter C. Clausen - Nose Gunner.

The target that day would be Blechhammer South Synthetic Oil Refinery.

Approaching the target at an Altitude between 23,000-25,000 ft., the Weather was Clear and Visibility Good. The approximate time was 11:20am and one of the crewmembers had just made the remark "looks like no flak today".

At that very moment the aircraft was struck by flak in the no.3 engine. This day was Friday October the 13th 1944 and if you were superstitious it was a bad omen, but for my young cousin on his 36th Bombing Mission and the pilot turned out to be black Friday. It didn't turn out to be much better for the rest of the crew either.

My cousin Raymond Morse, Co-pilot and the Pilot, 1st Lt. Alexander Lovey would lose their lives that day while the seven crew members that bailed out would spend the rest of the war in a POW camp.

The 465th Bomb Group lost 3 additional B-24's that day and the 464th also lost 3 B-24's that day. In fact that Friday and Saturday were the 2 worst days of October 1944 for "Missing Air Crews".

I grew up during the 50's in the small town of Mayville, NY. All my relatives lived around us within a block, grandparents, aunts, uncles and cousins. It was a tight knit community and one didn't have to travel beyond the corner store for most everything in those days.

I spent many winter nights playing canasta with Raymond's mother and father whom lived just down the block from our house. His mother, Gert, looked forward to me joining them in the evening and sometimes would have a warm fresh baked apple pie waiting for me when I arrived. The women in our families were great cooks but she made the best apple pies ever. I remember pictures of Raymond displayed in the house but little was ever mentioned about him except for the fact that he died in the war.

Now after raising my own family and having grandchildren ourselves, I've become interested in my family tree.

Two things peaked my interest in my cousin Raymon. One, we're now losing so many of our Nations Greatest Generation in vast numbers; the other having acquired the letter written to his parents from 5 Star General Harold "Hap" Arnold. Raymond enlisted on August 29, 1942 with only dreams of flying aircraft. Upon completing his specialized 4-engine training he married his high school sweetheart in April of '44 then shipped out the same month for Pantanella Air Base.

I think so often now of what the young man missed in life. Never having the opportunity of perhaps raising his own family, never experiencing such common items

today as a television or enjoying stereo music. The opportunity of visiting old friends at 781st reunions or just reading the "Pantanella Newsletter". You could go on with a list of hundreds perhaps thousands of things and to think that man has been into space and the advancement of our own Air Force and aircraft of today.

Raymond and Alexander Lovey were buried in a common dirt grave along side of 16 other airman from 4 other crashes in a Church Cemetery in Cisek, Poland under the supervision of the German Military. A propeller from one of the crashes marked the grave.

Between April of '45 and September of '47 the Youth Chapter of the Polish Red Cross took care of the grave. On September 11, 1947 they were disinterred by the U.S. Military and moved to the Ardennes American Cemetery, Belgium. From the fall of 1944 until January 8th 1945 he had only been listed as Missing-In-Action. In 1950 his parents requested his remains be returned for burial in Mayville Cemetery. His flag draped coffin was escorted by Captain William H. Miller, USAF on the New York Central Railway from New York City to Westfield then on to Mayville for burial on July 15, 1950.

Crewmembers interviewed after their release from POW camps stated on "Individual Casualty Questionnaires" they believed "They were trying to keep the plane level so the rest could jump."

The following crewmembers successfully bailed out of the aircraft:

2nd Lt. Donald E. Toomey, Navigator
T/Sgt Lowell M. Lunn, Flight Engineer
S/Sgt Harold W. Grant, Ball Gunner
S/Sgt Charles D. Hudson, Turret Gunner
S/Sgt. Leonard J. Goldstein, Radio Operator

S/Sgt Pierre J.J. Kennedy, Tail Gunner
S/Sgt. Walter C. Clausen, Nose Gunner

Jon Tallman



Alexander Lovey Crew, L to R
Rear - Alexander Lovey, Pilot; Raymond Lloyd Morse, Co-Pilot; Donald E. Toomey, Navigator; William J. West, Bombardier.
Front - Clifford M. Grant, Ball Gunner; Charles D. Hudson, Top Gunner; Lowell M. Lunn, Engr.; James J. Balsano, Tail Gunner; George N. Wingate, R/O; Wilburn Vorheiser, Nose Gunner.

Piggyback Hero...

By Ralph Kenney Bennett

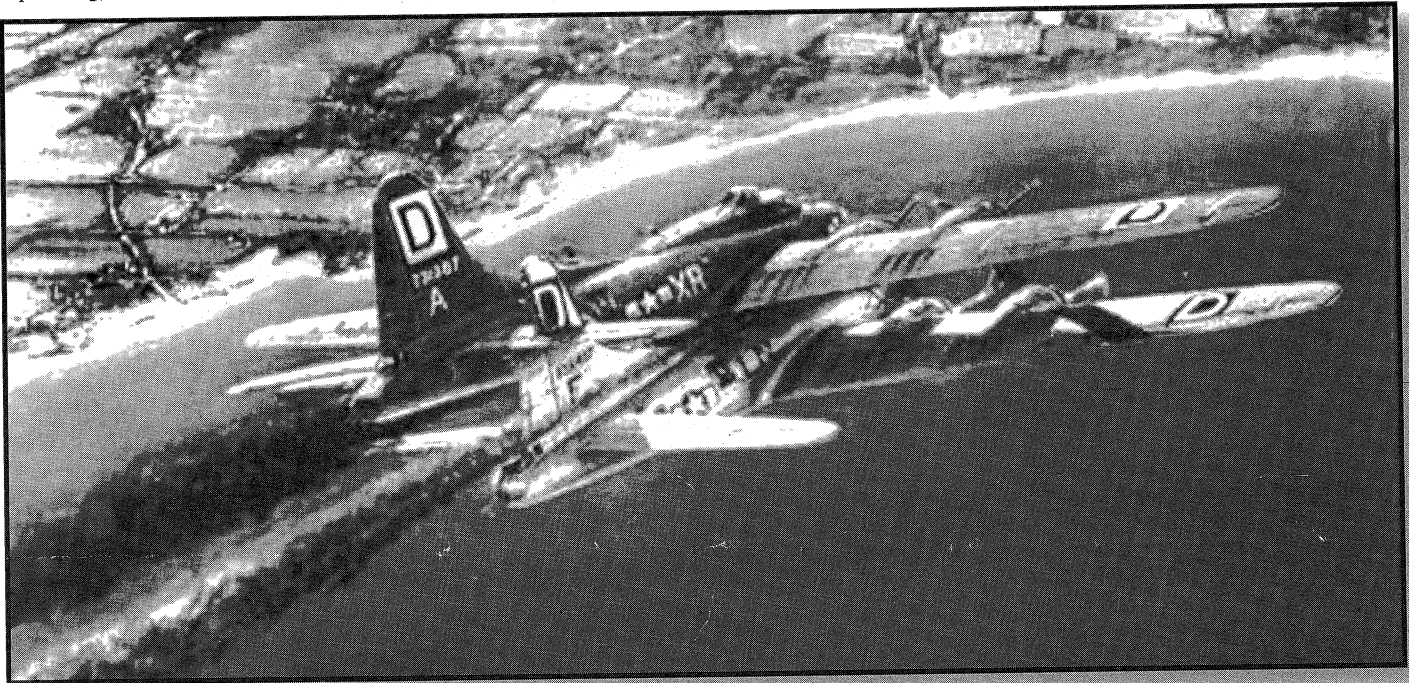
This interesting account of a 8th AF B-17 Bombing Mission over the skies of Germany was forwarded to me by email attached at the very end of a myriad of (Oh how I Hate!) 'Forwarded email' addresses'.

The article first appeared a few years previously in a National Magazine and had been circulating the net ever since. I am reprinting it here exactly as I received it.

to head out over the North Sea They had finally turned northwest, heading back to England, when they were jumped by German fighters at 22,000 feet. The Messerschmitt Me-109s pressed their attack so closely that Capt. Rojohn could see the faces of the German pilots. He and other pilots fought to remain in formation so they could use each other's guns to defend the group.

times to gun his engines and break free of the other plane. The two were inextricably locked together. Fearing a fire, Rojohn cut his engines and rang the bailout bell. For his crew to have any chance of parachuting, he had to keep the plane under control somehow...

The ball turret, hanging below the belly of the B-17, was considered by many to be a death trap -- the worst station on the bomber. In this case, both ball turrets figured in a swift and terrible drama of life and death. Staff



Piggyback Hero

By Ralph Kenney Bennett

Tomorrow they will lay the remains of Glenn Rojohn to rest in the Peace Lutheran Cemetery in the little town of Greenock, Pa., just southeast of Pittsburgh. He was 81, and had been in the air conditioning and plumbing business in nearby McKeesport. If you had seen him on the street he would probably have looked to you like so many other graying, bespectacled old World War II veterans whose names appear so often now on obituary pages.

But like so many of them, though, he seldom talked about it. He could have told you one hell of a story. He won the Air Medal, the Distinguished Flying Cross and the Purple Heart, all in one fell swoop in the skies over Germany on December 31, 1944. Fell swoop indeed.

Capt. Glenn Rojohn of the 8th Air Force's 100th Bomb Group was flying his B-17G Flying Fortress bomber on a raid over Hamburg. His formation had braved heavy flak to drop their bombs, then turned 180 degrees

Rojohn saw a B-17 ahead of him burst into flames and slide sickeningly toward the earth. He gunned his ship forward to fill in the gap. He felt a huge impact. The big bomber shuddered, felt suddenly very heavy and began losing altitude. Rojohn grasped almost immediately that he had collided with another plane. A B-17 below him, piloted by Lt. William G. McNab, had slammed the top of its fuselage into the bottom of Rojohn's. The top turret gun of McNab's plane was now locked in the belly of Rojohn's plane and the ball turret in the belly of Rojohn's had smashed through the top of McNab's. The two bombers were almost perfectly aligned -- the tail of the lower plane was slightly to the left of Rojohn's tail section. They were stuck together, as a crewman later recalled, 'like mating dragon flies.'

Three of the engines on the bottom plane were still running, as were all four of Rojohn's. The fourth engine on the lower bomber was on fire and the flames were spreading to the rest of the aircraft. The two were losing altitude quickly. Rojohn tried several

Sgt. Edward L. Woodall, Jr., in the ball turret of the lower bomber had felt the impact of the collision above him and saw shards of metal drop past him. Worse, he realized both electrical and hydraulic power was gone.

Remembering escape drills, he grabbed the handcrank, released the clutch and cranked the turret and its guns until they were straight down, then turned and climbed out the back of the turret up into the fuselage. Once inside the plane's belly Woodall saw a chilling sight, the ball turret of the other bomber protruding through the top of the fuselage. In that turret, hopelessly trapped, was Staff Sgt. Joseph Russo. Several crew members of Rojohn's plane tried frantically to crank Russo's turret around so he could escape, but, jammed into the fuselage of the lower plane, it refused to budge. Perhaps unaware that his voice was going out over the intercom of his plane, Sgt. Russo began reciting his Hail Marys.

Up in the cockpit, Capt. Rojohn and his co-pilot, 2nd Lt. William G. Leek, Jr., had propped their feet against the instrument

panel so they could pull back on their controls with all their strength, trying to prevent their plane from going into a spinning dive that would prevent the crew from jumping out. Capt. Rojohn motioned left and the two managed to wheel the huge, collision-born hybrid of a plane back toward the German coast. Leek felt like he was intruding on Sgt. Russo as his prayers crackled over the radio, so he pulled off his flying helmet with its earphones.

Rojohn, immediately grasping that the crew could not exit from the bottom of his plane, ordered his top turret gunner and his radio operator, Tech Sgts. Orville Elkin and Edward G. Neuhaus, to make their way to the back of the fuselage and out the waist door on the left behind the wing. Then he got his navigator, 2nd Lt. Robert Washington, and his bombardier, Sgt. James Shirley, to follow them. As Rojohn and Leek somehow held the plane steady, these four men, as well as waist gunner, Sgt. Roy Little, and tail gunner, Staff Sgt. Francis Chase, were able to bail out.

Now the plane locked below them was aflame. Fire poured over Rojohn's left wing. He could feel the heat from the plane below and hear the sound of 50 cal. machine gun ammunition 'cooking off' in the flames. Capt. Rojohn ordered Lt. Leek to bail out. Leek knew that without him helping keep the controls back, the plane would drop in a flaming spiral and the centrifugal force would prevent Rojohn from bailing. He refused the order.

Meanwhile, German soldiers and civilians on the ground that afternoon looked up in wonder. Some of them

thought they were seeing a new Allied secret weapon -- a strange eight-engined double bomber. But anti-aircraft gunners on the North Sea coastal island of Wangeroog had seen the collision. A German battery captain wrote in his logbook at 12:47 p.m.: 'Two fortresses collided in a formation in the NE. The planes flew hooked together and flew 20 miles south. The two planes were unable to fight anymore. The crash could be awaited so I stopped the firing at these two planes.'

Suspended in his parachute in the cold December sky, Bob Washington watched with deadly fascination as the mated bombers, trailing black smoke, fell to earth about three miles away, their downward trip ending in an ugly boiling blossom of fire.

In the cockpit Rojohn and Leek held grimly to the controls trying to ride a falling rock. Leek tersely recalled, 'The ground came up faster and faster. Praying was allowed. We gave it one last effort and slammed into the ground.' The McNab plane on the bottom exploded, vaulting the other B-17 upward and forward. It slammed back to the ground, sliding along until its left wing slammed through a wooden building and the smoldering mess came to a stop. Rojohn and Leek were still seated in their cockpit. The nose of the plane was

relatively intact, but everything from the B-17 massive wings back was destroyed. They looked at each other incredulously. Neither was badly injured.

Movies have nothing on reality. Still perhaps in shock, Leek crawled out through a huge hole behind the cockpit, felt for the familiar pack in his uniform pocket pulled out a cigarette. He placed it in his mouth and was about to light it. Then he noticed a young German soldier pointing a rifle at him. The soldier looked scared and annoyed. He grabbed the cigarette out of Leek's mouth and pointed down to the gasoline pouring out over the wing from a ruptured fuel tank.

Two of the six men who parachuted from Rojohn's plane did not survive the jump. But the other four and, amazingly, four men from the other bomber, including ball turret gunner Woodall, survived. All were taken prisoner. Several of them were interrogated at length by the Germans until they were satisfied that what had crashed was not a new American secret weapon.

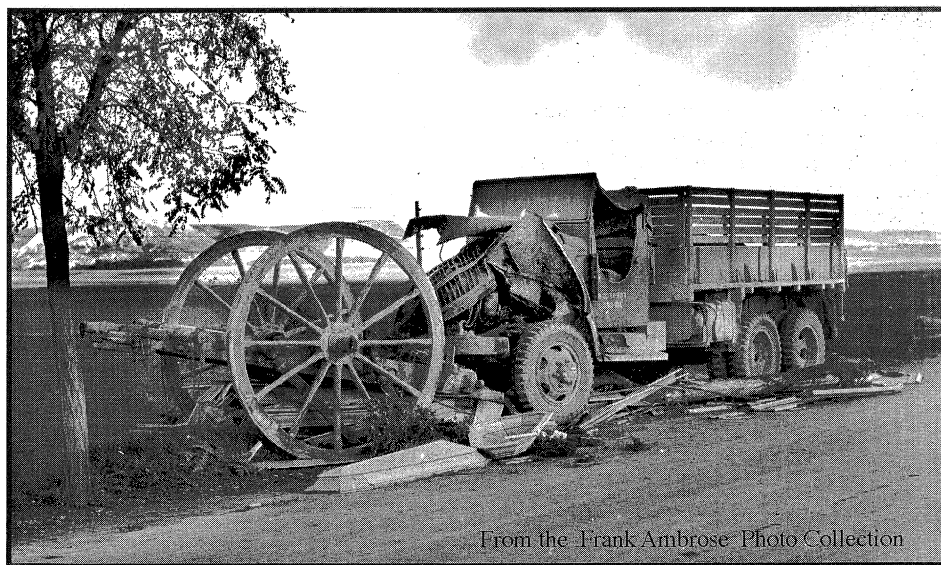
Rojohn, typically, didn't talk much about his Distinguished Flying Cross. Of Leek, he said, 'in all fairness to my co-pilot, he's the reason I'm alive today.'

Like so many veterans, Rojohn got unsentimentally back to life after the war, marrying and raising a son and daughter. For many years, though, he tried to link back up with Leek, going through government records to try to track him down. It took him 40 years, but in 1986, he found the number of Leek's mother, in Washington State. Yes, her son Bill was visiting from California. Would Rojohn like to speak with him? Some things are better left unsaid. One can imagine that first conversation between the two men who had shared that wild ride in the cockpit of a B-17. A year later, the two were re-united at a reunion of the 100th Bomb Group in Long Beach, Calif. Bill Leek died the following year.

Glenn Rojohn was the last survivor of the remarkable piggyback flight. He was like thousands upon thousands of men, soda jerks and lumberjacks, teachers and dentists, students and lawyers and service station attendants and store clerks and farm boys, who in the prime of their lives went to war.

He died last Saturday after a long siege of sickness. But he apparently faced that final battle with the same grim aplomb he displayed on that remarkable day over Germany so long ago.

Let us be thankful for such men.



From the Frank Ambrose Photo Collection

The Awesome Casualties of War.

Two casualties occurred in this encounter between a two-wheeled ass drawn cart and a US 2.5 ton truck along the Apian road to Rome.

In addition to the demise of the 2.5 ton US vehicle, the donkey also died. Both the Italian driving the cart and the truck driver survived

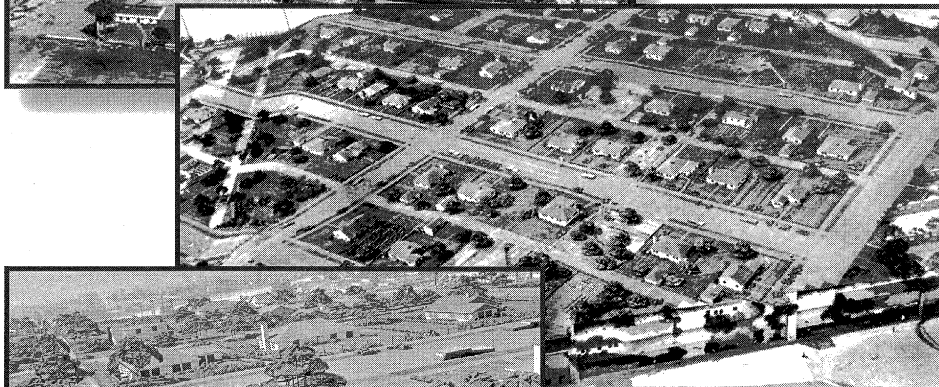


Now You See It-

In the photo above, Boeings #2 Plant in Seattle is shown as it appeared before December 7, 1941



Right:-
Close-up aerial
photograph of the
#2 Boeing factory
rooftop appearing
as a small rural
community

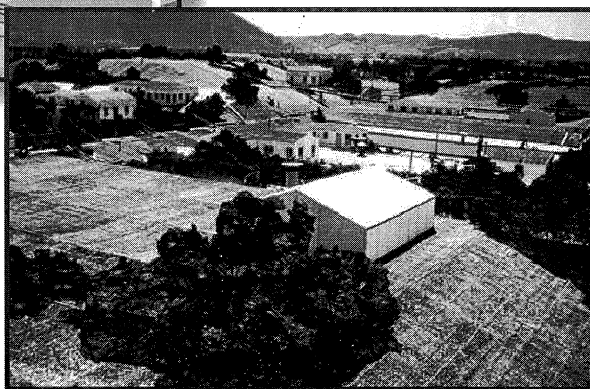


Above:-
From the air, the
'Illusion' of a small
neighborhood hiding
the activity beneath was
surprisingly realistic.



Workers walking over the camouflaged Boeing plant. Under this detailed walkable camouflage roof of fake housing, Boeing B-17F Flying Fortresses were being produced in 1942-1945.

Right photo shows the remarkable detail used to create the 'Illusion'



Hokus-Pokus--- Hiding

After December 7, 1941, camouflaging aircraft factories and even shipyards was suddenly the "IN" thing to do along the Pacific Coast.

Because of their location on the West Coast and their importance to the defense industry, elaborate steps were taken to disguise the Aircraft Plants located there in order to lessen the chances of them being a target for enemy bombers. To accomplish this gigantic task the mission was assigned to the Army Corps of Engineers.

Movie studio Set Designers were used to help with the design for hiding the true nature of the aircraft plants to make them appear as something other than what they were.

Fake houses were made of canvas and plywood. Chicken wire and feather mesh trees lined streets painted on the rooftops of the aircraft plant buildings giving them the illusion from the sky of a serene urban setting.

Huge parking lots were covered with acres of camouflage netting giving the appearance of backyard gardens.

After December 7, 1941 the Lockheed and Boeing aircraft factories along the West Coast were put under netting to try and hide them from a potential Japanese aircraft attack. The Boeing plant went even further with fake houses and trees over the factory.

The effectiveness of this was never tested - no Japanese aircraft ever got anywhere near any of these factories. However it did instill the sense of the war, the collective threat, to the people not on the front lines in those areas.

The idea of deceiving the enemy as to what you are doing is not new. Trying to hide individual items from observation is not new, trying to hide whole factories from aerial bombing during the Second World War was new.

The Army Corps of Engineers took on the role of camouflaging Boeing's Seattle Plant to 'hide' it from a potential air raid. To confuse enemy bombers Boeing camouflaged nearly 26 acres of the Seattle plant where the B-17's and

ng an Aircraft Factory

the B-29's were built.

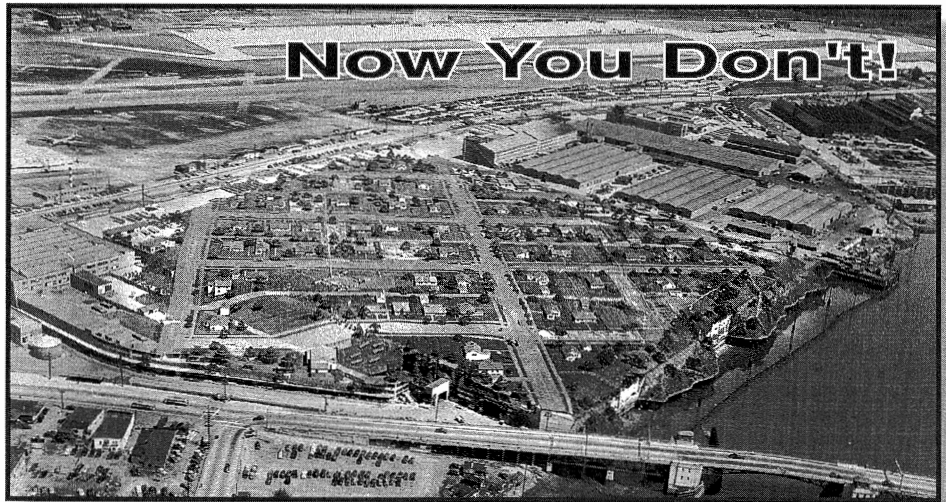
To make it look like a rural subdivision from the air, Boeing's Plant 2 was covered with a three-dimensional wire, plywood and canvas structure that was made to look like a town, including trees, houses and schools, instead of a wartime airplane factory.

John Stewart Detlie, a Hollywood set designer, helped "hide" Boeing's # 2 Seattle plant camouflaging it using his Hollywood design techniques.

The fake housing development covered nearly 26 acres with netting, plywood and other material over the buildings and parking lots.

There were actually a bunch of people that worked up on the roof, some actually did gardening and normal daily life things up there! Others consistently moved scenery around, "pedestrian "mannequins cars etc.-It was their job to make the roof top look as real as possible.

The Germans went to elaborate lengths to hide factories with netting and smoke screens - even so far as to build dummy oil refineries with similar reference points to fool bombardiers trying to hit the dummy fields instead of the real factory which was a few miles further on - it is known to have actually worked once.

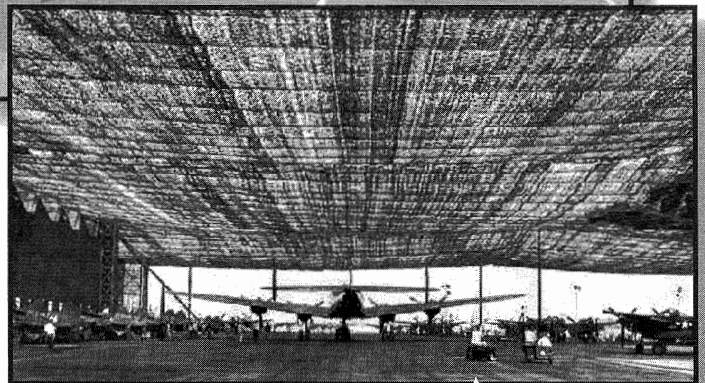


Oblique view of the Seattle Boeing Plant in World War Two
Looking East from around 1500 feet at the production plant.
A B-29 is on the tarmac, one on the runway a B-17
on the other side of the field.

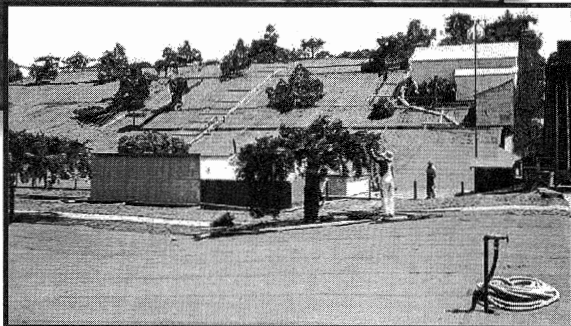


Left:-
The public parking
lot at the Lockheed
Air Terminal. Lot is
covered with World
War II camouflage
netting.

Below:
Aircraft Workers
parking lot as it
appeared during
WWII



B-29s under construction inside and under camouflage
on the outside



Close up photos showing the extent that the Army
Corps of Engineers had gone to in order to camou-
flage the buildings to make them appear as something
other than what they actually were.

WHITEMAN AFB and The B-2 SPIRIT

Whiteman AFB, Mo., is the only operational base for the B-2.

The B-2 Spirit is a multi-role bomber capable of delivering both conventional and nuclear munitions. A dramatic leap forward in technology, the bomber represents a major milestone in the U.S. bomber modernization program.

The B-2 brings massive firepower to bear, in a short time, anywhere on the globe through previously impenetrable defenses.

The combat effectiveness of the B-2 was proved in Operation Allied Force, where it was responsible for destroying 33 percent of all Serbian targets in the first eight weeks, by flying nonstop to Kosovo from its home base in Missouri and back.

In support of Operation Enduring Freedom, the B-2 flew one of its longest missions to date from Whiteman to Afghanistan and back. The B-2 completed its first-ever combat deployment in support of Operation Iraqi Freedom, flying 22 sorties from a forward

operating location as well as 27 sorties from Whiteman AFB and releasing more than 1.5 million pounds of munitions.

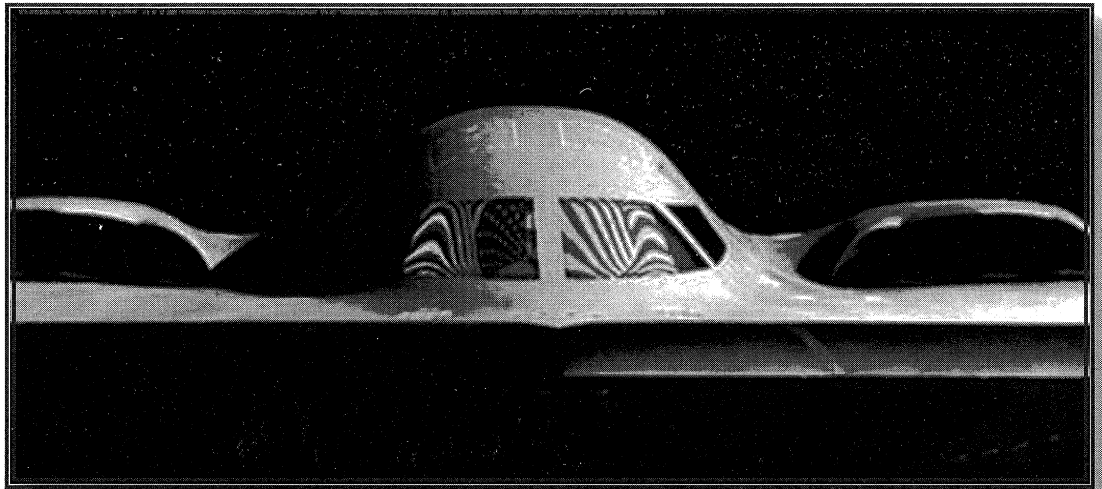
The B-2's proven combat performance led to declaration of full operational capability in December 2003.

The B-2's low observability is derived from a combination of reduced infrared, acoustic, electromagnetic, visual and radar signatures. These signatures make

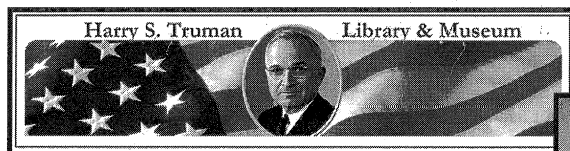
it difficult for the sophisticated defensive systems to detect, track and engage the aircraft.

Many aspects of the low-observability process remain classified; however, the B-2's composite materials, special coatings and flying-wing design all contribute to its "stealthiness."

The B-2 has a crew of two pilots, a pilot in the left seat and mission commander in the right, compared to the B-1B's crew of four and the B-52's crew of five.



B-2 Bomber.....-Like a Humongous Alien From Outer Space



REUNION PLANS GOING FORWARD

Plans for our upcoming '09 Reunion have been in the works since the last reunion in Dayton. The reunion committee had their first meeting in Sioux City and elected Carole Lee as Reunion Chairman. Since then Carole has been busy visiting and contacting different hotels and venues in and around KC and Independence, Mo. A few of the venues she has been exploring is a visit to the National WW I Museum, President Harry Truman Museum, and Whiteman AFB among others.

The dates have been set as Sunday, October 4th to Wednesday October 7, 2009.

As of this writing, firm arrangements have been made with the hotel. A contract with the Holiday Garden Inn in Independence, Missouri has been finalized and will be our home base for the duration of the reunion.

Assisting Carole is Earl Leinart, he has been busy contacting different individuals to serve as a keynote speaker at the banquet.

Reservations for tours have also been finalized with the Truman Presidential Library and a tour of the a B-2 and B-10 Bomber at Whiteman AFB is in the works. A possible side tour to the National World War One Museum in KC is being considered.

This Reunion is going to be **BIG!**

781st BS Assoc 2009 Reunion

October 4-5-6-7, 2009

Hilton Garden Inn

Independence, MO

Tel: 1-816-350-3000

Tentative Reunion Agenda

Sunday, October 4, 2009

3:00 PM to 9:00 PM Registration/Hospitality

Monday, October 5, 2009

9:00AM- 5:00 PM Registration/Hospitality

7:00 PM Board of Director's Meeting

Tuesday, October 6, 2009

8:00 AM Bus to Whiteman AFB

10:00 AM-11:00 AM Memorial Service

11:00 AM-12:00 Noon Lunch - Mission End

12:00 - 13:30 Tour B-2, A-10, Apache

5:00 PM Business Mtg - Hospitality

Wednesday, October 7, 2009

10:00 - ? Truman Library and Museum

6:00 to 7:00 PM Open Bar

7:00 to 8:30 PM Banquet - Hotel

8:30 to 9:30 PM Program



Facts of War

A study was conducted in the fall of 1944 by the AAF Unit Training Division.

The study analyzed the 3rd Quarters, 1944 accidents of both the B-17 and B-24 planes.

In the final report, Colonel Walker, Chief of the Unit Training Division, stated the following:

The extensive use of the B-24 is inconsistent with the blunt fact that it is the most extravagant killer of any airplane in the AAF since Pearl Harbor through September 1944.

B-24 accidents in the U.S. have resulted in 2,188 fatalities.

In the first 9 months of 1944, B-24's did only 6% of total flying in the U.S. but accounted for 26% of all fatalities.

They flew 5% less than B-17's but had 105% more fatalities and 85% more wrecks.

Had the B-24 had as good accident rate as the B-17 during the period 7 December 1941 through September 1944, there would have been a saving of 230 aircraft wrecked, 904 lives, and approximately \$60,000,000.

BACK ISSUES PANTANELLA NEWS

Many individuals have been requesting 'Back' issues of the PANTANELLA NEWS. A limited number of assorted back issues are still in my possession.

If you are interested in securing one or more of the copies that I still have in my possession you can now do so.

A minimum donation of \$1.00 or more per issue is requested to cover the cost of postage. Donations over the \$1.00 will be applied to the 781st Bomb Squadron Association Treasury.

Send your requests to:

Frank Ambrose, Editor
Pantanelle News
44 East Blvd.
Gloversville, NY 12078

DONATIONS....

Patty Kill reports that donations to the 781st Bomb Squadron Association have been received from the following individuals[-

- Judith Willett
- Francis K. Kill
- Harry M. Smith
- Ray Tyler
- Walter Clauson

And Letters...

From: sdale@colcenter.org
Subject: Your website: WWII 15th AF
Date: February 2, 2009
To: frank@frankambrose.com

I just stumbled onto your site looking for information about the 15th AF in WWII.

My uncle (Sergeant Lionel Jerome Emswiler) was in the 15th, 763rd BS as an aerial tail gunner. It's probably getting harder to find anyone still living from this group. I may have started my research too late.

My uncle died on April 27, 1945 in Bari, Italy. He had completed 25 missions. His story in the paper read: "On April 27, a surrounded and desperate troop of American soldiers radioed for food, medicine and ammunition. Sergeant Emswiler's bomber returned from a combat mission while a flight to air-drop supplies was planned. One cargo plane crew without a co-pilot was denied permission to take off. Sergeant Emswiler volunteered to serve as co-pilot, so the plane was cleared to make the flight. The cargo plane was attacked, caught fire and crashed near an Italian monastery. Everyone on board died."

His older brother died in Normandy Feb. 14, 1944. His younger brother, my father, passed away when I was just one week old.

So you see, I have never known any of the Emswiler boys. I am the last in the family tree. I would love to connect with anyone who might have known Lionel - "Bud".

Thanks for hearing my story. If you have any ideas for me regarding more infor-

mation I could find, I would very much appreciate it.

Thank you too, for the prayer for our troops. We so need to keep them in prayer.

Blessings,

Janet Sue Emswiler-Dale

From: worthmeg@comcast.net
Subject: Pantanelle
Date: December 20, 2008
To: frank@frankambrose.com

Hello Frank,

My dad and I just found your webpage. He was there in 1944-45 as a hydraulic mechanic in the 387th air service squadron. He believes he was there the entire time. Their encampment was down the hill from the bomb groups for good access to aircraft.

He had been describing the place to me so was excited to see your sight. Are you still active in this historical endeavor?

Meg for Donald R. Moeller

READERS...

I am still looking for stories and or photos about your experiences in or out of the "Service".

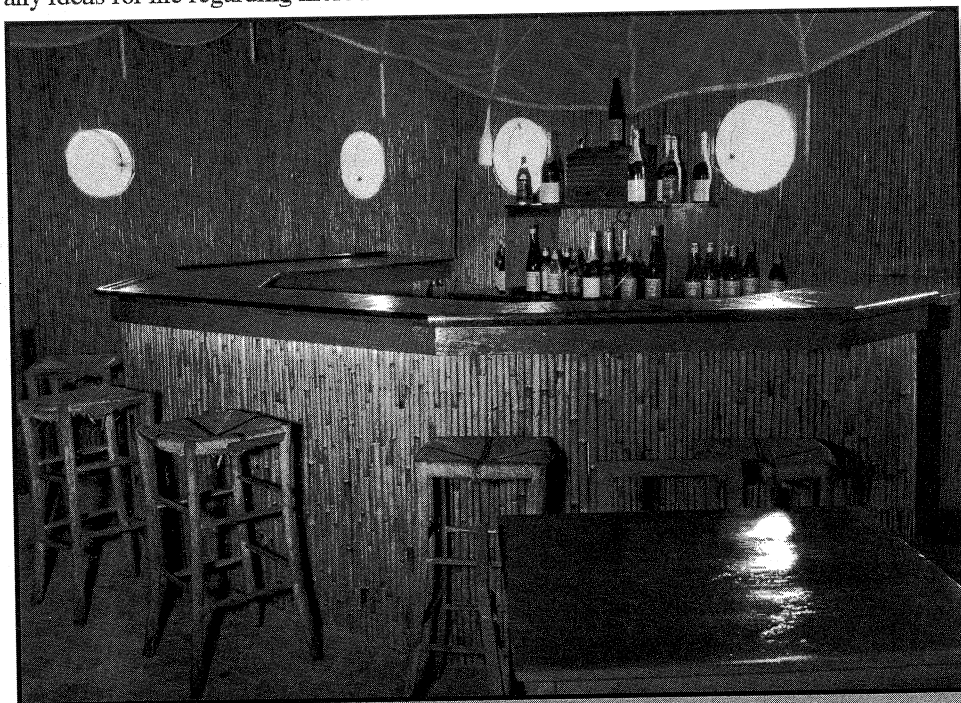
Send by Email or Snail Mail to:-

FRANK AMBROSE

44 East Blvd

Gloversville NY 12078

Email: <frank@frankambrose.com>



OK, Guys..

Now that you have your thinking caps on, can you remember seeing or ever spending time here? If you were an Officer you probably have never seen it. Tell me, what is it, or where was it?

And about your dues....

By now you should be aware of the change in the Treasurers' position.

Patty Kill, our new Associate member, was elected Association Treasurer taking over her fathers position.

Please send your yearly dues directly to her at the address below.

Please be advised that we do not send out "Dues are Due" notices.

If you are not a "Life Member" your dues are due in January of each year.

If you have not paid your dues yet for this year, now is a good time to do it.

Mail all dues to :-

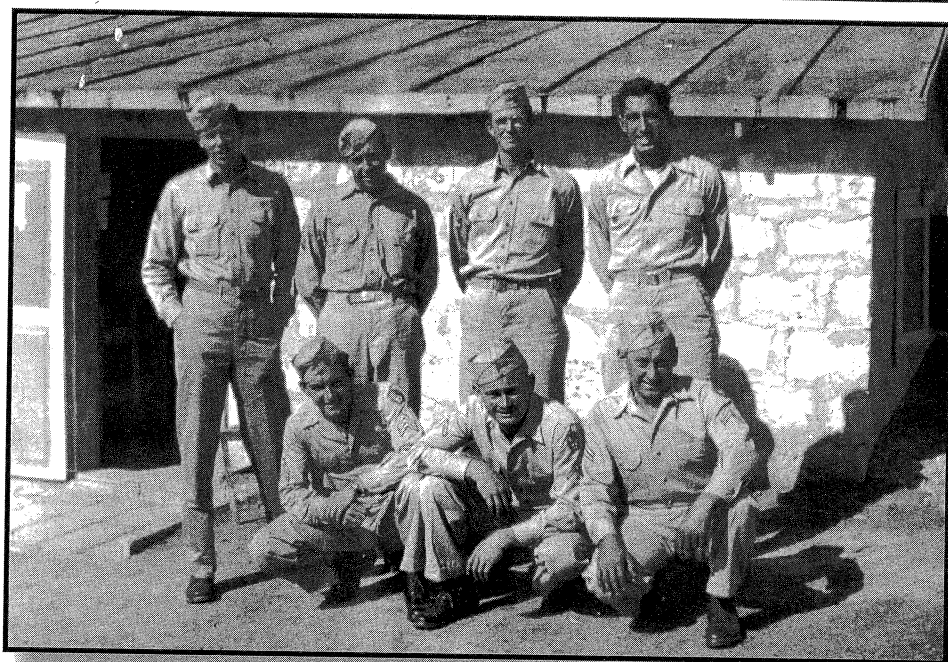
781st. Sqd. Treasurer:-

PATTY KILL

35 Southfield Ct.

Springboro, OH 45066

email: <pkill@woh.rr.com>



From the Frank Ambrose Collection

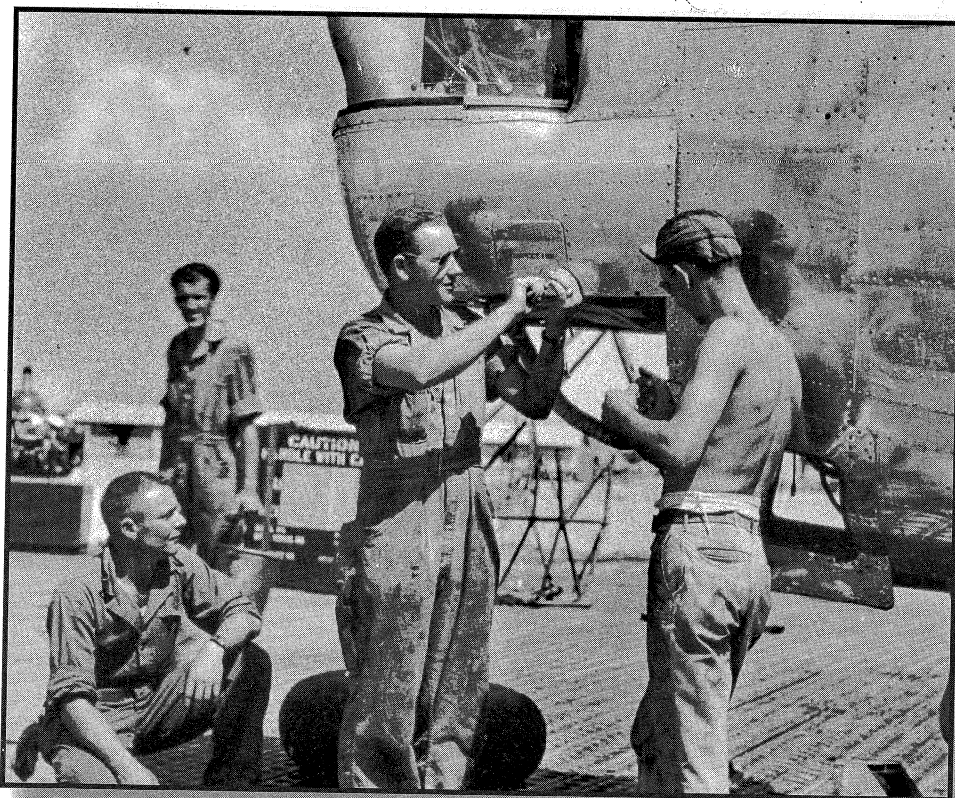
Men of the 781st Ordnance Section pose in front of their "Casa" made of 'Tufa Brick' and materials scrounged from the Bomb Dump.

Standing: L to R:-

Winton Howell, John Zadrozny, Melvin Dillard, J Peter Ministerelli

Kneeling L to R:-

Loren W. Foote, Herman Michel and John (Smokey) Sim



Another Mystery Photo

OK Guys, I have been going through mountains of photos I had taken while at 'Pantanello' and found this photo showing a group of men repairing 'flak damage' to the nose of one of our 24's.

Get out your thinking caps-- if you can identify any of the men shown in this photo or recall the incident please notify me so that I can update the caption.

REGARDING ADDRESS LABELS

The mailing labels on the "PANTANELLA NEWS" have been updated showing the year your dues were last paid. Please check your mailing label. If you are not a life member and it has a year previous to 2009, your dues are due.

The Bylaws state: There shall be an annual fee of \$10.00, hereinafter called annual dues, payable in advance, on or before January 1.

The Treasurer will except them at any time throughout the year and will then update your label.

Dues are still \$10.00 a year.

Send dues to:-

781st Bomb Squadron Treasurer,

Patty Kill,

35 Southfield Ct.,

Springboro, OH 45066.

SHINNY 17's & 24's

In January of 1944 a change in policy stated that all aircraft were to be left in a natural metal finish. This cut down the production time (no painting) plus it saved weight which meant either more fuel or bombs could be carried. The weight of paint could reach 500 lbs or more on a B-24 or B-17 Flying Fortress.

FOLDED WINGS**Bonnie G. Rowe**

Navigator; Martz Crew
Bonnie Rowe died peacefully in his sleep December 2009.

Members can remember Bonnie, always with a broad smile and either playing a piano or expounding in a very thick 'Jaw-ja' (phonetic) accent, on the exploits of his father, who was a "Wing Walker" and Stuntman.



Bonnie Rowe at the last reunion, doing what he loved best.

Dempsey Brett:

Nose Gunner Griffith Crew

Dempsey Brett died 9/20/07.

Reported by Carole Lee

Doris Woody: Widow of Waltert H. Woody, Radioman on the Barnett Crew #261

Doris Woody passed away November 16, 2008.

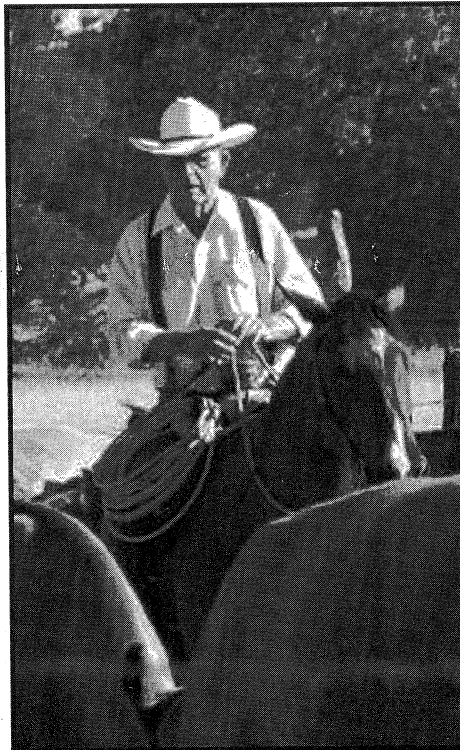
Reported by Earl Leinart

Bill Joseph Barrie:

Armament Section

The children of **Bill Joseph Barrie** would like you to know that their father passed away on August 23, of 2008. was 85 years old, Bill rode his horse through the cattle with his son Jim and helped on the ranch up to the time of his death. Bill was diagnosed with Pancreatic Cancer and blessed with only 30 days from time of diagnosis until his time of death. He died at home with his family surrounding him. He always enjoyed the reunions that he attended with his wife Helen Ann and talked about his Army buddies with great fondness. Thank you

Jim and Stephanie Barrie

**President's Corner****781st Friends –**

It seems like yesterday we were saying Happy New Year and now it is tax season. Do you ever wonder how time can go so fast? They say that the older one gets, the faster time flies.

Well I guess I'm ancient because it sure flies for me. I know everyone is busy. Even our retired members keep busy. I personally have two part time jobs and it keeps me very busy. I

want to thank all you busy people that still take time to keep up with the 781st Bomb Squadron Association business.

Our next reunion in Kansas City is progressing. Be sure to check for more information on that in this Newsletter. We need help from you, the members, in planning for reunions.

If you have an idea about where you would like to go next, do a little research and see what is available at that site. We would like some ideas presented at the next reunion with some information prepared ahead of time. Even if we have been someplace, we could go back there because there are some members that have not been to all the reunions.

And finally, I want to thank Frank Ambrose for the great Pantanella News that we receive. I'd say the best in the nation. However, this is the only one I've ever seen.

Orren Lee

**Caption for B-2 Photo on Back Cover---**

A **B-2 Bomber** refuels over the Pacific Ocean from a KC-135 Stratotanker during a deployment to Andersen Air Force Base, Guam.

The bomber deployed as part of a rotation that has provided U.S. Pacific Command officials a continuous bomber presence in the Asia-Pacific region, enhancing regional security and the U.S. commitment to the Western Pacific. The B-2 Spirit is from the 509th Bomb Wing at **Whiteman AFB, Mo.**

The Stratotanker is assigned to the Illinois Air National Guard's 126th Air Re-fueling Wing at Scott AFB.

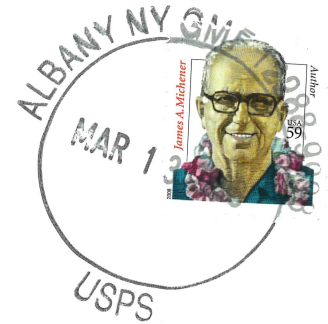
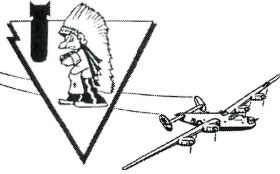
U.S. Air Force photo by Master Sgt. Val Gempis

Our thoughts and
prayers
are with all our fallen
comrades
who have found
everlasting peace

You have served your country well.
We will remember you forever

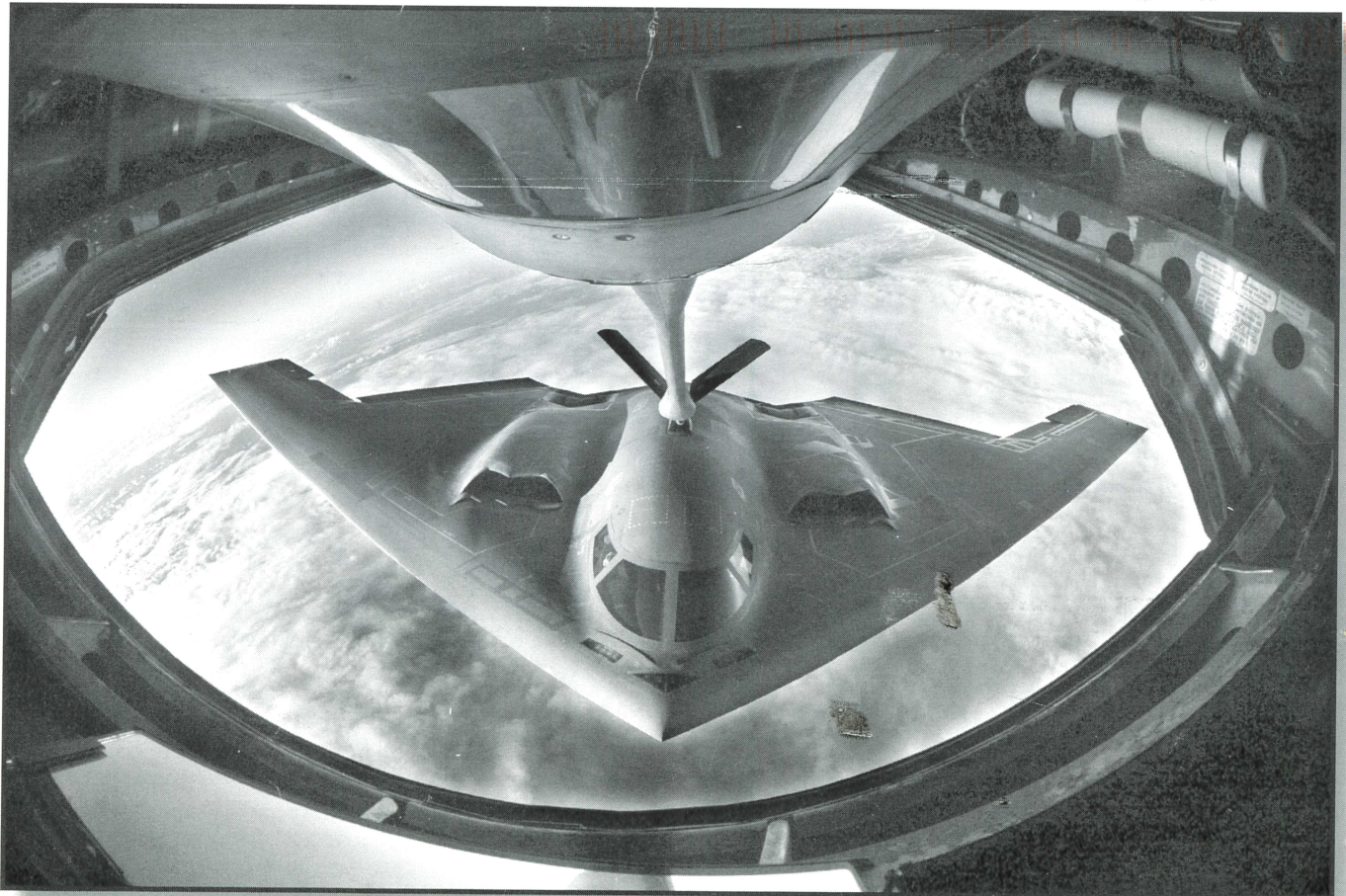
PANTANELLA NEWS April 2009

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c/o Frank Ambrose, Editor
44 East Blvd.
Gloversville, NY 12078



781st BS
2009 Reunion
October 4-5-6-7, 2009
Hilton Garden Inn
Independence, MO
PLAN ON IT!

2009
ORREN LEE
2312 BRAEMAR DR.
SIOUX FALLS, SD 57105



See Caption for this Photo on Page 11