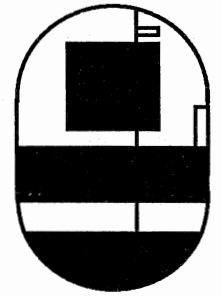




# PANTANELLA NEWS



JANUARY 1988

Published by 781st Bomb Squadron Association

NUMBER 15

## HISTORY BOOK GOING TO PRESS YOUR LAST CHANCE TO PLACE A FIRM ORDER

In our last newsletter we featured the reunion on the first thirteen pages with an article on the history book on the last page. As a result we did not get the response we had expected. Frankly, we are a bit disappointed with the orders to date. For those of you who attended the reunion, orders are nearly 100%. We evidently have not explained the book adequately to those not attending. We will try to do that at this time.

First, let us explain the necessity of having all orders in at this time. Printing costs are mainly in the set-up. It is not practical to have more than one printing on this book as the cost would be too high. Then we have to pay cash upon receipt of the books. We have to make a judgement on how many to order. We have made a commitment which we feel is too low, but we have no alternative with the present number of orders. Printing has been delayed two weeks, therefore, we can increase the order if you get your order in immediately after receiving your newsletter.

Now for the good news - what the history book is all about. Three years ago Harry Carl was located and very shortly after that he volunteered to do the history book. Harry had plans to do this after WWII, but school, family and business took precedent as it did with all of us at that time. He had the valuable list of names, photos, and personal knowledge by being with the squadron from the very start until it was deactivated in July 1945.

Now, three years later, after hundreds of hours of work probably the most complete history book of any squadron or group is ready for the printers. The book will be 8 1/2 x 11 with at least 160 glossy pages to give the best possible reproduction of the photo-

graphs which will make up over 25% of the publications. It will have an imitation leather hard cover with the Squadron insignia and the name embossed in gold, suitable for coffee-table display.

It details the formation and training of the Squadron from Davis-Monthan AAB at Tucson, Arizona through Orlando, Florida, Camp Kearns, Utah, and McCook, Nebraska and the movement overseas through North Africa to Pantanella AAB, Italy. It covers day by day every mission flown by the Squadron and the Group and includes

nance Sections plus pictures of individuals from all the other units of the Squadron. Plus many, many photographs of aircraft - and of people, in various activities.

It has a summary tabulation of the statistics of the Squadron and includes a roster of every man who served in the 781st Bombardment Squadron. Last, but not least, it shows in detail just where Pantanella was located and what it was like - from the air and on the ground.

Harry Carl has spared no effort to make this History of you Squadron a book that you will be proud to own and show to your friends and pass on to your children and grandchildren.



**REUNION '90** - In a survey of the board of directors all but one chose Boston as their first choice for the site of the reunion for 1990. There were two reasons for doing so. First the majority of those attending the last reunion voted for the east coast. Second, we will have use of the B-24 for a day to photo, climb through at our leisure, and some will have the opportunity to fly.

We are negotiating with hotels on the western edge of Boston, near Hanscom Field, where the B-24 will be stationed at that time. Since September rates are 30% higher than August we are negotiating for a late August date.

The Boston area is a great area for touring. Boston itself has many attractions, then there is the Cape, the coast north, and the forest area of Maine, New Hampshire, and Vermont.

We hope to have a firm decision by the next newsletter in April. In the meantime, keep late August 1990 open for reunion time.

the names of the 781st Squadron pilots on each mission, results achieved, enemy opposition encountered, Squadron casualties suffered. It includes a monthly listing of everyone who was awarded a medal during that month as well as credits earned by gunners against enemy aircraft.

There are pictures of every air crew but one, (R. C. Jones) each photo covering one-half page and with complete identification of the crew members, including the few missing from some pictures.

There are also photos of the Armament, Communications, Engineering, and Ord-

# THE 78ST IS BATTING ONE THOUSAND!!!

Over one thousand of the men that served in the 781st Bomb Squadron have been located. Our original roster showed exactly 1100 men. This was compiled by Harry Carl, our Historian. There was no complete list of all who served. It had to be gathered from orders assigning men to the squadron. Since there were no files to produce these orders we had to continually check over those available from the archives and from individuals in the squadron. Since three years ago, when Harry Carl's list was prepared, we have found orders for other men who served in the 781st. For the purpose of definition our association is formed by all men who served in the 781st during WWII, and those names comprise our list.

Harry Carl's number now is 1185 total men who served in our squadron. There were a few men who served a very short time, or were transferred to other squadrons, and served most of their time there and do not

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desire to be listed with our squadron association.

As of January 1, 1989 we show 622 that have been located and are among the living, and 382 have been either located and died since or we found out from family members, or other sources, that they are deceased. That totals 1004 !!

That leaves 181 not located. We are continually finding new ways to locate a lost comrade. All we need is a clue and you will have to furnish these clues to our search chairman, Walt Longacre, and he will get on the trail.

## NOW HERE ARE SOME NEW MEMBERS

**Selmer E. Hansen**, RT #1, Box 38A, Downing, WI 54734.

**Robert F. Armstrong**, 5448 Springwood Blvd, Pinellas Park, FL 34666. Phone 813 546-0698.

**Merrill Putnam**, 3422 9th W, Seattle, WA 98119, Phone 206 283-3286

**George H. Larson**, 2387 S. Ogden, Denver, CO 80200, Phone 303 744-2049.

**Conrad Marvel**, 5357 Zion Place, Tulsa, OK 74105.

**Orren J. Lee**, 2312 Braemer Dr., Sioux Falls, SD 57262. Phone 605 339 1297.

**Lewis L. Coghill**, 3143 Kimball, Chicago, IL 60618. Phone 312 267-2092.

**Leon C. Guy**, 307 Carolyn Dr., Benson, NC 27504. Phone 919 894-8277.

**Roland Frampton Green**, 1446 Westminster Ave., Salt Lake City, UT 84105. Phone 801 466-6633.

**Rich J. Linden**, 1833 North Myrtle, Elmhurst, IL 60126. Phone 312 279-5451.

**Watt A. Sperry**, 10228 Airwood St., New Orleans, LA 70127. Phone 504 241-8040.

**Phil Kirby**, 3102 Echo Hills Dr., Lewiston, ID 83501.

**Kennard R. Wiggins**, 5280 Old French Road, Shingles Springs, CA 95682. Phone 916 677-7371.

**Harold Baughman**, 54 Roselle Ave., El Cajon, CA 92021. Phone 619 442 2486.

**Albert Lanzoni**, 18 Aniaya Way, Trenton, NJ 08610.

**John T. Benson**, 180 Olive Dr., Traveres, FL 32778, Phone 904 343-1336.

**Harold F. Achenbach**, 2449 S. Colorado Blvd #114, Denver CO 80222.

**Thomas G. Arthur**, 2029 Century Park E. #1430, Phone 213 556-0223.

**Vincent T. Boyle**, 4580 Jettridge Dr., Atlanta, GA 30327.

**Albert B. Copeland**, 270 E. Sandra, Tulare, CA 93274.

**George M. Herman**, 4739 W Leonesio Dr., Sun Valley, NV 89433.

**John C. Richardson, Jr.**, 203 Hunter Dr., Ocean Springs, MS 39564.

**Burton Sanders**, 8355 Whitegret Way,

Lake Worth, FL 33467.

**Jack W. Smith**, 815 40th St., Odgen, UT 84403. Phone 801 392-7694.

**William T. Swisher**, 1912 Westwind St., Santa Ana, CA 92704. Phone 714 754-7304.

**Ronald E. Hill**, 298 140th Ave., Carlisle, IA 50047.

## HERE IS HOW THEY WERE FOUND

The explanation may appear simple like a letter to the Postmaster. This only gives the contact that found the man. There could have been numerous letters and phone calls before to other contacts without success.

**Selmer E. Hansen** (Zalk/Gunner) is the last man to be located on the Zalk crew. Walt Longacre sent a letter to the Postmaster and got the reply.

**Robert F. Armstrong** (Medics) was located after Walt contacted the Flint, Michigan Police Dept. The police contacted the county where Robert had been employed. They turned it over to the retirement office and they in turn sent Walt's letter to Armstrong's address in Florida.

**Merrill Putnam** (Ground Echelon) served at McCook and was located by Walt.

**George Larson** (Radar Mechanic) was another located by Walt. George moved from the address Walt had on him and he couldn't get a phone number on him. A little extra work and we got him straightened out. **Conrad Marvel** was located by Walt.

**Orren Lee** (Radio Operator on Beck crew) was located by Walt through the postmaster Marian Kensinger. She attended high school with Lee and called another classmate to get the address.

**Lewis Coghill** (Engineering) was located for Walt by the Kirksville, Missouri Police Department.

**Leon C. Guy's** address (Engineer/J. T. Smith) was sent in by his step daughter as the result of a letter by Walt Longacre. Leon was very pleased to have been found and is interested in the next reunion.

**Rich Linden** (Ball gunner/Hudson) was located by the police department after receiving a letter from Walt Longacre. Rich is the last member of the Hudson crew to be located.

**Roland Frampton Green** (Engineering) was another one that was located by the Salt Lake City Police Department in response to a letter from Walt.

**Watts A. Sperry** (Radar Mechanic) was located by your editor. In a stop in New Orleans on my way to see the B-24 restoration in Florida I checked the phone book, but no Watts Sperry was listed. After five phone calls for other Sperrys listed I got Walt's brother. He informed me Watts had an unlisted number.

**Phil Kirby** was also located by Walt Long-

gacre by writing a letter to the Spalding Police Department (Utah). Since they have no police department the Postmaster replied with Phil Kirby's address.

**Kennard Wiggins** (Ball Gunner/O'Brien) was located by Harry Carl. It was a phone call to a Wiggins nearby who informed Harry that Kennard was his brother and lived in California.

**John T. Benson** (Hurd/Navigator) was on Walt's list for awhile. He had word he was in Florida and on a recent vacation there Walt was going through the phone books in the retirement areas and Bingo - he found John Benson listed.

**Harold Baughman** (Radar Mechanic)

**Albert Lanzoni** (Intelligence)

**Harold F. Achenbach** (O'Brien/Bombardier) just took a correction in an address we had. On a recent trip to Denver I got the address corrected. The O'Brien crew is now all accounted for.

**Thomas G. Arthur** (Athon/Navigator). A special effort was put on the search for Thomas Arthur since he was the artist that designed our squadron insignia and did many of the paintings on the mess hall walls, etc. Henry Willetts spent time on his search as did many others. Recently I came across an address that I thought may be a lead. I could not get a Thomas Arthur there, then, with the most cooperative phone service that I have had I got the Arthur Food Service number. I had a hunch on this name since I knew Arthur's family had been in a related business. It turned out to be Thomas Arthur's office.

**Albert B. Copeland** (Tannenbaum/Nose Gunner) was re-located. We had an address earlier, then he moved and it has been some time, but we have prevailed.

**Jack Smith** (Gaines/Top Gunner) was located by the Fullerton, California police department for Walt.

**William Swisher** (Engineering) was another one located by the police department for Walt.

**Ronald E. Hill** (Athon/Radio Operator) took some time for Walt to find. The Los Angeles Police did a search and found that his address was now a school and could not find Ron Hill. Then it was back to the phone books and back to Iowa that Walt remembered he came from. There the Des Moines Police searched the surrounding area and came up with the address. And this completes the search for the Athon crew.

If you know any of these men give them a call. They have missed our reunions, but would like to hear from you.

We have received many replies from inquiries for our lost comrades. Many are just a short note and often on the bottom of the letter or note that is sent. Some are complete

letters and often very interesting. Here are two recent ones Walt Longacre received; From the Division of Police in Zanesville, Ohio, "We received your letter dated October 5, 1988 in reference to locating one Edgar Nouil and did attempt to do so. However, I am sorry to say that we have been unable to locate any Mr. Nouil in this area.

We have contacted the following persons and/or organizations to assist us with this matter. They are:

1. The V. F. W.
2. American Legion
3. Army Reserve Center
4. Sailor and Soldiers Relief
5. V. A.
6. Police Records
7. Local Newspapers
8. Local Citizens
9. Local City and County Directories
10. Phone Books

*They went on to explain that they did find a relative of Edgar Noel who had served in WWII and the relative said he had died a couple of years ago. We feel that our spelling was off and that this was the man we were looking for.*

Another letter from the Department of Police in New Haven, Connecticut. Joseph R. Polio writes, "I have researched your request. Unfortunately, the only John E. Smith in the area with that approximate age is a Fire Chief with our local Fire Department. I questioned him on his knowledge of any other with his name. He was unable to assist me. Vital Statistics, Registrar, and police computer files fail to list your John E. Smith.

The neighborhood he came from has changed significantly; It is my guess that he has left the area.

I salute you on your reunion of the 465th Bomb Group. The brave men and women that served during this War will long be remembered by those of us old enough to recall its impact. It is my hope that the study of history by today's youth, will give them a greater understanding of the sacrifices made for their well being and teach them the value of patriotism."

So, you can see we do get some help. However, have we, the located members, done all we can to locate our lost comrades?? Look over that not located list very carefully. If you know any of these men and know anything at all about them please let us know. Check the phone books in your area. Our WWII address may give you a clue what state he is in. Don't expect them to still be in the same city. And you men in retirement areas check over all the names in your area. Many have moved to retirement in the southern areas of the U. S.

## FOLDED WINGS

**Sam LaRue, Jr.** (Radar Mechanic).

**Russell J. Gazda's** (Engineering) death was reported by the Police Chief in Tarentum and noted that Russell passed away in 1971 in Erie, Pennsylvania.

**Lonnie Knutson** died Nov. 15, 1984 of lung cancer. Report from his widow.

**Charley Vincent Crowell** (Radar Navigator) died Feb 7, 1968.

**Alexander Lesinski** (Radar Mechanic) died 3/10/74.

**Albert Quattoochio**, (Becker Ball Gunner) died 11/1/74.

**Noah W. Shuman, Jr.** (Engineering).

**Henry W. Daniel** (Cook) died 8/19/86.

**Emory E. Haga** died Oct. 20, 1988 from emphysema. Reported in a letter from his widow.

**Fred F. Edwards**, died in 1955.

**Clarence E. Gladieux** (Armament) died 4/7/86.

**George E. Hewitt** (Pilot) died 10/12/77.

**Bura W. Love** (Joyner/Engineer) died 11/15/86.

**Gerard G. Schafer** (Armament Officer) died 11/30/81.

**Frederick P. Wagner** (French Radio Operator) died 8/15/88.

**Harold G. Weber**, died 2/13/66.

**Bernard G. Kocher**, died 11/17/88. Reported by his widow.

Most of the Folded Wings information came as a result of our search for these men. We were informed by their families, or other sources, that they had died.

Our thoughts and prayers are with our fallen comrades and their families.

**STARS IN THE WINDOW** - Do you remember when your home had a star hanging in the window to indicate a son was in service? Remember the color? It was a blue star. If you saw a gold star it was for a son that had given his life for his country.

Recently Mrs. Wilma Knutson notified us of the death of her husband, Lonnie. She noted that Lonnie had five brothers, all in the Air Force, and all returned home safely. That home had six blue stars in the window.



## Sleuthing

# FINDERS OF LOST SOULS LOCATE ANOTHER V-MAIL FAMILY

**W**hen a duffel bag full of 235 World War II letters was discovered in Raleigh, North Carolina in 1986, no one imagined where the search for the senders or their survivors would lead.

Postal Service Media Relations Officer Meg Harris in Washington, D.C. determined to locate as many of the senders as possible. Beginning the search in June, 1986, Harris succeeded in tracking down all but three men or their families by May, 1988. The search had received national media attention (including an article in *Reader's Digest*) and many postal employees had become involved.

Because of the publicity, friends or relatives of still-living GIs who had mailed the letters in 1944 often learned about the letters before the veterans did.

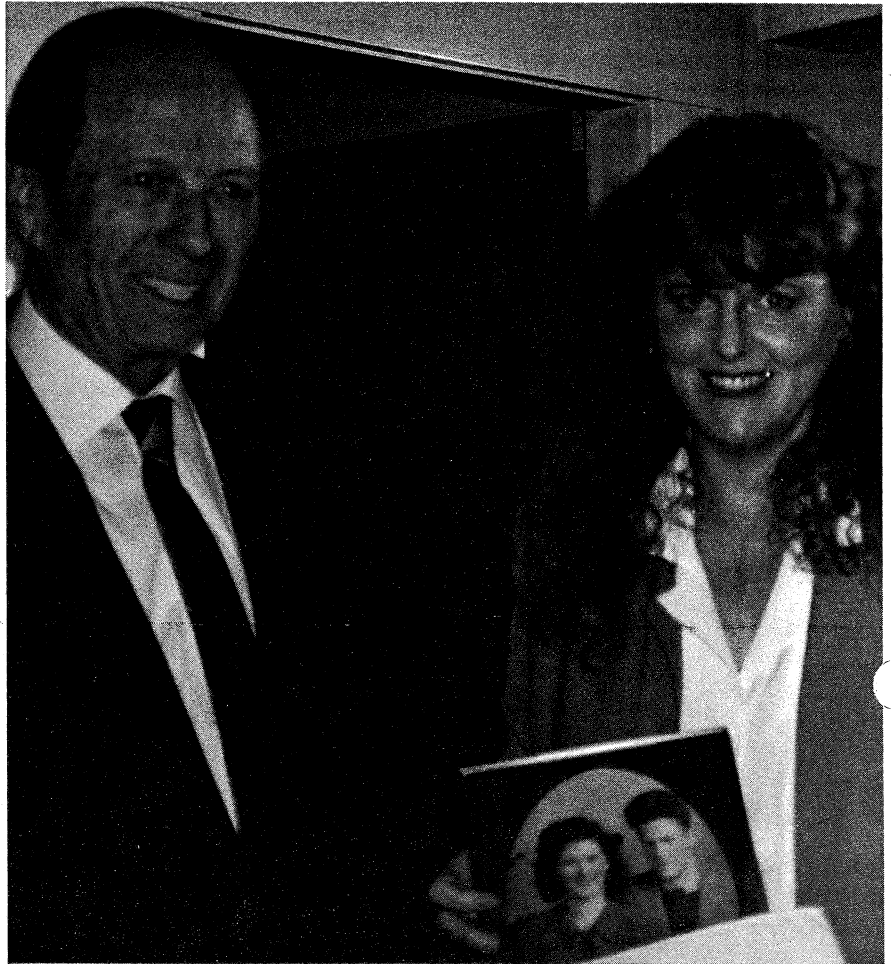
World War II veterans who had written the letters showed up at post offices across the country after hearing that there was a "time capsule" letter waiting for them.

In California, eight V-Mail letters were delivered prior to Morris Johnson's. The letters were delivered in Los Angeles, Long Beach, San Diego, Sacramento, Livermore and San Francisco.

**I**n May, 1988, Meg Harris asked Jim Althoff of Atherton, CA, President of the 781st Bomb Squadron Association, to assist in delivering the letter from Morris Johnson. Althoff and other association members had an excellent reputation for locating ex-military men. His organization, for example, had managed to locate 960 of the 1100 men formerly in their squadron.

The letter Morris Johnson had written in 1944 was addressed to his wife at a San Francisco address. Althoff went to San Francisco and tried every technique he could think of to find a clue to Johnson's whereabouts, but drew a blank. Later, by examining records, he found that Johnson had died in Fresno in 1966. Johnson's wife, Roberta, could not be located in Fresno. Althoff then followed the trail to Portland, Morris Johnson's birthplace, but the results were still negative.

Pursuing his last leads, Althoff eventually contacted the funeral parlor which had



Jim Althoff with Karen Johnson and a photo of her parents

handled Johnson's funeral in Fresno. Talking to an employee at the parlor, Ellan Miller, Althoff hit pay dirt. Morris Johnson's wife Roberta had been Miller's girl scout leader. Unfortunately, Miller said, Roberta Johnson had died in 1984—but she was able to supply the names of four children.

On September 27, 1988, Morris Johnson's daughter Karan, of Fresno, finally returned a call that Althoff had left on her telephone recorder. Jim Althoff had helped free a letter that had been imprisoned in an envelope for 44 years.

*It was a very satisfying and heart warming experience. The family was a very close family and they very much appreciated the letter. Karan Johnson had decided not to*

*open the letter until Thanksgiving when all four of the family would be together. A number of TV crews recorded it and it was also on live TV. The story appeared in newspapers all over the country followed by the story about the family opening the letter. In every article it gave credit to the 781st Bomb Squadron for finding the Johnson family.*

*During the search some of Walt Longacres experiences came in handy and I called upon Pierre Kennedy for an Archives report and Ben Donahue to do some library work to look up addresses in phone books in other cities.*

*There still are letters from two other servicemen - Walt and Pierre Kennedy are spearheading the search for these two families. Reports on those in the next Newsletter.*



# MAIL CALL

## REUNION STORY by Bernie Badler.

My reason for writing is to let you know what I did after the reunion. I was the only member of my crew to make the last two reunions. So, I decided to make this third reunion an excuse for making a nice long trip out of it. Aside from seeing Rae Branch at the first reunion the only other one that I kept in touch with is Al Rodman, our navigator. We exchanged Christmas cards all through the years. However, I did see Cliff Flowers, our radio operator from Dunsmuir, California, about fifteen years ago. So, going through the list of members located I decided to visit as many as I could.

When I left San Antonio I drove up to Philadelphia to stay with my son and his family. He is a professor of Computer Science at the University of Pennsylvania. I didn't realize that Joe Ferguson, our top gunner, lives only about twenty miles from him. So I called Joe and spent a very pleasant afternoon with him. He is very close to



**Bernie Badler in 1944**

retirement and of course looking forward to it. He was married but his wife died about nine years ago. Thank goodness he is in good health. I showed him the pictures that I had taken at the reunions. To say that he was grateful that I came to see him would be putting it mildly. He said that I was the first one that he has ever been in contact with since he came back from overseas.

From Philly I drove up to Boston and stayed overnight with a cousin I hadn't seen since 1945. The next day I drove to Pembroke, Massachusetts. In Pembroke I located Ken Braley, our bombardier. I couldn't get him on the phone so I took a chance and found him reading a paper on the back porch. He also is in good health even for his 74 years. I went through the same routine with the pictures, etc.

From there I took a very scenic trip up through Maine into New Brunswick, up to Nova Scotia and then over to Newfoundland by ferry. I went all the way over to St. Johns and came back the same way to Bangor, Maine.

From there I drove through Maine, New Hampshire, Vermont, and then into New York state. I went to Booneville, New York, to spend the day with Ben "Curley" Kraeger, our tail gunner. He also is 74 years old, and like Joe Ferguson he is also a widower for the last ten years. They had no children. He retired as an elementary school teacher. This stop made the entire trip worthwhile - he was so grateful that I went all that distance to see him.

From Booneville I drove to Cleveland, Ohio, and spent two days with my brother, who, incidentally, was a navigator on B-24's flying the "Hump" from India over to China.

Allen Park, Michigan, near Detroit, was my next stop. There I spent the day and stayed overnight with Al Rodman, our navigator. He and I were always roommates when we were at a base where he could not bring his wife. He and Lee are still married and are still living in the same house that they lived in when he was in the service. As we were looking at each others pictures he brought up something that nearly floored me. Even though we were roommates I never knew that he kept a diary from the time that we left Lincoln, Nebraska, for staging for overseas. This diary brought back so many memories. Even though we didn't fly all our missions together, like when he flew lead navigator, or when I could not fly because of a cold or something, it was a very good record of what our crew did. As a matter of record our crew, Rae Branch's, did not have any injuries or have anybody wounded in our entire time in combat. We all completed our missions. I made eight copies of the diary for all the crew members and sent one to Harry Carl.

My final stop on the trip was Denver, Colorado. I wanted to see Rae Branch, but when I called him he said that they were just on their way out to go to El Paso, Texas, for a wedding.

I drove close to 11,000 miles all by myself, but it was well worth it to see these guys after all these years.

*Bernie Badler, was co-pilot on the Rae Branch crew. The Branch crew was part of the original squadron at McCook.*

STAN WINKOWSKI wrote a short letter to say he also had taken a motor trip after the reunion. He had arrived home just before Thanksgiving after 9458 miles! Stan and Alice's trip took them to New Orleans, Florida, Washington, D. C., New York, and back to California.

LEON C. GUY checked in with his questionnaire, copies of order, etc. to fill in his time at Panatanlla as a flight engineer on the J. T. Smith crew. There are three more on

this crew not located as yet. Maybe we can get some leads on them from some old memories from Guy.

WALT & CONNIE CLAUSEN sent in their Florida address for the winter. They are going to enjoy some of that great Florida sunshine

BRUCE MILLER sent a copy of his Christmas greetings that he sent to the men in the armament section.

HARRY REUSS - Harry writes about some of the rewards of going to the reunion - Meeting Nita & Ed Reuss, Wanda Dannelley of the 780th, visiting Kelley and Lackland (he received his discharge at Lackland), enjoying the shopping mall, buggy ride, etc. Harry headed out in advance of Gilbert, went to the EX POW convention in Las Vegas and returned to Indianapolis 5765 miles later.

LEWIS L. COGHILL of Engineering sent in the following letter. "I was overseas w h e n the war started and in



*Lewis Coghill by his tent at Pantanella. It looks like a piece of steel mat made a nice walkway to his tent.*

1943 I returned to the good old U.S.A. and was sent to Davis Monthan Air Base. After a short time the chicken stuff on a state side base got too much. When Lt. David Orr offered me a chance to join a cadre with him I jumped at the chance.

We moved from Davis Monthan to Salt Lake City to receive a refresher in basic training. After this we moved to McCook, Nebraska where the 781st was brought up to strength. Training missions were flown in B-24s until the time came for us to be moved to Europe. The Engineering and Administration sections were sent to Bizerte, Tunisia. After a short time we were sent to Italy via the straights of Messina, between Sicily and Italy, to the Port of Naples. We then boarded the box cars, operated by the British, for our trip to Canosa. The one thing that

I remember about this trip is the tea stop. That afternoon they stopped the train, got off, built fires, and had tea and then proceeded on.

From Canosa it was a short trip to Pantanella. That night we slept in tents pitched on the side of the hill in one hell of a hurry because it was raining. The next day we started to make a home for the 781st. For the

## **WE WERE KEPT BUSY LAYING TWO RUNWAYS, EACH 6000 FEET LONG**

next couple of months we were kept busy improving the area and laying the two runways, each 6000 feet long. We helped lay the mat, prepare the bed, and get in the way of the Corp of Engineers. When the aircraft arrived our assault on Germany began.

I was a member of the engineering section which maintained the aircraft. My most important contribution to our squadron was making stoves for the huts and tents from 55 gallon drums and prop wrenches. Stupid kids that we were, it never occurred to us that we could have taken a trip to the moon if one of the barrels blew up. By the grace of God no one was killed.

One thing I remember some what vaguely are the British motor bikes and German jeeps used by the group for transportation to and from the hill to the flight line. And, waiting in the morning for the two red flares for calling off the mission.

As the war in Europe was drawing to an end I was returned to the states on rotation points. After a short leave to visit my family I was sent to a rest camp in Miami, Florida. I remained there for six weeks for rest and recovery and reevaluation. I was sent to Dalhart, Texas for training on B-29s.

However, VJ day came and unless I re-uped training was at an end. Since I didn't re-up I was sent to the Repo Depot in Dalhart to deactivate aircraft. They had so many feather merchants there that we became excess baggage. So, we reported to work each day, sat on our duffs, drank lots of coffee, and exchanged lies.

I was then sent to Jefferson barracks on September 5th and made a civilian on the 7th. I returned to college and completed my work for a B.S. degree in education. I taught school until I was recalled for the Korean conflict.

I was sent to Hickman Field in Hawaii. There I was injured and received a medical discharge after 13 months service.

After coming out of service I made up my mind that I didn't want to teach any more. I love children, but couldn't stand the parents. Moving to Chicago I went to work as a machinist. While working nights I returned to school during the days and obtained a degree in industrial engineering.

I worked for Webcor as an I. E. for 5 years, then for Controls Company of America. There I was promoted to chief I. E. for the Chicago operation. After a change in management the plant closed and I was made staff I. E. and traveled to our many plants throughout the U. S. and Canada. About five years ago I made senior cost estimator until I retired in 1986 after 30 years with the company.

I have been married to my wife Lorain for 35 years. We have six children, two were by my previous marriage.

My advocacy is that of acting as a clown with the Shrine. I enjoy the time spent with kids of all ages, but the smiles we bring to the kids in the crippled children's hospitals are the real rewarding ones."

## **FROM GROUP HEADQUARTERS**

**JOE TUCCI** - After early registration Joe had to cancel his trip to the reunion on advice of his doctor. Joe was very disappointed that he could not attend. He noted that the 465th Bomb Group was very special to him as it was on a special assignment to Cannes in 1945 that he met his wife Lolette. After the war, instead of returning to Wall Street, he joined TWA so that he could return to France to get married.

The Tucci's home is in the mountains 650 meters above sea level overlooking all of the coast from Monte Carlo to Italy to the north and Nice and Cannes to the South. He can see Corsica to the northeast on clear days.

Joe repeated his offer to help in any group visit to Pantanella. He notes that it is strange that he never has returned to Pantanella, never getting any further than Rome.

Here is a quote from one of Joe's letters, "My father was born in a town not too far away, Potenza. I was fortunate to be able to visit that location while based in Bari during the war. I was allowed to use a headquarters jeep and, accompanied by three other guys, we took off through the mountains and valleys until we finally arrived at Potenza. There I had the emotional pleasure to meet an uncle and cousins I had never met before. It was very emotional indeed and made me so happy. I was likewise glad of my father's decision to take off and embark for the good Ole USA when he was a small boy. After that experience and my extensive travels all over the world since then, I can certainly appreciate what a wonderful country the

## **WHERE I LIVE NOW IS PARADISE**

USA really is. Where I live now is paradise and likewise wonderful and beautiful, and, if it had not been the home of my wife Lolette I would not be here.

Once again congratulations for the fabulous and wonderful job you have done in bringing the 781st squadron and 465th Bomb Group together. Keep up the good work. I look forward to the pleasure of seeing you once again soon (either on this or that side of the pond). Warmest regards and best wishes to the 465th Bomb Group."

*Joe was Sergeant Major at Group. had the pleasure of a visit with him last year when he visited his two sons who live nearby.*



*Lewis Coghill is shown here by the plane he helped crew - Super Natural. John Dickey was the pilot*

## OTHER REUNIONS

**BOMBARDIERS, INC,** May 11 to 14, 1989, Dayton, OH. Contact: E. C. "Ned" Humphreys, Box 254, EAGLE HARBOR, MI 49951, PHONE 906 289-4440.

**GATHERING OF THE LIBERATORS** is the name for the 50th Anniversary Celebration of the B-24 Liberator to be held May 17 through May 21, 1989, in Fort Worth, Texas. More than 10,000 persons representing close to thirty Liberator veteran association and individuals will meet to celebrate the first flight of this magnificent aircraft.

The Tarrant County Convention Center, in the heart of town, will be the center of activity for exhibits, theaters, etc. to portray the Liberator's 50th anniversary celebration. Activities include the show, the "B-24 At War," and air show at Carswell Air Force Base, a memorial ceremony, and banquet.

The 781st Bomb Squadron will not have an official reunion at this event. However, we are registered and our squadron will be listed with other combat units along with photos and history of the squadron. I know some of you are already registered for this event. I will keep a record of those attending, if you will notify me. Before the event you will be mailed a list of those attending, in case you want to look up someone while you are there.

Plans also call for the restored B-24 to be there and be the feature event at the air show.

For hotel reservation and registration contact Reunion Project Office B-24 50th Anniv., 6424 Torreon Dr. N.E., Albuquerque, NM 87109.

Additionally, on September 20-24, 1989, there will also be a B-24 "Liberator" Celebration at San Diego, California. Those interested may write to Coordinating Committee, Liberator Celebration, Suite 112, 3940 Hancock Street, San Diego, CA 92110.

The Liberator Club was formed 20 years ago to promote the role of the B-24 Liberator. As you no doubt know there were more Liberators produced than any other airplane during WWII. The Liberator Club produces two 32 page newsletter each year and this will be it's first "reunion" for those who designed it, made it, rode it, and flew in it.

Annual dues are \$5 due each January. The address is PO Box 15-2424, San Diego, CA 92115

**SQUADRON AND GROUP PINS AVAILABLE.** If you attended the last two reunions you will already have one of each of these pins. Extras were ordered if you want more or did not attend the reunion. They are 1 1/4 inches, in color, and well worth the \$3 each, including shipping. The group pin is black and orange tail insignia, and the squadron pin is the "Pissed Off" Indian. Order from treasurer, O. J. Cowart.

**FROM THE EDITORS DESK** - Over the holidays many greetings were sent to the officers and directors. We deeply appreciate knowing that so many care. The sharing and caring in our squadron has been something special. One example is a phone call on Christmas eve from Malvern Barner. He was calling as many of his comrades in Ordnance that he could that evening and I got included. He wanted to let me know that Arlene and he had recovered from their illness and were really in the Christmas spirit. We know our squadron spirit will continue. We wish all of you a **HAPPY AND HEALTHY 1989!!!**

**MEMORIAL TO GEN. DRAZA MIHAILOVICH** - Gen. Mihailovich was Deputy Commander of all Yugoslavian forces during WWII and his troops were called the Chetniks. Many American airman were returned to Italy with the help of the Chetniks. During 1943 a decision was made, primarily by Winston Churchill, who was under great pressure from the Soviet Government to back the forces of Marshall Tito, even though he was a known communist of long standing. The reason stated was that Tito was killing more Germans, but was not a true statement at the time. Churchill was further influenced by false reports from British Intelligence that strongly backed Tito and accused Mihailovich of collaboration with the Germans.

After WWII Tito had Mihailovich executed so that he could control all of Yugoslavia. Mihailovich was made to look like a traitor and has never been given full credit for his role in WWII. A member of the 783rd Squadron, Al Honey, has taken on a campaign to remember Gen. Mihailovich.

On December 7, 1988 Al had a willow tree planted on the grounds of the National Cemetery at the Presidio in San Francisco. Additionally he is planning a plaque there or support a project for one in Washington D. C.

Those of you that may have been helped by the Chetniks, or want to help in this worthy cause, can send donations to Al Honey, 329 Foothill Blvd., Oakland, CA 94606.

Al was a gunner with the 783rd, bailed out on September 12, 1944 from a shot-up B-24 over the Adriatic in 35 MPH winds, and survived a long cold swim (five others did not survive). Then on February 16, 1945, on the mission to Regensburg, his plane caught fire and blew up. Al and one other crewman got out and were POW's for the rest of the war.

**B-24 RESTORATION** - A mini reunion took place at the restoration site of the B-24J in Kissimmee, Florida. Ralph Hendrickson, Marcel Snyder, Keith Lancaster, Ken Foden and your editor along with several of the men's wives. We all had a grand time climbing aboard and trying to remember just where everything was and to dream a bit about the times we flew. A crew of six or eight men were always working somewhere on the plane.

One of the major projects for the following day was to fit in the fuel cells. They were made of a fiberglass or semi-rigid plastic material. We could not figure how they would fit in the openings under the wings which were much smaller than the cells. The mystery was solved when it was explained that the cells are filled with a firm foam that displaces three per cent of the space and to get the cells into place this foam has to be removed. Then the cells are partially collapsed and inserted, then the foam stuffed back in and they are ready to receive fuel. The foam keeps the fuel from surging during flight. The cells cost the sum of \$12,000.

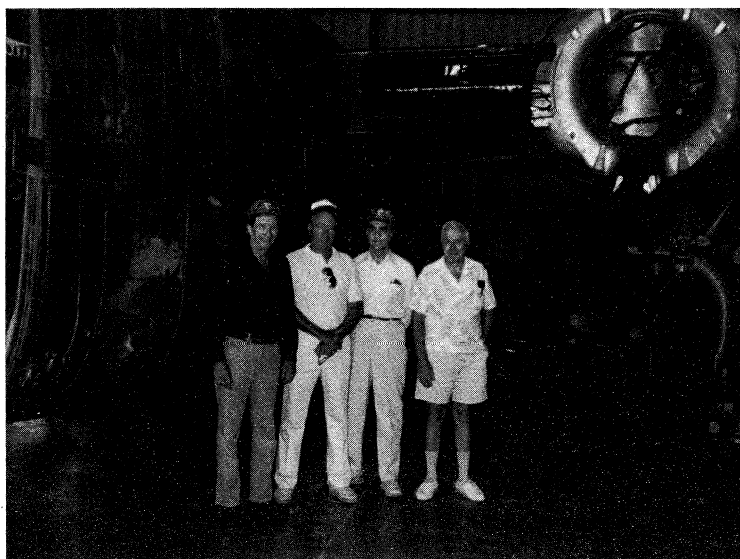
Many of us have climbed aboard the B-24 at Dayton and viewed the one at Lackland, but there is no comparison to this one. It is just like a new airplane, everything has been removed, stripped of paint, and refinished. The cockpit instruments are almost all in place and it looks great.

We found it looked large in the hanger with a lot of other smaller planes. One thing that did seem smaller than we remembered - the cat-walk. No one could figure out how anyone crossed on the cat-walk with all our gear on.

The turrets were still in Stow, Massachusetts for final rework. The gunners will be pleased to find the turrets will be like brand new.

Some other interesting progress is the completion of the restoration of all four propellers. You men of the engineering section should enjoy hearing about this - after 20 years of sitting around, all four engines are overhaulable with 53 of the 56 cylinders useable. These Pratt & Whitney 1830 engines were the most produced aircraft engine in the world - 173,618 were built.

Some statistics on the project as of



November 1988:

55,500 man hours expended  
420,000 rivets replaced  
73 sheets of 4'x12' aluminum

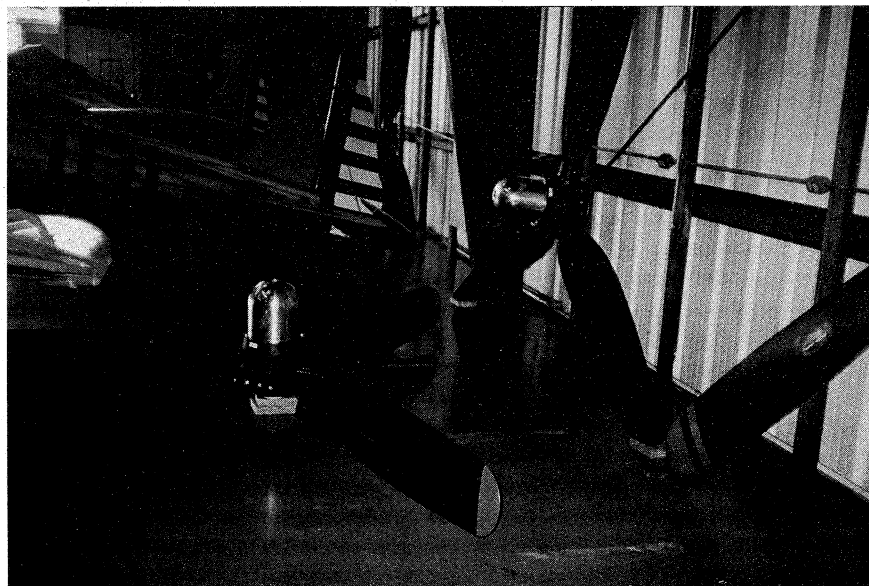
Cost - Approximately 1 1/2 dumptruck loads of large denomination bills.

We want to thank those of you that have supported this project financially. There has been a very large response and the 781st has once again performed beyond expectations. If you have not made a contribution and would like to we suggest you send your check made out to the Collings Foundation to our treasurer, O. J. Cowart, and he will forward them to The Collings Foundation so that the 781st gets credit!

Some suggestions:

B-24 Restoration Bond	\$24
Century Club Member	\$100
Honor Crews, in memory of all	
10 members of the crew	\$240
Dedicated Crew Position	\$5000

*The photo below shows the newly reconditioned props just waiting for the engines to be installed before they can be assembled.*



**B-24 OPEN HOUSE.** A special open house will be held on February 4th & 5th at Tom Reilly's Vintage Aircraft, 231 N. Airport Rd., Kissimmee, Florida. This will give everyone a great opportunity to review the progress, take pictures and get an inside view of this great aircraft. A fee of

\$10 per person includes coffee & donuts, lunch, and tours of the aircraft. They would like advance registrations so they can plan on adequate food and drink. Send registrations to The Collings Foundation, Box 248,

**FROM FLIM FLAM** - under the title of Odds and Ends -

One thing a thoughtful man learns after a while is that you can't be on either side of a great moral or economic question without being in bad company.

Great ambitions keep many of us from succeeding in small undertakings.

After a survey by some of the intelligent people of a university, on the question, "What is the chief cause of divorce" it was found out that it was marriage.

Socrates died from and overdose of wedlock.

**MY RETURN TO PANTANELLA** by Jim Althoff. When I first heard of the planned tour to Pantanella in early 1988 I did not have time to seriously consider going. Additionally, I had previously traveled to all of the places on the tour except Pantanella. Later, when I had time to review the tour plans, I became excited about the possibility of visiting Pantanella once again. About the same time I was invited to sail with Ernie Van Asperen in the Mediterranean. After checking the dates I found out they worked out perfectly. I could go to Pantanella when the tour arrived and then join the sail.

So, I made plans without telling anyone on the tour that I would meet them there. I left for Rome on May 14th arriving there the morning of the 15th at Leonardo da Vinci airport. There I rented a Fiat and took the Autostrada Del Sole south to Naples, then eastward on Autostrada Due Mari. It was a pleasant drive, particularly from Naples. The autostrada winds through the hills and then out on to the plains. I had no motel reservations and I began to wonder where I would stay that night since there are no motels along the highway. I began thinking that Cerignola should have some rooms available and, after inquiring at a gas station, I found out that Cerignola had two motels. I left the autostrada and soon saw one of the motels. I continued on to the edge of the town and it looked the same as 43 years before. Since it was 4 o'clock I decided I would get a room before exploring any further. I returned to the motel and found it a busy place with a celebration going on. The celebration was for the little girls that had received first communion and were all dressed in beautiful white dresses. They and their families were celebrating.

I registered, but found no one could speak English and there were not many Italian words that I remembered. After I explained my purpose in the area to the young Italian desk clerk he became excited and soon a crowd formed to see the American. I doubt if another American had been in the area for several years. I brought out maps and photos of Pantanella and was able to confirm the route to Pantanella.

The next morning after a cold shower (there was no hot water) and a cup of the blackest coffee I ever drank, I was on my way by 7 o'clock. I wanted to go to the cathedral in Cerignola before going to Pantanella. The Cathedral and the cliffs by the Ofanto river were my two most vivid memories of the scenes from Pantanella.

Upon entering Cerignola I found the streets were quiet. It was a strange feeling - just like taking a step back into time. With no traffic it was easy to wind around in the narrow streets and find the Cathedral. I was not aware of it, but two hours later the tour

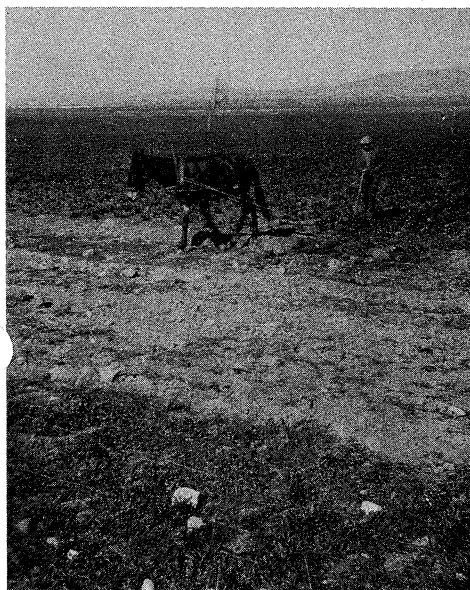


was to stop at the Cathedral also. After a few photos I was on my way to Pantanella.

I started south, crossed under the autostrada, and soon descended to the Ofanto river, then turned west for a mile or two. The road then curved south and crossed the bridge over the Ofanto river.

The river brought back memories of 1945 when I had the squadron jeep and trailer and went to Cerignola to buy liquor for the officers club. When we got to the Ofanto the bridge was out, so I picked a spot to ford it. Half way across the water came up too high and we stalled. About that time the trailer floated off the hook but was kept from going downstream by a safety chain. Soon a six by six came by and pulled us across. I do not remember returning, but I'm sure I found a better spot. Does anyone remember making this trip with me?

As I crossed the river I began to see quite a change since 1945. The fields were green



*The donkey above seen during Pantanella days is no longer used to till the fields.*

and looked much more prosperous. Soon I came to highway number 93, which is the highway that paralleled Pantanella to the north of the runways. I had received some information on the highway and the turn off point at Loconia from Bob Daniels, group communications, who had visited Pantanella in 1956 and 1961. I turned left on 93 and headed east and could see the hills off to the south. At this point I did not pick out the distinct two hills for our two groups. I remembered that I had to arrive at the little settlement of Loconia before I headed towards the hills.

There was no traffic so I was speeding along and was passing Loconia before I knew it. As I passed the first street into Loconia I saw an old Italian street sweeper. I turned around and went back to see him. I took out my photos and maps and ap-

proached him. At first he looked surprised. I then used a few Italian words and showed him the photos. I tried to tell him I was trying to find the "Military Aeroporto." It didn't take long to get him excited - he began talking very rapidly and flailing his arms in the direction of the hills. I understood I had to exit the area by the southeast corner and continue on towards the hills. As I left him and headed in the direction suggested I could still see him standing there flailing his arms and pointing.

After leaving Loconia I found a change from the dusty or muddy roads - now it was asphalt. And soon I could see the hills. There was no mistake about it. And what a sight the fields were where the runways had been. There was a huge irrigation pipe about six feet off the ground that evidently furnished the water to make such a lush growing area. There were wheat fields, grapes, and tomatoes and the hills were covered with olive and nut trees. The bread basket of Italy right there. Wheat for spaghetti, grapes for wine, tomatoes for tomato paste and olive trees for olive oil.

In the field eight to ten men abreast were planting tomatoes in rows. Others were cultivating the fields and preparing soil for planting. No more donkeys to till the soil, instead many tractors and other equipment.

After traveling about five kilometers I was driving up between the center of the two hills and lost sight of the buildings on our hill due to trees. Without stopping I continued, then made a left turn and I knew I was there. On my left was the chapel and straight ahead was group headquarters. It was now just after 8 o'clock. I drove in just past group headquarters and stopped. A dog was tied across the road in front of the building and was barking and charging his leash. I approached the building door as I assumed someone lived there. I got no response, so I pulled off to the side and began exploring. All the Italian buildings remained in addition to the chapel we had built. The area towards the runways was covered with trees and to the south it was under cultivation. Grass and weeds had grown to a foot and a half tall in the area of the buildings and in the trees.

Once the dog

stopped barking it was so quiet and peaceful and it gave me a chance to reflect on where I really was. I wandered over by the chapel and gazed down towards the operations, the officers club area and the casa where I stayed. I then walked over and stood on the exact spot where I spent my last five months at Pantanella. With the aerial photo I was able to determine this location since it was the nearest casa to the chapel and two chapel lengths to the west of the bell tower.

I then wandered over to the group buildings that housed the group commander, intelligence, etc. The commanders quarters area remained the same. I was anxious to take another look at the intelligence room where the briefings were held, but was surprised to find the basement part of the building had been filled in. I really missed seeing again the wall where the chart was with the red cord pointing the way to the target for the day. I don't think any air crew member that entered this room will ever forget it. Covering it over hides the wall, but those memories will never go away. You can almost feel those stomach knots again.

After about an hour a truck drove up to the old theater and three men got out and opened the doors. They got out a tractor and equipment for the field. I approached the man in the truck as he began to drive away. We did not exchange many words that each other recognized, but with some photos I was able to relay my purpose there. He then left and I continued to explore and was pleased to find that I could recognize the old PX very well. The wall had its original paintings and it appeared as though the building had not been used since we left. A good GI cleaning



*Above L to R - Frank Wassenaar, Walter Clausen, Jim Althoff and O. J. Cowart, all from the 781st. The theater building is in the background.*

and some merchandise and it would once again be a PX.

Ten o'clock passed and I began to wonder if the plans changed or the tour could not find Pantanella. Close to eleven o'clock the truck driver came back, I guess to try to satisfy his curiosity. We were practicing our languages for about ten minutes when he became all excited and acted almost like the old Italian street sweeper. He pointed down the road and there was the bus. As he headed down the road I retreated to my car to don my "uniform" which consisted of my WWII cap, jacket, shirt, false beard, and cane.

The bus paused for a few minutes while he talked to the driver and several men came up the road to video the arrival. At this point I decided to pick my hiding place so as not to interfere with their arrival. I went around the back of the theater and climbed in the back window of the PX. I waited there for some time and finally several ladies

spotted me in the corner. That caused some activity and soon a crowd was forming as I came out of the building. Finally it was O.J. Cowart who recognized the Rip Van Winkle and it was a reunion for all of us. Besides Esther & O. J. Cowart other 781st members were Dorothy and Frank Wassenaar and Connie and Walt Clausen.

In O.J.'s earlier story he covers the toasting in the PX and the hour spent together. The group aerial photos were a help to point out the locations of operation, etc. After an hour the tour left and I returned to

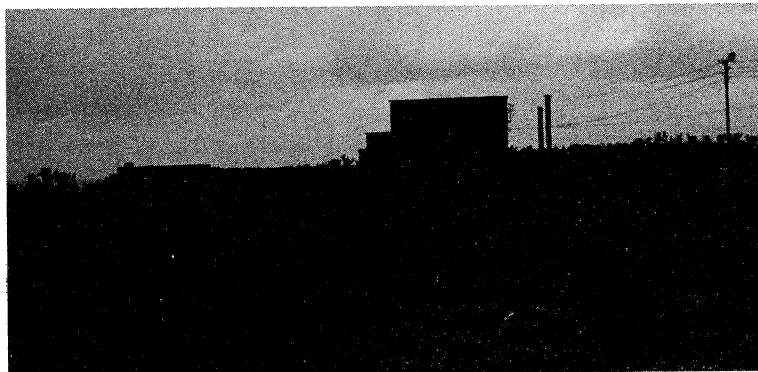
my car. I wished the tour had stayed longer. It all became so quiet and lonely again, the dog was lying down and quiet after having one of it's most exciting days. I removed my uniform and started the trip back. That evening I joined the tour at Sorrento for a enjoyable dinner and nightout. I left the next morning at 8 AM for Rome. The tour left at the same time to continue their tour.

From Rome I flew to Casablanca for an overnight stay, then on to Geibraltar to join Ernmie Van Asperen for ten days sailing on the Mediterranean on his sailing yacht. At

the end of two weeks I was back home with a lot of memories

Looking back on the trip I found it very worthwhile. I hope to return again some day.

The photo on the left shows the group commanders quarters on the left and Intelligence on the right. Taken from in front of the chapel area.



The following is a complete list of the men that served with the 781st that have not been located. PLEASE check over the list and see if you can add any other information as to their whereabouts. There are crew members, for example, that have no serial number listed. Certainly someone must have their numbers on orders.

0004 JOHN G. ADAMS	1158 FORREST AVE	MEMPHIS, TN	BRENNEMAN ENGINEER	34149985
0006 OSCAR F.J. ADLER	165 BRITE AVE	SCARSDALE, NY	SQD. EXEC OFFICER	559816
0015 BURTON ALPER	1347 OCEAN AVE	BROOKLYN, NY	RADAR NAVIGATOR	X
1109 FRED ANDERSON	X	LINCOLN, NE	X	X
1235 THOMAS APPFEL	X	VERNON, TX	ENGINEER (CREW ?)	X
0018 EDWARD AUERBACH	344 E 98TH ST	BROOKLYN, NY	RADAR MECHANIC	32814669
0031 CHARLES R. AYNES	110 WASHINGTON AVE	MANVILLE, NJ	MOS 813	15084814
0037 RAYMOND L. BAILEY	1506 OCEAN PARK	NEWPORT, CA	X	18219319
0038 WHEELER T. BAILEY	X	LOUISIANA	MOS 345	18219319
0043 OLIVER K. BALL	114 NORTH JACKSON ST	ENID, OK	PERSONNEL CLERK	18193668
0044 JAMES J. BALSANO	83 SOMERSET ST	NORTH PLAINFIELD, NJ	LOVEY TAIL GUNNER	20220277
0047 WILLIAM H. BANER, JR.	12 13 ELIS AVE	FAIR LAWN, NJ	X	X
0046 JOHN R. BANER	109 CONOVER RD	PITTSBURGH, PA	X	X
0059 ROBERT L. BASSINETTE	916 BROOKLYN AVE.	BROOKLYN, NY	BLAKITA BOMBARDIER	705293
0077 ROBERT M. BERGIN	79 CHARLOTTE ST	WORCESTER, MA	RICE CO PILOT	X
0081 JOHN W. BEST	2135 45TH ST.	L. I. CITY, NY	X	X
0083 ROBERT S. BETTON	X	OAK HILL, WV	X	X
0085 THEODORE J. BIGELOW	831 EMMETT ST.	SCHENECTADY, NY	KENNEDY CO-PILOT	0-206935
0086 RICHARD J. BILGER	X	ROCHESTER, NY	RADAR NAVIGATOR	11063467
1135 ROLAND N. BISAILLON	X	X	X	32889855
0089 STANLEY F. BLACHARSKI	COUNTYLINE RD, CEDAR ST	AMITYVILLE, L.I., NY	SUPPLY	16078539
1159 ROBERT J. BLIGH	X	X	RADIO OPERATOR(?)	02071939
1136 RALPH E. BONSWOR	X	X	BRENNEMAN BOMBARDIER	16155983
1177 WILLIAM C. BOYER	EASTERN US	X	TRYON ENGINEER	33728309
0114 WILLIAM B. BRIGGS	X	BALTIMORE AREA	FRENCH ENGINEER	36182753
0116 FREDERICK N. BROTHERTON	X	X	MOS 050	39916360
0118 KARL K. BROWN	285 34TH ST	OGDEN, UT	GAINES RADIO OP	32507040
0128 CHARLES A. BUTTA	311 EAST 106TH ST.	NEW YORK, NY	ENGINEERING	37460992
0132 THOMAS W. CALLAGHAN	421 EAST 18TH	CHEYENNE, WY	INTELLIGENCE-CLERK	X
0133 RICHMOND CAMERON	2122 28TH ST.	ASTORIA, LONG ISLAND, NY	RADAR NAVIGATOR	36720755
0142 JAMES E. CARROLL	X	X	ORDNANCE	36575174
0158 EDWARD A. CHAVEY	11401 MARK TWAIN	DETROIT, MI	ENGINEERING	12066260
0182 STEVEN C. CORSO	165 20TH STREET	BROOKLYN, NY	ASHLEY CO-PILOT	756188
0193 RALFORD L. CROUCH	3103 GRIFFIN AVE	RICHMOND, VA	FRAZIER BALL GUNNER	X
1196 DANIEL CUNNINGHAM	X	X	BENSON RADIO OP	14153529
1140 JAMES B. CUNNINGHAM	BENSON'S CREW	TRENTON, NJ	MCDANIEL RADIO OP	34788158
1139 WALTER D. DAY	FATHER WAS CONTRACTOR	BLOOMFIELD, NJ	KENNEDY GUNNER	42007907
1197 LESTER J. DE PEW	KENNEDY'S WAIST GUNNER	S. EUCLID, OH	CRUTCHER ENGINEER	35063717
1149 JAMES DEBEVEC	5683 HIGHLAND	X	TRYON BOMBARDIER	X
1208 ELDON A. DEITCHLER	X	NEWARK, NJ	COMMUNICATIONS	42003846
0215 JOSEPH A. DEL GUERCIO	101 EIGHTH AVE	DETROIT, MI	X	X
1237 JAMES J. DERMODY	16510 MENDOTA	INDIANAPOLIS, IN	ENGINEERING	35581679
0225 JOHN R. DIGGS	725 EAST 25TH ST	X	LEGGATE ENGINEER	34708235
0248 JESSE C. EDGE	X	X	LEGGATE GUNNER	X
1129 HOWARD L. ELLERMAN	X	X	MOS 345	37310487
0259 SELMER F. ENGEBRETSON	X	VAN BUREN, AR	KENNEDY TAIL GUNNER	56279250
1245 HARVEY D. ERWIN	X	X	COOK/SUPPLY	32726694
0262 JOHN C. ESPOSITO	X	X	X	36159094
0279 ROBERT C. FIBBS	X	LAS VEGAS OR CALIFORNIA	DONAHUE TOP GUNNER	18168362
1146 ROBERT FLOYD	X	SC	HURD RADIO OP	14126378
0292 ROY H. FOLK	X	HAZLETON, PA ??	RADAR MAINTENANCE	32739527
0297 RAYMOND T. FRANK	844 W DIAMOND AVE ??	BRONX, NY	BLAKITA CO-PILOT	X
0301 BERNARD S. FREEMAN	1248 COLLEGE AVE	X	SMITH, NB TAIL GUNNER	14078517
1186 BOBBY H. FREEMAN	X	X	RADAR MECHANIC	12193354
0304 IRVING (NMI) FRIEDMAN	X	UNION CITY, NJ	RADAR MECHANIC	32701578
0309 IRVING I. GAMOFF	527 34 ST	BRENTWOOD, MD	RADAR MECHANIC	33738086
0321 VERNON L. GIBSON	4408 38TH ST	EDWARDSVILLE, PA	X	X
0331 LEONARD J. GNATC	81 HOBLAK ST	RIVERSIDE, CA	SCHUSTER RADIO OP	19090975
0339 HAROLD W. GORDON	4197 SUNNYSIDE DR	FRESNO, CALIF	X	X
1262 WARREN GORDON	2539 WHITE AVE	HAGEN, NY ?	MCDANIEL CO-PILOT	0-702417
0348 RICHARD L. GRANTHAM	RT. 1	SPOKANE, WA	NAVIGATOR CREW ??	39197211
0350 FRANK A. GRAVES			PERSONNEL CLERK	
0351 BYRON R. GREEN				



0787 MARION A. PITTS	315 LOCKE LANE	RICHMOND, VA	PITTS PILOT	829291
0790 HERBERT POP	9508 FT. HAMILTON PRKY	BROOKLYN, NY	X	X
0799 WILLIAM M. PRUITT, JR	232 EAST AVE. 40	LOS ANGELES, CA	TRYON TAIL GUNNER	19174490
0827 EDWARD W. RETELE	1075 S. MARKS AVE	BROOKLYN, NY	X	X
0829 CHARLES D. REXROAT	1328 11TH ST	MOLINE, IL	X	X
0831 JOSEPH J. REZNYI	25 FROST LANE	HEWITT, NY	X	X
0832 WILLIAM C. RHODES	RFD	CHAMBLEE, GA	WORTHAM BALL GUNNER	38555297
0845 JOHN F. ROBERTS	GENERAL DELIVERY	CLOVIS, CA	WILCOX RADIO OP	15058868
0852 HAROLD E. ROGERS	844 WASHINGTON BLVD.	OAK PARK, IL	X	39293169
0854 WILLIAM E. ROSE	1028 LONGFELLOW AVE	BRONX, NY	COMMUNICATIONS	32887636
0857 HYMAN L. RUBIN	X	CA	X	X
1249 FRANK SADLER	3458 74 ST.	JACKSON HEIGHTS, NY	X	X
0867 HENRY SAMET	1234 K ST.	BAKERSFIELD, CA	COMMUNICATIONS	396920
0870 CARLTON M. SAMUELSON	405 COMERCIAL ST	CORONA, CA	X	X
0873 ARCADIO SANDOYAL	312 MC CULLOUGH	CINCINNATI, OH	X	X
0882 CHARLES W. SCHAFER	116 ROCHELL ST.	PITTSBURGH, PA	X	X
0895 HOWARD W. SCHWARTZ, JR.	X	BETHLEHEM, PA	COOK MOS 521	33367775
0898 GEORGE F. SEARFOSS	ACCOUNTANT	ALBANY, NY	TANENBAUM NAVIGATOR	X
1200 HOWARD SHIVELY	RT 1, BOX 342D	CLAIRTON, PA	X	X
0917 JAMES W. SHORT	112 N. 1ST WEST ST.	SPANISH FORK, UT	X	X
0928 JOHN W. SIMMONS	X	X	RADAR MECHANIC	34449359
0934 BOYCE D. SIMS	X	GRANTS, NM	X	X
0935 EARL V. SIMMONS	X	EUGENE, OR	X	X
0939 DONALD P. SIPE	1862 KINCAID ST	MENDOTA, AZ	X	39080617
0943 HOYT W. SLAY	GENEL ST.	NEW HAVEN, CT	X	X
0951 JOHN E. SMITH	696 HOWARD AVE.	SOMERVILLE, MA	X	31369133
0950 JAMES C. SMITH	32 BEACON ST.	NEAR BOSTON	SMITH, JT PILOT	817289
0959 JOSEPH T. SMITH	X	INDIANAPOLIS, IN	X	X
0963 JOHN D. SNYDER	2944 N. NEW JERSEY	LOS ANGELES, CA	MARTIN CO-PILOT	19207650
0968 REYNALDO SOTO	4271 CAPISTRANO WAY	ORTISVILLE, MI	TANENBAUM PILOT	0-812188
0994 REX L. STRUBLE	106 GROVE ST	OHIO	X	X
1009 MARVIN (TANENBAUM) TANNER	X	EL SEGUNDO, CA	ENGINEERING	32419621
1010 HAROLD TAYLOR	2364 E. 15TH ST	BROOKLYN, NY	X	X
1015 JOE TEPELINO	224 HERBERT AVE.	BUCKROW BEACH, VA	ENGINEERING	32724728
1032 WILLIAM H. TINGLIHOFF	2501 CLARENDON RD	BROOKLYN, NY	SMITH, JT TOP GUNNER	X
1044 SERAFINO TURCHIANO	X	OH	HEWITT BALL GUNNER	36756681
1186 DON UNGER	X	ELKHURST, WV	TRANSPORTATION/SUPPLY	36564863
1133 CLIFTON L. WALKER	X	X	X	39414921
1063 WILLIAM WALLACE	X	CHICAGO, IL	HEWITT TAIL GUNNER	16025101
1066 WAYNE F. WATSON	3858 N. WHITFIELD	NORTH ARLINGTON, NY	WILCOX PILOT	825348
1132 CLARENCE E. WEITH	79 PROSPECT AVE	X	KENNEDY BALL GUNNER	16089808
1083 HOWARD R. WILCOX	X	INDIANAPOLIS, IN	HENDRICKSON CO-PILOT	35091178
1152 LEO WILENSKY	MT OLIVE ROAD	FLANDERS, NJ	HENDRICKSON BALL GUNNER	35534103
1206 JACK WILSON	X	X		
1111 HARRY YAROSHUK	X			
1156 JOHN J. ZAHURANCIK	X			

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