



PANTANELLA NEWS

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82 January 2006

781st PLAN "B" (AS IN BARNEY) NOW IN EFFECT

FULL STORY PAGE 2

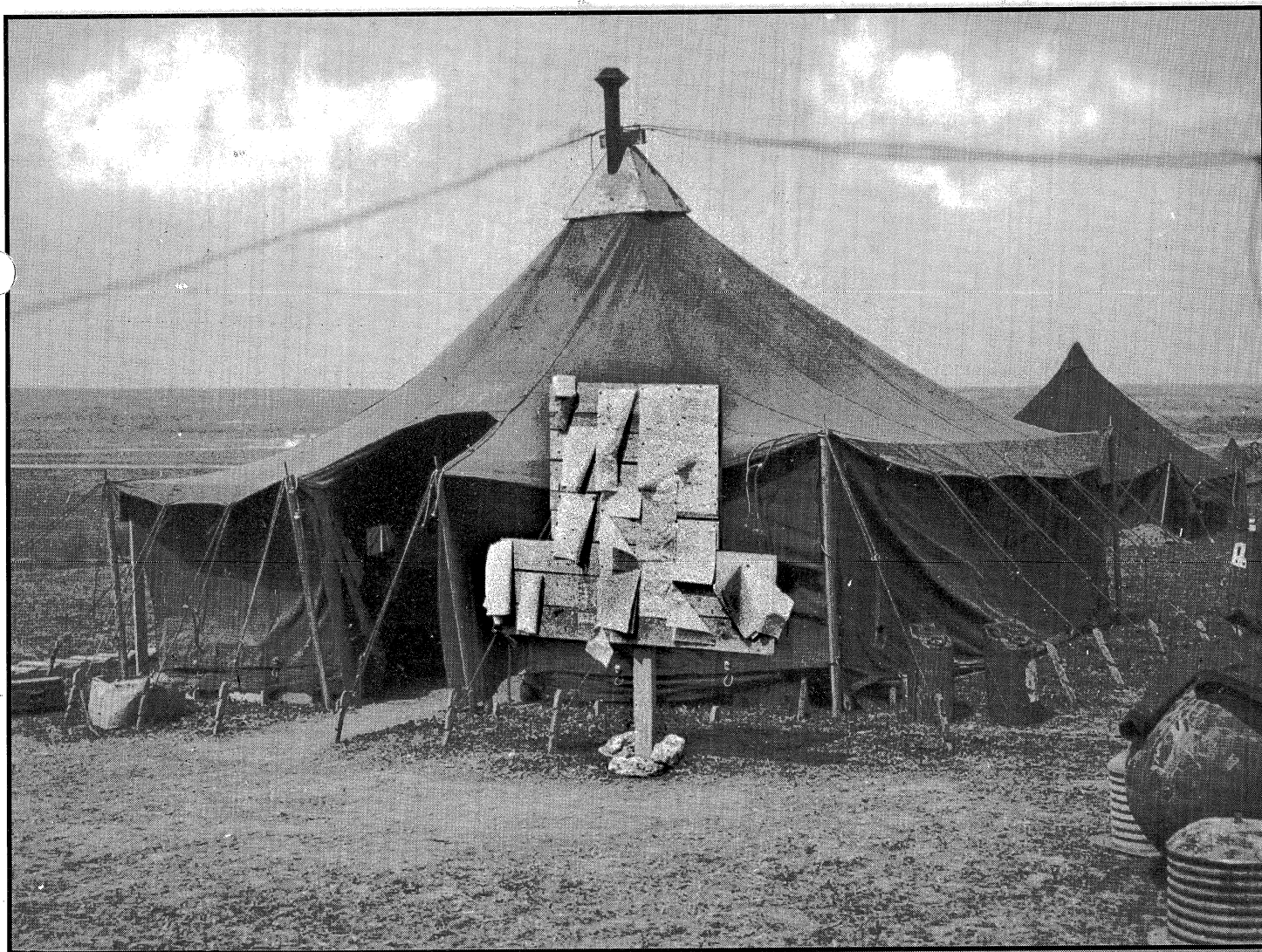


Photo by Frank Ambrose 1944

Original Squadron Orderly Room as it appeared on March 30, 1944. The 781st. Ground Personnel had occupied the base a day and a half earlier on March 28, 1944. Profusely adorning the bulletin board are the myriad of assignments and Orders of the Day.

PRESIDENTS CORNER**781st. Goes To 'PLAN B'**

With Jim's retiring and John's death, I'm suddenly facing an impossible task of trying to match their accomplishments.

It's an impossible task. No one could be as dedicated to an organization as was Jim. And as to John, how could anyone so aptly assume the role of three officers and do a superb job of all three duties with remarkable proficiency.

We've been very fortunate to have them lead us. I'll try to serve my term without too many errors. Since John was our Treasurer, Secretary and President, I am appointing Ken Kill as the Treasurer to fill out John's unexpired term of office. John had Ken handling much of the financial duties already and I am appointing Orren Lee Secretary.

Since Katrina aborted our Fall reunion, I'm thinking in terms of a Spring meet. There are a lot of outstanding matters to be considered.

The STRATEGIC AIR & SPACE MUSEUM has a plan to implement a scholarships program and John had appointed Earl Leinart to work on a proposal for our group to consider. With this in mind I thought it might be wise to hold our reunion at SASM and explore their facility.

Any comments in regards to these matters would be appreciated.

Respectfully'
Barney Russell

ATTENTION !!

ALL MEMBERS AND FAMILIES

IMPORTANT ADDRESSES

TO REMEMBER

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Chas (Bubba) Braud
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Barney Russell

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



Library of Congress Photo

Mission #18 Polesti Raid May 30, 1944



Earl Leinart has been in contact with the SAC Museum regarding our squadron's assets in the event of a disolvement. The Museum has presented the following proposal:-

781st Heavy Bomb Squadron Education Scholarship Endowed Fund

The Strategic Air & Space Museum annually reaches over 25,000 students with direct programs in history, space exploration, and aviation with a strong emphasis on teaching math and science applications.

Summer and fall Flight Camps are the area of greatest potential growth over the next five years, and is also the program area where scholarship support is most needed.

Providing scholarship opportunities to young people who are passionate about learning and sharing in this program would help to make a lasting impact on students across the Nation.

With a gift in the amount of \$40,000 the 781st Heavy Bomb Squadron Association Scholarship Endowment would be established. Annually, only the interest from this Endowed Fund would be spent on scholarships, preserving the principal and creating a lasting impact.

Each recipient of scholarship support would be designated as a 781st. Heavy Bomb Squadron Flight Scholar', recognizing the contribution of the Association in perpetuity.

The Establishment of the 781st. Heavy Bomb Squadron Association Scholarship Endowed Fund would allow the Museum to reach young people for years to come, and provide the Association with a way to bring the history of the B-24 to life and tell the stories of heroes who flew this great aircraft, for generations to come.

John Zadrozny sends the following notice regarding the U.S. Air Force Memorial Foundation.

The Foundation is in the process of erecting a 'Memorial to Aviation' and is soliciting contributions.

John would like to make our members aware of the impending 'Dedication Day' ceremonies in Washington, October 14-15th, 2006.

Why an Air Force Memorial?

The United States Air Force is the only branch of service without any memorial in the Washington DC

space power has changed the face of the world. Since the Gulf War, air and space power have also changed the entire way the Country views the very nature of war.

This Memorial will Recognize the aviation pioneers of yesterday.

Serve as a tribute and source of pride for those serving their Country today.

Help inspire future generations to serve the nation proudly in the Air Force "blue."

Ensure that the airpower lessons of the 20th Century and beyond are not forgotten.



area commemorating its service to the nation.

There is a long overdue need to honor the millions of patriotic men and women who have distinguished themselves in the United States Air Force and its predecessor organizations, including the Aeronautical Division, US Signal Corps; the Aviation Section, US Signal Corps; the Division of Military Aeronautics, Secretary of War; the Army Air Service; the Army Air Corps; and the Army Air Forces.

All the above listed organizations have suffered some 53,000 plus combat casualties, the second highest of any of the four armed services of this Country.

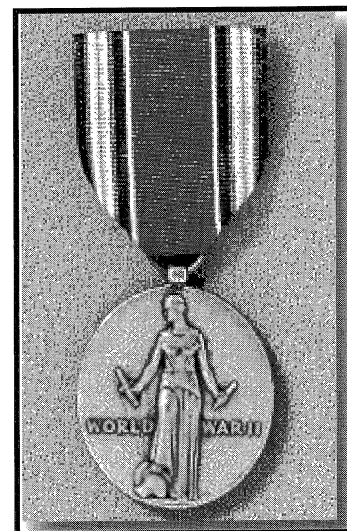
In less than 100 years, air and

World War II Victory Medal

This medal is awarded for any service period between 7 Dec 41 and 31 Dec 46.

The medal is 1 1/4 inches in diameter, bearing in front the figure of liberation holding a broken sword in the dawn.

The ribbon is predominantly red with wide rainbow



LETTERS

Mr. Frank Ambrose
46 South Main Street
Gloversville, NY. 12078
8 December 2004

Dear Frank:

I thank you for talking with me this afternoon and I thank you for purchasing my book *The 465th "Remembered" Book 1.1* hope you find it interesting and informative. I am also sending some copies of pages from the 465th Bomb Group (H) newspapers. I thought they might be of some interest to 781st Squadron members, if you think they are worthy of inclusion in the "Pantanello News".

I know you are aware of the World War Two Memorial and do you know of the World War Two Registry? My wife and I have been reading the names of men from the 465th Bomb Group (H) that are on the registry. I know that there are many who have not submitted their names and I just wanted to ask you if you might include the following information in the "Pantanello News" in case there are some men who would like to be on the registry. They are allowed to submit a 300-word biography of their tour of duty and their photo, but photos are not returned so it is best to submit a Xerox copy.

Anyone who is interested can call 1-800-639-4992 and request an information packet for submitting names. When they fill out the information they should then mail the packet to the following address:

World War Two Processing Center

P.O. Box 305

Calverton, NY. 11933

After they submit their names their name will be added to the registry and they can see it on the Internet at WWII Memorial. Then click on WWII Registry, then click: Search The Registry. Then they can enter their name and it will appear on the screen.

My goal is to keep the memory of the 465th Bomb Group (H) and all who served in it, alive in the hearts and minds of anyone I can reach. My wife and I firmly believe that the men and women of World War Two saved the world and we will never forget that we owe our freedom to you and your comrades and all veterans of WWII. God Bless each one of you.

Thank you Frank and till next time, I remain,

With Utmost Respect

Gene F. Moxley
606 Lincoln Court
Warrenton, MO. 63383-2819

This From Connie Ogden:-

Dear Frank,

I don't know how appropriate it is for the newsletter, but I would like to share a few thoughts with you about American Hospice.

John went to the hospital on November 30th for tests. On December 1st we got the news that they had found esophageal cancer, inoperable, which had metastasized to his liver and several other places.

They suspected internal bleeding and wanted to do more tests, radiation and chemotherapy. John just wanted to go home!

(Again thanks to the 781st he was so busy with the reunion in Shreveport and Hurricane Rita we probably were not that aware of his declining health.)

We called Hospice, and that evening the Chaplain and RN came staying until perhaps 8 P.M.

The next morning another RN came to further assess his situation. They delivered hospital bed, oxygen tanks. Bedside table, wheel chair, evacuation equipment, and crisis medications for our refrigerator to be administered at their direction as needed.

A daily visit from a Certified Nurses Assistant shampooed, bathed, changed linen and reported his condition to the Registered Nurses, who came twice a week.

There was also a Licensed Master Social Worker who assisted me in filling out forms for the Long Term Care Insurance which we used for housekeeping.

I was not inclined to be doing housework or scrubbing floors while a "sitter" watched over John's bedside.

At appropriate times they upped his medications to keep him comfortable. Hospice care is palliative so no more invasive procedures.

A compounding pharmacy delivered medications as needed. Each equipped with cell phone, they were in constant contact with the Hospice M.D.

The last 48 hours they supplied Crisis Nursing, 24 hour care.

Each and every one was professional, cheerful and comforting to John and to me. I cannot express what a blessing they all were.

Since we have had so many Folded Wings in the past few years, I think we were prepared and realized that death is another part of living, each report of another death took its toll, but perhaps it was a fine learning tool for us.

Thanks to the 781st..

Since most of us are octogenarians I would encourage anyone with a terminal diagnosis to consider Hospice Care.

Thanks Frank

January 2, 2006



Brad Branch sends the following letter bringing me up to date of his progress and efforts in arranging a meeting of all of the members of 4 Squadrons of the 465th Bomb Group. He will be Premiering His Documentary of the 465th. that he has been working on for the past several years. Many members of our Squadron will be featured.

1/12/06

Dear Frank:

I just wanted to drop you a short note to fill you in on our documentary project. We hope you'll pass this information on to the other members of the 781st.

When completed, the documentary will be one to one and a half hours in length. It is our hope that it will stand as the first installment of a series of projects focusing on the 15th Air Force. This film concentrates on the heavy bomber groups of the 15th and most specifically, the 465th and the 464th, which were based at Pantanella, Italy.

We have just completed the first half hour which is currently having the music composed out in LA.. Attached to this email are

shots of both Jim Altoff and Bernie Baldler who figure prominently in the final piece.

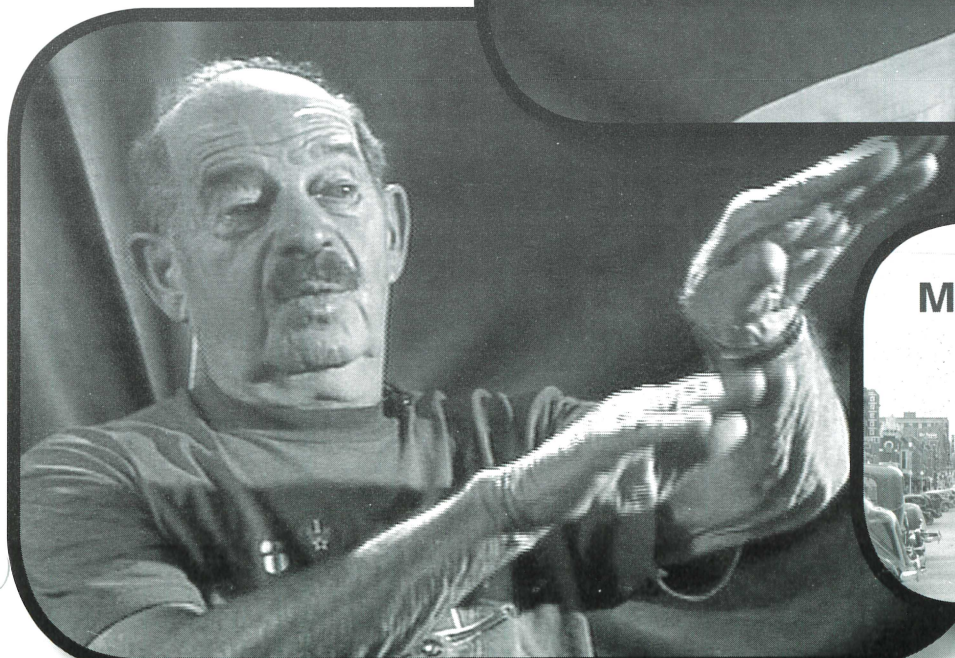
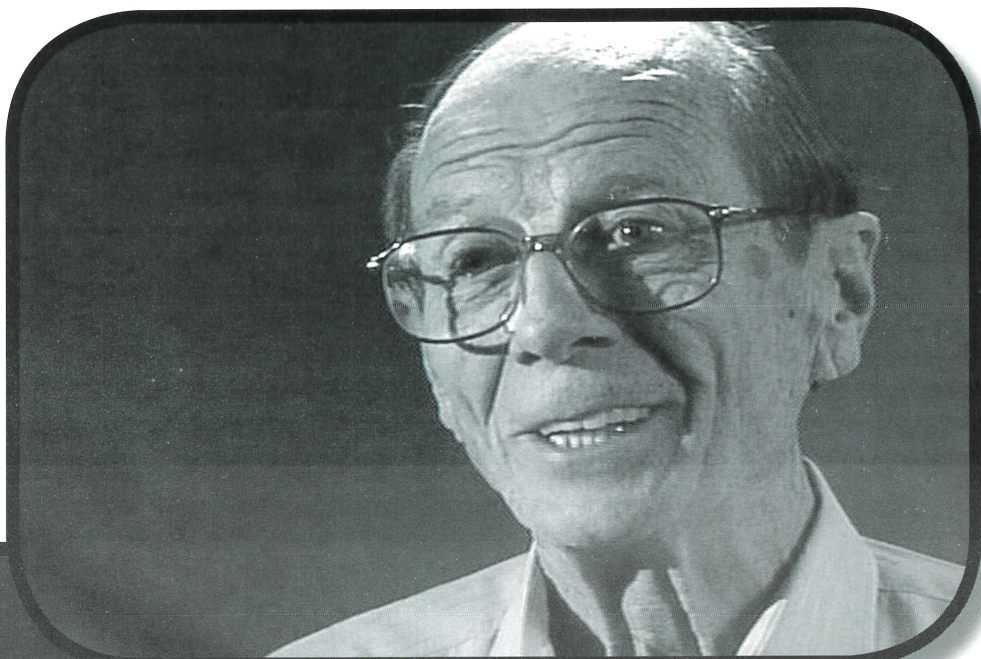
The pictures and film supplied by members of the 781st have helped enhance the project tremendously. I would like to say at this time that both Jim Althoff and Harry Karl were most helpful along with all the others that we have interviewed. We thank you all for your contribution.

On another note, we will be are hosting the 2006 reunion for the 780th in Portsmouth, NH and are hoping that the other squadrons may join us. We feel we can provide good entertainment, including a viewing of

the documentary. Early October is also the height of the foliage season, so we felt it would be an enjoyable location. Please let us know if you might be interested in attending so that we can look in to accommodations for all who are interested.

Thank you again Frank, for your help and insight on this project. We look forward to your critique of our rough-cut. Please feel free to call me any time with questions or comments.

All the best,
Brad Branch
LongShot Films



McCook, Nebraska



'SUNNY ITALY' and COLD WINTERS

1944 in 'Sunny Italy' had been anything but 'Sunny'!

The constant rains through the past summer had made temporary roads and areas, to a great extent, impassable.

Considering all those "Dog Faces" in the trenches, "Thank God we were in the Air Force". (Except when the target was Polesti)

The mud at times seemed to be up to your knees.

The ensuing Italian winter of 1944 began contributing to an increasing abundance of discomfort.. The weather was turning cold!

Most of us slept with our clothes and shoes on because the temperatures were unbearably cold.

Trying to keep warm while sleeping was becoming a problem

The Air Force did not issue heaters for tents (at least not to us). In order to compensate for this annoying problem various concoctions and contraptions began appearing among the various shelters on the Base

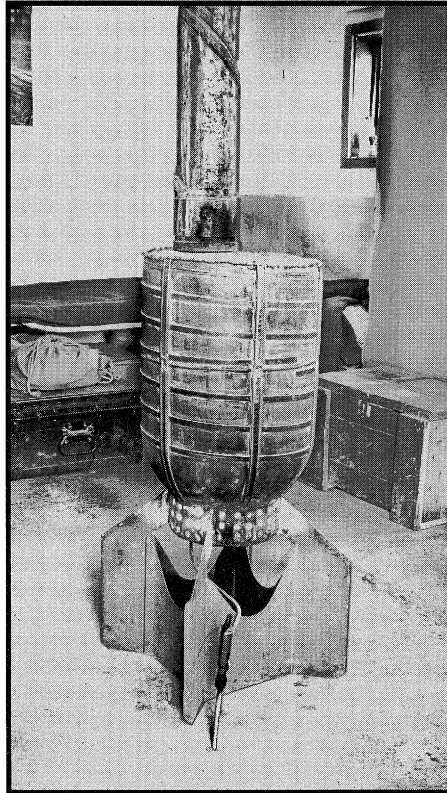
Our first attempt in trying to provide warmth for our tent was by building a stove heated with 100-octane aviation gas.

To make our stove, we cut 6" off each end of a 55 gal. drum and mashed them together.

We then fashioned a fire pot from about five inches of the butt end of 105 mm shell casing. We drilled some holes in it to give it combustion air, braised the fuel supply line into the primer hole, and suspended it from the bottom front. For a stovepipe, we cut the ends off of 105 mm casings and stacked them together.

When kerosene was available we cut it 50-50 with 100 octane gas. This burned better than straight 100 octane. When using this mixture, we had a problem of soot in the chimney.

The amount of heat given



off during a cold night did not compensate for the effort needed to keep the stove in production.

We could clean the chimney by getting the fire pot good and hot, turn off the fuel until the flame went out, then turn the fuel on and run like hell.

This was not too desirable because many tents blew up and burned down.

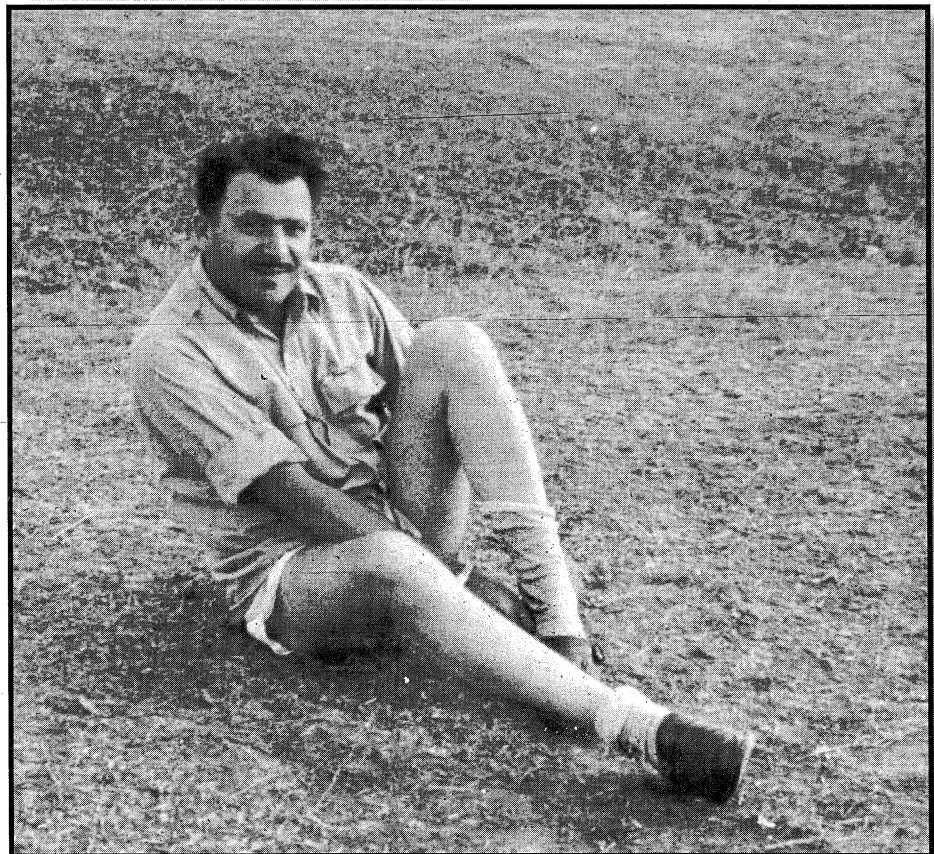
Later on as soon as my 'Casa' was completed I made a deal with Group Engineering. By clever bartering I was able to convince them to build me a professionally built clean working and efficient 100 Octane 'GI Stove'.

From then on, it seemed that we were entertaining more and more overnight guests.

Frank Ambrose

Our New Stove was constructed from an ornately sculptured scraped, Light Blue, Oxygen bottle mounted on 'GI Green' Bomb Fins.

The Blue exterior of the bottle would turn into Glowing Pink as the stove became hotter.



Is Doc. Rappaport hiding Ray Caubles shoes?



Cartoon by Tom Arthur

The GI STOVE a la Tom Arthur

The process of fabricating a "GI Stove" was humorously depicted in this cartoon by our own, Tom Arthur in the winter of 1944.

According to Arthur, the instructions are as follows:

For Material:

Select an assortment of hydraulic tubing and an oxygen bottle from the Group Junk Yard.

Steal, beg or borrow a 55 gallon oil drum from the other squadrons' supply dump.

Approach the British Ack-Ack Group defending our base, when challenged, give the 'password', have some tea and start bartering for some shell casings.

For Construction:

Saw off about 3 inches of the drum.

Use the shell casings as a chimney.

To Operate:

Make out a Will.

Pour 80-octane gas into Oxygen Bottle and start it dripping.

Light the stove with a lighted match on the end of a very long stick

Run like Hell

Go back

If there is no explosion, go back, you will have heat!

If there is an explosion your worries are over.



JUST A PAIR OF SHOES

By George Hausold

It's pretty tough to come up with a story about a pair of shoes, but believe me, this was no ordinary pair of shoes.

A little background first. We were on a mission in May of 1944 to Vienna, which everyone knows was a pretty rough target.

While over the target, my pilot, Ray Cauble, was hit by a piece of flak.

I remember it well, as I did the honors of dressing the wound, a small hole entering and a rather large hole exiting.

Incidentally, my navigator, Jerry Jolicoeur, was also hit.

Both of his wounds were leg wounds also, but Ray's was by far the most serious.

Our copilot, Frank Hylla, did a great job in bringing us back to the base safely.

After being treated at the field hospital, Jerry was released but Ray would be staying awhile.

We were given a reprieve from our next mission when we were ordered to Capri for R&R.

A great time was had by all and we finally had to get back to the base.

I might mention that Ray Cauble was still in the hospital at this time.

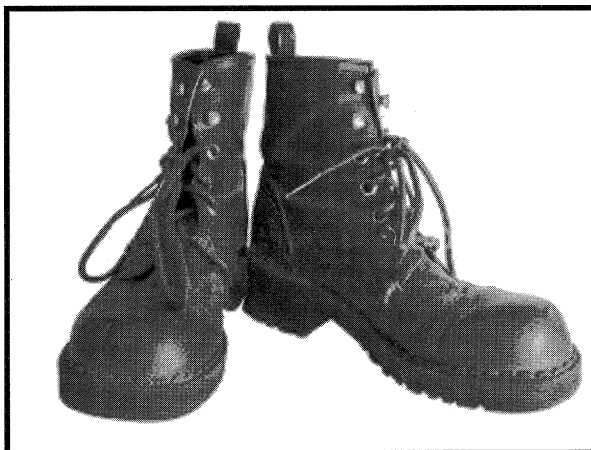
During our stay on Capri, our tent was robbed and among the items taken was my pair of GI shoes.

The only other footwear I had was a pair of slip on boots, similar to Wellingtons, which were not exactly ideal for

flying.

I recall being told that in the event of a bailout, these boots could be jerked right off your feet.

So I asked Ray if I could borrow his shoes for this one mission to Blechhammer. To my surprise, he said "hell no, you probably won't



bring them back".

Then he broke into a grin and said "take them".

As some of you may recall, the date was June 30th, 1944. The signs were not good.

Ray Cauble would not be our pilot on this mission, our plane, 'Belle Ringer', was too shot up to fly so

we were assigned to fly 'Long John Silver'.

Our nose gunner, Paul Brady was on heavy medication and was temporarily grounded so Austin Davis took his place.

From what I understand, Hank Willet was scheduled as our pilot but became ill at the last minute so John Dickey became our pilot.

This was my 13th. sortie.

Considering everything, we were off to a very inauspicious start to a very tough mission.

Just how tough this mission would be wouldn't become apparent until we were a few hours in the air.

All seemed to be going well until we were jumped by German fighters over southern Hungary and subsequently shot down in flames.

Bob Hoover, our ball turret gunner and Austin Davis never got out of the plane before it blew apart and Jerry Jolicoeur died in a Hungarian hospital ten days later.

Bob Carr, our engineer and I were held in a local military facility somewhere in Hungary for about a week before being shipped to an interrogation center in Budapest.

For this entire time I can't remember taking my shoes off.

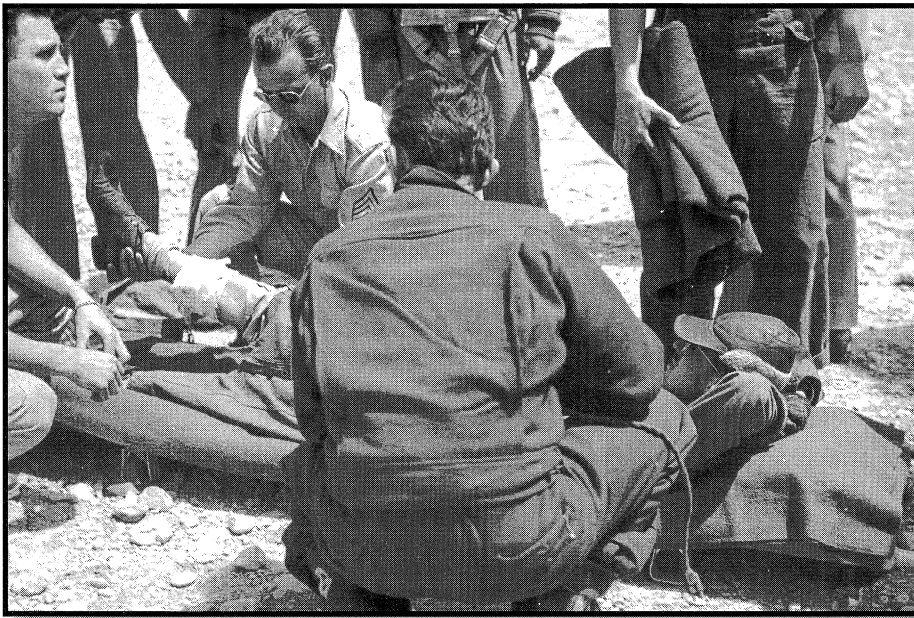
Upon arriving in Budapest so that we and our clothing could be



Raymond D. Cauble Crew, L to R

Rear - Raymond D. Cauble, Pilot; Frank T. Hylla, Co-Pilot; Jerome F. Joliceur, Navigator; George W. Hausold, Bombardier.

Front - George A. Wilson, R/O; Robert H. Hoover, Ball Gunner; Paul B. Brady, Sr., Nose Gunner; Robert H. Carr, Engr.; Joseph E. Carroll, Gunner; Richard A. Thill, Gunner.



Medics administering 'Plane-side First Aid' on Lt. Caubles' leg wounds

deloused, we were ordered to strip including shoes.

Once we were reunited with our clothing together with our shoes we were put into solitary confinement and periodically interrogated by the S/S.

As you can probably guess, we all slept with our clothes and shoes on.

We finally left Budapest and headed for Stalag Luft III at Sagan, Germany.

After what seemed like an eternity, we (approximately 50 men) reached our destination and bid farewell to our deluxe travel accommodations, the more or less infamous 40&8 railway cars.

Naturally, we kept our clothes and shoes on during the whole trip.

Part of our routine at Stalag Luft III was the daily walking around the compound, usually 3 to 5 miles per day.

You would think that all this mileage would wear these shoes out in a hurry but, amazingly they were holding up very well. Summer dragged on into Fall and then into Winter. The weather getting worse day by the day.

Finally in the middle of January 1945, we were ordered to

walk about 10 miles per day in preparation for a probable evacuation.

On January 27th around midnight, we marched out of Stalag Luft III in the middle of a blizzard with the temperature around zero degrees.

We marched all night and after trying to get some rest in shifts we resumed our march that night.

We reached Spremberg, where we were put on 40&8s and arrived at

Stalag XIID in Nurnberg where we witnessed numerous air raids, especially at night.

So here again, we had to sleep with our shoes on in case we had to vacate our bunks in a hurry.

During this time our food rations were cut drastically and we didn't walk as much, just to conserve energy.

On April 4th, 1945, we got our marching orders again and hit the road for what would be our final destination. At least the weather was better than it was for our previous march.

And yes, I was still wearing Ray's shoes.

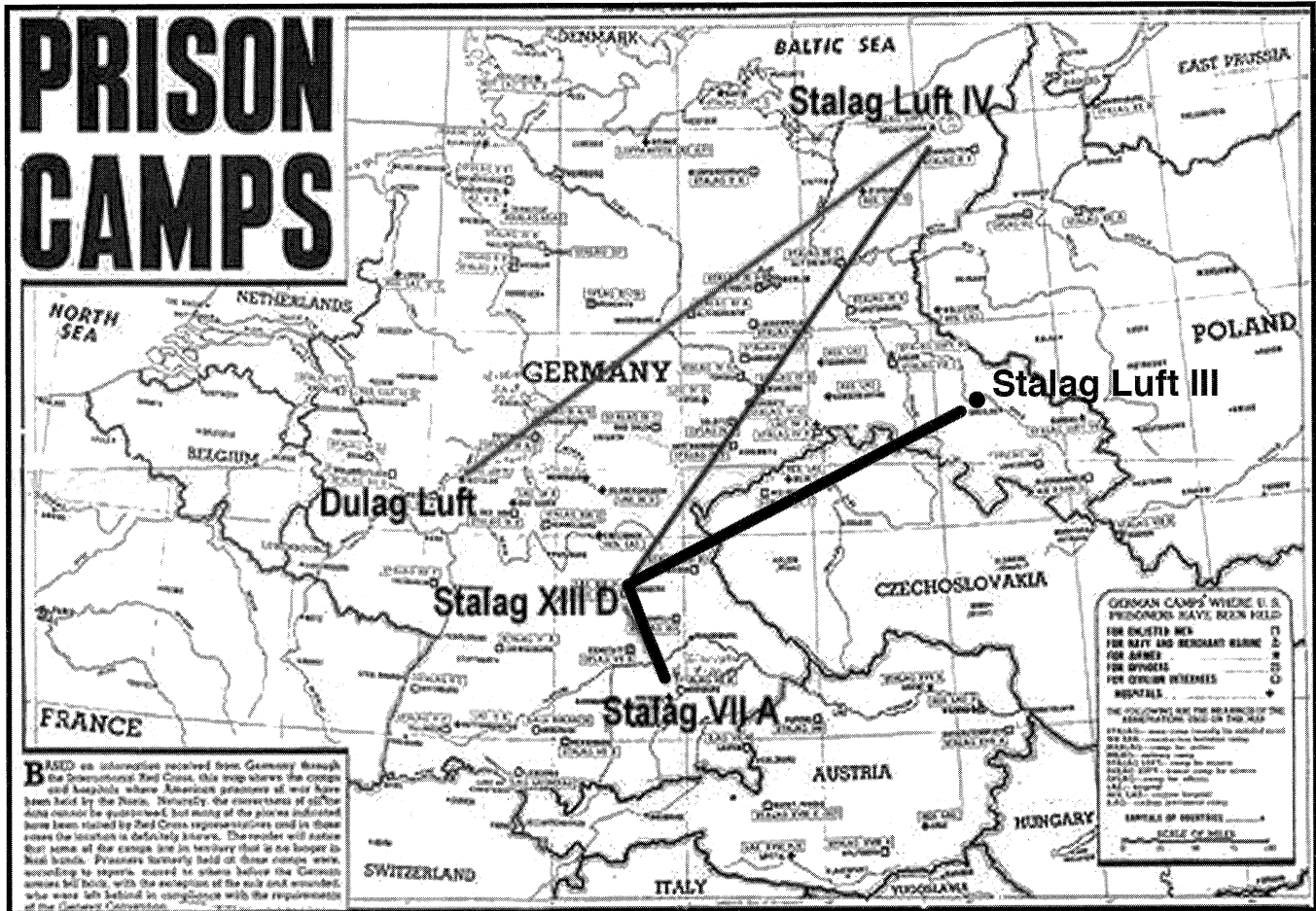
During our 9 days march (we arrived at Stalag VIIA in Moosberg on the 13th. of April)

We experienced many things, P-47s making strafing runs on locomotives, bombing runs that created shock waves that were amazing to witness, chaff hanging from trees like tinsel on a Christmas tree and amidst all these signs of war and destruction, the occasional roadside shrine.

Spirits were reasonably high because we could more or less see the light at the end of the tunnel-- liberation!!

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Kriegesgefangenen-Stammlager:															Page: <u>1</u> <u>sgellg.d.lw.3</u>									
Name: <u>H. A. U. S. O. L. D.</u>															Staatsangehörigkeit: <u>U. S. A.</u>									
Vorname: <u>George Warren</u>															Dienstgrad: <u>1. Lt.</u>									
Geburtsort und -ort: <u>4.4.1922 New Jersey</u>															Truppenteil: <u>USA AF</u> Komp. u. n.:									
Religion: <u>Protestant</u>															Zivilberuf: <u>Mechanist</u> Berufs-Gr.:									
Vorname des Vaters:															Matrikel Nr. (Stammrolle des Heimatstaates): <u>0-752 751</u>									
Familienname der Mutter:															Gefangenennahme (Ort und Datum): <u>30.6.1944 Ungarn</u>									
Ob gesund, krank, verwundet eingeliefert:																								
Bild															Nähere Personalausbezeichnung									
Größe: <u>1.70</u> Haarfarbe: <u>blond</u>															Besondere Kennzeichen:									
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Fingerabdruck des linken Zeigefingers															Mrs. T. Hausold 816- 13. St.									
Fingerabdruck des mittleren Fingers															Union City New Jersey									
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German POW ID Card issued to Lt George Hausold, recording his personal details.



Stalag VIIA was a camp originally meant to hold approximately 30,000 POWs. There were actually closer to 130,000 POWs. Most people cannot imagine the conditions in this hellhole, but in spite of these conditions, spirits were high.

Little did we know that within two weeks we would again be free.

On April 29th, elements of Patton's 14th Armored Division arrived to a tumultuous welcome from the thousands of POWs, some having been prisoners since the beginning of the war.

As for me and Ray Cauble's shoes, the time spent in captivity was only 10 months; but at the time, it seemed much longer.

Within a few days, we were all flown out in C-47s to 'Camp Lucky Strike' in Le Havre, France. We were issued new clothing and shoes and fattened up a bit before shipping us home on Liberty ships. Believe it or not, I did not get rid of Ray's shoes at this time, but instead

packed them up with my other possessions and brought them home with me. After getting married and finding a job with 'New Jersey Bell', I resurrected these good old friends and used them on the job for quite a while. At last the time had come for me to retire these famous shoes and I more or less put them out of my mind

until a few years ago. The more I thought about these shoes the more I realized that it's not always the big things in life that are important, it's also the little things, like a humble pair of GI shoes.

PS:- I guess I still owe Ray Cauble a pair of GI shoes.

George Hausold



American Prisoners of War muster for roll call at Stalag VIIA

FOLDED WINGS

John Ogden, 781st. Squadron Association President, passed away peacefully December 29, 2005. Memorial Contributions may be made in his memory to the 1st BS Association

Dear Friends,

Thank you all for giving John the honor and privilege of serving as President of the 781 st.

He so loved getting your mailed/e-mailed/telephone communications. He cherished the friendship of each and every one of you.

His relationship with his computer "Black Rock" was sometimes less than perfect, but somehow we managed to keep the records straight and correspondence flowing.

I would like to share with you moments from a beautiful, peaceful death.

The Bose was softly playing the CD 'On Eagles Wings' which includes 'Wind Beneath My Wings, Morning Has Broken, I Believe, Deep River, Climb Every Mountain', 'You Never Walk Alone', 'Blessed Be The Tie That Binds'.

When we got to the final track 'Let There Be Peace on Earth' we told the Crisis Nurse how at 'Unity Chrch of Christianity', the congregation holds hands and sings this song at the end of the service. Candy, my daughter who has a lovely singing voice and sings in choir began singing softly with the CD. .

She was holding John's right hand and I was holding his left. (John was left handed.) Melody, the Crisis Nurse from Hospice who had been taking readings of his heart beat, could no longer find it. Candy also listened for the heart beat. None. Melody says "He's gone".

Candy repeats the Prayer of Protection (surrounding him with the Light of God) as 'Amazing Grace', complete with bagpipes, finishes playing.

The 781st 'Last Man Standing 'Old Grandad' bottle is awaiting someone else.

John always thought he would be drinking that toast.

Perhaps our Folded Wings Group welcomed him and they had a good time remembering times past.

With love and respect for you all.

Sincerely,
Connie Ogden

Frank,

We were deeply saddened to learn John died.

The Association owes him a debt of gratitude for the survival of the 781st Squadron Association after the 2002 Reunion in Colorado Springs.

He took on the Presidency and the Secretary/Treasurer offices and put a reunion together in Houston which saved the Association.

He was very supportive of us as we organized the Rapid City Reunion in 2004.

His dedication to the Association was evident.

We are grateful we had the opportunity to get to know him.

Orren and Carole Lee

Eugene G. Martis, Radar Navigator on Maccani Crew

Eugene G. Martis, 82, of West Newton, formerly of Clairton, died Monday, Dec. 12, 2005, in Integrated Health Services, Hempfield Township.

He was born Aug. 23, 1923, in Clairton, a son of the late John Francis and Mary Kotter Martis. He retired with 32 years of service from Westinghouse in Moon Township, where he was employed as an engineering manager of Research and Development.

While at Westinghouse, he was involved in various projects, including the Shippingport Nuclear Power Plant and the USS Nautilus.

Mr. Martis was a member of Ascension of Our Lord Byzantine Catholic Church, Clairton. He was a 1941 graduate of Clairton High School and a 1950 graduate of Duquesne University.

Mr. Martis served as a First Lieutenant with the U.S. Army Air Force during World War II, from 1942 to 1945. He flew over 50 missions with the 781st. Bombardment Squadron of 15th Air Force in central Europe, the Rhineland and Balkans campaigns, earning Bronze service stars, an air medal, and two Oak Leaf clusters. Mr. Martis was an avid fisherman traveler and outdoorsman. He is survived by his wife of 57 years Josephine "Babe" Azzari Martis, five sons and four daughters in-law, and one brother, John Francis Martis.

Reported John Zadrozny

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.

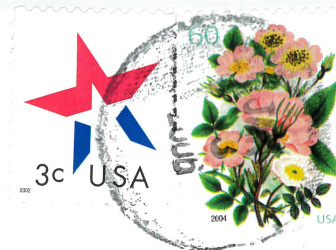
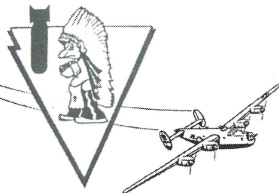


"Gentlemen,
The target
for today
is
POLESTI-

Flak
is expected
to be
Light
to
Moderat
(Yea-Right!
Sure glad it
ain't
HEAVY!)

Notice the B-24 at
the far left.
It just has
recieved a hit in
the Left Engine

781st BOMB SQUADRON
ASSOCIATION
44 East Blvd.
Gloversville, NY 12078



ORREN LEE
2312 BRAEMAR DR.
SOUX FALLS, SD 57105