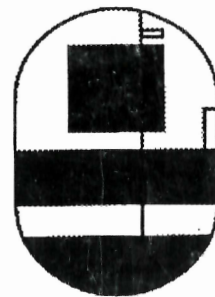




# PANTANELLA NEWS



July 2002

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NUMBER 69



781st Bomb Squadron members at our first reunion.  
Held at Colorado Springs, Colorado September 11 to 15, 1986.

You may wonder why we are using this picture in the July 2002 issue of PANTANELLA NEWS. The following letter from John Ogden (Our Squadron Treasurer) to Jim Althoff re the future of our Squadron Association may help you to understand this. The article on page 9 of issue number 62 (October 2000) on the same subject may also be of interest to revue.

Dear Jim,  
I am responding to your letter of January 17, 2002. I do have reservations. The Board of Directors and the

Officers of the 781st Bomb Squadron Association made the same decision prior to the Travis Air Base reunion in 1999. The membership, (the

participating non-working types) decided that they did not like the decision, and proceeded to approve

Charlotte Zartman's proposal for a reunion in Phoenix. We both know how that has turned out! Walt and Ann Longacre put together a great affair in Omaha, which was impacted by 9-11. Everyone that was able to make it enjoyed themselves, but only about half of those registered actually came. My point is that the Association membership wants to decide when the last reunion will be. Another decision by the Board of Directors and the Officers to end the reunions is very liable to run into the same difficulty that occurred at Travis.

I have an alternate suggestion. Let's devote enough space in the July newsletter to

thoroughly discuss the future of our organization. We all know that it cannot go on forever. Give the membership the facts on which this decision must be based. Hell, I will even volunteer to put an article together! Provide the membership with information about how many active members we have, an approximation of the rate at which we are diminishing, a discussion of the finances, the elements of work, in detail, that is required to have a reunion, and perhaps set up specific committees to do the work for future events. I think that with this information, properly presented, the organization will grind to a halt in the not too distant future.

ability to report on all in the organization is severely hampered by inadequate reporting. I would hazard a guess that no more than fifty percent of our losses show up in the News. Our attrition rate will increase with time.

Our active membership (those who continue to pay the annual dues) stood at 304, for the year 2001. This number is reduced from the approximately 1500 known when the organization started [We never have had 1500 active members. That number includes all the names we knew of at the start, including FW, LX, and NL. *Ed.*] Though dues are still being received, the active (dues paying) membership as of January 24, 2002, stands at 214. It obviously will not get back to last year's 304. [What caused the drastic drop of 90 people between 2001 and 2002? It surely was not FW. *Ed.*]

Why is this palaver necessary? The people that execute the activities necessary for the 781st Bomb Squadron Association to function are all in this group. Some of them are tiring of the demands placed on their time and energy.

Primarily, these activities are the generation and distribution of a quarterly PANTANELLA NEWS and the preparation for the REUNIONS, whether they occur annually or biannually.

Let's talk about these activities separately. First the PANTANELLA NEWS. The

## THE FUTURE

Gentlemen, (and Ladies), The 781st Bomb Squadron Association has reached a point in its life, that some serious decisions are required from the membership. As we all are aware, the organization will not, cannot, go on forever. Although no one likes to think about this aspect of the future, the fact remains that the future is finite. The youngest member of the organization is not less than 75 years of age. I won't even guess at the age of our oldest member. Suffice it to say, he is getting up in years. We are inducting very few, considering the number of children of members that have demonstrated interest. In short, we are not too long for this world.

In the past year (2001), the Pantanella News has reported that 10 members have folded their wings. Others have undoubtedly done the same, but the

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Walter M. Longacre, Vice-President  
John W. Ogden, Treasurer  
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### 781st BOMB SQUADRON

as part of the 465th Bomb Group, Fifteenth Air Force, flew B-24 Liberators from Pantanella Airfield located near Canosa, Italy, during WWII (1944-1945). During it's 191 missions over Southern Europe it dropped thousands of tons of bombs, shot down 23 enemy aircraft (German) and received two Distinguished Unit Citations.

## Reunion Statistics

Total Membership of the 781st Bomb Squadron Association is 1550 men whose names were on the 31st Bomb Squadron Duty Rosters between 14 August 1943 and 31 July 1945. These were copied at Trinidad from the official records (with addresses) while the Squadron and Group were in the process of being deactivated. The following table lists only the people attending the reunions.

Year	Reunion	Location	Date	Squadron Members	Spouses	Honorary/ Guests	Total
1986	A	Colorado Springs	Sept 11-15	169	141	30	340
1987	B	Dayton	Sept 17-21	179	129	43	350
1988	C	San Antonio	Sept 17-21	166	109	43	320
1990	D	Boston	Aug 23-26	164	130	26	320
1992	E	Omaha	Sept 10-13	131	108	39	278
1994	F	Tucson	Oct 13-16	161	127	15	303
1996	G	Montgomery	Sept 26-29	113	102	10	233
1988	H	Dayton	Oct 7-11	105	84	20	209
2000	I	Fairhill	Sept 12-17	60	49	24	133
2001	J	Omaha	Sept 13-16				
2002	K	Colorado Springs	Sept 15-19				

NEWS has always been put together by Jim Althoff and Harry Carl. The treasurer furnishes the list for distribution and prints the mailing labels required for the NEWS. The stories printed come primarily from the general membership.

That leads me to remind you that the supply of articles to be printed is finite, also. If you want the NEWS to continue, get your write-ups to Jim. His address is 2 Mt. Vernon Lane, Atherton CA 94027. If you want to talk about the stories you can write, Jim's

phone is (650) 325-8356. Of one thing you can be assured, the NEWS will not be published when there is nothing available to print! Jim and Harry will not make up stories for the paper. Since attrition is taking its toll of the membership, the source



could be drying up. Get your stories down on paper. Everyone has some tale that would be of interest to the rest of us. Do not keep us waiting for the pearls from your ruby lips!

The only other problem we face is financial. Without an increase in dues to the association, distribution of the paper will be terminated in approximately 3 years. The present income from dues to the association is approximately \$1,200.00 per year.

Printing and mailing the News costs approximately \$8,000.00 per year. No one has volunteered to make up the deficit. An increase in dues and substantial gifts to the association are hereby solicited. Sorry, they would not be income tax deductible! While we are at it, let's all give a big thank you to Jim and Harry for their dedication and hard work!

Now, lets talk about reunions. For the people who arrange the meetings (all volunteers), this is a significant work load, taking as much as nine months to accomplish.

Establishment of the location, selecting the host hotel, agreeing on a contract basis with the hotel, establishing how many rooms will be required, what public facilities will be needed, how many meals will be served, menu selection, activities for attendees, supplies for hospitality and a myriad of other details must be attended to. Because our membership is so widely distributed across the country, it usually falls to one person, or a couple, to get the job done. By the way, didn't Walt and Ann Longacre do a wonderful job in Omaha? With the exception of the reunion planned for 2002, the organization has no agenda, nor volunteers to do the work. How many of you would be will-

ing to tackle this job and see it through to completion? The organization is completely open to suggestions and volunteers.

The reunions are planned to stand alone financially. That is completely separate from our general treasury, therefore all of the costs involved in a reunion must be determined in advance and stated as part of the registration fee. How many volunteers are there? Where will the next reunion be?

For the Omaha reunion in 2001, with an active membership of 304, we had a total registration of 96, including wives and some children. This means that approximately 48 actual members were able to register, approximately 17% of our membership. Has the time come to have the last one?

*Following is a letter from Charlotte Zartman which she sent in late April, 2002, to Jim Althoff, Harry Carl, David Borman, John Ogden, Walter Longacere, Bernie Badler, and Bonnie Rowe. In the light of the preceding article from John Ogden, this may be of significant interest to Association members. (Editor)*

Charlotte Flanigen Zartman  
18007 North 129th Drive  
Sun City West, Arizona  
85375-5008

To: 781st Bomb Squadron  
Re: Reunion 2002

During the semi-annual reunion in Sacramento, California, September 2000, the issue was raised that reunions would no longer be held. I interrupted the discussion with a plea to continue the reunions. If memories and records are checked, it was agreed in about 1992 that the reunions would be held every two years rather than yearly. In the year 2000 in Sacramento California, I issued an invitation for the reunion to be held in Phoenix-Scottsdale-Sun City West- Luke Air Force Base area in the year 2002. There seemed to be enthusiasm however, the board would have to con-



sider and make final decision. I agreed, but came home to begin plans for a grand reunion in September 2002. I did not realize that Walt Longacre had issued an invitation for the reunion was to be held in Omaha, 2001.

Upon returning home, I immediately proceeded with plans for Phoenix, 2002. I contacted various locations for the hotel Phoenix, Scottsdale, Litchfield Park and Surprise. I contacted Luke Air Force Base for arrangements for tours luncheon and Memorial Service. I made arrangements for Pinnacle Peake fun evening , for tours to the Air Force Museum in Mesa and for other events I thought would be enjoyable for the group or in separate group arrangements.

I visited 5 hotels, motels and found what I considered to be an ideal location for the reunion in Scottsdale. Right in downtown Scottsdale, within walking distance of shopping, short distances to museums, golfing and other attractions in the area. After personally inspecting all of the options, I selected the Valley-Ho Ramada as the best choice for our needs and requirements. They quoted an excellent rate, especially for downtown Scottsdale with the necessary requirements for the reunion. I made tentative arrangements for meals and banquet., even to table decorations.

I was in contact with the Scottsdale Chamber of Commerce: they provided me with posters and promotional materials. I received Arizona maps and other materials from local motels,

I personally obtained souvenirs; key chains and luggage tags; Wells Fargo Bank gave me carry bags, (I have my account with them.)>I made posters promoting Phoenix-Scottsdale, also made poster with 781st Logo for the hospitality room.

I shipped all these things to Omaha, planned to arrive on 13th September to see things were in order for the opening of the reunion on the 14th. However, with the events of 11th September, I was unable to attend the Omaha Reunion and in fact was told it was good I was not there as there were few attendees and a nicer time to visit. I had to search for the packages that I had sent, some of the contents were my personal things and wanted returned to me. Some of the contents "disappeared". I did not receive some of the articles I had sent. Had I been there I would have been able to sort things out and distribute according to original plans. Too bad for lack of communication

I continued with plans for Reunion 2002. The marketing people at the Ramada received a disturbing call from Walter Longacre in January concerning our agreement, I knew nothing of the call and assured them the reunion was still on. I was not aware that the arrangements had been canceled until I received the latest issue of "Pantanella News" with the registration form for Colorado enclosed. I was devastated.

I feel this was handled in an unprofessional way, not in a military or civilian way of business. My first husband, who died of cancer, was a West Point graduate, my uncle was West Point graduate, my father military, my brother a graduate of The Citadel and my other brother a chaplain. I am acquainted with military protocol and procedures I know how to abide with them and to behave accordingly.

In conclusion, as a paid life member of the organization I will expect to receive the "Pantanella News and other information, if any. I will not attend the reunion in Colorado, nor will I assist in any way with the organization.

Thank you for your attention in these matters.

Very truly yours,

Charlotte Flanigen Zartman (Signature)

Charlotte Flanigen Zartman

28th April 2002

Exhibits enc.

## The Consolidated B-24 Liberator

**O**n page seven of PANTANELLA NEWS Number 66 we printed a list of B-24 models, the quantity produced of each model, and where they were made. Following is an expansion of that list to identify the differences between the various models. We believe that you will find it of interest.

The B-24 was first born as Model 32 upon a suggestion by the Air Corps to produce a production line to build Boeing B-17's. Consolidated's reply was to construct a mock-up. Using the Davis wing and twin tails from the Model 31 fly-boat proposal. March 30th 1939 a contract for a mockup, wind tunnel model and one prototype XB-24.

Exactly nine months to the day the XB-24 was to be completed. But the XB-24 flew one day earlier, on Dec. 29th, 1939. The B-24 design was forever tied to the abilities of the Davis high lift airfoil.

XB-24: Gross weight was 41,000 lbs

YB-24: Gross weight was raised to 46,500 lbs and seven were built

B-24A: First production 50 caliber guns replaced the 70 caliber guns and weight was increased to 53,600 lbs and 9 were built.

XB-24B: The renumbered prototype with new engines and the characteristic oval engine cowlings.

B-24C Could have been B models, but were called C's by the addition of the Marin upper turret and tail turret. Also three feet longer in the nose and similar to the D model. Nine were built

B-24D: This model served throughout the world, gross weight had increased to 60,000 lbs. The need for frontal defense firepower led to field modification with the tail turret being mounted in the upper nose. 2,738 were built. The D model also was the most modified into different modes than other models.

B-24E: Similar to the D model. Using a different prop. Most were built by Ford Motor Co. at Willow Run. 897 were built.

XB-24F: Converted from a B24D. Testing hot-air de-icing systems.

B-24G: Built by North American in Dallas, TX. After the first 25 were built with the D model green house The remaining 46 were built with the nose turret.

B-24H: Douglas, Convair Ft. Worth and Ford built the H model and 3,214 were built.

B-24I: Was not assigned.

B-24J: Considered the definitive B-24 with the gross weight up to 65,000 lbs, 12 tons over the weight of the prototype. 5,419 were built.

XB-24K: Modified from a D Model at Willow Run. a nose turret and a squared single tail & rudder. Improved performance lead to a refined variant as the B-24N.

B-24L: Featured a light weight tail gun installation. 669 were built.

B-24M: Last regular production 24. Introducing the knife edge canopy. 1,015 were built.

XB-24N: Single tailed with new nose & tail turrets, weight saving, more useful nose Compartment & improved per-

formance. 5,168 were ordered but cancelled as the war ended.

B-240: Not assigned.

XB-24P: Postwar test bed, from a D Model.

XB-24Q: Test bed from a B-24L by General Electric to test radar control turrets on the B47.

C-87: A remarkable conversion of the -24, into a viable transport. Carrying 25 passengers & a crew of five. Traveled throughout the world during the war. More than 280 were built.

C-109: Converted from B-24's to haul gasoline. Tanks were in bomb bays, nose compartment. The 24 was chosen for its long range and hauling capacity.

AT-22: Converted C-87's for flying classrooms, to train flight engineers

F-7: Photo recon's converted from 24 H's. The F7A & B's were from 24J's. Carried camera's in nose and bomb bays.

XB-41: Converted from a D Model. As a bomber escort proved to be of poor performance because of the added weight of extra guns and ammo. A project involving a B-17 also proved unacceptable.

Consolidated established their own airline called Consoair. Carrying VIP's, Company rep's and strategic materials. The company used airline pilots on many of the routes. An acquaintance reported into the airline office of consolidated and was briefed of his route to Hawaii and shown his plane. a C-87, hell

man, I've never flown that type before! That's Ok. I'll run thru the engine start with you replied the Op's person. You'll be OK, the flight engineer will assist you. That is how things went, when first in operation.

The C-87/LB30 was a very popular a/c for hauling people around the free world. Churchill used one as his personal a/c and it was named "Commando."

Wendell Wilkie, GOP candidate who lost to FDR in 1940 was FDR's representative on a world inspection flight. Flew in a C-87. Three C-87's were set aside for FDR during the war but he never utilized the craft.

A few C-87's were taken into the private sector after the war. Converted to luxury craft by big corporations. Just one survives today. That is the CAF "Liberator" Diamond Lil. Which is slowly being cosmetically changed to a D model.

There are ??? B-24's here in the States. But only one is flying. An Indian AF-24 flown here from India in the late 60's and owned by a David Tallichet. It is in very sad mechanical shape and not very pretty.

We have, of course, our "All American." All other existing 24's are gate guards or static displays in museums. The most recent new museum 24 is now on display at Castle AFB, Merced Calif.. The craft was a C-87 and used for many years as a hauler in Bolivia. Arriving at Castle in very, very bad shape. Over a period of 5-7 years utilizing personnel of The AF at Castle and many volunteer's it was rolled out this past Dec.

A pretty good job cosmetically on the exterior. The B-52 Group at Castle is the 93rd BG. Carrying the same number from the 8th AF in England in 44/45. Thus the 24 is carrying the Group markings. Nice gesture. The D model 24 at Wright Pat is of course as famous as any of those remaining.

During the Berlin Air Lift in the mid forties The RAF utilized a few C-87's as part of their fleet of a/c in supplying Berlin.

I could go on for a good length of time regarding a variety of things that the B-24, LB-30, C-87 and other models of the craft were involved in. Here is one of a kind. Two D Models were taken over by the Aussies and modified. All armament was removed and 40 mm cannons were installed, two in the nose and one each under the wings inboard of the #2 & #3 engines. The two craft were flown by a crew of two and were used in attacking Japanese shipping around New Guinea with good success. That is until they made a low level attack on a tanker and a light cruiser. Their tactic was to strafe at low level and then pull up into a chandelle and then dive down and fire their cannon into the bridge and deck. While attacking the tanker and cruiser the tanker was sunk. In going for the cruiser one 24 was lost and the cruiser sunk. But one did get home, end of experiment. No known pictures were ever seen of the two and the configuration.

The British also were innovators with the 24. A Squadron of D Models were stationed in India. Doing patrol in the Indian Ocean and along the East India Island chain. They began

experimenting with what they could do to extend the range of the 24.

Removing all armament, except the top turret. Installing fuel tanks in the front bomb bays and using only a minimum crew. Using the rear bays for bombs or aerial mines. They began using different power settings and altitudes, with amazing results. Flying never more than 3,000 ft, power setting at low RPM lean mixtures and 7-8 degrees of flaps at low speeds. The Group were making 20 to 24 hour missions deep into the island chain. The longest was 24 hrs and several minutes long.

That is blisters on the buns. A parallel, my brother a bombardier with the 5th in the S. Pacific, was attached to a night radar bombing Group whose normal missions at night were 12-14 hrs in length. Strictly attacking night shipping. He was credited with 2 sinkings.

## Navy use of the 24

The Navy was desirous in obtaining 24's for petrol duties. They gave up their share of the Boeing production in favor of the 24 production out of San Diego.. The first were PB4Y-1's, similar to the D Model. The Navy installed the round ERCO turret in the nose. In a study the Navy realized that a single tailed 24 would be a better performing craft. Thus the PB4Y-2 with a taller tail than the N Model and a 7 ft lengthened fuselage. Also C-87's were used by the Navy under the designation of RY-1's & RY-2's. The cargo version of



the PB4Y-2 was the RY-3's.. Consolidated built 3,769 PB4Y-1s for the Navy. Then 3 prototype PB4Y-2's. Then 718 PB4Y-2's that had blister waist guns and two turrets. While some also carried BAT glide bombs on external underwing racks.

Along with the above orders, 3 RY-1's were taken by the Navy, 5 RY-2's and 38 RY-3's. The 3's were a variant of the PB4Y-2's

One J Model 24 entered the Jet age, modified to accept a Westinghouse J-35 Jet engine. Housed in the aft fuselage becoming the test bed for experiments with the engine.

One last item. Consolidated configured a PB4Y-2 into a luxury passenger a/c called the Model 39, alias ZR2Y-1. Loaned to American airlines for a possible contract to build more of the same. Nothing forth coming and it

went the route of the unwanted. The chopping block and furnace.

Returning to the C-109 for a moment. With the 1,500 gallons of its own fuel plus the 2,900 gallons it carried in its ferry tanks. One must have wondered just what range the C-109 would have had. One will never know.

*I received the following letter from John Dickey while I was immerced in preparing the Squadron History and before I became involved with PANTANELLA NEWS. I discovered it in my files when I started searching through my file drawers looking for possible NEWSLETTER items to publish., Ed.*

March 11, 1988

Dear Harry:

re: Silver Star Award.

First of all, I never for a minute thought I did anything on June 30, 1944, to deserve such an award. It was presented to my father while I was a POW and I knew nothing about it until June 1945. Lt. Jerry Jolliceur was really the one deserving a medal. He could have gotten out safely, but he came through our bomb-bay fire to tell us on the flight deck that our situation was hopeless and that we'd better get out. Doing so, he received burns that caused his death on the ground two days later.

Here is my part of the mission to Weiner-Neustadt on June 30: June 29, 1944 — Night — Col. McKenna asked me to take Lt. Ray Cauble's (ill) plane and crew on a max effort mission, a ball bearing plant at Weiner-Neustadt. Col. Josh Foster led the group; I was #1 lower left-hand box.

June 30 — Morning — We ran into heavy weather over Hungary. When I came out of dense clouds alone, we were soon joined by 3 ME-109's, one FW190, and one not positively identified. They took turns shooting us to pieces for several minutes. I was able to do some neat evasive action since they mistakenly used tracers. At least three bursts hit the armor plate behind my seat. I was able to dodge most enemy fire.

Since the group turned into our side, we were able to rejoin it, leading our swarm of fighters. (I heard later that the group tail gunners got three of them.) It was a great feeling to see a dozen pairs of 50's open up at once.

When Jolicoeur came up and told us our situation, I could not leave a burning airplane (common sense) in the middle of the group so I worked it out in the clear. Hyla hit the bail-out button, and we got out.

I remember quite clearly how quiet and peaceful the open air felt after leaving the burning 24. I got a squirt of burning gas in my right ear as I went through the bomb-bay and watched Cauble's B-24 separate in all directions, and finally remembered to pull my ripcord.

I felt really good when my chute opened until I discovered my left sleeve on fire. The fire had not reached my chute so I landed in an 80-acre wheat field just in time to see our P-51 escort go over. I hid my chute in a ditch, ran for a patch of woods, and got there just as a mob of Hungarian civilians came through. Three armed German soldiers got there in the nick of time to prevent a lynch party. I got to see Hylla and Jolliceur at a crossroads. They hauled us (chained!) in a horse wagon to Dombovar, Hungary, to a local jail. German soldiers protected us from Hungarian civilian mobs through town.

While in jail over July 4, we heard that Jerry had died and was properly buried.

My burns were becoming infected so I was sent by train to a hospital in the Buda-side of Budapest. The Hungarian military was friendly. They said they hated Germans, loved Americans, and hated Russians, so they fought us at the direction of Germans. They were scared to death of Russians.

November 1944 — I was released to the Germans from the hospital at my own request. The Russians were 30 miles away. I spent a spell in solitary at the penitentiary in Budapest and then was sent by train to Stalag Luft III at Stettin.

January 1945 — Was marched out of Luft III on foot and by train to Moosburg, Austria.

April 29, 1945 — Liberated by Gen. Patton's Third Army.

May, 1945 — Arrived at Camp Lucky Strike in France, and was sent to New York City by ship.

June, 1945 — Back in Chatom, Alabama, 50 pounds lighter, but well, and determined never to leave again.

Your friend,  
John Dickey

Harry: It's been a long time. I hope this is something like what you wanted for your history. This is just the way I remember it and it is reasonably accurate. Use any part at your discretion.

Captain John R. Dickey, Jr.

*John was able to attend three of our reunions but, sadly, he joined FW on 20 March 1990, Ed.*



**B-24 D-s at Mc Cook, Nebraska Army Air Base**

## Sick Call

### Marcel Snyder

Late Tuesday afternoon, 8 January, Marcel Snyder had a very serious fall. He had just finished his exercises at the Patrick Fitness Center, spent 15 minutes plus in the sauna, showered, and was dressing to go home.

As you all know, he has problems with his right leg. He had lifted his foot to the bench in the locker room to put on his sock. Raising the toes of his foot to put the sock on, he caught the sock on one of his toes. Trying to jiggle it loose, he lost his balance, grabbed for the locker door which slipped through his fingers and he fell headlong onto the cement floor which was covered with all-weather carpeting.

He dislocated his shoulder, fractured the ball and cup which make up the shoulder joint, and hit his left cheek squarely on the floor. This caused serious problems in the left eye.

He was evacuated to Cape Canaveral Hospital by ambulance. The paramedics took him out of the ambulance and set him on the gurney for transport into the Emergency Room. Unfortunately, they forgot to lock the gurney in the upward position with the result the gurney and Marcel crashed to the street. His head struck the rear end of the ambulance. As a result, he had eight staples in his head and doesn't know for sure when they will come out.

He was examined by the Medical Staff of Cape Canaveral Hospital, his left arm was reset and put in a restricted movement sling. The ophthalmologist, after examining his eye,

determined that it was so badly damaged that it required surgical equipment which the hospital did not have. Therefore, he was transferred to Holmes Regional Medical Center in Melbourne. There he underwent a one-and-a-half-hour emergency operation on his left eye. He seems to be fairly well, covered with black and blue marks from his head down below his shoulder on the left-hand side. At this time, we do not know what the final outcome will be. Will see the ophthalmologist on Tuesday and probably a retina specialist within a week. They are hoping that they can save the eye.

We ask one favor. Please remember him in your prayers.

Hurriedly,  
*Dollie and Marcel Snyder to  
Jim Althoff.*

## President's Corner

John Zahuraneik, Hendrickson's Ball Gunner, has finally been located. His son-in-law, David Crisler, heard of PANTENELLA NEWS, and located Frank Ambrose through his Web site. Frank referred him to me. I received an eMail from David and I replied to his queries requesting information about the cost of PANTANELLA NEWS, etc. David promptly sent in \$10.00 for a subscription as a gift for his Father-in-Law. John lives at 18641 Inglewood Ave.; Rocky River, Ohio 44116.

### Reunion Information

Walt Longacre, reunion Chairman, has made some fine plans for the reunion in anticipation of a large turnout. He and his helpers are ready. Early registration looks like it will be a "BIGGIE" as predicted. Sixty four have already signed up. If you have not registered at the hotel you should do so soon--while rooms are still available.

Although there are other hotels in Colorado Springs, you really should not miss staying at the beautiful RADISSON INN. If you have misplaced your hotel registration form you can call the hotel directly for reservations. Call Radisson Inn Colorado Springs North. Phone (719)598-5770



## Folded Wings

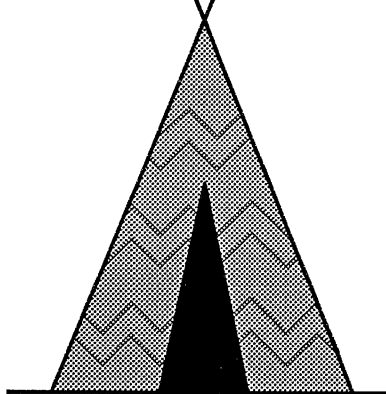
**Eugene R. Sims**; Engineering, passed away Dec 9, 2001. His wife Florence, reported his death to Jim Althoff. He is survived by his wife and two nephews, Guy and Ross Dubec.

**Harold Erickson, Jr.**; Radar Maintenance, died on May 16, 2001. Someone reported this to Jim Althoff. Harold resided at Clearfield, PA. We have no other details.

**Charles E. Ingraham**; **Theron R. Robinson**; Frazier Crew, to 36 Clinton Ave.; Fort Plain, NY. Engineering, passed away October 20, 2001, after a long illness, as reported by his wife, Shirley. And by Bill Jostworth. **Henry L. Pittman**; Armament, passed away November 25, 2001. He suffered from cancer of the liver and bone marrow for one year and five months. He was formerly President and General Manager of Atlanta Fish Company. He is survived by his wife, Edna, at Decatur, GA; daughter, Mrs. Barbara Moss; son, Joe C. Pittman; two grandchildren, and two brothers.

**Clarence M. Hicks**; Armament, died sometime in 2001 from cancer. We do not have a firm date or other information.

## Address Changes



**Theron R. Robinson**; Frazier Crew, to 36 Clinton Ave.; Fort Plain, NY.

## MAIL CALL



From Richard Seabridge;  
Wilcox Ball Gunner.

Jan 16, 2002;

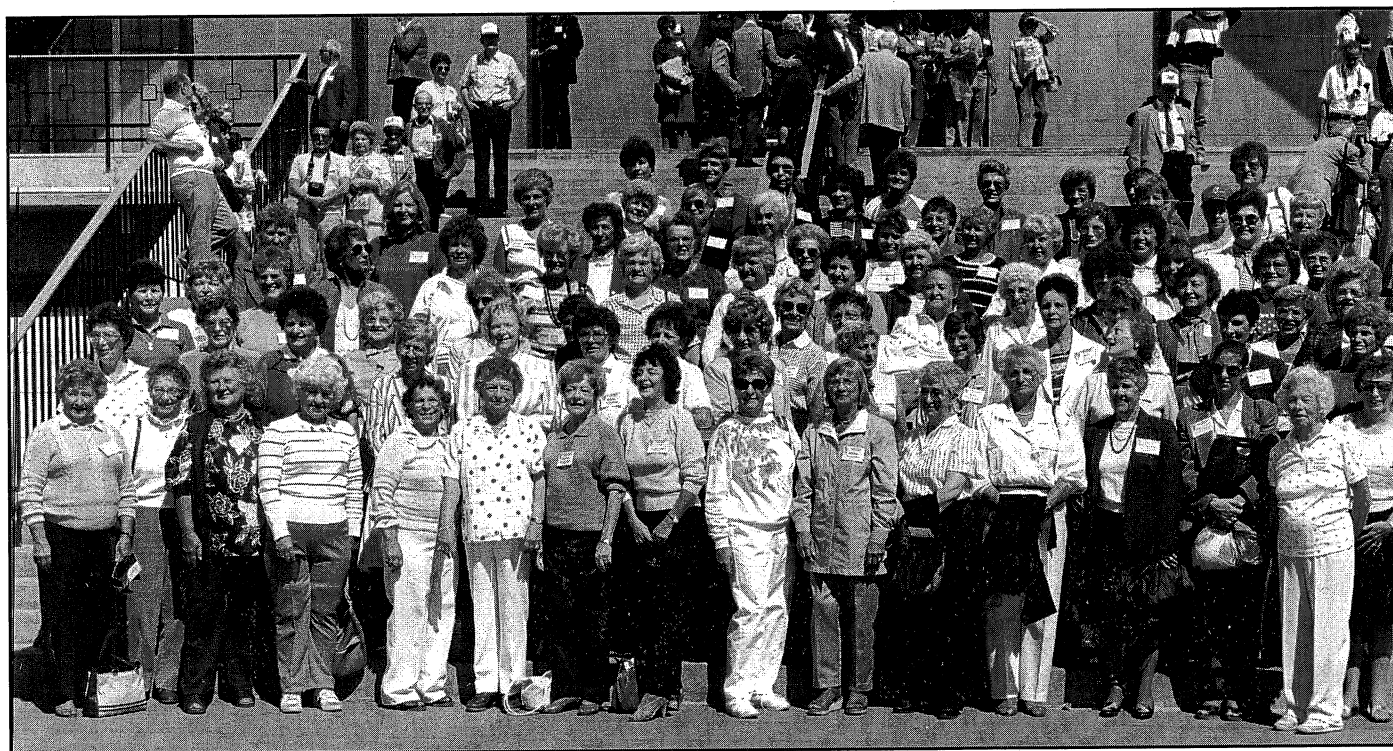
Sorry for being late in the dues, my record shows the last payment was 11/04/00. Am sending check for \$20.00 to bring me up to date. Thank you for calling this to my attention.

From my notes: Jan 20, 1945 - my 30th mission! Linz, Austria Main Marshalling Yard, on this mission flak at the target was intense, accurate and heavy.

Bombing altitude was 28,000 feet, we had to get over the 25,000 ft. Cumulous over North Adriatic. Temp 65 degrees below, bitter cold.

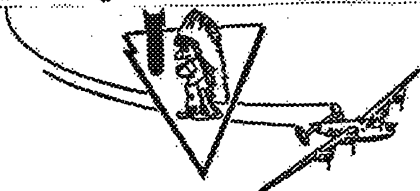
We took a hit going into target. Lost #2 engine followed by another engine, flew over the target alone, trailing behind formation. Considerable flak damage, we jettisoned all the equipment we could. As we got near the Adriatic we were having trouble with a 3rd engine and hydraulic system, and dropped very fast on a fighter strip along the Adriatic Sea.

I believe we were flying Yellow "Y", radar aircraft. I give a lot of credit to our Pilot, Bob Wilcox, and Engineer Ralph Deacon for getting us back. See Pantanella News #61, July 2000, Page 7.



Spouses, Guests, et al at the First 781st Bomb Squadron Association Reunion

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