

PANTANELLA NEWS

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80 July 2005

781st Bomb Squadron Flyers To Celebrate 60th Anniversary Of Liberation of Europe 1945 Shreveport, La. Oct 6-8 2005



The "Stars and Stripes", 9 May 45.



"Sortie", 8 May 45.

Greater Shreveport, a vibrant metropolis in northwest Louisiana with a bustling workforce serving the likes of General Motors, Barksdale Air Force Base, Libbey Glass, the Caddo-Bossier Port, LSU Health Sciences Center and the Bio-Medical Research Institute. Whether you're in Caddo, Bossier, DeSoto or Webster Parish, there is always plenty to see and do.

Experience it all, from dining out for the delectable cuisine that Louisiana is best known to spectacular festivals and gaming fun on the riverfront. Often referred to as a sportsman's paradise, Greater Shreveport is surrounded by beautiful lakes and captivating sights along the mighty Red River. A well-planned transportation infrastructure, you'll spend little time


Continued on Pg 2 Col 1

Shreveport-Cont. from Pg.1

on the road getting to where you want to go – in most cases, you can get anywhere in 20 minutes or less.

A day of shopping at fine boutiques and neighboring malls means just that – the hassle of heavy traffic and long commutes is unknown in these parts. As home of many celebrated artists and athletes, Greater Shreveport sparkles day and night with fun and entertainment for all ages.

781st. Bomb Squadron Reunion City



shreveport

**OCT 6th-8th
2005
HOLIDAY INN
Shreveport, La**

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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

The Squadron History Continues.....

August 1944

No mission was scheduled on 1 August. The target on 2 August was the Dock Installations at Genoa, Italy and bombing results were excellent. Again, the Group set a record for bomb strikes within 1000 feet of the aiming point, led by the 782nd Squadron and super-seding the earlier mark set by the 781st. Pilots of Crews from the 781st who took part in the Genoa raid were Capt. Wray and Lts. Ashley, Hurd, Stenersen, Eaton, Branch, Siefert and Wheeler. All returned without casualty

On 3 August the Group flew a very successful mission to Friedrichshafen, Germany where the Manzell-Dornier Aircraft factory was completely devastated. However, enroute away from the target, the Group encountered a surprise attack by about forty enemy aircraft and suffered its heaviest losses of any mission to date. Eight of the Group's aircraft, with eighty men aboard, were lost to this sudden attack. Although none of the planes were from the 781st Squadron, Lt Dick R. Eicher, Radar Navigator, was aboard one of the planes shot down. Fortunately he survived. One of the aircraft lost to enemy fighters was White I, flown by former Squadron member Lt. Theodore G. Poole who shortly before had been transferred to the 782nd Squadron. The Crew was forced to bail out and all were known to have survived except Lt. Poole and T/Sgt.

Albert S. Hill. The fate of Sgt. Hill was not learned at the time. Lt. Poole remained with the aircraft until all other Crewmembers had jumped and he apparently was at too low an altitude for his chute to open fully, if at all. He was killed when he landed at a high rate of fall on very rough rocks in the Austrian Alps.

Pilots of Crews from the 781st taking part were Capt. Roberts, and Lts. Frazier, Willett, Eaton, Leggate, Ashey, Van Slyke, Athon, and J.T Smith. S/Sgt. Dennis B. Flaherty received in September his Third Oak Leaf Cluster to the Air Medal for shooting down a ME-109 on this mission.

A press release at that time quoted Sgt. Flaherty: "Over the intercom came 'ME-109 coming at you, tail gunner' this was my cue and I swung my turret to meet the oncoming attack. When he came in range I pressed down on the triggers. He still kept 'creeping in. I really got angry then and blasted away at his pointed nose. The next thing I saw was flame and smoke

where Jerry had once been.

"It was quite a relief seeing the enemy fighter blow up like that but the biggest thrill was seeing all those B-24s blast the target at Friedrichshafen".

Adverse weather canceled operations on 4 August and 5 August.

The target on 6 August was the Railroad Bridge over the Rhone River at Avignon, France. Bombing results were very good with Crews piloted by Capt. Roberts and Lts. Hurd, R.J. Smith, Ashley, Branch, Wheeler, Van Slyke, Doyle, and Schuster. All aircraft returned safely although Lt. William A. Gill, Bombardier on Lt. Ashley's Crew, received a moderately serious flak wound of the foot.

Lt. Rodman's diary reads, "Kind of a rough Sunday. Up at 0330 and had an early briefing and takeoff. No trouble on



BOMB STRIKE 'BLECHHAMMER'

way up and no off course error. Hit IP on the nose and started bomb run on our target, a railroad bridge over the Rhone River. Flak was moderate but very accurate and of heavy caliber. Bomb pattern was good and Braley claims he saw at least five direct hits on the bridge itself, approaches and ramps were plastered, too. Rallied off target okay and damn glad to get out of that flak."

The Group re-turned to the Blechhammer Synthetic Oil Refinery near Kosel, Germany on 7 August with excellent results. All Crews returned safely and without incident. Squadron Crews were flown by Capt. Wray, and Lts. Athon, Frazier, J.T Smith, Siefert, and Leggate.

No mission was flown on 8 August but on 9 August a very successful attack was made on an aircraft factory at the Tokol Airdrome at Budapest, Hungary. Crews with Capt. Roberts, and Lts. R.J. Smith, Stenersen, Branch, Ashley, Hurd, and Shetterly took part. All returned with no casualties.

All operations were canceled on 10 August and 11 August. Then, on 12 August, an attack was made in the Sete area of France, the first in a series on Gun Emplacements along the Southern coast. Crews with Lts. Shetterly, Frazier, Ashley, Van Slyke, Schuster, Doyle, Leggate, and Wheeler took part without casualty.

On 13 August a return visit was made to the same target and with very good results. Taking part were Crews with Lts. R.J. Smith, Stenersen, Ashley, Athon, Shetterly, Branch, Schuster, Van Slyke, and Hurd. No casualties were incurred.

On 14 August the Group flew another mission to the Southern coast of France but in the San Raphael area.

Results were very good and Crews with Maj. Lokker and Lts. Wheeler, Ashley, Eaton, Hurd, Siefert, and Leggate participated with no casualties.

15 August was "D Day" for the invasion of Southern France and the Group furnished support to the Ground Forces by attacking the highway bridge over the Rhone River at Le France. Fair results were achieved. Pilots of Crews taking part were Lts. Shetterly, Athon, Branch, Van Slyke, Doyle, Schuster, and Eaton.

There were no casualties.

S/Sgt. Walborn noted in his diary, "Today is invasion day of Southern France. There are airplanes as far as you can see in any direction. There are ships of all sizes and shapes heading north. Just off the coast of France the bombardier asked the navigator to open the bomb bay doors for him. He grabbed the wrong handle and salvoed five 1000 lb. G.P bombs through the closed bomb bay doors. The doors are no longer closed because they are gone. We had no further reason to continue so we returned to base."

The target for 16 August was the Oder Raderach Synthetic Fuel Plant at Friedrichshafen, Germany. Good results were realized at this jet propelled fighter aircraft fuel plant. Crews were flown by Capt. Roberts, and Lts. Hurd, Siefert, Wheeler, Ashley, Schuster, and Shetterly

The aircraft of Capt. Roberts was hit by

two 88mm anti-aircraft shells over the target. One passed through the main gas cell in the middle of the airplane, in the bomb bay, between the skin of the ship and the bombs.

The second shell hit near the right wing just outside the Co-Pilot's position



and exploded, causing severe problems with the engines and hydraulic system on that side. It was not possible to feather no. 3 and no. 4 engines and the Crew was forced to leave the formation. They were last seen crossing Lake Constance in the direction of Switzerland. A few days after the mission word was received that the Crew had been forced to bail out as soon as they

reached Switzerland and that all members had parachuted safely and had been interned. Ultimately, between 18 Dec 44 and 22 Feb 45, all members of this Crew escaped from Switzerland and returned to the Squadron en route to the United States.

Members of the Crew were: Capt. Lewis M. Roberts, Pilot; Lt. John L.E. Noyer, Co-Pilot; Lt. Elliott B. Sweet, Navigator; Lt. Donald A. Barrett, Navigator; Lt. Richard A. Bergin, Radar Navigator; Lt. James J. Lyons, Bombardier; T/Sgt. Harold E Burchards, Engr.; T/Sgt. Dowie J. Hymans, I-O; S/Sgt. Willie M. Golden, Gunner; S/Sgt. Leonard H. Emmel, Gunner; and S/Sgt. Melvin R. Fulkerson, Gunner.

No mission was flown on 17 August. A new Crew, 2nd Lt. Michael Blakita, Pilot, joined the Squadron on this date and two First Pilots, 1st Lt. George A. Leggate and

2nd Lt. J.T. Smith were transferred to the 783rd Squadron.

On 18 August the target was the Romana Americana Oil Refinery at Ploesti, Rumania with good results. Crews with Lts. Athon, Ashley, Branch, Wheeler, Hurd, and Doyle took part and all returned safely

S/Sgt. Walborn wrote, "I am flying today with pilot notorious for aborting missions to dangerous targets. Today he forgot his oxygen mask and was ready to return when I decided the solution was to give him mine. I sat on the flight deck just sucking my oxygen straight from the hose normally connected to the mask. We were flying at 25 000 feet. In spite of this elevation, the anti-aircraft gunners put a twelve inch hole through the left wing

and another smaller one through the cowl-ing on #4 engine."

Also, on 18 August, Maj. Clarence J. Lokker, 781st Squadron Commanding Officer, received his promotion to Lt. Colonel.

No mission was scheduled on 19 August.

The following day, 20 August, the Group attacked the Czechowice Oil Refinery at Dziedzice, Poland with excellent results. Pilots of Crews participating were Lt. Col. Lok-ker, and Lts. Branch, Ashley, Shetterly, Schuster, Athon, Wheeler, Hurd, and Eaton.

S/Sgt. Olin R. Morris, a gunner on Lt. Ashley's Crew became, on this mission, the first man in the 781st Squadron to complete the required fifty combat missions and earn rotation back to the United States for a rest period. A party was held at the Enlisted Men's Mess that evening in honor of the occasion. Also, on this date, the Crew of 2nd Lt. George R. Gaines joined the Squadron.

The mission for 21 August was fragmentation bombing of the Airdrome at Nis, Yugoslavia with the following Pilots of Crews taking part: Capts. Willett and R.J. Smith, and Lts. Branch, Shetterly, Athon, Van Asperen (formerly Co-Pilot of Lt. Athon's Crew), Doyle, and Siefert. Results were only fair but all Crews returned safely And Second Lt. Thomas G. Arthur, Navigator on Lt. Ashley's Crew, became the second Squadron member to complete fifty missions.

On 22 August the Group attacked the Kornueburg Oil Storage area near Vienna, Austria. Crews with Capt. Wray, and Lts. Athon, Ashley, Van Slyke, Hurd, Eaton, and wheeler took part without casualty.

On 23 August the target was the Markersdorf Airdrome near St. Polten, Austria. Pilots of Crews participating were Lts. Stenersen, Shetterly, Branch, Siefert, Ashley, Van Asperen, Doyle, and Schuster. There were no casualties. This completed fifty missions for Lts. Ashley, and Shetterly.

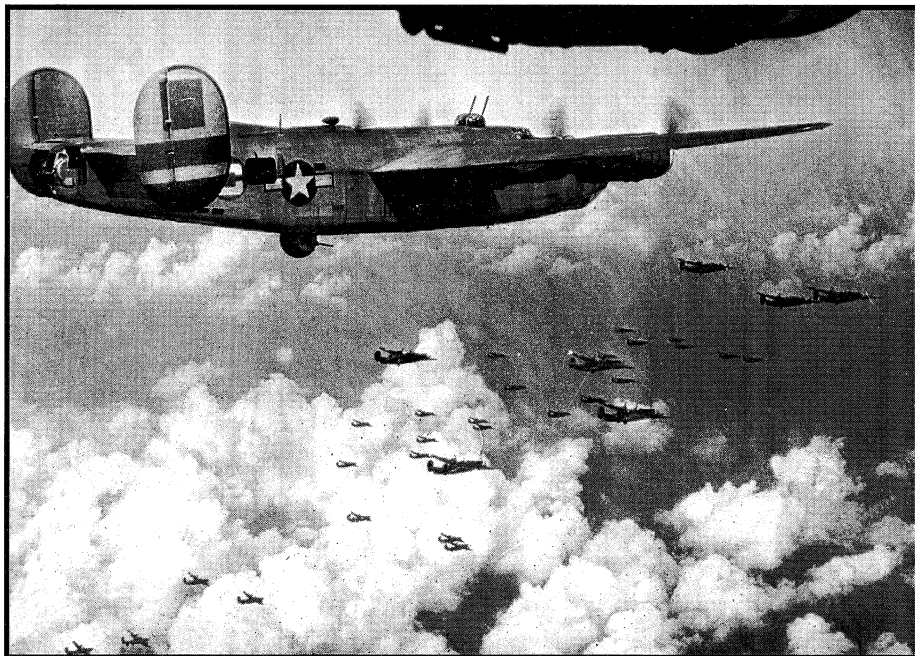
Lt. Al Rodman wrote, "This is the one I've been waiting for, 'fini la guerre' for me. Damn near finished me, too! Breakfast and rendezvous were accomplished on time. Course up was on the ball but we ran into more cloud coverage than we had expected.

"We were four miles left of the IP and the resultant short run was no good. We swung to the right and back in a big loop and made another run in the opposite direction. Got the bombs away and on the target but the pattern was poor due to the formation being loose and everyone trying to get into position.

'All this time over the target gave the Jerries time to unlimber the guns and the flak, though scanty; was scoring hits. We got the hell out of there and

SQUADRON HISTORY- Cont. from Pg 3

started hauling ass for home. We loosened up the formation and that's when I damn near had a fit. A new crew that was flying in #7 slot in our box slid underneath us and then pulled up and chopped the throttles. Their tail turret was so close to our nose turret you couldn't shove a cigarette paper between the two. Branch was on the ball though and yanked her up and out just in time to avoid a collision. Boy, I grew a



few grey hairs in one helluva hurry.

"Coming into our traffic pattern we asked permission to fire off some flares to celebrate another 'finishee' which was customary and when the tower gave us the go-ahead I fired every damn flare we had aboard. Must've looked like a Christmas tree coming in. Now I'm going to pitch the wildest bitch I ever did and sleep for a week."

Also on this date the Ploesti Refineries surrendered to Allied Forces. And with the surrender came the release of many Allied prisoners of war held by the enemy forces, including the Crew members shot down with Lts. Martin and MacFarlane on 6 Jun. The surrender also meant removal from the list of bombing objectives one of the most heavily defended and most dangerous targets that the 15th Air Force had to attack. It also meant denial to the Germans of this most important source of fuel for its war efforts.

The Group attacked the Fanto Oil Refinery at Pardubice, Czechoslovakia on 24 August and excellent results were achieved with all Crews returning safely. Pilots of Crews taking part were Capt. R.J. Smith, and Lts. Hurd, Athon, Schuster, Van Slyke, Wheeler, Eaton, and Gaines.

The following day, 25 August, the Group again achieved excellent results, this time in a raid on the Airdrome at Prostějov, Czechoslovakia.

All Crews returned safely. Participating were Crews with Capt. Willett, and Lts. Stenersen, Hurd, Van Slyke, Doyle, Branch, Eaton and Van Asperen.

The target on 26 August was the Railroad Bridge at Ferrara, Italy and several direct hits were scored on this important communications target. Crews with Lt. Col. Lokker, and Lts. Athon, Schuster,

Frazier, Gaines, Doyle, and Siefert took part.

On this date, Capt. James W Wray, Jr, Operations Officer, was transferred to Group Headquarters to become Assistant Group Operations Officer and Capt. Henry L. Willett, Jr. was assigned to replace him on the Squadron Staff.

On 27 August the Group returned once again to the Blechhammer Complex near Kosel, Germany with the South Synthetic Oil Plant the target. Excellent results were achieved on this always difficult target and Crews with Lts. Branch, Siefert, Gaines, Eaton, and Wheeler took part without loss but with one casualty T/Sgt. Darrell E. Kinney, Engineer on Lt. Siefert's Crew, received a minor flak wound in the right leg.

Another Oil Refinery was hit on 28 August when the Szony Refinery near Komorom, Hungary was the target. Crews with Lts. Frazier, Doyle, Athon, Van Slyke, Eaton, Wheeler, and Schuster took part. Lt. Schuster completed the required fifty missions with this effort...

**The Squadron History will
Continue in the Next Issue.....**

60 Years! A Countdown To the End!!!!!!

An Editorial by Frank Ambrose

Sixty years ago the 781st. was only one unit of the 465th. Bomb Group. Sixty years ago the 465th. consisted of four Squadrons, the 780th. -781st. -782nd. and 783rd.

Sixty years, ago each morning, a fleeting moment before the mission take-off, as the Flares lit up the sky indicating 'Start the Take-Off'; each of the squadron's 24's took off and became one Group. And as one Group we performed and completed the assigned mission!

Since we were all flying the same mission, all of the experiences we encountered sixty years ago, for the most part, were generally the same for all of us. In most cases, while overseas, the only friends we had were members of our own crew, tent-mates or guys we worked with. Today, sixty years later, the friends we made then, the former bunk-mates and crew-mates still exist, unfortunately however, in fewer and fewer numbers!

Sixty years has taken a large toll on our numbers, and at the rate of attrition will continue to rise as the years go on.

Through the past sixty years the 465th, Bomb Group shared the unique distinction of not having one dedicated Group Association, but instead four separate Squadron Associations.

Over the past sixty years since WWII we have been holding reunions, not as a Group but as Separate Squadrons. And over the past years we have enjoyed re-uniting with our own Squadron members and sharing the same experiences. Only vaguely mentioning the other three squadrons that were also living at the very same base as we were and flying the very same mission we were.

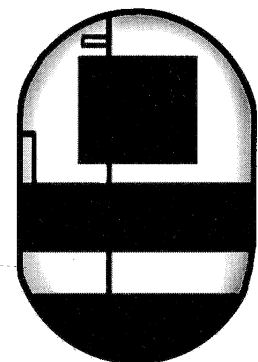
Now that the our numbers are dwindling and fewer and fewer individuals are attending reunions, I'm of the opinion that it's time to

SIGN-UP NOW FOR SHREVEPORT REUNION OCTOBER 6-7-8

make a concerted effort to try to hold future reunions to meet as one Group rather than separate Squadrons utilizing the same facilities, place and date.

Each Squadron would still retain it's own hospitality room and it's own identity (Officers-Financial records, etc.). And each Squadron would conduct their own Business Meeting.

The up side is that we would share one combined Memorial Service for the complete Group and share one combined Banquet listening to the same speaker. We would be able to socialize and mingle from one Hospitality Room to another if we so desired.



The individual crews would still be able to sit with their former buddies if they so desired or sit with members of the other Squadrons.

All of us would be able to share the same activities the reunion committee offered.

I strongly suggest we give this matter a serious thought and make a concerted effort in trying to perpetuate Pantanella.

We would be giving up nothing that we already have, we would only be extending and sharing the few remaining Comrades and memories we have remaining.

781st. BS 2005 Reunion

October 6 to 8 2005

Holiday Inn

FINANCIAL PLAZA SHREVEPORT, LA 71129

Tel: 1-318 688 3000

Reunion Agenda

Thursday, October 6, 2005

9:00 AM to 2:00	Registration -
3:30 PM	Bus to Casino
5:00 PM	Casino Buffet
9:00 PM	Bus to Hotel

Friday, October 7, 2005

9:00 AM	Bus to Barksdale AFB
9:30 AM to 10:00AM	Memorial Service
10:00 to 11:45 AM	Barksdale Museum
12:00 to 1:00 PM	Lunch at Officers Club
1:30 to 3:30 PM	B-52 Familiarization
4:00 PM	Bus to Hotel
6:00 to 7:00 PM	Business Meeting
	Dinner on your own
Hospitality Room Open 4:00 to 10:00 PM	

Saturday, October 8,, 2005

10:00 AM to 4:00 PM	Jefferson Activity
4:00 to 6:00 PM	Hospitality Room
6:00 to 7:30 PM	Open Bar
7:30 to 8:30 PM	Banquet

Shreveport

Located along the shores of the Red River in northwest Louisiana, Hollywood Casino Shreveport is Louisiana's most exclusive new resort. Designed to resemble an art deco palace from Hollywood's Golden Era, the luxurious hotel and casino combine a touch of Hollywood glamour with the excitement of Las Vegas gambling and shows.

More than 1,400 slots and 68 gaming tables are located in the casino which is attached to a grand atrium-style pavilion. The spacious pavilion offers a variety of restaurants and cocktail

lounges, an extensive collection of movie memorabilia, the Hollywood Casino Studio Store and a luxurious spa.

While this new resort is indeed stunning, one of its most alluring attributes is Hollywood Casino Shreveport's free marquee card slots rewards program, which awards card holders with discount or complimentary hotel stays, food and entertainment. the marquee card also offers cash bonuses, including same day cash back, and a host of other perks and privileges. so, simply put, all you have to do is play to win.

The spacious casino may be the resort's main draw but there's much to do at

Hollywood Casino Shreveport. Enjoy a headliner show presented by Hollywood Casino in the nearby Shreveport civic auditorium or take in a lounge act at the Celebrity Club Show Lounge. Sit down to a delicious meal in one of the resort's five restaurants and cafes. book a pampering massage at the stunning spa, or simply relax and enjoy the elegant surroundings, which include a display of the resort's extensive collection of movie memorabilia. There's enough Hollywood glamour at Hollywood Casino Shreveport to make everyone feel like a star.

SIGN-UP NOW FOR SHREVEPORT REUNION OCTOBER 6-7-8

Mission Records of the

Mission #	Date				
1	05 May 44	Podgorica, Italy	68	22 Aug 44	Korneubor
2	06 May 44	Cralova, Rumania (Marshaling Yard)	69	23 Aug 44	Vienna, Au
3	10 May 44	Wiener-Neustadt, Austria	70	24 Aug 44	Pardubice,
4	12 May 44	Parma, Italy (Marshaling Yard)	71	25 Aug 44	Rejo-
5	13 May 44	Parma, Italy (Marshaling Yard)	72	26 Aug 44	ara, Ita
6	14 May 44	Mestre, Italy (Marshaling Yard)	73	27 Aug 44	Blechhamr
7	17 May 44	Piombino, Italy (Marshaling Yard)	74	28 Aug 44	Szony, Hun
8	18 May 44	Ploesti, Rumania (Concordia-Vega Refinery)	75	29 Aug 44	Moravska,
9	19 May 44	Munich, Germany	76	01 Sep 44	Szolnok, H
10	22 May 44	Valmontone, Italy (Marshaling Yard)	77	02 Sep 44	Vis, Yugos
11	23 May 44	Valmontone, Italy (Troop Concentrations)	78	04 Sep 44	Bronzolo, I
12	24 May 44	Wiener-Neussiad, Austria (Shops-Depots)	79	06 Sep 44	Nyiregyha;
13	25 May 44	Givors, France (Marshaling Yard)	80	10 Sep 44	Vienna, Au
14	26 May 44	Lynn, France (Marshaling Yard)	81	12 Sep 44	Munich, G
15	27 May 44	Nimes, France (Marshaling Yard)	82	13 Sep 44	Oswiecem
16	29 May 44	Sesing (Vienna), Austria	83	17 Sep 44	Budapest,
17	30 May 44	Wiener-Neustadt, Austria	84	18 Sep 44	Szob, Hun
18	31 May 44	Ploesti, Rumania	85	20 Sep 44	Hatvan, Hu
19	02 Jun 44	Cluj, Rumania (Marshaling Yard)	86	22 Sep 44	Munich, G
20	04 Jun 44	Turin, Italy (Marshaling Yard)	87	23 Sep 44	Taglamenti
21	05 Jun 44	Ferrara, Italy	88	24 Sep 44	Scaraman
22	06 Jun 44	Ploesti, Rumania (Oil Refinery)	89	04 Oct 44	Munich, G
23	07 Jun 44	Leghorn, Italy (Docks-Piers)	90	07 Oct 44	Ereskujvar
24	09 Jun 44	Munich, Germany (Motor Works)	91	10 Oct 44	Northern It
25	10 Jun 44	Trieste, Italy	92	11 Oct 44	Vienna, Au
26	11 Jun 44	Smedervo, near Belgrade	93	12 Oct 44	Bologna, I
27	13 Jun 44	Munich, Germany	94	13 Oct 44	Blechhamr
28	14 Jun 44	Petfurdo, Hungary	95	16 Oct 44	Triehen, A
29	16 Jun 44	Vienna, Austria	96	17 Oct 44	Vienna, Au
30	22 Jun 44	Bologna, Italy	97	20 Oct 44	Munich, G
31	23 Jun 44	Giurgiu, Rumania (Oil Installations)	98	01 Nov 44	Graz, Austr
32	25 Jun 44	Balarue, France (Oil Refinery)	99	04 Nov 44	Linz, Austr
33	26 Jun 44	Vienna, Austria	100	05 Nov 44	Mitrovica,
34	28 Jun 44	Bucharest, Rumania	101	05 Nov 44	Vienna, Au
35	30 Jun 44	Blechhammer, Germany	102	06 Nov 44	ia, Au
36	02 Jul 44	Budapest, Hungary	103	07 Nov 44	Isarco Albe
37	03 Jul 44	Timissoana, Rumania	104	15 Nov 44	Linz, Austr
38	05 Jul 44	Toulon, France	105	16 Nov 44	Munich, G
39	06 Jul 44	Porto Marghera, Italy	106	16 Nov 44	Prijepolje,
40	07 Jul 44	Kesel, Germany (Blechhammer Oil Refinery)	107	17 Nov 44	Vienna, Au
41	08 Jul 44	Vienna, Austria	108	18 Nov 44	Udine, Ital
42	12 Jul 44	Nimes, France	109	19 Nov 44	Linz, Austr
43	13 Jul 44	Porto Marghera, Italy	110	20 Nov 44	Blechhamr
44	14 Jul 44	Porto Marghera, Italy (Mission Incomplete)	111	22 Nov 44	Salzburg,
45	15 Jul 44	Ploesti, Rumania	112	25 Nov 44	Munich, G
46	16 Jul 44	Wienerndorif, Austria	113	02 Dec 44	Blechhamr
47	18 Jul 44	Southern Germany (Synthetic Fuel Plant)	114	03 Dec 44	Villach, Au
48	19 Jul 44	Munich, Germany (Allach Aircraft Factory)	115	06 Dec 44	Bratislava,
49	20 Jul 44	Friedrichshafen, Germany (Luftschillbau Zeppelin Works)	116	07 Dec 44	Villach, Au
50	22 Jul 44	Ploesti, Rumania	117	08 Dec 44	Villach, Au
51	25 Jul 44	Valence La Tresorerie	118	11 Dec 44	Vienna, Au
52	26 Jul 44	Linz, Germany (Goering Tank Works)	119	12 Dec 44	Blechhamr
53	27 Jul 44	Vienna, Austria	120	15 Dec 44	Amstetten
54	28 Jul 44	Ploesti, Rumania	121	16 Dec 44	Bruz, Germ
55	30 Jul 44	Budapest, Hungary	122	17 Dec 44	Blechhamr
56	02 Aug 44	Genoa, Italy	123	18 Dec 44	Blechhamr
57	03 Aug 44	Friedrichshafen, Germany (Manzel Aircraft Work)	124	19 Dec 44	Maribor, Y
58	06 Aug 44	Avignon, France (Bridge)	125	20 Dec 44	Bruz, Germ
59	07 Aug 44	Blechhammer, Germany	126	26 Dec 44	Odertal, G
60	09 Aug 44	Budapest, Hungary	127	27 Dec 44	Maribor, Y
61	12 Aug 44	Sete, France (Gun Positions)	128	28 Dec 44	Amstetten
62	14 Aug 44	Sete, France (Gun Positions)	129	29 Dec 44	Verona, Ita
63	15 Aug 44	St. Tropez, France (Gun Positions)	130	04 Jan 45	Boizano, I
64	16 Aug 44	LeTeil, France	131	20 Jan 45	Linz, Germ
65	18 Aug 44	Friedrichshafen, Germany (Aircraft Factory)	132	31 Jan 45	Mierb
66	20 Aug 44	Ploesti, Rumania (Oil Installations)	133	01 Feb 45	Mor, Y
67	21 Aug 44	Czechowice, Poland (Dzudzico Oil Refinery)	134	05 Feb 45	Regensbu
		Nis, Yugoslavia	135	07 Feb 45	Vienna, Au
			136	08 Feb 45	Vienna, Au

e 465th Bomb Group

g, Austria (Oil Refinery)	137	09 Feb 45	Moosbierbaum, Austria (Oil Refinery)
ustria	138	13 Feb 45	Vienna, Austria (Schechat Oil Refinery)
Czechoslovakia (Fanto Oil Refinery)	139	13 Feb 45	Graz, Austria (Marshaling Yard)
Czechoslovakia (Airdrome)	140	14 Feb 45	Vienna, Austria (Schechat Oil Refinery)
aly (Bridge)	141	15 Feb 45	Wiener-Neustadt, Austria (Marshaling Yard)
mer, Germany	142	16 Feb 45	Regensburg, Germany (Obertraubling Airdrome)
ngary	143	17 Feb 45	Pola, Italy (Oil Storage)
Ostrava, Czechoslovakia	144	19 Feb 45	Vienna, Austria (Matzleinsdorf Marshaling Yard)
ungary	145	20 Feb 45	Trieste, Italy (Shipyards)
lavia (Marshaling Yard)	146	21 Feb 45	Vienna, Austria (Matzleinsdorf Marshaling Yard)
Italy (Marshaling Yard)	147	22 Feb 45	Austrian Target (Ineffective, weather)
za, Hungary (Marshaling Yard)	148	23 Feb 45	Villach, Austria (Marshaling Yard)
ustria	149	24 Feb 45	Italian Target (Ineffective-weather)
Germany (Wassenburg Aircraft Factory)	150	25 Feb 45	Linz, Austria (Ordnance Depot)
Poland (Synthetic Oil Refinery)	151	27 Feb 45	Augsburg, Germany (Marshaling Yard)
Hungary (Oil Refinery)	152	28 Feb 45	Vipiteno, Italy (Marshaling Yard)
gary (Railroad Bridge)	153	01 Mar 45	Maribor, Yugoslavia
ungary (Marshaling Yards)	154	02 Mar 45	Linz, Austria (Marshaling Yard)
Germany	155	04 Mar 45	Szombathely, Hungary (Marshaling Yard)
ta, Casara, Italy	156	08 Mar 45	Verona, Italy (Marshaling Yard)
ga, Greece (Submarine Docks)	157	09 Mar 45	Graz, Austria
Germany (Marshaling Yard)	158	12 Mar 45	Vienna, Austria (Florisdorf Marshaling Yard)
, Czechoslovakia (Marshaling Yard)	159	13 Mar 45	Regensburg, Germany (Southeast Marshaling Yard)
Italy Target (Ineffective, Weather)	160	14 Mar 45	Novezamky, Hungary
ustria	161	15 Mar 45	Graz, Austria (Marshaling Yard)
Italy (Storage Depot)	162	16 Mar 45	Graz-Pragersku, Austria (Marshaling Yard)
mer, Germany (South Oil Refinery)	163	19 Mar 45	Muhldorf, Germany (Marshaling Yard)
ustria	164	20 Mar 45	Amstetten, Germany (Marshaling Yard)
ustria	165	21 Mar 45	Neuberg, Germany (Airdrome)
Germany	166	22 Mar 45	Vienna, Austria (Heligenstadt Marshaling Yard)
ria (Marshaling Yard)	167	23 Mar 45	Gmund, Austria (Marshaling Yard)
ria (Benzol Plant)	168	24 Mar 45	Neuberg, Germany (Airdrome)
Yugoslavia (Troop Concentrations)	169	25 Mar 45	Prague, Czechoslovakia (Letnany Airdrome)
ustria (Florisdorf Oil Refinery)	170	26 Mar 45	Wiener-Neustadt, Austria (Marshaling Yard)
ustria	171	30 Mar 45	Graz, Austria (Marshaling Yard)
es, Italy (Railroad Bridge)	172	31 Mar 45	Villach, Austria (Marshaling Yard)
ia (Benzol Plant)	173	01 Apr 45	Ineffective
Germany (West Marshaling Yard)	174	02 Apr 45	Graz, Austria (Marshaling Yard)
Yugoslavia	175	05 Apr 45	Ineffective
ustria (Florisdorf Oil Refinery)	176	07 Apr 45	Ineffective
y (Campoformido Airdrome)	177	08 Apr 45	Fortezza, Italy (Marshaling Yard)
ia (Benzol Plant)	178	09 Apr 45	Northern Italy (Logo Area Troop Concentration)
mer, Germany (South Oil Refinery)	179	10 Apr 45	Northern Italy (Logo Area Troop Concentration)
Germany	180	11 Apr 45	Goi to (Ammunition and Fuel Dump)
Germany (Night)	181	12 Apr 45	Piave, Italy (Ponte di Piave Railroad Bridge)
mer, Germany (South Oil Refinery)	182	14 Apr 45	Ossopo, Italy (Motor Transit Depot)
ustria (Marshaling Yard)	183	15 Apr 45	Casarsa, Italy (By-pass) (Blue Force)
Slovakia (Marshaling Yard)			Bologna (Military Target) (Red Force)
ustria (Marshaling Yard) (Night)	184	16 Apr 45	Bologna (Military Target)
ustria (Marshaling Yard) (Night)	185	17 Apr 45	Bologna (Military Target)
ustria (South Oil Refinery)	186	19 Apr 45	Rosenheim, Germany (Marshaling Yard)
mer, Germany (South Oil Refinery)	187	20 Apr 45	Garzare, Italy (Railroad Bridge)
Germany (South Oil Refinery)	188	23 Apr 45	Cavazere, Italy (Road Bridge) (Blue Force)
any (Oil Refinery)			Padua, Italy (Bridge No.2) (Red Force)
mer, Germany (South Oil Refinery)	189	24 Apr 45	Brondolo, Italy (Railroad Bridge)
mer, Germany (North Oil Refinery)	190	25 Apr 45	Linz, Austria (Main Station)
ugoslavia (Marshaling Yard)	191	26 Apr 45	Ineffective*
any (Oil Refinery)			
Germany (Oil Refinery)			
ugoslavia (Marshaling Yard)			
, Germany (Marshaling Yard)			
aly (Marshaling Yard)			
Italy (Marshaling Yard)			
any (Marshaling Yard)			
baum, ria			
ugosl			
rg, Germany (Oil Storage)			
ustria (Florisdorf Oil Refinery)			
ustria (South Goods Depot)			

465th Bomb Group Battle Participation

AIR COMBAT BALKINS:	28 MAR	44 to 31 DEC 44
ROME ARNO:	22 JAN	44 to 09 SEP 44
SOUTHERN FRANCE:	15 AUG	44 to 14 SEP 44
NORTHERN FRANCE:	25 JULY	44 to 14 SEP 44
GERMANY:	15 SEP	44 to 12 MAY 44
NORTH APPENINE:	10 SEP	44 to 04 APR 45
PO VALLEY:	05 APR	45 to 08 MAY 45

LETTERS

From: "Bubba & Mamie Braud" <cbraud@qwickconnect.net>
 Date: June 1, 2005 9:30:36 AM EDT
 To: <fambrose@frontiernet.net>
 Subject: Words

FOR ALL YOU LOVERS OF WORDS

1. A bicycle can't stand alone because it is two-tired.
2. What's the definition of a will? (It's a dead giveaway).
3. Time flies like an arrow. Fruit flies like a banana.
4. A backward poet writes inverse.
5. In democracy it's your vote that counts; In feudalism, it's your count that votes.
6. A chicken crossing the road is poultry in motion.
7. If you don't pay your exorcist you get repossessed.
8. With her marriage she got a new name and! a dress.
9. Show me a piano falling down a mine shaft and I'll show you A-flat minor.
10. When a clock is hungry it goes back four seconds.
11. The man who fell into an upholstery machine is fully recovered.
12. A grenade thrown into a kitchen in France would result in Linoleum Blownapart.
13. You feel stuck with your debt if you can't budge it.
14. Local Area Network in Australia: the LAN down under.
15. He often broke into song because he couldn't find the key.
16. Every calendar's days are numbered.
17. A lot of money is tainted. 'Taint yours and 'taint mine.
18. A boiled egg in the morning is hard to beat.
19. He had a photographic memory which was never developed.
20. A plateau is a high form of flattery.
21. The short fortuneteller who escaped from prison was a small medium at large.
22. Those who get too big for their britches will be exposed in the end.
23. When you've seen one shopping center you've seen a mall.
24. Those who jump off a Paris bridge are in Seine.
25. When an actress saw her first strands of gray hair she thought she'd dye.
26. Bakers trade bread recipes on a knead to know basis.
27. Santa's helpers are subordinate clauses.
28. Acupuncture is a jab well done.
29. Marathon runners with bad footwear suffer the agony of defeat.

LOOKING BACK 60 YEARS

By Bonnie G. Rowe
 Lt. Col. USAF (Ret)

It was 60 years ago (1945) that the flight crews of the 781st. were planning to return to the United States. Since I had lost my crew during the war I was assigned to the Wilcox Crew. This was a fine crew to fly back with and I will never forget them.

We left Pantanella and flew to an airbase in Southern Italy to await our orders. According to my records it shows the flying time to the States as 40 hours and 50

minutes (June 6th thru 12th) in a B-24M.

We flew to Tunis and then on to Marrakech, Morocco but had to go into Casablanca because of a sand storm in Marrakech. Next day we flew over the Sahara Desert to Dakar, Senegal. From Dakar it was across the South Atlantic to Natal, Brazil. The next day across the mouth of the Amazon River to Georgetown, Guyana. The next day we flew to Puerto Rico and a day later on to Savannah, Georgia in the good old U.S.A.

Funny thing about landing at Hunter Field in Savannah is in 1942; I got my draft notice while working

Cont. on Pg 9

May 3, 2005
 89 F. Felton Street
 North Tonawanda, New York 14120

Frank Ambrose
 Pantanella News

Dear Frank:

I always enjoy the "Pantanella News," but this time there were several mistakes. The cover article was about a B-52, but the picture was of the C-17 with its big engines, "T" tail and side loading. The other was on page 5 - the picture with the caption, "Dale Tipton crew shot down 2nd time." But the picture was from page 31 of the Sqdn. History Book of the George Prince crew. That was the first 781st crew to go down. Again, I say that I always enjoy the "Pantanella News" and many thanks for all your hard work.

Thanks,
 Jack Van Slyke

Ed. Note:

Sorry guys! I could say that I was just testing your astuteness; but I would be lying....

"Mia Culpa"! ..

I'll try to do better next time!....

Frank



The photo of this aircraft on the front page of the last issue was designated as a being a B-52. That was in error, it should have been labeled as a B-17



The photo shown on page 5 of the last issue is that of the Prince Crew going down and not of the Tipton crew

ROWE Cont from Pg 8

at Hunter Field with Delta Air Lines. We were sent from there to Fort McPherson where we got a 30 day leave and that was about seven miles from my home. I was home for a couple of days when I received a phone call from the girl I was engaged to. She wanted me to come to a wedding in Reno, Nevada and I was supposed to fill my part as the GROOM.

On Thursday I was trying to figure how I could get to Reno with wartime conditions and not be at least a day late for the big church wedding. Went downtown to Atlanta to several government offices hoping I could find someone who would issue me a priority to fly to Reno. Not much chance to get there without a priority. A Colonel finally felt sorry for me and gave me a priority to go to my wedding. I left Atlanta Thursday night cleared to Memphis (they had the ATC there and in case I couldn't get out of Memphis I might get a ride on an ATC plane going West). At Memphis I was cleared to St. Louis. At



After their Wedding in June of 1945, 1st. Lt. Bonnie G. Rowe and the former Wilburta Shidler pose for the camera before embarking on their honeymoon to Lake Tahoe.

St. Louis was cleared to Kansas City. Arriving in KC I had a few hours lay over before getting cleared on a flight to Omaha. At Omaha I was cleared on a flight to Denver. At Denver it was on to Salt Lake and Reno. Then knew I was going to make the wedding. I left Atlanta Thursday evening and arrived in Reno Saturday morning.

The big church wedding was Sunday and I met my best man five minutes before the wedding. It was the only time I parted my hair in the middle of my head. The picture that is included was taken after the wedding. Wilburta and I were headed for a honeymoon at Lake Tahoe. After the honeymoon it was back to Atlanta and Fort McPherson and an assignment at Drew Field in Tampa, Florida. All that 60 years ago.

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. I 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
Tele: 636-456-0921

**SIGN-UP NOW
FOR
SHREVEPORT REUNION
OCTOBER 6-7-8**

THE UNSUNG HERO'S LAMENT

They sat in state, the heros in the vaulted hall of Fame,
 In proud and scornful silence, for each had made his name,
 On fields of storied battle, on many a bloody sea,
 Though forged in fire, or carved in mire, each deed is history.
 There was little Davy Crockett, and the martyr Nathan Hale,
 And the rebel line that fell in Shenandoah's bloody vale,
 There was Grant, who knew brief glory, but died another way,
 And others known to Time alone, but each had had his day.
 There was on each haunted visage, a deep, forbidding gloom,
 And every gaze upon a stranger who had shambled in the room,
 In his left hand was a check list, In his right an R.B.I.
 His face was worn, his clothes were torn, his flight cap was awry.
 The first to speak was Caesar, by virtue of his age,
 And the finger that he pointed was trembling with rage,
 "What right have ye brash youngster, with these gallant men of yore?"
 And the man replied, though not with pride, "I flew a B-24."
 "It was out on the plains of Kansas, in the land that God forgot,
 Where the winter winds are piercing, and the summer suns are hot,
 We were young and brave and hopeful, fresh from ten day leaves,
 Though somehow we knew, and the feeling grew, they were really our last reprieves
 For there is a sort of maniac madness in the super chargers whine,
 As you hear the ice cubes tinkling in the turbo balance line,
 And the runway strips are narrow, but the snow banks they were wide;
 While the crash trucks say, in a mournful way, that you are on your final ride.
 The nose gear rocks and trembles, for it's held with bailing wire,
 And the wings are filled with Thermite to make a hotter fire,
 The camouflage is peeling off, it lends an added luster,
 While the pitot head is filled with lead to help the load adjuster.
 The bomb bay doors are rusted, and they close with a ghastly shriek,
 And the plexiglass is smeared with some forgotten oil leak,
 The oleo struts are twisted, the wheels are not quite round,
 And the bulkheads thin (Ford built with tin) admit the slightest sound.
 You taxi out on the runway, 'mid the groans of the tortured gear,
 And you feel the check-riders' practiced teeth, gnawing your tender rear,
 The co-pilot dozing on the right, in a liquor laden coma,
 Mingles his breath, like the kiss of death, with the Put-Puts foul aroma.
 So it's off in the overcast yonder, though number one is missing,
 And the hydraulic fluid escaping, sets up a gentle hissing,
 The compass dial is spinning in a way that broods no stopping,
 And row by row, the fuses blow with an intermittent popping.
 It was named the "Liberator" by a low and twisted mind,
 But men who come to Liberal, no freedom ever find;
 There is no hope, no sunny ray, to dry their tears of sorrow,
 For those who land, and still can stand, fly the damn things tomorrow.
 The strangers voice was silent, a tear shone in his eye,
 And from all his honored audience arose a vasty sigh,
 Great Caesar rose up with pity on his face,
 And bowing low, he turned to show the stranger to his place.

Submitted by Les Wheeler

Subject: The News
 Date: Tuesday, 1/11/05 2:08 PM
 From: Carl V. Dahl
 <nlcy47a@frontiernet.net>
 To: Frank Ambrose
 <fambrose@frontiernet.net>

Hi Frank,

Just wanted to drop you a note and tell you I recieved my copy of the News, and to thank you ever so much for the great job you did on the piece about the book. I really hope you enjoy reading it and that it does bring back a few of the good memories.as well as a few of the not so good.

Have a few more anecdotes I can contribute per your request, over time , but most are already in the book,

Thanks Again.

The very best to you and your wife,
 Carl

**REGISTER
 FOR
 REUNION
 NOW
 WE LUV 2 C U**



© Frank Ambrose foto 1944

60 Years ago these two young Italian Lasses were gathering Lima Beans at the Base between the "Hard Stands"

FOLDED WINGS



Dan Bailey, Joyner Tail Gunner, folded his wings at 1:50 PM April 26, 2005, succumbing to cancer. An avid musician and singer, he was active with swing bands and several choirs. In 1949, he married his wife of 55 years, Pearl Baxter. They settled in Hermitage and raised three children. Dan was owner and operator of Bailey Appliance Service, retiring in 1989. Dan Bailey proudly served as a B-24 tail gunner during World War II and continued his service as chaplain of the 781st Bomb Squadron Association. He was a member of Free and Accepted Masons Shenango Valley Lodge 810, Heritage; and American Legion Post 162, Sharpsville. Reported by his wife, Pearl.

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.

REYER "SWANEE" SWAN, 84, of St Petersburg, Fla., died Friday, Oct. 1. Born in Passaic, he lived in Elmwood Park for 32 years before settling in St. Petersburg for the past 19 years. He was an independent trucker for Maislin Brothers in Secaucus for 20 years, then Plastic Woven Products in Paterson for 12 years, and then back to Maislin Brothers for one more year before retiring in 1981. He was a World War II veteran serving in the Army Air Force. He flew over 50 missions on the B-24 Liberator as an aerial gunner and received a Distinguished Flying Cross.

Note accompanying the Reyer obituary:

Reyer Swan was top turret gunner and Asst. Engineer on the Van Slyke crew, one of the original crews from McCook. He had been with the crew since it was formed at Boise, Idaho in August 1943 and then went to Wendover, Utah for Special Project Training before coming to the 781st Sqd at McCook. Three crew members are left: Jack Van Slyke, Gino Pelleschi and Steve Chirigotis.

Reported by Jack Van Slyke

Melvin Blye, Radar Navigator, folded his wings earlier this year. (notification was by returned Pantanella News marked Deceased) No other information available

Louis F. Kurek, Engineer on the Dickey crew folded his wings on May 24, 2005. He was 80 years of age. Reported by his daughter Carol Bell.

THINGS 2 DO RIGHT NOW!!

- 1 SEND IN RESERVATION
- 2 CALL HOTEL
- 3 Y'AL COME TO
SHREVEPORT, HEAR?

TREASURER'S REPORT

As of the close of business
on May 31, 2005,

Wells Fargo Bank reports the
following account status:

781st Bomb Squadron	
Business Checking	\$2,449.52
PMA checking	
(Reunion) ...	\$702.01
PMA Savings...	37,432.93
TOTAL...	\$40,584.46

There are no outstanding obligations on any of these accounts.

PRESIDENTS CORNER

No one seems to have a story about the change in Chief JoJon's appearance. At least no one responded to the question that I asked in April. Perhaps the change was in my imagination, more that anywhere else

The form for signing up for the reunion in Shreveport LA and the visit to Barksdale AFB and to Jefferson, TX is included as an insert in this issue of the paper. Don't put it aside for later! Fill it in and send it with your check to the Squadron Association's Treasurer. We want a big turnout this time. I think that all of the activities that Barney Russell has lined up for us this year will be enjoyed by all attendees.

I will assure all comers that the Hospitality Room will be up to the standards that we have all come to expect. I mean, just look at the great gang of folks that we get to be with!

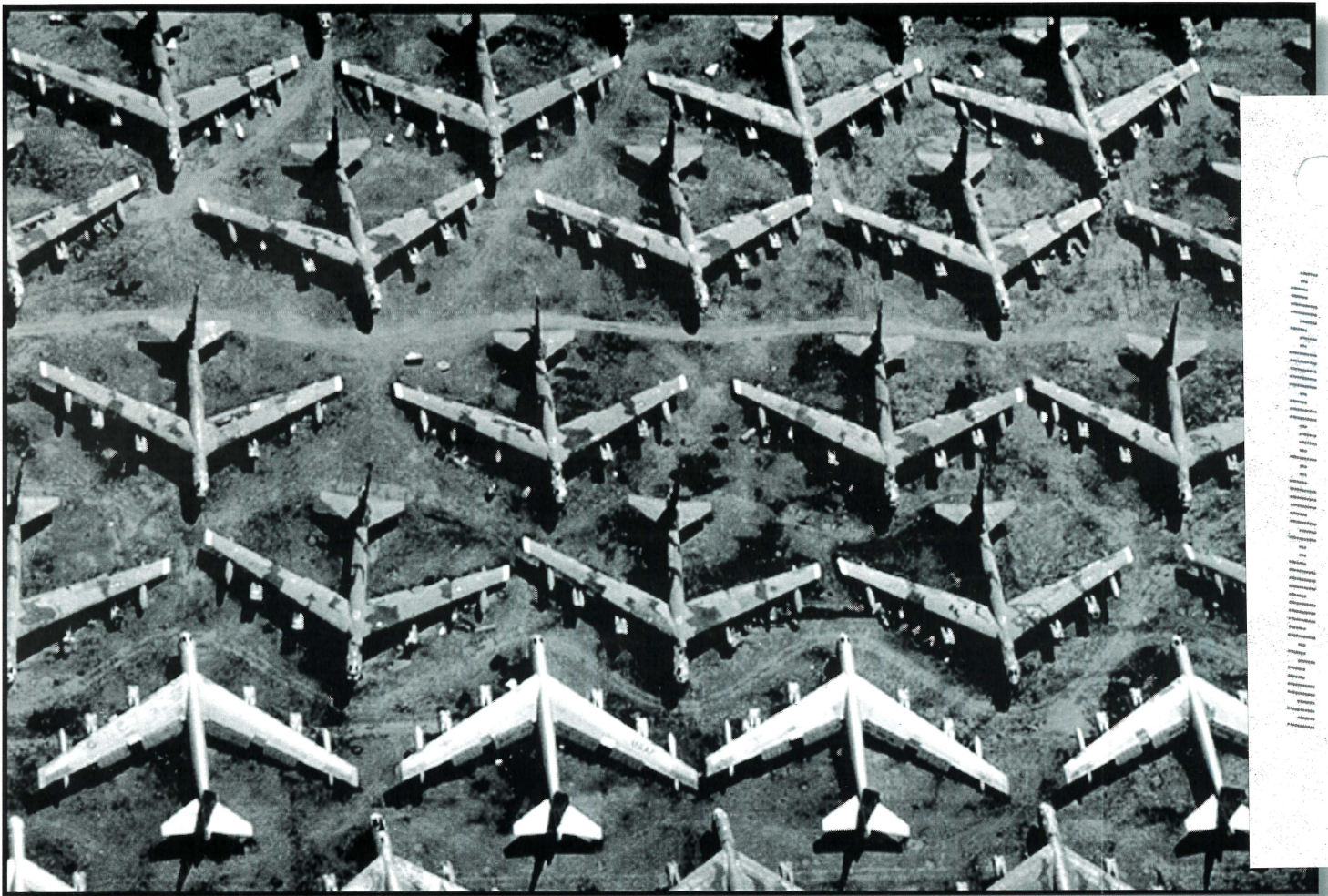
How many of you got to visit the Isle of Capri while you were with the 781st? There must be some good Capri stories out there. Write them up and send them to Frank Ambrose or myself. We will put them in the Pantanella News. I can remember, during my visit, I climbed the railroad up the side of the mountain, rather than following the road to the top. The railroad was closed for the night and, well, I did not like the idea of a long walk!

One of the things that we should discuss at our business meeting in October is, How long should we plan to continue having reunions? I notice that the 15th AF Association closed down last year, and I have heard of several others doing the same. We also must come to grips with what we will do with our assets and memorabilia. We have not yet selected a home for these items. Put Your thinking caps on!

We are the 781st Bomb Squadron Association!

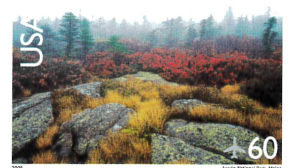
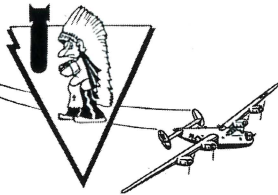
Lets continue to do things to the best of our ability.

John Ogden



B-52 BONE YARD

781st BOMB SQUADRON
ASSOCIATION
3728 Evergreen Drive
Dickinson, TX 77539-6108



**REUNION
OCTOBER
6TH TO 8TH
HOLIDAY INN
SHREVEPORT, LA
MAKE A DATE NOW
HOLIDAY INN
FINANCIAL PLAZA-
SHREVEPORT**

1/1/2006
ORREN LEE
2312 BRAEMAR DR.
SOUX FALLS, SD 57105