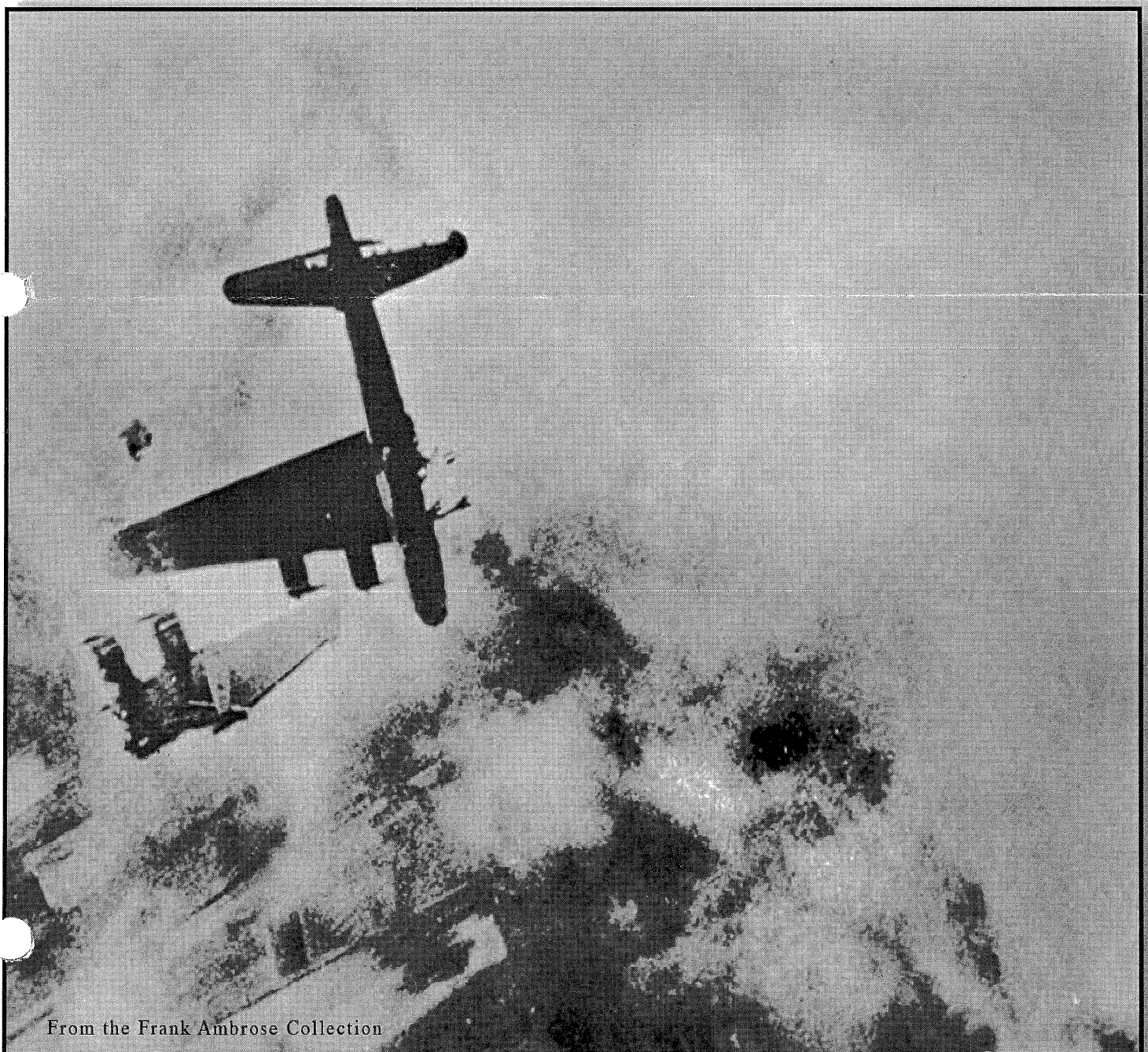


PANTANELLA NEWS

Published by 781st Bomb Squadron Association©

89 October 2007

The B-17 "FLYING FORTRESS THEY TOO, ALSO FLEW"



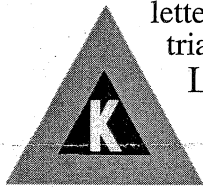
From the Frank Ambrose Collection

B-17 FORTRESS vs GERMAN FIGHTER

This is an article about an incident that took place involving an 8th Air Force B-17 on a mission from the 379th Bomb Group stationed at Kimbolton, England and a German Fighter pilot stationed in France.

The 379th Bomb Group was one of 12 heavy Bombardment Groups in the First Bombardment Division of the United States 8th Air Force. All B-17s of every Group within the 1st Bombardment Division had a large triangle painted at the top of the vertical stabilizer. Each

Group's assigned code letter was painted in the triangle.



Like many B-17 bases in England, the airfield at Kimbolton was originally a

fighter base for the British. When it became evident Germany was not going to invade England,

the RAF decided it didn't need many inland fighter bases and was happy to lease most of them to the United States as airfields for heavy bombers.



The runways and perimeter ramps were too thin to accommodate the weight of our Flying Fortresses and Liberators, so the United States paid the British to repair and replace the runways to meet necessary specifications.

The first combat mission for the 379th was the bombing of German U-boat pens at St. Nazaire, France, on May 29, 1943. Until deactivation July 1945, approximately 6,000 USAF personnel were assigned to the Kimbolton airfield

THE STORY...

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomb Group at Kimbolton, England.

His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters.

The compass was damaged and

they were flying ever deeper over enemy territory instead of heading home to Kimbolton.

After flying over an enemy airfield, a German pilot named Franz Steigler was ordered to take off and shoot down the B-17.

When he got near the B-17, he could not believe his eyes.

In his words, he had never seen a plane in such a bad state and still flying'.

The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere.

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot.

Brown was scared and struggling to control his damaged and blood-stained plane.

Aware that the crippled B-17 had no idea where they were going, Franz waved at Brown to turn 180 degrees.

Franz escorted and guided the stricken plane to and slightly over the North Sea towards England.

He then saluted Charlie Brown and turned away, back to Europe. When Franz landed he told the c/o

781st Bomb Squadron Association
c/o Barney Russell
3 Mimosa Circle
Magnolia, AR 71753-2648

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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

ATTENTION !!

**ALL MEMBERS AND FAMILIES
IMPORTANT ADDRESSES TO REMEMBER
NOTIFY OR CONTACT ANY OR ALL FOR
FW's-ADDRESS CHANGES or WHATEVER**

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that the plane had been shot down over the sea, and never told the truth to anybody.

Charlie Brown and the remaining survivors of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown embarked on a mission to locate the Luftwaffe pilot who had saved the crew.

After years of research, Franz was found. He too, had never talked about the incident, not even at post-war reunions.

They met in the USA at a 379th Bomber Group reunion, together with another 25 vets who are alive now - all because Franz never fired his guns that day.

Further research revealed that Charlie Brown lived in Seattle and Franz Steigler had moved from Ormay to Vancouver, BC after the war.

When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years!!

This is a depiction of Charlie Brown's crippled 'Ye Old Pub' B-17 being escorted back to England by the German Fighter Piloted by Franz Steigler

Ed Note...

This interesting story and the image above was submitted to me via email by Ken Foden <kfoden@tampabay.rr.com>

PAGE FOURTEEN July 6, 1953

Ambrose Lands His Light Airplane Atop Large Trees Near Edinburg After Engine Fails to Function

Photographer, Passenger Escape Injuries; Mishap Occurred 500 Feet Above Wooded Area Surrounding Sacandaga Reservoir Site

Frank Ambrose, proprietor of Modern brother-in-law, Paul Falkovic, 25 Oakland serious injuries Saturday night about 7 when plane in which the two were riding crashed area near the Edinburg airport.

Ambrose, the owner, was operating the demolished at the time of the accident.

The accident occurred, according to Ambrose's own version when the Curt engine "broke" out about 500 feet above the wooded area surrounding the Sacandaga Reservoir, just about a few miles away from the Edinburg airport.

Harder From

I was flying could not be completely salvaged due to the terrain and remoteness of the Adirondack Mountains in New York State.

Alas, if I only had 500 more feet of altitude.

.....Frank Ambrose

Jogging My Memory

While inserting the photo on the last page of this Newsletter I recalled a similar incident that happened to me way back in 1953 when I ran out of sky during a dead stick landing. The Piper J-4



See photo on Last Page

Robot Attack Squadron Bound for Iraq



Associated Press | July 16, 2007

BALAD AIR BASE, Iraq -

The airplane is the size of a jet fighter, powered by a turboprop engine, able to fly at 300 mph and reach 50,000 feet. It's outfitted with infrared, laser and radar targeting, and with a ton and a half of guided bombs and missiles.

The Reaper is loaded, but there's no one on board. Its pilot, as it bombs targets in Iraq, will sit at a video console 7,000 miles away in Nevada.

The arrival of these outsized U.S. "hunter-killer" drones, in aviation history's first robot attack squadron, will be a watershed moment even in an Iraq that has seen too many innovative ways to hunt and kill.

That moment, one the Air Force will likely low-key, is expected "soon," says the regional U.S. air commander. How soon? "We're still working that," Lt. Gen. Gary North said in an interview.

The Reaper's first combat deployment is expected in Afghanistan, and senior Air Force officers estimate it will land in Iraq sometime between this fall and next spring. They look forward to it. "With more Reapers, I could send manned airplanes home," North said.

The Associated Press has learned that the Air Force is building a 400,000-square-foot expansion of the concrete ramp area now used for Predator drones here at Balad, the biggest U.S. air base in Iraq, 50 miles north of Baghdad. That new staging area could be turned over to Reapers.

It's another sign that the Air Force is planning for an extended stay in Iraq, supporting Iraqi government forces in any continuing conflict, even if U.S. ground troops are drawn down in the coming years.

The estimated two dozen or more unmanned MQ-1 Predators now doing surveillance over Iraq, as the 46th Expeditionary Reconnaissance Squadron, have become mainstays of the U.S. war effort, offering round-the-clock airborne "eyes" watching over road convoys, tracking nighttime insurgent movements via infrared

sensors, and occasionally unleashing one of their two Hellfire missiles on a target.

From about 36,000 flying hours in 2005, the Predators are expected to log 66,000 hours this year over Iraq and Afghanistan.

The MQ-9 Reaper, when compared with the 1995-vintage Predator, represents a major evolution of the unmanned aerial vehicle, or UAV.

At five tons gross weight, the Reaper is four times heavier than the Predator. Its size - 36 feet long, with a 66-foot wing-

span - is comparable to the profile of the Air Force's workhorse A-10 attack plane. It can fly twice as fast and twice as high as the Predator. Most significantly, it carries many more weapons.

While the Predator is armed with two Hellfire missiles, the Reaper can carry 14 of the air-to-ground weapons - or four Hellfires and two 500-pound bombs.

"It's not a recon squadron," Col. Joe Guasella, operations chief for the Central Command's air component, said of the Reapers. "It's an attack squadron, with a lot more kinetic ability."

"Kinetic" - Pentagon argot for destructive power - is what the Air Force had in mind when it christened its newest robot plane with a name associated with death.

"The name Reaper captures the lethal nature of this new weapon system," Gen. T. Michael Moseley, Air Force chief of staff,



said in announcing the name last September.

General Atomics of San Diego has built at least nine of the MQ-9s thus far, at a cost of \$69 million per set of four aircraft, with ground equipment.

The Air Force's 432nd Wing, a UAV unit formally established on May 1, is to eventually fly 60 Reapers and 160 Predators. The numbers to be assigned to Iraq and Afghanistan will be classified.

The Reaper is expected to be flown as the Predator is - by a two-member team of pilot and sensor operator who work at computer control stations and video screens that display what the UAV "sees."

Teams at Balad, housed in a hangar beside the runways, perform the takeoffs and landings, and similar teams at Nevada's Creech Air Force Base, linked to the aircraft via satellite, take over for the long hours of overflying the Iraqi landscape.

American ground troops, equipped with laptops that can download real-time video from UAVs overhead, "want more and more of it," said Maj. Chris Snodgrass, the Predator squadron commander here.

The Reaper's speed will help. "Our problem is speed," Snodgrass said of the 140-mph Predator. "If there are troops in contact, we may not get there fast enough. The Reaper will be faster and fly farther."

The new robot plane is expected to be able to stay aloft for 14 hours fully armed, watching an area and waiting for targets to emerge. "It's going to bring us flexibility, range, speed and persistence," said regional commander North, "such that I will be able to work lots of areas for a long, long time."

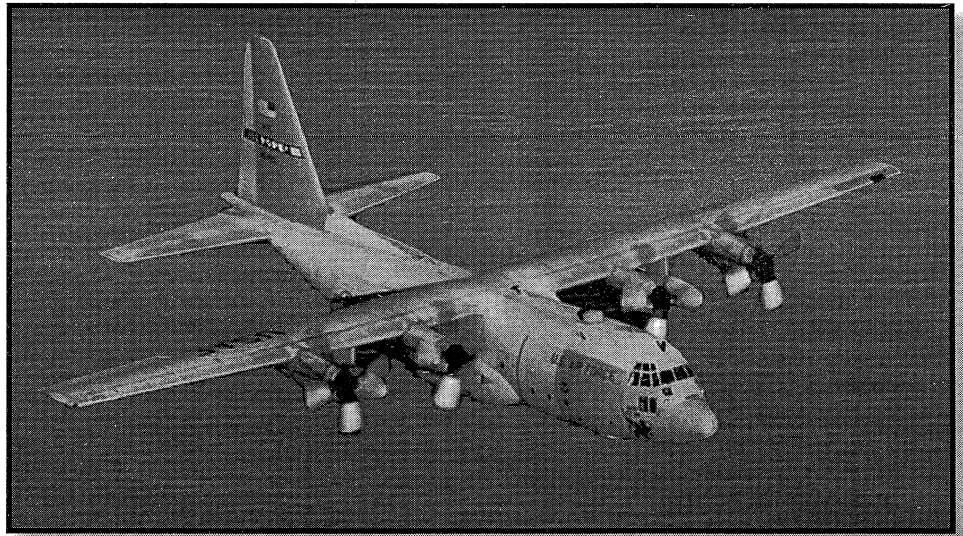
The British also are impressed with the Reaper, and are buying three for deployment in Afghanistan later this year. The Royal Air Force version will stick to the "recon" mission, however - no weapons on board

YOUNG and FOOLISH

A C-130 was lumbering along when a cocky F-16 flashed by. The jet jockey decided to show off.

5 minutes and then the C-130 pilot came back on and said "What did you think of that?"

Puzzled, the F-16 pilot asked, "What the hell did you do?"



The fighter jock told the C-130 pilot, "watch this!" and promptly went into a barrel roll followed by a steep climb. He then finished with a sonic boom as he broke the sound barrier.

The F-16 pilot asked the C-130 pilot what he thought of that? The C-130 pilot said, "That was impressive, but watch this!" The C-130 droned along for about

The C-130 pilot chuckled. "I stood up, stretched my legs, went to the back, took a pee, then got a cup of coffee and a cinnamon bun."

When you are young and foolish - speed and flashy may be a good thing.

When you get older and smarter - comfort and dull is not such a bad thing!!



Frank Ambrose Photo Collection

LETTERS

My Web site generates approximately 20 letters a week.

The following letter is typical of the type of inquiries I have been receiving almost daily since starting the Web site eight years ago.

With the aid of our Squadron Yearbook that Harry Carl amassed, and with a little research, I am able to answer and pass pertinent information along.

From: weinmaker31@yahoo.com
Subject: Info on Howard M Fox
Date: Jul 8, 2007
To:fambrose@frontiernet.net

Hi,
 My name is Lee Weinstein, I am trying to find out all the Information I can about my first cousin who was killed in action during WWII.

His name was Howard M Fox, ID# 12189228, US Army Air Forces, 781st Bomber Squadron, 456th Bomber Group, Heavy, Rank Sergeant, I know he died on Feb 5 1945, and was memorialized at

Sicily-Rome American Cemetery in Nettuno Italy.

His plane was the B-24 Liberator "Belle Ringer". He was killed when his plane went down in the Adriatic Sea. I would love to know if any knew him.

I have a picture of my cousin Howard M Fox and the crew, 15th Air Force 781 Bomber Squadron, 465 Bomber Group Heavy.

Top Row, Murry Rosenblatt, William Dobbs, Robert Jones, Arthur Silver,

Bottom Row, Charles Duffield, Howard M Fox, Carroll E Elmore, Roscoe E Fee, Bearnard Reardon, Vernon Elsworth.

I hope you can use this information. Your help will be greatly appreciated.

Thanks, Lee Weinstein

My answer--

From: fambrose@frontiernet.net
Subject: Info on Howard M Fox
Date: Jul 10, 2007
To:weinmaker31@yahoo.com

Lee

This is what I have on that Mission. Frank

5 February 1945...

The target for 5 February was the Winterhafen Oil Storage Depot at Regensburg, Germany.

Pathfinder methods of bombing were used and poor results were achieved.

Crews piloted by Lts. McDaniel, Hudson, Wilcox, Mullan, Barnett, Hewitt, Hendrickson and Jones took part with the latter failing to return.

Lt. Jones's aircraft (Yellow H) was last seen falling behind the formation as it left the coast of Italy en route over the Adriatic Sea to Base. The plane did not appear to be in any trouble.

Members of the missing Crew were: 2nd Lt. Robert C. Jones, Pilot; 2nd Lt. William I. Dobbs, Co-Pilot; 2nd Lt. Arthur Silver, Navigator; 2nd Lt. Joseph E. Ormes, Bombardier; Cpl. Howard M. Fox, Engineer; Cpl. Charles H. Duffield, RIO; Cpl. Roscoe E. Fee, Gunner; Cpl. Carrol E. Elmore, Gunner; Cpl. Bernard J. Reardon, Gunner; and Cpl. Vernon M. Ellsworth, Gunner.

On the return leg of the mission and after leaving the coast of Yugoslavia Jones was heard to call Able One but he did not get a response.

He then called Easy One and reported that he had only 270 gallons of fuel left. He indicated that he was going to try to make the coast of Italy and Easy One advised Jones to call Big Fence for a heading.

Big Fence replied and gave Jones a heading of 165 degrees to Ancona.

Jones advised Big Fence that he did not have very much fuel and wanted to know the weather at Ancona. He was told that it was 100 feet. Jones then advised Big Fence that he was heading 165 degrees.

No further transmissions were heard from Jones and no one reported seeing the aircraft again.

It was assumed that they ditched not long after the last radio message and that all men were lost.



Top Row, Murry Rosenblatt, William Dobbs, Robert Jones, Arthur Silver,
 Bottom Row, Charles Duffield, Howard M Fox, Carroll E Elmore,
 Roscoe E Fee, Bearnard Reardon, Vernon Elsworth.

Frank Ambrose/
 Editor "Pantanello News"

This hand written letter comes to me via Ken Kill--

July 15, 2007
To Ken Kill
 Enclosed is check for \$15.00 to cover annual dues in the 781st Bomb Squadron Association. Check lists my old address but my current mailing address continues to be 18/25 Marshall Street, Manly Australia 2095.
 I was a radar mechanic. Far as I know, I am probably the only radar mechanic that is still in the association. I lived and worked in the Washington, DC area for almost 40 years. Wish I could be present for the reunion in October but DC is a long way from Australia!! I know that those who will attend will have a great time.
 Sincerely,
 Ed Hansen
 I greatly enjoy receiving and reading the Pantanella News. Frank Ambrose does a great job. Aren't we fortunate to have a person like him willing to take the time to perform this most important duty?

Transcribed, it reads--

July 15, 2007

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 Ed Hansen

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Mary Lou Hugus Writes-

From: litlwimp@msn.com
Subject: reunion/ address label
Date: August 14, 2007
To: frank@frankambrose.com

I will not be attending the reunion this year however I do hope all of you will have an enjoyable time. My daughter and I hope to be able to go and see the WWII memorial at some time but are not able to do so this year.

I do want to say that I sent a check in February 2007 in the amount of \$15.00 for my dues but my address label does not indicate that I paid. If possible, please check on this. It is not a big deal to me but I do want to be sure I continue to get the newsletter as I am saving them for my twin grandsons that are now three years old.

I have all the editions since the latter part of 1997. I really wish I had all of them but Bill did not keep the first ones he received. It was a while before he was located so I really don't know how many I am missing.

Bill passed away in 1998 and William and Jonathan were born in 2004 so they did not have the pleasure of knowing their grandfather. I am keeping the newsletters for them so that they will be able to read and learn about the war and their grandfather's part in it.

I also have the history of the squadron for them and have taken pictures of the B24 when it was at our local airport.

I was 14 years younger than Bill so I was between the ages of 4-8 when Bill was in the war. I too have learned a lot of things from the newsletters and hope that my grandsons will know how proud their grandfather was to be in the Air Force and to serve his country. When we attended the reunion in Dayton in 1987 and Bill and Milton Levinson met in the lobby for the first time in forty-two years, as they hugged the tears rolled down their cheeks. I realized then, for the first time, how strong the bond was between you men who served together.

Bill did not talk much about the war but the embrace and the tears he and Milton shared that day said it all. My sincere appreciation to all of you for the sacrifices you made.

Sincerely
 Mary Lou Hugus,
 widow of William H. Hugus

From Charles Payne..

26 June, 2007

Charles Payne
 1341 Clotfelter RD
 Bogart, GA 30622

Dear Mr Ambrose,

Sam Marie (Great 783rd. Sqd. Leader) had your note to your info for the 781st Sqd on our last log.

When I had a computer I received Interesting Information you made of our Boat Trip Overseas, Our Area In Italy, etc.

I would pay you if you have a book or any information on our time in Italy.

I was the 783rd Motor Pool Sgt. Was fortunate enough to visit Rome and see Pope Pius the 12th and visit Capri.

Nothing much to do now but think of the Past.

Appreciate hearing from you.

Sincerely, Charles Payne

From: rlf1@peoplepc.com
Subject: pg 6 781st bomb truck
Date: July 10, 2007 EDT
To: fambrose@frontiernet.net

frank:

In reference to page 6 Pantanella news letter that just came out. Bomb truck was driven by Sgt. James Kipp, standing up on the outer side of the truck was Pfc Edwin Baker from Steamboat Rock, Iowa. standing outside of the truck is Ordnance section chief Master Sgt. Carl S. Brush. All three people are deceased.

Looking forward to seeing you Oct. in Washington.

Bob Freed



**This email from a 1151st
Signal Company Radio
Repairman
attached to the 460th.BG**

From: richwart@sbcglobal.net
Subject: Pantanella Airfield
Date: December 23, 2006
To: fambrose@frontiernet.net

Hi Frank: You got my heart pounding in sync with yours as I read your moving memoir on your Web-Site about re-visiting the B-24 base called "Pantanella".

I was stationed at the 460th BG base a few miles southeast of the small town of Spinazzola (HQ of the 55th Bomb Wing) during 1944-45.

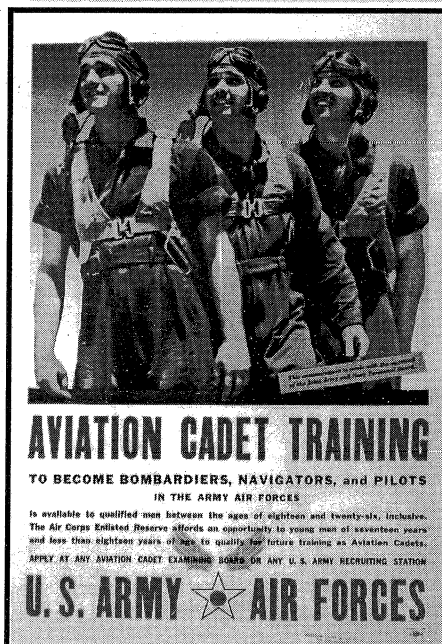
My outfit was the 1151st Signal Company attached to the 460th. We fixed radios on shot up Liberators that were lucky enough to return to base after long runs to targets in eastern Europe -- often with only two engines and wounded crew.

Sometime during the summer of 1945, I was assigned to another airfield not too far from Spinazzola. To the best of my fading recollection (I'm going on 86 yrs), that base was called Pantanella.

Your description of twin runways in a valley between two hills tallies with my memory of the base. Aside from runways etc, the only physical structure I remember was a huge barn that served as everything from officers' quarters, mess hall, briefing rooms, poker parlors, to you-name-it. Yes, and from time to time, a couple of signorinas might be seen leaving the premises just before dawn.

The reason I'm writing you is to determine if Pantanella was actually a town or just a wheat field in the middle of nowhere. I have detailed maps of the area (Spinazzola, Venosa, Canosa, Minervino, etc. right down to the names of some of the bigger farms as of 1960) but narry a sign of Pantanella. Please let me know if you remembver the nearest town. Perhaps it was the one photographed in your memoir, with the old timers sitting outside

Who Or Who.....



the cantina.

Don't get me started on cantinas; I did my patriotic duty trying to drain their kegs of vino.

The name Pantanella lingers in my eroding memory of WW II in Italy. Was it a farm, a tiny village nearby, too small to show up on a map, or what?

Thanks for your help. Richard Artis, Darien CT.

**Again Another
Mystery Photo...**

Still browsing through my collection of the thousands of photos taken during my tour in Italy, I came upon yet another of my un-documented images.

If any of you that can still remember that far back and recognize the "Gas Jockey" shown in the photo, please send me his name so that I can up-date my files.

I would also like to thank him for the good job he did of delivering and filling my P-51 Drop Tank with 110 Octane Fuel. The fuel was used in my stove for cooking and heating my "Casa".

May-Day!!...

A military pilot called for a priority landing because his single-engine jet fighter was running "a bit peaked."

Air Traffic Control told the fighter pilot that he was number two, behind a B-52 that had one engine shut down.

"Ah," the fighter pilot remarked, "That dreaded seven-engine approach."

This too, from Ken Kill-

Responding to my offer to donate canoes to be used in the recent floods in Ohio.

8/24/07

Frank-

Thank God we did not need a canoe.

Our house was in an area that did not get any flood water.

But a lot of people did. They are trying to clean up now.

Thanks for your concern. We heard from 781st. members all over the country wondering about us. Ken and Betty

To Do List...

Dues are due! January 1, 2008. I know, it's only October, but let's face it, time flies. (and these days, it seems at a more rapid rate).

Our yearly dues are only \$10 for one year. This pittance barely covers the cost of producing the newsletter and other Association operating expenses.

The Association is keeping the dues low so as to not lock out any of our less fortunate comrades.

At the same time we are hoping that those of us that have been blessed will be willing to add at least an extra zero to their check

Send Your Dues To

781st. Sqd. Treasurer:-

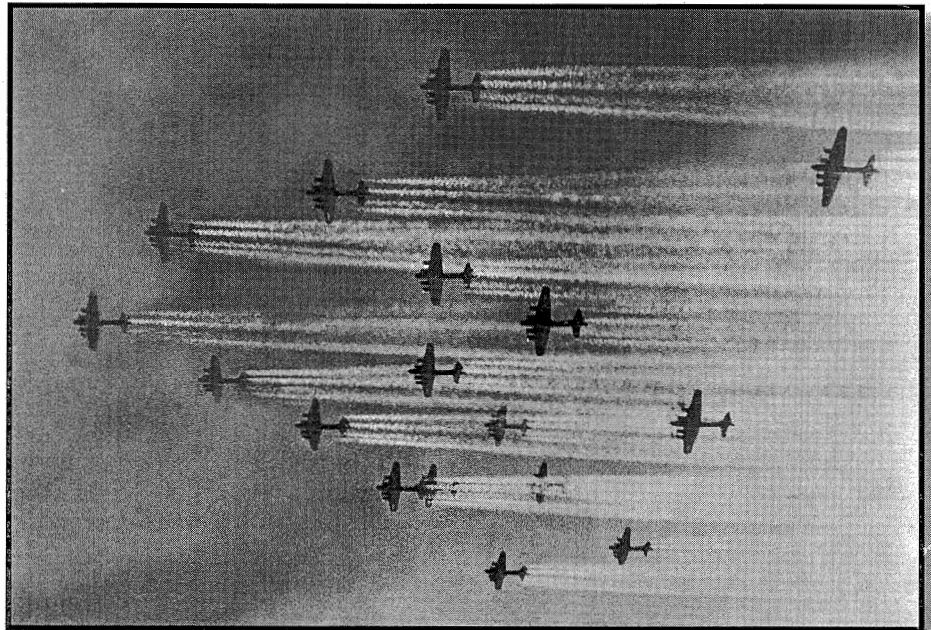
KEN KILL

707 West Circle Drive

Findlay, OH 45840

Also 2 D0 4 Today

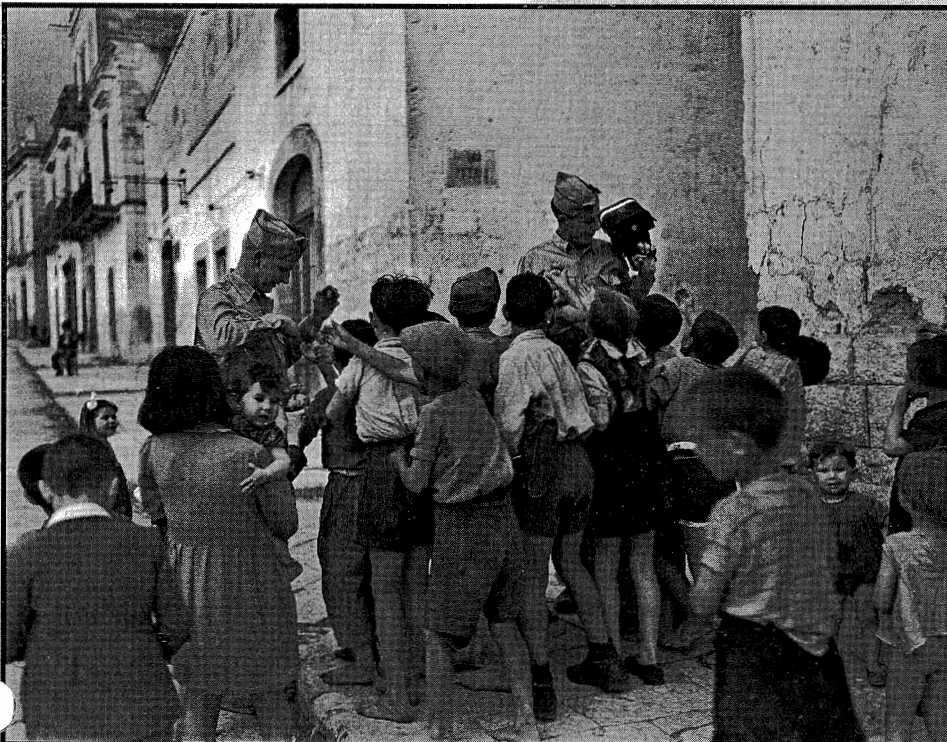
Thank GOD you're here and
Greet Everyone With A Big Smile!



What an awesome sight! A Group of B-17 Flying Fortresses on a mission of destruction and devastation aimed to destroy the German War Machine. As beautiful as this view appeared to the allies on the ground as the Group passed over, the opposite must have been true to the frightened populace of Germany.

Our President, Barney Russell,

has appointed the following comrades to serve as members of the '2007 Nominating Committee': Albert P. LeBlanc, Bonnie G. Rowe, Robert Freed and Frank Ambrose.



"Hey Joe!!- You gotta Chocolata?"

Tom Calagahan, Intelligence and Al Helfer, Photo Section braving the herd in Canosa. Didn't we all?

....Frank Ambrose Photo



When NASA first started sending up astronauts, they quickly discovered that ballpoint pens would not work in zero gravity.

To combat the problem, NASA scientists spent a decade and \$12 billion to develop a pen that writes in zero gravity, upside down, underwater, on almost any surface including glass and at temperatures ranging from below freezing to 300 degrees Celsius.

The Russians used a pencil.

From the Internet

FROM THE INTERNET

Shingles Vaccine Available to VA Patients

September 03, 2007

A vaccine for shingles is available to veterans who are patients at VA medical facilities nationwide. VA physicians will offer the vaccine to patients with appropriate medical conditions, usually those who are 60 years of age or older and have healthy immune systems.

A single dose of the vaccine offers protection against shingles. VA researchers and patients from across the country participated in studies which led to the vaccine's approval by the Food and Drug Administration.

Personal Data for 35,000 Vets Stolen

Personal records including addresses and Social Security numbers of more than 35,000 veterans and their families were stolen this month from the offices of a POW support organization in Texas, officials announced Friday.

Leadership of the American Ex-Prisoners of War said they are working with local, state and federal authorities to track down the burglars, but they are asking all their members to watch for signs of illegal activity.

Veterans concerned about the possibility of identity theft can contact one of the three major consumer reporting agencies to obtain a free credit report and review their current financial status. To learn more, (<http://www.military.com/fea->

Always be nice to your children because they are the ones who will choose your rest home. -

Nowdays, at our age, "getting lucky" means finding your car in the parking lot.

781st Bomb Squadron 2007 Reunion

October 7-8-9-10, 2007

Comfort Inn-Alexandria

Reunion Agenda

Sunday, October 7, 2007

3:00- 9:00 PM Registration and Hospitality in the Jefferson Room

Monday, October 8, 2007

9:00 AM to 2:00 PM Registration in Hospitality Room

7:00 AM to 10:00 PM Free Shuttle to the Metro and Back
(Small groups may gather to take the Metro downtown or wherever the interest lies.)

7:00 PM to 10:00 PM Hospitality Room

Tuesday, October 9, 2007

9:00 AM Bus to White House

10:00-11:00 AM White House Tour

11:00-12:00 AM Lunch at the Capitol

12:00- 1:00 PM Tour of the Capitol

1:15 PM Bus to the Memorials

2:00 - 3:30 PM Air Force Memorial and WWII Memorial

3:30 PM Bus Back to the Hotel

7:00 - 10:00 PM Hospitality Room

Wednesday, October 10, 2007

9:30AM Business Meeting in the Hospitality Room

2:45 PM Bus to Fort Myer Army Base

4:00-4:30 PM Memorial Service Fort Myer Memorial Chapel

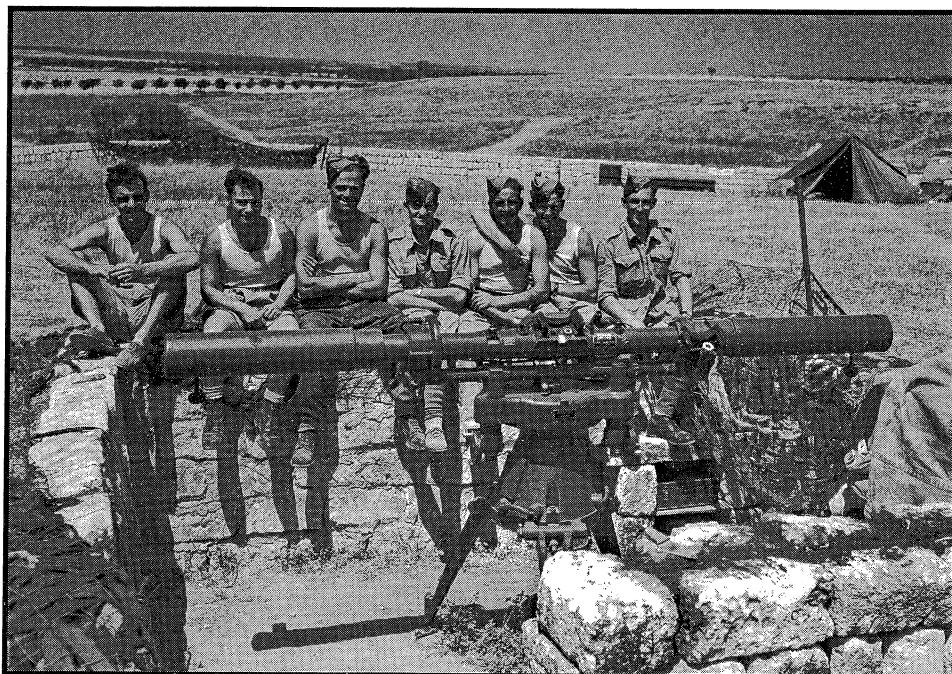
5:00-6:00 PM Banquet Cocktail Hour (Cash Bar)

5:30-9:00 PM Banquet

9:00 PM Bus to Hotel

9:30-11:00 PM Hospitality Room

(Times/Events and Places Subject to Change)



Members of the British Ack-Ack Crews protecting the Pantanella Air Base pose for the camera using one of their Range Finders for a prop. Frank Ambrose Photo

FOLDED WINGS**Harry Barrett:**Maccani Ball Gunner

From: hbarrett@tds.net
Subject: Pantanella News
Date: August 6, 2007
To: frank@frankambrose.com

Dear Frank

Please accept my apologies for not informing you earlier. My father, Harry J Barrett, PO Box 3, New London, NH, passed away in February 2002 after a long battle with diabetes.

Thank You

Harry N (Chip) Barrett
 16 Clark Ave.

Loudon, NH 03307

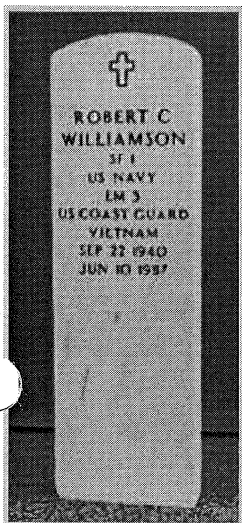
(c) 603-568-4326

hbarrett@tds.net

Burial in a National Cemetery

Burial benefits available include a gravesite in any of our 125 national cemeteries with available space, opening and closing of the grave, perpetual care, a Government headstone or marker, a burial flag, and a Presidential Memorial Certificate, at no cost to the family.

Some veterans may also be eligible for Burial Allowances. Cremated remains are buried or inurned in national cemeteries in the same manner and with the same honors as casketed remains.



Burial benefits available for spouses and dependents buried in a national cemetery include burial with the veteran, perpetual care, and the spouse or dependents name and date of birth and death

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

will be inscribed on the veteran's headstone, at no cost to the family.

Headstones and Markers

The Department of Veterans Affairs (VA) furnishes upon request, at no charge to the applicant, a government headstone or marker for the grave of any deceased eligible veteran in any cemetery around the world. For all deaths occurring before September 11, 2001, the VA may provide a headstone or marker only for graves that are not marked with a private headstone.

Spouses and dependents buried in a private cemetery are not eligible for a government provided headstone or marker. Flat markers in granite, marble, and bronze and upright headstones in granite and marble are available. The style chosen must be consistent with existing monuments at the place of burial. Niche markers are also available to mark columbaria used for inurnment of cremated remains.

Proposed Amendment to BY-Laws

The 781st Bomb Squadron Association's Business Meeting in Shreveport voted to amend Article IV of the Constitution in order to change the Membership Qualifications.

The following Amendment to the Constitution is presented and is being published to be voted on at the next Association's Business Meeting.

Article IV of the Constitution: Membership Qualifications

a) All personnel that were members of the 781st Bomb Squadron (465th Bomb Group) and served

Our esteemed President, Barney Russell submits the Agenda for the 2007 Business Meeting:

- Call to order
- Opening Prayer
- Minutes of last meeting
- Financial Report
- Old Business:
 - A. Memorial to "Strategic AF Museum, Omaha (Tabled from last reunion business meeting)
 - 1. Funds Disbursement Committee Report
 - B. Adopt proposed amendment to the constitution.
 - C. Status of consolidation steps.
 - New Business:
 - Honorarium for Exec. Secretary
 - Reunion report
 - Site for 2009 reunion (2008 was voted to investigate holding reunion in Dayton, Ohio)
 - Nominating committee Report
 - Election of officers/board
 - Any other business
 - Adjourn

at Pantanella Air Base, Italy during World War II. Spouses of all of the above are to be considered honorary members, not subject to paying dues.

b) Widows of members can, by payment of dues, continue as honorary members (non-voting).

Proposed Amendment to Article IV:**Amendment #1**

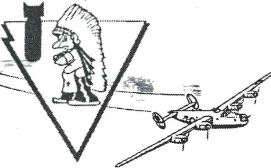
All family members of 781st Bomb Squadron Veterans or any person dedicated to preserving the history of the association are to be considered associates members upon payment of dues and shall become a voting member and eligible to hold office.

To be voted upon at next meeting.



See Related Story Page 3

781st "PANTANELLA NEWS"
c/o Frank Ambrose, Editor
44 East Blvd.
Gloversville, NY 12078



**MEET WITH
OUR PREZ**

**C U
IN
DC**

**ORREN LEE
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