

Fifteenth Air Force
55th Bombardment Wing
465th Bomb Group

October 1996



783RD LATRINE-O-GRAM

Messages from the President

Topic: 1997 783rd Bomb Squadron Association Reunion

Your reunion planning group visited **St. Louis, Missouri** in August to study the possibilities for enjoying St. Louis as we visit there in October 1997. Please mark your calendar for the second week-end of October 1997. The dates are **October 9, 10, 11 and 12**. Make your plans to relax and enjoy another reunion with the friendship and camaraderie developed over the many years and "what's it all about." I wonder how many reunions are left for us?

Our hotel site will be the **Radisson Hotel St. Louis Airport**. It is a new 8 story atrium style hotel. It was selected to avoid the usual hassle of downtown traffic and avoid the high costs of downtown hotels, parking fees and the airport shuttle services.

Many amenities are offered by the Radisson that include: free parking, and frequent shuttle service to and from the St Louis Lambert airport. There is complimentary shuttle service to and from the nearby Northwest Plaza shopping mall. St Louis's new METRO LINK transportation will get you to downtown in minutes and the

Radisson will provide shuttle service to the pick-up points.

More amenities include complimentary coffee and newspapers and the offer of two hours of complimentary HORS D'OEUVRES at both the Radisson lobby bar and at the bar of T.G.I. FRIDAY's every evening. **AND DON'T FORGET OUR OWN HOSPITALITY ROOM!!!**

The tours planned will include seeing the highlights of St. Louis land marks and sites, Grants Farm of the Busch Family Estate, the Casino St. Charles, and Riverboat cruise.

Joe Einecker has agreed to handle the golf arrangements in St Louis. I'm sure Joe will appreciate any "**volunteers**" willing to help.

I certainly want to thank **Jack Meyer, Dr. Joe Bastin, and Joe Forbes** for their efforts in St Louis. I think "these guys" had fun.

The complete program details, pricing and registration forms will be in the next L.O.G. and sent to all members.

✍ Mike Magazzino

Bits and Pieces:

Bell F. Dubose of Orlando, FL is doing well after recovering from heart surgery in January. Ben served as assistant engineer and top turret gunner on Norm Lund's crew and he continued to serve with 28 years in the Air Force, retiring as a Sr. Master Sergeant. Since we first met in Dayton, for Ben and me its been the "tall and the short."

Ken Peters of Omaha, NE is recovering from a recent knee replacement. With all his combat missions as a ball turret gunner. Ken "chickened out" to go on the glider rider with me at the Reno reunion.

On a recent letter from **Sandy and Iris DeLucia** with Iris expressing her thrill to see one of her poems in our July LOG. She was happy to receive the many calls and letters from the members on her Volume-II Poems which were distributed at the Reno reunion. She's working on Volume-III. To all the "good folks" of the 783rd, Sandy and Iris extend their warm thanks and well wishes.

Our "traveling man" **Charlie Payne** and wife **Iris** are "Westward-HO" to Yellowstone, the Black Hills Badlands and to McCook, NE for the 465th Bomb Group Plaque dedication. I'm sure Charlie will provide us with worthy news.

A correction needs to be made: The latest addition to the family of **Harry and Lola Fike** was their first "**great grand-daughter,**" not a grand-daughter as mentioned.

On behalf of the **Officers and Board of Directors**, I would like to extend to all the members and their families the best of the coming holidays and a bright New Year for 1997. **God Bless!**

Mike Magazzine

In August, I had the pleasure of visiting St. Louis, Missouri. Your Vice-President Joe Bastin flew in from Cadiz, Kentucky to join me in looking over Hotel possibilities for our 1997 Reunion in St. Louis.

Joe Forbes who lives in St. Louis joined us and kindly drove us to the many hotel facilities we studied. Joe Forbes also took us to the METRO (electric train) that runs from the St. Louis airport all the way to downtown St. Louis and beyond (across the Mississippi River to Illinois).

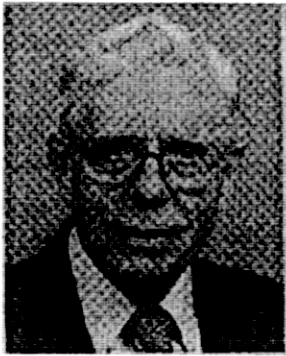
Train Price: **seniors** \$1.00 round trip. I'm looking forward to a re-run. Joe Forbes and his friend, a golfer, later studied the golf course options. We have sent Joe's golf course survey to Joe Einecker for his review and **final** negotiations and arrangements (money and time of day) for the 783rd's GOLFERS in 1997.

In early September, Ruthie and I revisited Nashville, Tennessee and stayed at the Clubhouse INN, the Hotel we stayed at during the 1995 reunion. The feature attraction in Nashville was the Vanderbilt/NOTRE DAME football game on Thursday September 5 (at 7:00 PM on ESPN). Also we attended the Tapings of the Crook and Chase Show — recommend you watch this show.

Our guide in Nashville is in the management of SONY/COLUMBIA MUSIC — The 101st Cavalry was in Nashville for its Reunion at the downtown Clubhouse Inn.

I believe the St. Louis Reunion Scene will meet with your approval and enjoyment.

✍️ Jack Meyer



† † † † † † † †
 THOMAS L. BRACEY of Jackson, Michigan passed away at his home under the loving care of his family and Hospice on Tuesday, August 27, 1996. Aged 72 years. Survived by his wife of 50 years, Dolores; four children, Janet Bracey of Westland, Michael Bracey of Bay City, Mary Meyer of Dearborn, Laura (Dan) Dothsuk of Grand Ledge; four grandchildren, Deborah Coole, David Coole, Faith Dothsuk, Cameron Dothsuk; one sister, Mary Bryant.

Mr. Bracey was an Army Air Corp veteran of World War II, retired from Kelsey-Hayes Company after 30 years of service, member of St. Vincent dePaul Society, and a member of the Jackson County Horseshoe Club.

† † † † † † † †

Dear Mr. Gregory,

This letter is to let you know that my beloved husband Thomas L. Bracey passed away August 27, of this year. He was diagnosed as having lung cancer just before we attended the reunion in Nashville. He was so determined to go that his doctor said it would be alright but that he would have to start Chemo immediately when he returned.

He went through three months of Chemo then radiation. It was small cell cancer and it goes where and when it darned pleases, the doctors quote. It traveled to his brain and he had 10

radiation treatments and that's when his brain became scrambled, his legs were paralyzed and cancer ravaged his body. He died at home with all his family and Hospice there. They are truly Angels of mercy.

He enjoyed the reunion and was happy to see many of his war buddies there. I am so happy that he got to do this before he died, it meant a great deal to him and he talked about it all the way home and on and off while he was so ill.

He was in remission for a month and we celebrated our 50th Wedding Anniversary. He took interest in his rose garden and a small vegetable garden. Then the brain scan showed that it traveled to his brain, death was imminent. His plaque will be inscribed, "783rd Bomb Squadron" at the bottom.

✍ Delores V. Bracey

Your Love Is Real

Some say love is hard to define.
 Saying the word or writing it on a line.

I know what love is, for you show me every day.
 You don't even have to say it, you prove it in every way.

I never knew love until you become a part of me.
 Over and over you made me see.

I can only say that I have not done without.
 For the love you give me, carries so much clout.

When the Lord decides to take me,
 it will be hard for me to say good-bye.
 For your love is so real it brings a tear to my eye.

✍ Iris DeLucia

HEADQUARTERS 465TH BOMBARDMENT
GROUP (H) AAF APO 520
U. S. ARMY

2 July 1944

SUBJECT: Narrative Mission Report.

TO : Commanding Officer, 55th Bom-
bardment Wing (H)
APO 520, U. S. ARMY. Attention: A-2

1. On 2 July 1944, 33 a/c of 36 scheduled took off at 0639B to bomb the Rakos M/Y at Budapest, Hungary. The 33 a/c formed into two attack units; the first was led by Major BURTON C. ANDRUS and the second was led by Captain LAWRENCE A. GROWDEN.
2. The Group assembled over Andria at 0719B at 6,000 ft. without incident.
3. The Wing Rendezvous was accomplished at 0732 over Spinazzola at 6,000 ft. The second attack unit of the 464th was flying so low behind the first attack unit of the 464th that our group was unable to get into a right echelon (as briefed) and as a result flew in the left echelon the entire mission. At the I.P. this lagging second attack unit made it necessary for our group to cut in between the first and second attack units of the 464th and the bomb run was made in this position.
4. The fighter escort was met at 0930B at 4535N - 1845E (near the Danube) at 21,500 ft. and escorted the bombers to the target, over the target, and escorted them back to the Adriatic Coast where they left our formation at 1230B at 14,500 ft. The escort was reported to be excellent.
5. There were two early returns: one a/c returned early due to gas leak and jettisoned its bombs in the Adriatic about 15 miles off the spur at 0750B and landed at the home base at 0815B. This crew reported that although they released

the pins in the bombs and bent them over as the extra precaution that at least 3 of them exploded when they hit the water. The second a/c turned back at 4620N - 1930E at 1005B (about 20 minutes before target) due to loss of four generators and jettisoned his bombs in the Adriatic Sea at 4230N - 1725E at 1115B and landed at the home base at 1148B.

6. Enroute out flak observed hitting another group at Sarajevo was described as Moderate and Heavy. The accuracy could not be ascertained because it was about 10 miles from our formation.

7. 31 a/c went over the target at 1028B and 30 a/c dropped 75 tons of 500 lbs G.P. bombs (.1 nose and .01 and non-delay mixed tail fuses) from 22,900 ft. Strike photos shows: 25 to 35 hits in M/Y at least 10 of which were in heavy concentration of goods wagons. 4 or 5 hits in south choke point and two on central choke point. In M/Y hit by second attack unit 6 direct hits on choke point and 6 hits in warehouses: some hits in area of wagons: about 25 hits in this area. Some bombs were strewn through the residential section of the city. Enroute to target trouble developed in the bombsight but the Bombardier worked on it for about an hour and reported that he believed the bombsight was operating properly. When the lead attack unit began its bomb run the lead bombardier tried to take a drift reading and he discovered that his sight was again out inasmuch as he couldn't see anything through the optic. He immediately removed the plate and applied heat to blow out the smoke but was unable to see clear enough. He then attempted to use the P.D.I. but discovered that it too was out. This bombardier before takeoff, with the assistance of his navigator, had set his sight at 25°, the usual dropping angle from 20,000 ft. and had a line drawn across the hardstand. He then recentered the plane and set his chin on the sight and found that the horizontal cross bar in the Plexiglas gave him exactly 25° dropping angle. This precaution was

taken because it was the first time this Bombardier, Lt. NYME FARRAGE, had led the group and he was taking every precaution to meet every eventuality. When the sight went out and the sight and the P.D.I. failed, the bombardier used his makeshift method of aiming, talked the pilot into the correct for deflection, dropped his bombs without a sight. The #2 a/c in the Box also had a sight malfunction and was unable to take over the lead. It was then too late to try to have another a/c move into the lead. The second attack unit was in a large cloud bank and was unable to see the target from a distance. When the lead ship of the second attack unit emerged from the cloud bank the bombardier had less than a minute and a half to identify his target, set up his sight and make his run. Due to the short time he had to orient himself the bombardier picked out another marshalling yard which proved to be further West than the briefed target. The bombardier explained that he remembered that the tip of the island in the Danube River had been pointed out at the briefing as a check point and that the formation would be heading straight for the island on the bomb run. The target this bombardier picked was west of the briefed target, but also on a line with the tip of the same island. The fact that the two yards were both on the right course leading to the tip of the island was not brought out in the briefing because there was no picture of the area available and the target charts showed only one marshalling yard. Under the circumstances the bombardier reported that he hit the briefed target. It was not until he was shown the strike photos that he knew there were two marshalling yards in the area. One a/c lost 2 engines and made an individual run and joined the 464th after leaving the target.

8. 2 to 3 ME 109's and 1 ME 210 and 1 ME 110 were seen in the target area at 1030. There was a group of 25 to 30 fighters seen at about 30,000 ft. near the target area but it was not determined whether or not they were friendly or enemy. The ME 109's identified were reported to have two round yellowish spots on there

wings, were black and silver and had swastikas painted on them. Some of these fighters were seen to go through the flak and one fighter, believed to be a ME 109 was shot down over the target by flak. The flak at the target was said to be MAH. It was below our formation when we passed over the target but was seen to be getting the altitude of the groups following. Enroute home IAH flak was observed at Mostar; SAM flak at Tuzla 4433N - 1840E; Scant heavy flak at Brod (couldn't judge accuracy).

9. There were two encounters with enemy a/c over the target. The first as an attack by an ME 109 at 1030B at 20,000 ft. The attack was made from seven o'clock level with breakaway below. The a/c passed underneath and then climbed up on the side and made second pass at the tail from above. The second encounter was also made at 1030B by an ME 109. The attack was made from 9 o'clock the a/c making a large oval and closing to approximately 200 yards. Slight damage to the right wing was sustained by the a/c attacked.

10. Report of observations:

0955B - Eight transport planes on airdrome at Hatvan, 4740N - 1914E, from 22,500 ft.

1028B - B-24 shot down in flames at Budapest from 22,000 ft. No chutes seen.

1043B - B-24 (Silver) in three sections on ground at 4715N - 1914E. Six open chutes on ground nearby. Seen from 20,000 ft.

1102B - Approx. 20 barges in Danube River 4600N - 1830E from 20,000 ft.

1110B - Several hundred wagons in M/Y at Vukavor, 4521N - 1900E.

11. Radio security was again violated by an unidentified group using the code name "Wheeltrack". The violation occurred about one hour prior to target. One a/c in the group called to lead a/c and made the following transmission in the clear: "My navigator says we are heading straight for Brod, is this correct?"

12. 31 a/c landed at home base at 1312B hours mean time.

13. One a/c sustained serious flak damage and five a/c sustained slight damage.

14. Route was flown as briefed.

15. Ten a/c successfully attempted photographs.

R. C. PEASE,
Major, A. C.,
S-2

We flew "V Grand" several times in early 1945. Our first plane was an old D model with no waist windows and we used to freeze our rears off at 18-20,000 ft! Our OTU training was at March Field and we left there in Dec. 1944. We flew 18 missions, forced down about the 5th and 7th mission. We were deputy lead to Blue N over Vienna, Austria when she got a direct hit. Came over the top of us and knocked out our #1 engine. We force landed on the island of Vis. The top gunner "Dennik" and navigator were the only ones to get out. We were near Foggia, 465th Bomb Group, 783 Squadron.

✍ Curt Wilkins
Saratoga, CA



(465 BG: AM 85: IV 8) (9-20-1147) (2-12200)

2000 M/Y HATVAN.



The guys who brought the bombs to the planes and loaded them on the bomb racks.

The picture to the left shows the results of their hard work. The mission to Hatvan, Hungary was the 85th mission for the 465th Bomb Group and flown on 20 September 1944.

Another Chance to Order Items from the PX.

PRICE LIST OF SQUADRON PX ITEMS

Note: Most items are priced at or below cost

SQUADRON WATCH: Battery powered quartz movement with squadron insignia on the face. 18K gold-plated, water-resistant case with black leather band. Ladies or men's.
Sold out at Nashville but purchased 20 additional



\$20.00

50th ANNIVERSARY SQUADRON PAPERWEIGHT:
(1 7/8 cube)
Acrylic cube encasing a colorful globe with this emblem on top

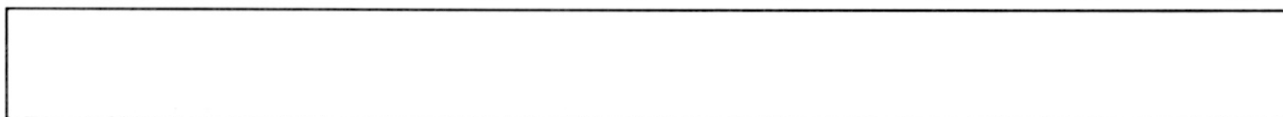
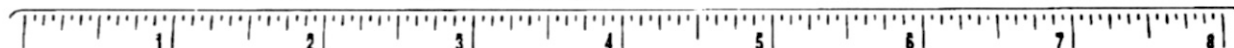


\$3.00

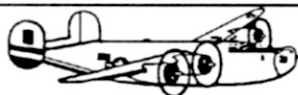
Italy
1944-1945

8" MAGNIFYING RULER:
with built-in 2-power magnifier

\$3.00



783rd Bomb Sqdn.
465th Bomb Group



Italy
1944 - 1945



SQUADRON CUPS (Mugs): (4 for \$7) (6 for \$10) (8 for \$13) \$2.00

VCR TAPE OF THE ATLANTA REUNION 1989: 1 Hr 45 min. Post Paid \$10.00

BOOK: Liberator (Produced by Gen. Dynamics when 783rd pilot Stan Pace was CEO) This book covers the amazing story of the development of the B-24. \$5.00

LAPEL PIN: 465th Tail Insignia-"783rd/Reno 1993"..... \$1.00

SQDN PAPER PRODUCTS: Squadron Colored Emblem (8 x 10) Free
783rd Scratch Pads (4 1/4" x 7") 3 for \$1.00

KEY CHAIN: Soft Fob w/ map of Italy & Pantanella identified \$0.50

When ordering please include \$3 for shipping. Some items are in short supply and there is no plan to reorder. Orders are filled as received.

Send orders to Harry Fike, 2817 Volquardsen, Davenport, IA 52804
(Make checks payable to the 783rd Bomb Sqdn. Assn.)

783RD BOMB SQUADRON ASSOCIATION

**FLOYD E. GREGORY
2014 SOUTH ANDERSON
URBANA, ILLINOIS 61801**

Forwarding and Address
Correction Requested



783rd Officers for 1995 thru 1997

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Memphis, TN 38134**

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- Vice President:** Joe Bastin
6800 Blue Spring Road
Cadiz, KY 42211
- Secretary:** Floyd E. Gregory
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