

Fifteenth Air Force
55th Bombardment Wing
465th Bomb Group

April 1997



783RD LATRINE-O-GRAM

Message from the President-Mike Magazine 783rd Bomb Squadron Reunion

This will be our 8th 783rd Bomb Squadron Reunion. Our reunions have always been enjoyable, the camaraderie has been excellent, the comradeship and the memories of Pantanella have held us together and to many have been a very important part of our lives. Please plan ahead and make your reservations early to avoid the last minute arrivals and confusions that do occur. Registration fees are refundable, if there is a need to cancel and meets the deadline of Sept. 25. Airline Ticket\$\$\$\$- make these reservations early!!

Another registration package and details are enclosed. We like to think that we have made an excellent choice in location. We certainly wish to extend our invitation to your family members and friends to attend our squadron reunion.

RENEW YOUR ANNUAL MEMBERSHIP DUES NOW

Check the mailing label for your current status. It is essential that our members renew their dues to provide the financial support to continue the printing of our news-letter the 783RD LATRINE-O-GRAM. The annual dues are

\$15.00 or \$50.00 for Lifetime Membership is available. Please make checks payable to 783rd Bomb Squadron Association and send to:
Treasurer: Jack Meyer - 5503 Shorewood Drive Indianapolis, IN 46220

USAF 50th ANNIVERSARY

Our own Charlie and Iris Payne will be attending this event in Las Vegas, April 22-27, 1997. The Air Force Association is sponsoring this affair in salute to the 50th Anniversary of the United States Air Force. Charlie is the only member that I was aware of attending. Any others that do attend, please let us know.

Jim Althoff, President of the 781st Bomb Squadron has graciously made arrangements to have Charlie and Iris on the reviewing stand as one of the representatives for the 465th Bomb Group and our own squadron. Our sincere thanks, Jim.

Attention members!! Should you receive the AIR FORCE FIFTY HISTORY BOOK flyer from the Turner Publishing Company, you are welcome to submit a "Bio" even if you did not attend the AF 50th Anniversary. Mailing labels were sent to the Turner Publishing Company for distribution giving the members the opportunity to get in THE HISTORY BOOK.

Obituaries

† † † † † † † †


Charles Dunlap Kimball, M.D.



Born October 14, 1909 in Watertown, New York to Dr. Charles Campbell and Elizabeth Dunlap Kimball. Died February 21, 1997 in Seattle. Attended the University of Buffalo and graduated from the University of Buffalo Medical School. Internship at Virginia Mason Hospital and residency in Obstetrics and Gynecology at the Mayo Clinic. Predeceased by beloved wife, Helen Stryker. Survived by daughter, Noel Kimball, and son-in-law, Charles Bradley of Darien, Connecticut; five grandchildren; two great grandchildren. Served as Flight Surgeon In World War II. One of the founders of the American College of Obstetrics and Gynecology. Served as President of the Virginia Mason Hospital in 1951 and in 1958, he instituted "rooming in" at Virginia Mason. He delivered three generations of Seattle babies since his practice began in 1941. He was one of the earliest advocates of childbirth without excessive narcotics. He is a Past President of the Pacific Coast Gynecological Society. After retirement, he began a research project at the Virginia Mason Research Center in the study of endorphins - research he continued until his death. He was a member of the University Club, Seattle Golf Club and the Rotary Club of Seattle.

† † † † † † † †

CLAYTON L. VAN DYKE, Navigator on John R. Stewart's crew, died on November 7, 1996. He is survived by his wife "Ginny".



† † † † † † † †

James Rudell Henry

James Rudell Henry, 76, died Friday, Jan. 31, 1997, in the Baptist Memorial Hospital North




Mississippi in Oxford. He was a member of the Bruce First Baptist Church. He was a lifetime Deacon and a Sunday School Teacher. He was a graduate of Bruce High School in 1937 and a graduate of Mississippi State University in 1941. He was a graduate of studies at Iowa State. He was an Air Force veteran of World War II. He was a member of Bryce Rotary Club, Paul Harris Fellow and a Community Board Member of the Bank of Mississippi in Bruce. He was a retired Farm Bureau Agent for 33 years. He was a former Alderman for the city of Bruce. He was a 4 H Club Council member.

Survivors include his wife, Charlotte Stewart Henry of Bruce; one daughter, Nancy Wesley of Tallahassee, Fla.; two sons, Rodney Henry of Dyersburg, Tenn., and Ricky Henry of Kosciusko; two brothers, Mallon Henry of Bruce and W. Ralph Henry of Jackson; eight grandchildren.

† † † † † † † †

Dwight Perkin, 72 passed away January 17, 1997. He was a top-turret gunner on a B-24 with the 783rd Bomb Squadron of the 465th Bomb Group. He was shot down August 3, 1944 and held prisoner of war at St. Wendel Stalag-Luft IV. He is survived by his wife Faye, 2 stepsons, 5 stepdaughters and several grandchildren.



This was in the POW magazine shown to me by Dan Bolinski on a recent visit with Dan and wife Ann in Orlando, FL. Dan, an EX-POW himself continued with 21 years of service in the Air Force.

NOTE FOR ALL REUNION GOLFERS:

All members, wives and guests planning on playing in the reunion golf tournament at St. Louis are encouraged to make up their own foursomes and then make Joe Einecker, member of defending championship team, aware of your choice. Otherwise you will be at the mercy of Joe's choice in making up the teams. Please let Joe know as soon as possible.

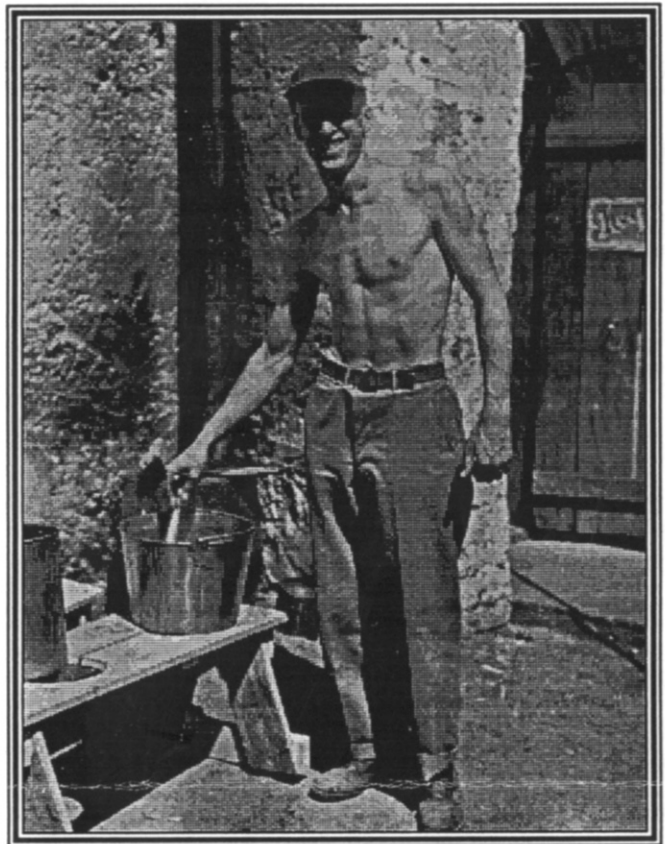
Special Thanks

Thanks to George Kuchenbecher, of the 780th Bomb Squadron, the 465th Logo will remain on the rudders of the All American B-24. I am sure all appreciate and *thank* George for his efforts in this endeavor.

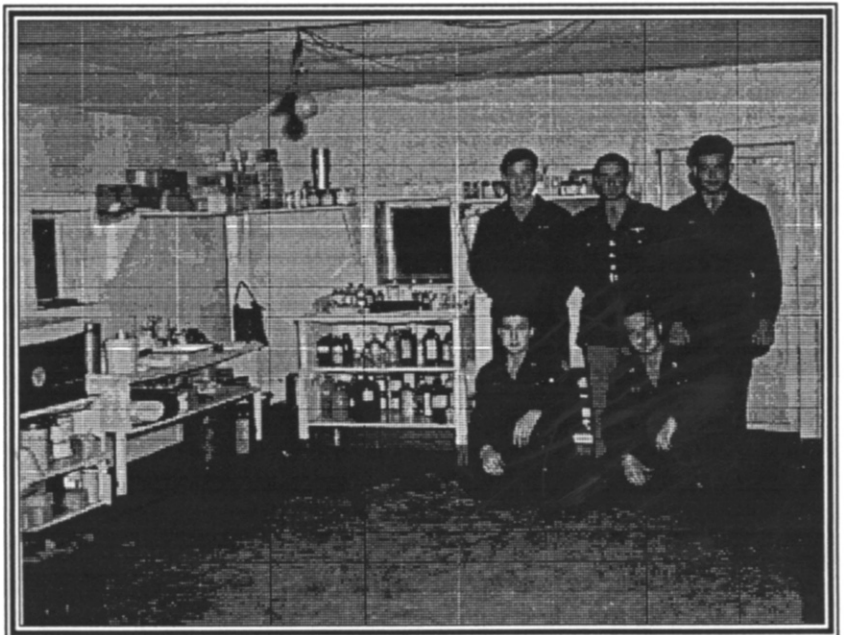
CONFIDENTIAL 31 May 1944
S-T-A-T-E-M-E-N-T
ORVILLE J. HEIM 2nd Lt.
783rd Bomb Sq.

About 20 seconds after bombs were dropped on Ploesti, the # 2 engine of ship 585 caught fire and streamed white smoke. Ship continued in formation. Several seconds after, the # 3 engine caught fire in the same way, and at the same time a parachute opened under the bomb bay and drifted away. Ship continued in formation for 30 to 45 seconds, gradually dropping back out of position. The pilot then apparently peeled off to the left to clear the rest of the formation, and as he did this another chute opened and fouled on the bomb bay. Until this point the ship seemed to be under control. The ship then went into a steep spiral and as it did another man jumped clear. Another man jumped clear during the first turn of the spiral. The ship spiraled downward rapidly and burst into flames when striking the ground. The plane remained intact all the way down. No more parachutes appeared Results; two parachutes opened just below the ship, one of which fouled at least temporarily on the bomb bay, and two free falls. It is not known if anyone was in the chute that fouled.

The two free falls opened parachutes soon after clearing the ship. Immediately after ship left formation it was obscured by flak bursts.



Sgt. Rugger washing his mess kit as all of us did while at Pantanella.



Doc Kimball's operating room at Pantanella. Doc will be missed by all who knew him.

HEADQUARTERS 465th BOMBARDMENT
GROUP (H) APO 520 U. S. ARMY
29 August 1944

SUBJECT: Narrative Mission Report.

TO: Commanding Officer, 55th Bombardment
Wing (H),
APO 520, U.S. Army

1. Twenty-eight aircraft were scheduled to take off in two attack units at 0730B on 29 August attacking the industrial area of Moravska Ostrava, the first alternate target. The first attack unit was led by Lt. Col. JOSHUA H. FOSTER and the second attack unit was led by 1st Lt. CHARLES V. STENERSEN.

2. The group assembled over Andria at 0801B at 5000 feet and the wing assembly was accomplished over Spinazzola at 0801B at the briefed altitude. The escort called the bomber formation when the bombers were in the Lake Balaton area and asked for the bombers position. The escort then reported that they had overshot the bombers and were already in the target area, and would remain there. If the bombers needed assistance, they were to ask for it. The escort of P-51's and P-38's was actually met at 1110B at the IP and provided target cover, withdrawal, and escorted the bombers back to the coast of Yugoslavia where they departed at 1330B.

3. There were two early returns due to mechanical difficulties. One of the aircraft turned back at the rendezvous area and returned its bombs to the base and the other turned back 25 miles north of Lake Balaton and jettisoned its bombs at 45 37 N - 17 10 E; and landed at the home base at 1250B.

4. Flak at the target was inaccurate, but heavy. No other flak was encountered enroute. Two single engine enemy fighters probably FW 190s, were seen between the IP and the target at 1105B. One of these was believed to have been

shot down by the escort. No attacks were made on the bombers.

5. Twenty-six aircraft went over the target at 1143 and twenty-four (24) aircraft dropped 54 tons of 500 lb. GP bombs (.1 nose and .01T fusing) from 23,000 ft. One aircraft jettisoned all 10 of its bombs at 47 00 N 17 45 E to keep up with the formation: one aircraft jettisoned 4 bombs at 47 20 N - 18 10 E to keep up with the formation: one aircraft jettisoned 4 bombs near Lake Balaton to keep up with the formation; one aircraft jettisoned 4 bombs near Lake Balaton keep up with the formation; one aircraft jettisoned all 10 bombs at 47 42 N - 18 10 E to keep up with the formation; one aircraft jettisoned 2 bombs in the Adriatic at 0845B to keep up with the formation.

Tons dropped on target	54
Tons jettisoned by sortie aircraft	11
Tons jettisoned by early returns	2 1/2
Tons brought back to base	2 1/2

Bomb strike photos show that bombs fell in a field southwest of city on the east side of the Ostravice River with some bombs carrying over into a residential area.

Bombing was done by PFF and desired point of impact was about 2,000 feet beyond actual point of impact; immediately after bombs away a group of nineteen (19) B-17's were seen approaching our group from the north on a course of 180 to 200 degrees at the same altitude and forced our formation to make a sharp, steep dive to the right to avoid a collision, the B-17's passing over Able Box. This group of B-17's was apparently making bomb run on the same target but only one aircraft was seen to drop bombs.

6. Weather: Clear to Lake Balaton, then 2/10 to 3/10 cirrus at 25,000 feet to target and return to Lake Balaton. 7/10 alto-cumulus at the target, tops 18,000 feet. The target was cloud obscured and it was impossible to bomb visually.

7. The following observations were noted:

- a. Six large aircraft on Veszprem Airdrome.
 - b. 850 wagons in M/Y 15 miles west of Komarom at 1025B.
 - c. 4 twin engine and 3 to 5 single-engine a/c on Budapest Vecses A/D at 1212B
8. Twenty-six aircraft landed at 1455 (mean landing time) and no aircraft are lost or missing. No aircraft were damaged by flak.
9. All communications in the lead aircraft of our formation failed when the bombers reached the Lake Balaton area and for this reason our lead aircraft could not contact the fighter escort. Another aircraft in the formation received the call from the escort that they had overshot the bombers but could not relay the information to the lead aircraft because the communication system was out. For this reason the lead aircraft could not contact the other groups in the wing to tell them which target our formation was going to bomb. The liaison set was repaired on the route home and the lead aircraft re-established contact with the other bombers in our formation.
10. The route was flown as briefed.
11. Eight (8) aircraft attempted photos.

R. C. PEASE
Major, Air Corps,
S-2

Mission to Graz, February 13, 1945

Aircraft: **Blue V.** ↵ Al Wylie

We were to hit the target at 26,500 feet, a marshaling yard. Some time after the rendezvous, number three was running away and had to be feathered, but we were able to keep up. Over the target on the rally we got a direct hit on number two. As I remember we

were on about an 85 degree bank, and we went into a flat spin. I was hollering something when it happened but the "G" force was so strong I couldn't even close my mouth. Someone was looking after us for at about 12,000 feet we pulled out. Number one had a small oil leak and number four had a rather large oil leak. We called for escort but the fighters were low on gas and told us to sneak home in the clouds. Although the flak was moderate, it was accurate as you can tell. I had one hole in my turret about 5 to 6 inches in diameter, approximately 10 inches from my left eye. We jettisoned all our ammo and guns to lighten the load. We continued to lose altitude, so on occasion we would bring in the runaway for a short time to gain a few more feet. Fortunately we didn't encounter fighter opposition on the way home. It was indeed rather frightening to be all alone with no way to defend ourselves.

Apparently we were reported as M.I.A., so as we approached Pantanella, it was in darkness. We shot our flares and luckily landed safely. After debriefing, we went to the messhall. Now the humor begins. The messhall was all cleaned up, and the Mess Sergeant tossed us a gallon of cherries. We went back to our tent, tired, hungry, and a tad bit upset with our experiences of the day. After about an hour or so, Mitch Guziejka and I went down to the messhall and shot the lock off the cellar door. AH-HA, we liberated a loaf of spam and an entire box of vittles. Back at our tent, I suspect we ate more than we ever had while in Italy. After we got full, we became frightened that we would be caught. So we dug a hole beneath my cot and buried the evidence. The following morning Norman Lund came to our tent and sat on my cot directly over the evidence. He asked if we knew anything about the cellar door incident and I replied, yes. You mean to tell me you did it? At first he was extremely upset, needless to say. However, after I explained what happened he calmed down, stormed out of our tent and we were not punished. We had plenty to snack on for several days after the incident.

783RD BOMB SQUADRON ASSOCIATION

**FLOYD E. GREGORY
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Forwarding and Address
Correction Requested



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