

# “Late Pass!”



THE CALL SIGN FOR GROTTAGLIE TOWER

449TH “FLYING HORSEMEN”

SUMMER 2010 ISSUE

449TH BOMB GROUP ASSOCIATION

18TH REUNION REPORT

## ***The President’s Report***

How time passes! It has been five months since our 18th Reunion but the memories of our fantastic experiences at the Washington DC gathering are still strong. We had our usual instances of problems, for example, not enough food for the Get Acquainted Reception and a few “screw ups” with transportation. But overall, it was a great reunion with all the attractions of Washington DC as a backdrop to fellowship and camaraderie of old comrades and families. Most attendees took advantage of the sightseeing tours to Mt. Vernon, the Air and Space Museum, the World War II Memorial and Arlington Cemetery. But an absolute highlight of this year’s reunion was the Memorial Service at the Air Force Memorial, one of the most beautiful sites in Washington. The memorial service honoring those 449th veterans who have passed on since the 17th Reunion was held under the Air Force Memorial’s four awe-inspiring spires that reach to the heavens like the bomb burst formation of the Air Force Thunderbirds. If you have not seen it, the Air Force Memorial is worth a trip to Washington to see.

The reunion’s final event was the reunion banquet with the Air Force Chief of Staff, General Norton Schwartz, as our guest speaker. At our reception and dinner, he and Mrs. Schwartz demonstrated extraordinary interest in the 449th and its veterans. General Schwartz’s after dinner speech, delivered with great professionalism, was a most informative presentation on the capabilities of the US Air Force today compared to our capabilities in World War II. After he spoke, the Chief had all the 449th veterans come forward and personally shook hands and thanked each one for their service to the nation. General Schwartz is a most impressive and inspirational Air Force leader and we are most appreciative of his taking the time to be with us. It will be difficult in the future to match the events of this reunion -- but we will try!

I want to express all the 449th veteran’s heartfelt thanks to the 2nd Generation Committee, led by Mary Crowley, for their outstanding work in planning and carrying out most of the support work at the reunion. We personally want to thank the additional committee members, Beth Cuillo, Debora Hill, Dan and Carol Livingston, Lynn and Rick Moran, Shirley Priest, Denise Riegel, Sandy Scott, and Betty Wolak, for their work before, during and after the reunion that kept things running smoothly. We are fortunate indeed to have these

(Cont’d on page 6 -- “*President’s Report*”)

## ***Music, Awards, and Glamour of the 1940’s***

The 18th Reunion was kicked off by the Get-Acquainted Party. The talented Ed West sparked the beginning festivities with several songs, including “I’ll Never Let You Kiss Me Again,” a marching song from WWII. Ed Kolek followed with a rousing rendition of the “Army Air Corps Song,” encouraging a sing-a-long with over 200 veterans, families, and friends on Get-Acquainted-Night. Even Bob Hathorn came to the mike and presented “Oh, Shirley,” a surprise to emcee Shirley Priest.

Glamorous women in 1940’s dress, as well as Rosie in her work clothes, presented numerous special memento ribbons as awards. Among the awards presented and recipients were: John Aulner, Paul Farrell, Frank Shoaf and Patricia Latta for attendance at all reunions; Pat Wehling for attendance at all but one reunion of 18 of the 449th. Charles LaMarca (718) was the first veteran to register, and Denise Riegel was the first 2nd generation to register. Most senior veteran present was Vernon Peterson who was also recognized for bringing the most family (17). Six-year-old Lillie Cantin (4th generation) was recognized as youngest.

Judy McCahill, niece of Joseph Nepling and Barbara, drove the greatest distance to the reunion from Canada via Florida and Michigan to DC. Ann Desmond received the Special Ladies’ Hat award.

Rachel Coffee received special recognition for her service in the Navy during WWII. All veterans serving after WWII were recognized, as were soldiers presently in the Armed Forces. Forty-two 2nd generation daughters and sons were present to represent their fathers, now deceased. Not all received special recognition or a ribbon, but all present shared the greatest reward of all: a gathering of family, friends, both old and new, to honor and celebrate the men of the 449th.

-- Shirley Priest, 2nd Generation, 716th

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## ***Planning Underway for 19th Reunion in Reno, Nevada***

*“The Biggest Little City In the World”*

With Washington DC and the memories of the 18th Reunion barely five months old, the reunion committee is hard at work on the planning of the 19th Reunion set for the week of September 12, 2011 in Reno, Nevada.

Beside the usual dinners and gatherings, we are planning trips to the Auto Museum, Virginia City, Lake Tahoe and the

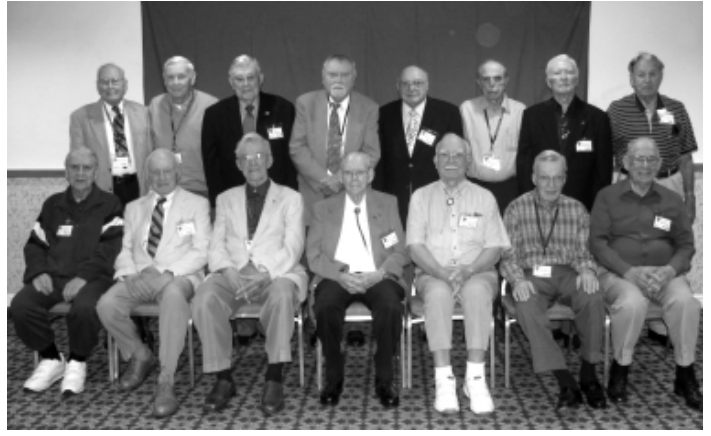
(Cont’d on page 8 -- “*Planning Underway*”)

**The 449th Veterans At the 18th Reunion**



**716th Squadron**

Standing (L-R): Bud Rosch, Vernon Petersen, John Manecke, Calvin "Ted" Beale, Albert Ilizaliturri, Al Allen  
 Seated (L-R): Ken Blake, Paul Farrell, Wayne Kennedy, John Mahoney, Floyd Haywood, Pat Wehling, Frank Shoaf, Norman "Jim" Barton, Chet Ray



**717th Squadron**

Top (L-R): Ellsworth Daniels, Bob Lang, Lynn Kinnamon, Cliff Denny, Wallace Green, Donald Guimont, Jack Desmond, Ben Smith  
 Seated (L-R): Eddie West, Harry Snyder, Ed Kolek, Leroy Compson, Frances Herres, Jack Hartle, John Aulner



**718th Squadron**

Standing (L-R): Jim Cady, Don Northway, Mat Mathieu, Morris Coffee, James Rickel  
 Seated (L-R): Charles LaMarca, Harvey Gann, Jim Burnett, Joseph E. Neipling, Eddie Quinn, Robert E. Hathorn, Leo Alpert



**719th Squadron**

Top (L-R): Walter Bynum, Wilbur Debnam, Rudy Acosta, Bob Simmons, Hershell Bunker, Walter J. Dillon  
 Seated (L-R): Lewis Anderson, John McCormick, John J. Johnson, Robert Geisert, Jacques H. Meyer, Ewing Miller, Lee Davis, Floyd Trogdon



**Original Cadre**

Standing (L-R): Don Northway, Walter J. Dillon, Ellsworth Daniels, Harvey Gann, Charles A. LaMarca  
 Seated (L-R): John J. Johnson, Frances Herres, Leroy Compson, Jim Cady, Robert E. Hathorn



**Former POWs**

Standing (L-R): Albert Ilizaliturri, Robert Geisert, John Aulner, Charles A. LaMarca, Harvey Gann  
 Seated (L-R): John McCormick, Ewing Miller, John Mahoney, Frances Herres

### 18th Reunion Recap -- By the Numbers

Veterans and Representation	87	Families representing their fathers who were unable to attend	4
Veterans in attendance	63	Families attending in honor of their deceased fathers	15
716th Squadron	17	Veterans attending their first reunion	9
717th Squadron	16	Average age of Veterans attending	86-87
718th Squadron	14	Oldest Veteran	92
719th Squadron	16	Veterans present who entered into a military career after WWII	11
Families	24		
Widows in attendance	4		

## Scenes From the 18th Reunion



Ben Smith and Jack Hartle greeting each other epitomize the camaraderie of the veterans of the 449th Bomb Group



449th BGA President Floyd Trogon and Air Force Chief of Staff General Norton Schwartz



Memorial Service



A Wing and a Prayer Group  
(Leroy Compson, Harry Synder, Ed West, Walter Bynum, Paul Farrell, Wally Green, Ed Kolek, John McCormick)



It's the 1940's -- Get-Acquainted Party  
Livingston's Grandsons, Shirley Priest, and Carol Livingston

## **B-24 Crash Site Recently Found**

On January 30, 1944, the 449th bombed a large German Luftwaffe fighter base located at Udine, Italy at the northern tip of the Adriatic Sea. Three 449th B-24s were lost to flak and Luftwaffe fighters on that day. One of the three was B-24 serial number 41-29217 manned by Ben Kendall's crew of the 718th Squadron. Flight Engineer Harvey Gann recounted the events experienced by Kendall's crew: "Our B-24 Liberator bomber took heavy hits. I was in the top turret -- my goggles smashed and my nose bloody. Our pilot and co-pilot signaled me to jump. As I bailed out they were right behind me. They never made it. Nine men perished. I was the only survivor of our ten-man crew."

Pilot Ben Kendall and copilot Fletcher Porter were KIA. Harvey Gann became a POW. The remaining seven crewmen were listed as MIA. For years Harvey Gann believed that the plane exploded immediately after he bailed out. However, extensive on-site research conducted by a retired Italian archeologist, Mr. Freddy Furlan, has disclosed that the wreckage of B-24 #41-29217 is in the lagoon of Grado on the small deserted barrier isle of Morgo, Italy. Mr. Furlan contacted Lisa Phillips, president of WWII Families for the Return of the Missing (WWIIRM). Ms. Phillips in turn contacted the Defense POW/Missing Personnel Office (DPMO). Based upon the evidence provided by Mr. Furlan's research, the DPMO initiated an investigation into the possibility of recovering the MIAs of Kendall's crew. Two DPMO investigators, Dr. Mark Russell and Dr. Steve Johnson, were sent to Italy in February 2009 to conduct an initial survey of the crash site and to determine the feasibility of mounting a recovery effort.

Mr. Furlan subsequently contacted Harvey Gann with the following account:

"I know that you (Harvey) are convinced that your plane exploded in the air but I can assure you that I talked to an eyewitness who was on the island at the time of the crash and helped in the recovery of pilot Ben Kendall. He had bailed out at too low of an altitude and the chute didn't open. He had died on impact. The plane did not explode and there was only a little fire suddenly extinguished by the mud and water. The fuselage, part of the wings and engines are still there buried in mud. ...

In December 2009, after I had spoken to an eyewitness who had confirmed that the wreck of the plane was still on Morgo island (submerged by a few meters of mud) I sent a message to Lisa Phillips, president of WWIIRM, to inform her about the possibility, or better yet the certainty, that the remains of the missing were still on board. According to what I heard from an eyewitness, who lived for many years on the Morgo Island, no one had touched the remains of the plane for fear that there were still unexploded bombs on board. Lisa, sent the report to the DPMO and the Department of Defense, on 21 February sent to Italy two delegates, Dr. Mark Russell and Dr. Stephen Johnson to visit the crash site and to study the possibility of an intervention with the purpose of digging to recover the remains of the missing. The site inspection was done Monday, February 22." [Freddy Furlan, Italy]

During the 449th's 18th Reunion, Dr. Russell and Dr. Johnson met personally with Harvey Gann. Most DPMO investigations are based solely on historical research and archival documented interviews. Seldom do they have a "living" participant. Of great concern was the question of whether or not the aircraft had actually dropped its payload. If the recovery of the fuselage is to take place to extract the MIA airmen, the process would be heavily influenced by Harvey's testimony. Mr. Gann's response: "I remember on the bomb run, I looked down through the bomb bays and saw the exploding bombs dropped by our ships ahead of us. Just as we dropped our bombs, the German fighters began to attack us."

More recently the case of the MIAs of Kendall's crew was reviewed by a board of inquiry. As a result approval was given to continue with the efforts to find the remains of the seven crewmen who may very well be in the sunken plane. Additional work is necessary to survey the wreckage location. The project has been funded and the actual work is expected to begin in late spring of next year.

The 449th BG would like to acknowledge and thank the DPMO and WWIIRM for their efforts and continued support in resolving this case. We also wish to extend our appreciation to Freddy Furlan for his perseverance and dedication in the pursuit to accurately record the historical events that took place the 30 January 1944, thus bringing possible closure to the fate of seven 449th MIA airmen.

It is only fitting to close this article with Harvey Gann's words: "I am proud to be an American. It is the only country in the world that is determined to make every effort to bring our soldiers back. Never forget that the cost of freedom will always remain priceless. "

### **Kendall's Crew -- Downed January 30, 1944**

Pilot: Lt. Ben N. Kendall	KIA
Copilot: Lt. Fletcher S. Porter	KIA
Navigator: Lt. Harry B. McGuire	MIA
Bombardier: Lt. Pershing J. Hill	MIA
Flight Engineer: S/Sgt. Harvey E. Gann	POW
Radio Op: S/Sgt. Given C. Grooms	MIA
Assist. Eng: Cpl. Gerald W. Herrington	MIA
Ball Gunner: S/Sgt. Harold Thompson	MIA
Gunner Armament: S/Sgt. Nick Gavalas	MIA
Assist. Radio Op: Sgt. William A. Jones	MIA

Lt. Ben Kendall is buried at the American Military Cemetery, Florence, Italy. Lt. Fletcher Porter is buried in a private cemetery in Georgetown, Kentucky.



*Harvey Gann (2nd from left) meeting with DPMO representatives Dr. Mark Russell and Dr.*

-- Mary Crowley, Harvey Gann, Freddy Furlan



*Kendall's Original Cadre Crew*

*Back row (L-R): Sgt. Nick Gavalas, Sgt. Charles Lamarca, Sgt. Harvey Gann, Sgt. Harold Thompson, Sgt. Gerald W. Harrington, Sgt. Given C. Grooms.*

*Front row (L-R): Lt. Pershing Hill, Lt. Harry McGuire, Lt. Ben Kendall, Lt. Richard C. Pekley*

LaMarca and Pelkey were not on the 30 January mission, but were replaced by Jones and Porter. LaMarca had become a POW when downed in *White Fang* on January 14, 1944.

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### **449TH BG Archive Update**

We are accumulating a great deal of pictures and documents from our members documenting the Bomb Group's tour of duty in Grottaglie, Italy. The Oral History Team was able to record fifty videos at the 17th Reunion and another fourteen during the 18th reunion in Washington D.C. Our heartfelt thanks go out to each member who has told their story and for helping add their personal perspective to the group history. We look forward to collecting more stories at the 19th reunion in Reno, Nevada.

One of our goals is to obtain a photograph of each man and crew who served in the 449th during WWII. We have received pictures from many sources and encourage those who have not sent their photos to do so soon. The air and ground crew pictures are a fantastic way to put together the individual groups and friendships developed in Italy. When the names are provided with the picture it broadens the scope to include new people who may not yet have been identified.

Please send either original photos or reprints. All original photos will be scanned and returned as soon as possible upon request. Electronically scanned files are great also and can be sent via email or on a CD. Xerox copies, however, do not provide a clear enough copy to utilize.

It would be wonderful if many years down the road our archives were able to provide information regarding a WWII veteran to a family member who did not know how their ancestor participated in the war.

-- Denise Riegel, 2nd Generation, 718th

### **The Ride**

Shortly after returning from the DC reunion I had the opportunity to take a ride in a B-24. I believe it was an "H", rebuilt and maintained by the Collins Foundation. The flight took off from Carlsbad, California and lasted about 35 minutes.

There were ten of us on the plane, plus the pilot, copilot and a third crew member, presumably there to ensure that we didn't do something stupid, such as fall out the waist or step through the bomb bay doors. Most of the people on the flight were Air Force veterans or relatives of veterans, with the exception of a couple of young guys that were just fascinated with WWII bombers and the brave men that flew them. I was fortunate enough to be seated on the flight deck just under the top turret, with a clear view of the cockpit. Seated directly across from me was a veteran that had flown several missions in B-24's; his stories only made the experience that much more enjoyable.

As we taxied for take off and the four engines roared to RPM, you could feel the vibration through your body. The power was unbelievable, not unlike a modern day jetliner. It seemed that we were airborne almost instantly. We unbuckled our seat belts and were allowed to wander from the cockpit to the tail turret, which I did twice. I found the bomb bay catwalk (a plank no more the 12 inches wide) especially challenging with people in the tail section going forward and people forward headed to view the tail section. Fortunately we were able to work it out so that no one was lost through the bomb bay.

The plane was just as I had envisioned it from my dad's war diary. The cockpit, flight deck, top turret, navigator dome, nose turret, bomb site .... all of it, although I was not at all prepared for what it would take to get to the nose area of the plane. To get to this area it was necessary to wiggle through a crawl space which at first seemed too small for a human being. The nose turret operator and bombardier were not positions for anyone that fears enclosed spaces! I found the tail turret a little sketchy as well. I sat with one leg in the turret and one leg firmly placed outside the turret, just in case! And then the vision of a half dozen ME-109s coming in at six o'clock with 20mm blazing flashed through my head. I don't know how these guys did it!

The flight was an amazing experience and only heightened my respect for the brave crews that flew and serviced these incredible planes. My only regret is that I didn't make this flight 20 years ago .... and how I wish my dad could have been there with me. I have no doubt that I will repeat the flight when the Collins Foundation is back in town.

-- Richard Lapham, 2nd Generation, Don Lapham, CoPilot,

719th, Gentry crew

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Visit the 449th Bomb Group Website at:

<http://www.norfield-publishing.com/449th/449site.html>

## **Taps**

### *In Remembrance*

Veterans who have passed away since the 18th Reunion

#### ***Emil Kemp Brenckman***

April 29, 2010

717th Squadron. 45 Missions. Oct 44-May 45.

Wykel Crew, Sq. Flight Bombardier, Lt. Col USAF Ret.

#### ***Ellsworth "Whitey" R. Daniels***

September 5, 2010

717th Squadron. July 1943-May 1945

Crew Chief for *Peerless Clipper, Kayo & MisChief*.

Orig. Cadre

#### ***James Norwood Frierson, M.D.***

717th Squadron. 47 Missions. July 44-Jan 45.

Frierson Crew, Pilot, Last 2 months as combat check pilot

#### ***Russell Lindhorst***

May 27, 2010

719th Squadron. 50 Missions. May 43-July 44.

Meade Crew, W. Gunner, Plane *Star Eyes*, Orig. Cadre

#### ***James Milton Ludeke***

August 18, 2010

717th Squadron. 25 Missions. Oct 44-May 45.

Neville Crew, Nose Gunner/Name in WWII was *Pizzitola*

#### ***John William Miller***

April 13, 2010

716th Squadron. 45 Missions. April 44-Nov 44.

Kinsinger Crew, Navigator, Lt. Col. USAF Ret.

#### ***Clyde L Willhoit***

May 25, 2010

718th Squadron. 45 Missions. July 44-Feb 45.

Waller Crew, Radio/Op/Lt. Col. USAF Ret.

bership in the 449th Bomb Group Association. Congratulations and thanks, 2nd Generation!

2. The nominating committee presented the complete list of current officers of the Association for reelection. The vote was taken and the slate listed below was elected unanimously.

President	Floyd H. Trogdon
Vice President	Lee Kenney*
Secretary	Mary Crowley
Treasurer	Wallace Green
Reunion Chairman	Lloyd Rosen
Chaplain	Rev. Harry Snyder
Historian	Clay Henry
Memorabilia Officers	Jean & John Aulner

\* It should be noted that Lee Kenney was ill and could not attend the reunion. The membership expressed their regrets and wished Lee a speedy and complete recovery.

3. The last item for consideration at the business meeting was the selection of a city for the 19th Reunion. The Reunion Committee (headed by Lloyd Rosen in the absence of Lee Kenney) presented three candidate cities: New Orleans, Reno, and Colorado Springs. After discussion, a vote was taken and Reno, Nevada was the overwhelming choice. Accordingly, the 19th Reunion will be held in Reno September 13-18, 2011. The reunion hotel will be the Silver Legacy Resort Casino. See the separate article by Lloyd Rosen.

We will see you in Reno. Until then, best wishes.

-- Floyd H. Trogdon, President, 449th BGA

### ***"Make it Good and Tight!"***

On the morning of December 28, 1944, I went to draw my chute harness from "Shorty," the parachute man. Shorty was not aware I was flying that day and, as a result, had given my harness to the navigator on a new crew. As he handed me a replacement harness he said, "Make sure when you adjust it, make it good and tight!" I put on the harness and proceeded to our aircraft "*Lady in the Dark*."

Over Brenner Pass, our aircraft was hit by flak and we were forced to bail out. When I jumped, I found out that the new harness was not tight at all and as soon as the chute opened my entire weight was in my groin area. The pain was tremendous. If I had had a knife I would have cut myself loose! I did everything I could to relieve myself. I climbed the parachute lines. I could care less if I spilled the chute, which I did of course. I was in so much pain that I did not think I would get down alive. When I finally hit the ground I hit hard with the result that I busted up my knees, my shoulder, and broke the tip of my elbow. One arm was bent at an odd angle. I was also wounded in my right ankle and in the thigh area of my left leg. There was a lot of blood, but fortunately it was only a flesh wound. When they found me on the third day I was taken to an American/English fighter base field hospital. An Englishman stitched me up. I didn't look too bad! Better yet, I did not even feel any more pain in my groin area. An English chaplain sent a telegram to my dad and wife. I thought it was funny when he described me as being in "good spirits".

-- Bud Rosch, 716th, Wilding Crew, R/Op

(Cont'd from page 1 -- "*President's Report*")

dedicated sons and daughters carry on so much of the 449th tradition and operation. Also, we owe a special thanks to my Brother Bob (an Honorary 449th member) for again leading the registration operation. A special acknowledgement is needed for the outstanding work of Denise Riegel, for her extensive archive documentation of the 449th and the inexhaustible hours she has spent on the National Archive Oral History projects and the personalized airmen videos. Thank you, Denise, for preserving our legacy.

Let me turn now to a summary report on the 449th 18th Reunion business meeting. There were three business items discussed:

1. The 2nd Generation was advised that the legal review directed at the 17th Reunion regarding class of membership for 2nd Generation members had concluded that 2nd Generation members can be (and have been) given full equal mem-

## **Global Warming - Foreign Oil - and the 449th**

When I heard about how the burning of fossil fuel was contributing to Global Warming I began to think of the stifling fumes of 144 R-1830 engines (36 aircraft) when we were lined up for take-off. Also, I thought about the 3,000 to 5,000 other planes in Europe also lined up to bomb Hitler. While we were doing our job, thousands of Army vehicles (without pollution control systems) were shooting up everything in sight on the ground. I began to think "boy" we must have been really contributing to GW. I checked a little history. No indication that we contributed at all to GB. The earth's temperature remained constant from a period before the war until after the war. "The 449th Bomb Group was NOT GUILTY".

We were burning Hitler's primary source of foreign oil at places like Ploesti. We often saw black clouds rising above 20,000 feet before leaving the area. We burned his oil, both foreign and domestic, anywhere we could find it. One of Hitler's primary objectives of the Battle of the Bulge was to capture much of our oil reserves. He was getting desperate for fuel. When that battle failed, he planned a massive, one time, bombing (target unknown) mission. His planners said, "My Fuhrer, we have the planes, we have the crews and we have the bombs but we have not the fuel needed." About the same time some of his ME-263 squadrons started to use what little fuel they had left to burn their aircraft.

We now depend on FOREIGN OIL from countries that don't like us much. How secure are we?

-- Clay Henry, 449th BGA Historian

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### **First Reunion: I Had a "Late Pass"**

My first reunion was the 18th! It was the result of a newspaper article that Earl Ayle had written about me and my crew for the local paper in Sun Lakes, Arizona. Apparently the article made its way to Internet where Mary Crowley picked it up and tracked me down. I was unaware of the Association and excited to get my name on the mailing list.

My friend Earl accompanied me to the reunion. We were impressed with the great organization and the 2nd generation spirit and support. Most of all, it was the camaraderie of getting together with all the men of the 449th. The Washington DC area was a great venue and we appreciated the Mount Vernon trip and the George Washington Museum. Words and pictures could not express the Sunday morning service that remembered the passing of so many great men of the 449th over the past twelve months.

This organization is first class with so many wonderful



Don Guimont  
and General Schwartz

people coming together to recognize the great courage and sacrifice given by this bomb group. Thanks again for the great reunion--Floyd H. Trogdon, Wally Green, Mary Crowley, Denise Riegel, the PX workers, Sandy and her camera and the many volunteers. The best part was to see the ongoing spirit of our men and hear more stories first hand.

The 449th made a difference with their determination and courage to help free Europe and the world from the terror of the Nazi Germany. Hitler's Minister of Armaments, Albert Speer told of the effectiveness of the B-24 raids. He said, "I could see omens of the war's end almost every day in the blue southern sky when, flying provocatively low, the bombers of the American Fifteenth Air Force crossed the Alps from their Italian bases to attack German industrial targets"

-- Don Guimont, 717th Sq., Flt. Eng., and Earl Ayle

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### **How to Taxi a B-24**

In my opinion, Jerry Scroggs was a good pilot. We would do pre-flight together. After pre-flight, Jerry would always say to me, "You could handle this."

There was a lot of mud on the airfield and the guys climbing into the plane would track in the mud. This was not good as the mud would freeze at high altitude and could cause valves, cables, and pulleys to freeze up.

On one occasion when the plane was parked in a mud hole, I noticed a better "hard stand" area down the taxi strip. I needed to get the aircraft to that spot before someone else took it. I decided to taxi the plane myself! I tried to convince John Elza (my assistant crew chief) to come into the cockpit with me because I could use his help to be sure the right wing cleared any obstacles. He didn't want to ride in the cockpit, but said that he would guide me from the ground.

Scroggs had told me how to taxi a plane, so I did what he had said. I started #3 engine first and then the others -- #2, #1, #4 -- in that order. With all four engines running, I released the brakes and pushed all four throttles up. The left wheel was stuck in the mud so I added power to #1 and #2 until the plane pulled out of the hole. I shoved all four throttles straight up to taxi down the taxi strip. "Let the engines carry the plane," Scroggs had said. "Stay off the brakes." I used the engines, rather than the brakes, to turn the plane.

I taxied down the taxi strip until I came to the hard stand. I could see an officer standing there but I didn't stop and he moved away. I made a 90-degree turn, made sure the nose wheel was straight, and cut the engines.

Just before I jumped out of the bombay, I could see the shoes of my Engineering Officer. As soon as I was on the ground, he asked, "Where is your pilot?"

I responded by saying, "He must have gone out the other side."

My Engineering Officer then proceeded to chew me out because he knew I'd taxied without a pilot.

-- "Whitey" Ellsworth Daniels, Crew Chief, 717th, Original Cadre

**“LATE PASS!”, a publication of  
The 449th Bomb Group Association**

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**SUMMER 2010 NEWSLETTER  
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716 - 717 - 718 - 719 Bomb Squadrons**

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**“LATE PASS!” - THE 449TH BGA NEWSLETTER**

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Please send your stories, photos, letters to the editor, poems, cartoons, jokes, etc. for “LATE PASS!” or call her

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annual Reno Air Races where the 449th BG will be honored on opening day!

The Reno Air Races, are unique and take place a few miles north of Reno. It features multi-aircraft races between extremely high-performance aircraft on closed courses. The T-6 class, which includes the P-51, provides some of the most exciting racing. The emphasis is on strategy and pilot rather than raw horsepower. The event also features military static and historic airplane displays along with jaw-dropping aerobatic exhibitions. While enjoying the races, spectators can visit the pits and watch race teams work on the airplanes.

A half day tour is also planned to visit Virginia City. A gold and silver boomtown in the 1850s, it is one of America’s largest Historic Landmarks and located just 23 miles south of Reno. The historical “C” Street, with its well kept century old building, is where Mark Twain (Samuel Clemens) began as a

reporter for the local paper. You will step back in time as you enter into a silver mine, belly up to the bar at the Ponderosa Saloon or dare to venture out to Boot Hill.

The reunion hotel will be the Silver Legacy Resort Casino. So mark your calendars for the week of Sept. 12, 2011 and join the rest of your comrades in Reno.

-- Lloyd Rosen, Assist. Reunion Chairman, 2nd Generation, 718th

***Updating of Mailing List***

Mary Crowley, our 449th BGA Secretary, maintains the mailing list database for the Association. Please send her any address corrections. Also, please forward to Mary the report of any deceased veteran. These actions will help to ensure that our mailing list database remains up-to-date and accurate.