THE STORY OF THE

390TH BOMBARDMENT GROUP (H)



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FOR THE MEN AND OFFICERS OF THE 390TH BOMBARDMENT GROUP

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THE STORY OF THE 390TH BOMB GROUP, INC.

FOREWORD

THIS WAR IS DONE. The guns have ceased their cough and the dead are restored to the dust from which they sprang. The earthbound living struggle on—snarled in ruthless strife and shabby prejudice.

Once more the needle chatters in the roughened groove of peace.

But in his brief moment of selfless freedom the warrior widened our horizon. He revealed the unity and strength of which we are capable.

This book is more than a record of high achievement. It is of the future no less than of the past. It is prophecy. It marks the altitude to which the spirit of man can soar. It is a portent of what life may be when we have learned to labor, as these soldiers did, for the common good.

It will remain a fount of refreshment when the heart grows heavy and the light of hope burns dim.

HOWARD VINCENT O'BRIEN



LIEUTENANT GENERAL J. H. DOOLITTLE

Commanding General Eighth Air Force

HEADQUARTERS EIGHTH AIR FORCE
Office of the Commanding General
APO 634

13 May 1945

Colonel J. A. Moller
Commanding Officer
390th Bomb Group
APO 559,U. S. Army

Dear Colonel Moller:

I want to take this occasion to congratulate you and every member of your command on a job well done.

The 390th Bomb Group has made a splendid contribution to the victory just achieved in Europe, and its bombing accuracy has been outstanding. It takes excellent planning and execution to attain the fine record established by the 390th.

With every good wish for your continued success and that of your group, I am

Very sincerely,

J. H. DOOLITTLE
Lieutenant General, USA
Commanding

JHD:G

PREFACE

THIS IS THE STORY of the 390th Bombardment Group, Heavy, Eighth Air Force, United States Army Air Forces, from the date of activation at Geiger Field, April 1943, until the departure from England in June and July 1945. It is a record of activities and life on a heavy bombardment station written by the men of the many departments before the fighting and the travail of battle had stopped. Some things will not be found in the words or pictures, they are the calm, intrepid courage of the boys who flew the Fortresses, and took all the risks; the mud, the chill and the wet of the unpredictable English weather; the long winter nights, the crowded huts, the inadequate stoves. To those of us who were there the book will be a reminder of what we did. For others it will be the answer to the question "What was it like?" For some, undeniably, life was rough in the ETO, and there were a lot of guys—well—"they never had it so good."



HEADQUARTERS 3D AIR DIVISION
Office of the Commanding General
APO 559

13 May 1945

TO: The 390th Bombardment Group

1. Beginning operations on 26 July 1943, the 390th Bomb Group completed 301 missions on 20 April 1945, and on 8 May 1945, Germany surrendered unconditionally.

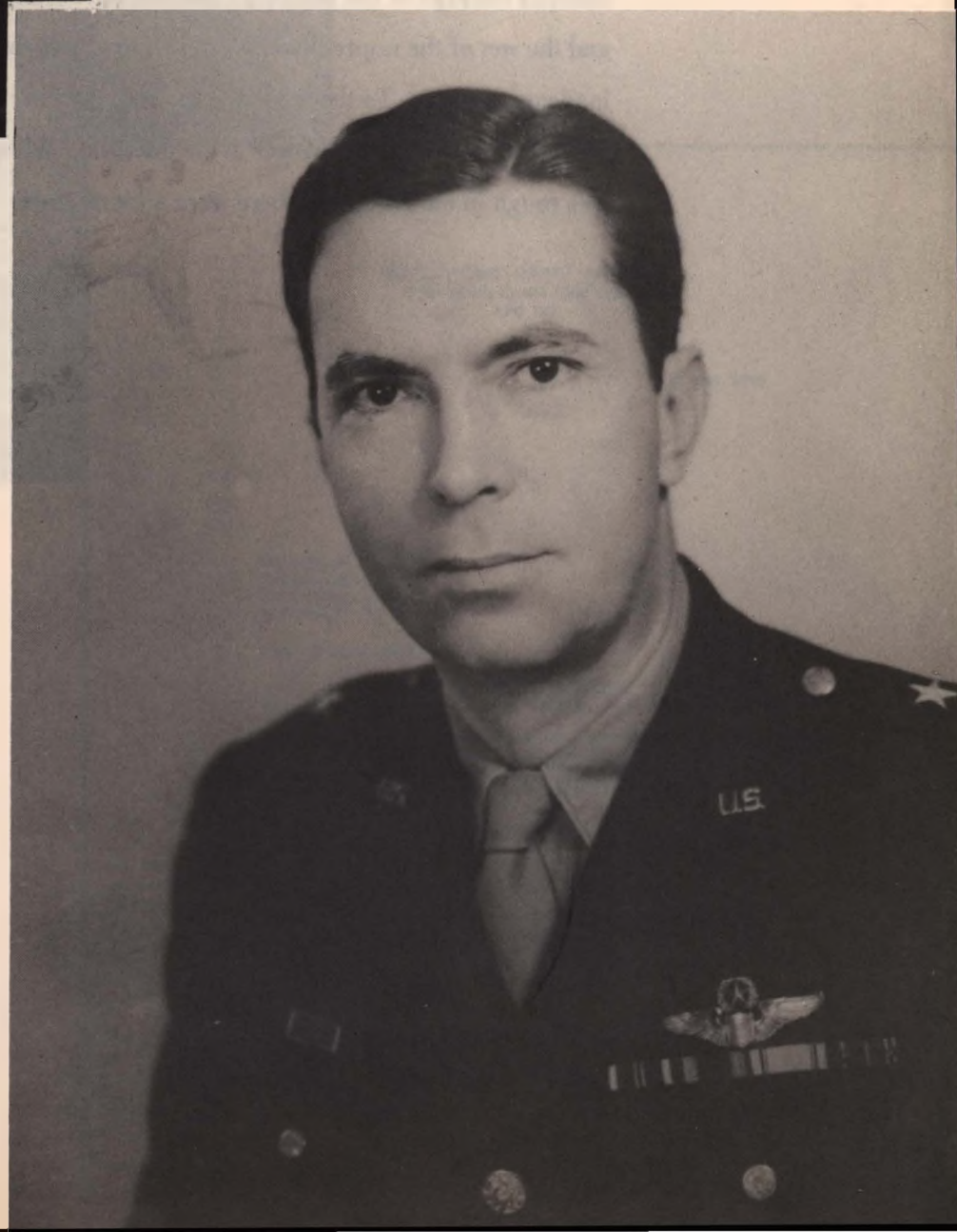
2. These facts and these dates are significant. Your Commanding Officer, Colonel Waller, you officers and men of the 390th and those who have preceded you can all take great pride in your share in this destruction of the German war machine.

3. You have had some rough missions, but you have pushed through to put your bombs on the target, and you have established a record for enemy aircraft destroyed. You have distinguished yourselves as a real Fighting Outfit!

4. I wish to express a personal pride in these, your accomplishments, and extend to each of you individually my admiration and thanks for the part you have played in bringing this German war to a victorious conclusion.

E E Partridge
E. E. PARTRIDGE
Major General, U.S.A.
Commanding

MAJOR GENERAL E. E. PATRIDGE
Commanding General Third Air Division



HEADQUARTERS
13TH COMBAT BOMB WING (H)
APO 559

A/G-1

201.22

15 June 1945

SUBJECT: Commendation.

TO : All Officers and Enlisted Men of the 390th Bombardment Group (H), APO 559, U. S. Army.

1. The all important role played by Air Power in defeating Germany is now well known. All individuals, through their magnificient labors, have aided in forming a link in a massive chain which extends to the very top of the Air Force. The stories of their activities are legion.

2. However, no greater or more important link can be imagined than that which represents the Bombardment Group, and it is not only fitting but it is essential that the story of a group's participation in the Battle of Europe be written and published.

3. The accomplishments of the 390th Bombardment Group provide many of the more glorious chapters in the history of the Army Air Force. The officers and men by their devotion to duty and great efforts have exemplified the spirit which enables military forces to part triumphant from battle.

4. This is not the record of a man, an aircraft, or a squadron but rather of a magnificiently coordinated team which, in the traditional American method of working as one, helped to force defeat upon the enemy

5. You have won the respect of fighting men and earned the thanks of all Americans. I salute you.

Harold Q. Huglin
HAROLD Q. HUGLIN,
Brigadier General, U. S. A.,
Commanding.

BRIGADIER GENERAL HAROLD Q. HUGLIN
Commanding General 13th Combat Wing (H)

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ALBERT EDWARD
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23132

DEDICATION

THIS, the history of the 390th Bombardment Group (H) of the Eighth Air Force, is all too brief a record of the splendid accomplishments and outstanding achievements of a real combat unit.

It is unfortunate that such an account must of necessity be limited. The stories, anecdotes, and legends which, over a period of combat existence, so vividly portray the high morale—the will to do—of this typically American fighting outfit may some day be preserved.

The record does not do adequate justice to the careful indoctrination and training of the Group, nor of its early combat experience under the wise and able leadership of its first commanding officer, Colonel Edgar M. Wittan. His leadership profoundly influenced the Group during its entire existence. His contribution was, and is, an inspiration to each and every member of the command.

While we were engaged in combat we were busy. Each of us had our assigned task to perform. While, doubtless, each of us had our worries, yet our minds and our energies were fully occupied with the work at hand. In addition, we saw new sights, had interesting and exciting experiences, and felt pride in a job well done.

On the other hand, our loved ones waited patiently for the day of our return. From their letters, which meant so much to us, we could not know their ever-present dread of receiving an official telegram, letter, or phone call. They did not share with us their long and weary nights, their fears, nor their hours of near-panic for our safety. Perhaps those of us who have returned will never fully realize their contribution to the morale and fighting spirit of our Group.

There are many members of our Group who did not return. We can but dimly realize the magnitude of the suffering which their loved ones have endured. We can but silently respect and honor them.

Therefore, with a deep humility and with sincere reverence, we, the 390th Bombardment Group (H), dedicate this history to the families and loved ones of each and every member of the command.

COLONEL JOSEPH A. MOLLER

THE EIGHTH'S LONG ROAD

BORN abroad, surrounded by skepticism and despair in the bleak days of February 1942, the Eighth Air Force went through months of disagreement and misery before proving it could lick the Luftwaffe and blast Germany in daylight.

A puny token force, fondly called the First Wing, the Eighth came into being when the Axis was still pushing the Allies into the corners of the globe. Seven Yanks crossed the Atlantic and set up offices in Britain. It was up to them to obtain bases, hangars, help from Britain—a people who said Germany could not be bombed by daylight. But the British helped.

The task facing this little band of Americans was a tremendous one. Thousands of planes had to be crowded onto England; gas, bombs, spares, equipment and men brought across the ocean.

No one knew whether or not Germany could be bombed out of the war. But they did know Nazi factories would have to be destroyed, and armies reduced, before an invasion could take place. First thing to be done was to destroy the Luftwaffe in the factory and in the air.

Next would be to blast the Nazi oil supplies and refineries. Then could come armament plants, marshaling yards, bridges, munitions plants, shipyards and rail lines.

During that early period the months dragged by and work piled up. It was not until 4 July 1942 that the First Wing had any reason to celebrate. Official records tell the story:

"Arrival of Aircraft B-17E — Total 1"

Morale was low that first summer. Dry runs, bad weather, spam, cabbage, mud—that was life in the 1st Wing. Relief came on 17 August, when Maj. Gen. Ira C. Eaker in "Yankee Doodle" led 12 Forts on America's first strike against Europe.

By October the Eighth was to have 108 Forts over occupied France. But in November the Force had a set-back. Yanks were to go splashing ashore in Africa. That called for air support. B-17s were pulled out of England and replacements stopped. There were fewer than a hundred combat crews in the Eighth that winter.

By spring replacements began moving in again. Action stepped up. In March the Forts struck Germany proper for the first time—hitting Hamm, then Vegesack.

The Nazis threw rockets, aerial bombs and jet ships in the air to stop the Forts, but the big bombers started hitting plane plants consistently. In the summer of 1943 many a factory was destroyed, but bad weather scrubbed most missions during the winter, and the Nazis hurriedly rebuilt. The Luftwaffe was bigger than ever, and invasion was only months away.

The men of the Eighth prepared for a final showdown the spring of 1944. The week of 20-26 February may well be marked by historians as the turning point of the war. Taking every available plane into the air the Eighth blasted Germany five days in six, hitting every major aircraft plant known to be in the Reich.

The assault cost America 244 heavy bombers, but the Nazis lost 692 planes and their factories. The first big job was done. The Luftwaffe was defeated.

Oil was the next step. Then communications. All targets could be hit now.

When D-Day arrived only Allied planes were in the air. Nazi supply lines were broken. Neither equipment nor men could get to the front. Tanks and trucks were left without fuel. As the retreat across France and Germany began, no road, no supply line was left untouched by the Eighth.

In April 1945 the job was mainly over. Gen. Carl Spaatz, United States Strategic Air Force commander, stated the strategic bombing of Germany had come to an end. There were no targets left.

From Boeing magazine





368th SQUADRON



369th SQUADRON

390 BOMBARDMENT GROUP

H

SVR LE NEZ



370th SQUADRON



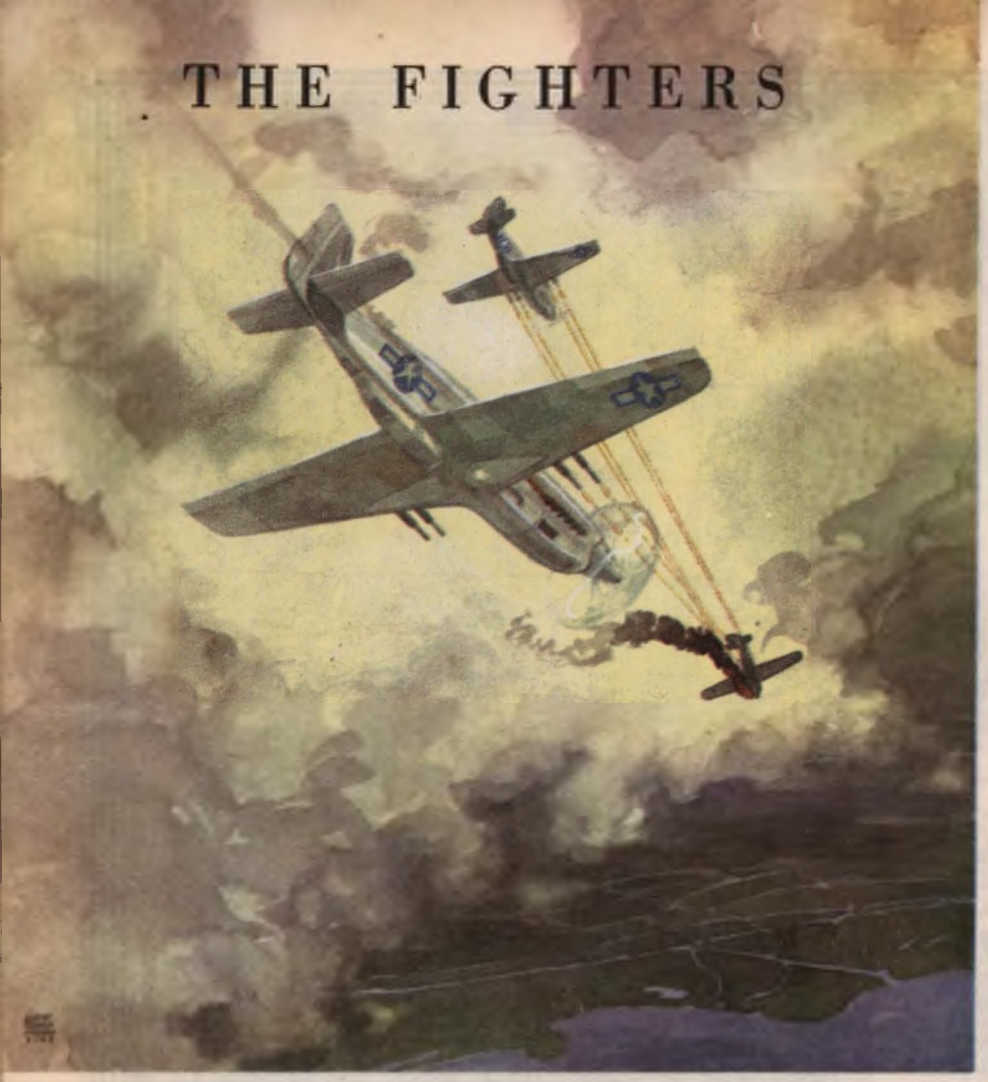
371st SQUADRON


NORTH SEA
SCOTLAND
ENGLAND
EIRE
IRISH SEA
ENGLISH CHANNEL
BAY OF BISCAY
FRANCE
GERMANY
NETHERLANDS
BELGIUM
DENMARK
SWEDEN
NORWAY
FRAMLINGHAM
Oslo
Bergen
Trondheim
Stockholm
Göteborg
Copenhagen
Hamburg
Berlin
Amsterdam
Rotterdam
Brussels
Paris
London
Dublin
Belfast
Edinburgh
Glasgow
Liverpool
Manchester
Birmingham
Cardiff
Bristol
Southampton
Portsmouth
Cherbourg
Le Havre
Brest
Nantes
Bordeaux
Marseilles
Lyons
Geneva
Berne
Munich
Vienna
Prague
Frankfurt
Cologne
Essen
Dresden
Leipzig
Warsaw
Danzig
Kiel
Lübeck
Bremen
Hanover
Stuttgart
Nürnberg
Strasbourg
Metz
Reims
Amiens
Calais
Dunkirk
Ostend
Antwerp
Ghent
Liège
Aachen
Coblenz
Mainz
Heidelberg
Karlsruhe
Augsburg
Innsbruck
Zürich
Milan
Turin
Genoa
Rome
Naples
Madrid
Lisbon
Gijón
Shetland Is.
Orkney Is.
Hebrides
Iceland
Faroe Is.
Norway
Sweden
Finland
Denmark
Poland
Czechoslovakia
Hungary
Yugoslavia
Austria
Switzerland
Italy
Spain
Portugal
Ireland
Scotland
England
France
Germany
Netherlands
Belgium
Luxembourg
Channel Is.
Corsica
Sardinia
Sicily
Malta
Crete
Greece
Albania
Bulgaria
Romania
Turkey
Black Sea
Mediterranean Sea
Atlantic Ocean
North Sea
Baltic Sea
English Channel
Irish Sea
Bay of Biscay
Gulf of Bothnia
Gulf of Finland
Gulf of Riga
Gulf of Danzig
Gulf of Lyons
Gulf of Genoa
Gulf of Venice
Gulf of Taranto
Gulf of Corinth
Gulf of Patras
Gulf of Salonika
Gulf of Athens
Gulf of Smyrna
Gulf of Adalia
Gulf of Alexandretta
Gulf of Suez
Gulf of Aqaba
Gulf of Oman
Gulf of Aden
Gulf of Guinea
Gulf of Mexico
Gulf of California
Gulf of Panama
Gulf of Venezuela
Gulf of Maracaibo
Gulf of Paria
Gulf of Darien
Gulf of Fonseca
Gulf of Tehuantepec
Gulf of Campeche
Gulf of Honduras
Gulf of Nicaragua
Gulf of Costa Rica

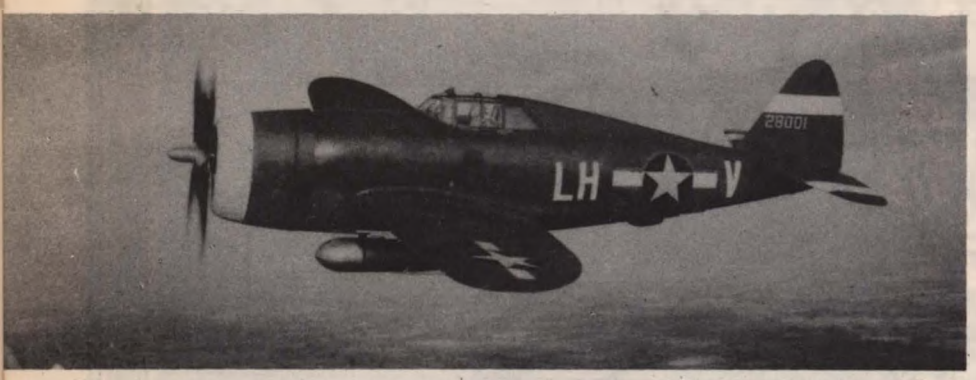
LEISTON USAAF
357th Fighter Group

VICINITY
OF
AAF STATION 153
and
FRAMLINGHAM
EAST SUFFOLK, ENGLAND
Scale of Miles

The airfield, named "Framlingham," from the nearest village of importance, was the farthest east of all the bomber bases, closest to the North Sea and Germany.



First American fighter to go into action as an escort plane for the Eighth Air Force was the snub-nosed P-47. Late in 1943 Thunderbolts started sweeping the way for the bombers. At first their range was limited, but developments were fast, and soon they were leading Fortresses and Liberators half-way into the Reich. The advent of these fighters assured the success of daylight bombing beyond the shadow of a doubt. Without fighters the Eighth Air Force lost heavily on deep penetrations, since bombers were under almost constant enemy fighter assaults. Thunderbolts later gave way to the Mustangs, best all-around fighters of the war.







Our Favorite Pin-ups

THE plump Thunderbolts and the sleek, bullet-shaped Mustangs and Spitfires held the number one spot in the hearts of all crewmen. From its inception, fighter escort meant the difference between a soft mission and a rough one. Time and again, boxed in by supporting fighters, the bombers drove into the heart of Germany through enemy fighter belts without so much as seeing a German plane. The men who delivered the bombs will take off their hats any day to the fighter boys who made a habit of attacking numerically superior enemy forces to aid their "Big Friends."



Among the first Anglo-American combat teams in World War II was the Spitfire and the Fortress. Spits, with British, Polish and French pilots, pulled the bombers out of more than a few hot spots in the early days of Eighth Air Force operations over France and western Germany. The 390th bomber "Hot Rocks" dropped out of formation, badly riddled by flak over France, and fell into a swarm of enemy fighters. The bomber's guns claimed several attackers, but the odds were too great, and the fighters pressed their passes harder until the bomber's finish was virtually a certainty. At the critical moment, however, Spitfires of the famed Kosciusko Polish Squadron of the R.A.F. dived down from the clouds and chased the Germans back to France. Similar incidents were numerous.





When P-51s, with new combat tactics, and armed with eight .50-caliber guns, stormed into the skies over Germany in 1944 the threat of enemy fighter attacks on a large scale was practically eliminated for months, until Goering threw in jet-propelled planes as his final card. Bearing a striking resemblance to the Messerschmitt 109, Mustangs had a range as far as that of bombers. On shuttle operations—from England to Russia, to Italy and back to England—Mustangs went all the way with the Forts.

R.A.F.



NO HISTORY OF THE BOMBING of Germany would be complete without full acknowledgement of the part played by the Royal Air Force. The R.A.F. by night, the Americans by day, gave the slap-happy occupants of the Reich no rest.

The R.A.F. had been at it longer than we had, they were experienced, where we were new at the game. They had learned the hard way about what happened to their own bombers in daylight raids, and they knew the punishment they themselves had handed out to the Germans in years of combat before we came into the war. They were opposed to daylight bombing. They advised and argued against it. There was an opinion that the thousands of skilled workers committed to production of daylight bombers might be better employed in producing a "war-winning flood of Lancasters," but when the time came for us to ask their help in putting it over they gave everything they had, and stood squarely with us to see it through.

Night after night the Halifaxes and Lancasters would stream over the Base. You would hear them for over an hour at a time, the constant hum of the motors hidden in the murk overhead. It was power and might pushing remorselessly forward, disregarding the weather, aiming always into the dark heart of the Reich—and their only armament was .30 caliber guns. Later in the night or early morning they would come back, the searchlight beacons pointed upward from the earth to guide them in, a succession of single planes filling the whole sky. They never flew in formation, it was each ship for itself.

The R.A.F. was at its best on the special missions which called for surprise strikes at definite targets. Pin-pointed dams, bombed-out Nazi headquarters, the rocket experimentation base at Peenemunde, block busters where they were most needed, all testified to the skill and daring of the men who wore the blue of the Royal Air Force.

THE ENEMY

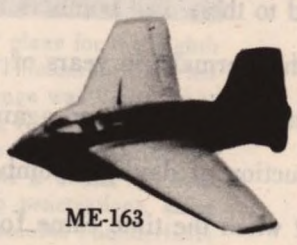


ME-109

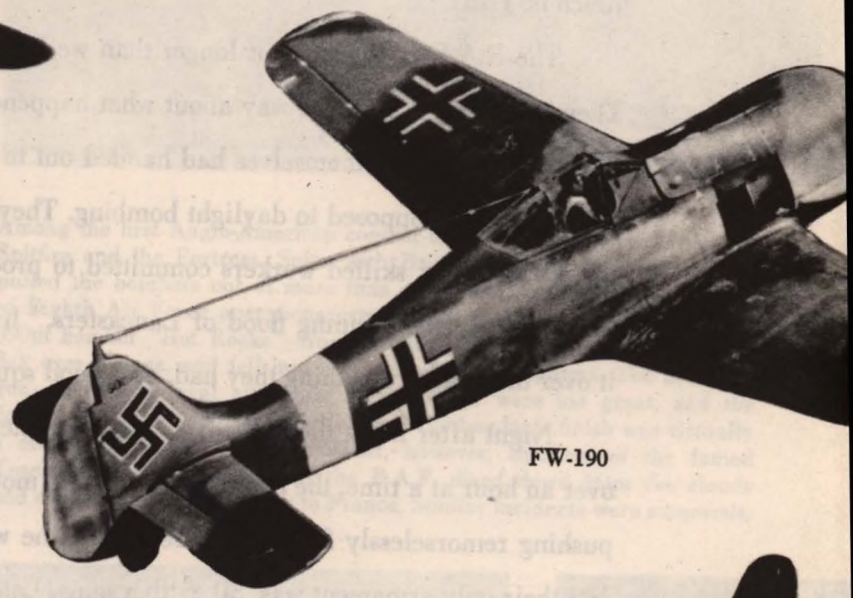
FW-190



ME-110



ME-163



FW-190



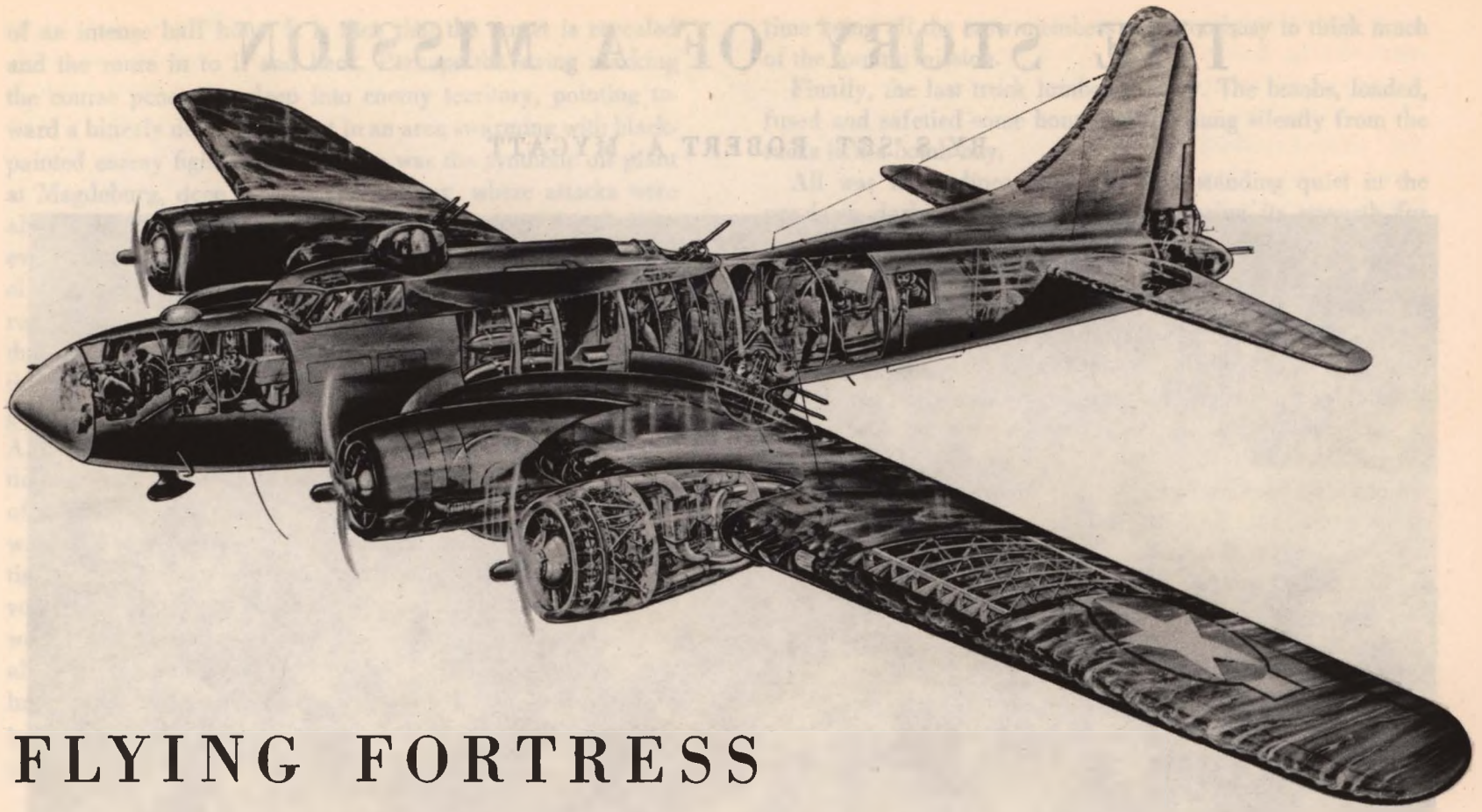
JU-88



A GOOD GERMAN
ME-109



ME-262



FLYING FORTRESS

In 1916 William E. Boeing, of Seattle, Washington, bought a small seaplane from Glenn L. Martin, and in 1917 he was in the business of building planes, with Claire L. Egtvedt, engineer, and Philip G. Johnson, production genius. Airplanes were becoming more clumsy as they grew larger, and to overcome this these men designed and built a simpler type of all metal monoplane, with wings supported from within by a bridge-like truss structure. This was the Monomail of 1930. The success of this design led to the development of an all metal plane for military use, the first being a twin engine bomber, the B-9, and a transport plane, the Boeing 247.

In 1934 the Army Air Corps asked for bids on a "multi-engined" bomber. Most aircraft manufacturers assumed that this meant the standard two-engine ship, but Egtvedt, having already visualized a four-engine monoplane with the speed of a pursuit plane, armament to fight off attackers, and a bomb load measured in tons set the Boeing engineers to planning the first Flying Fortress. Model 299, the largest landplane the country had ever seen surpassed all tests, and the U. S. Army had its first four engine bomber.

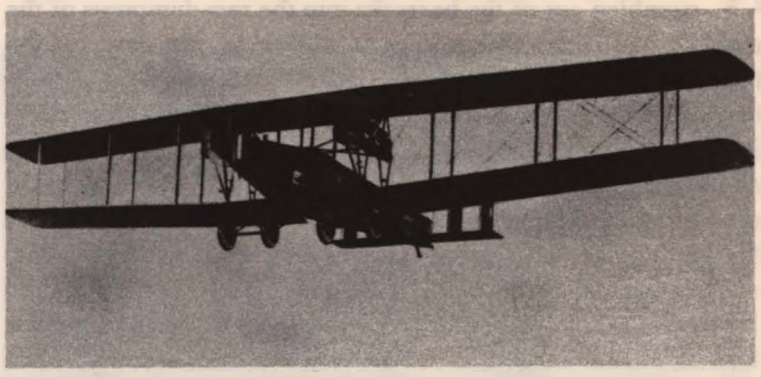
The original Model 299 cracked up in flames three months later when a test pilot forgot to unlock the controls, but the Army had seen enough, and ordered thirteen more, renaming them B-17. Successive improvements brought out the B-17-B, B-17 C's, D's and F's. The first Fortresses proved in battle were B-17 C's assigned to the British on Lend-Lease. They acquitted themselves nobly in raids over German bases.

Model B-17-F, the eighth in the series, although approximately the same size as the B-17-A, carried three times the payload, was 50 per cent faster, had more guns, and a ceiling twice as high as the original.

To produce the thousands of Fortresses required by the war, the big ships were built in separate sections, complete in fullest form, with radios, instruments, wiring assemblies, controls, all installed, these sections being assembled just before the plane was ready to roll from the factory door.

The Fortress is powered by four 1200 horsepower radial air-cooled Wright Cyclone engines.

THE B-2



The B-2, First of the Big Ones, was produced by Glenn L. Martin in 1922. It carried a bomb load of 1,000 lbs., at a speed of ninety miles an hour under its two Liberty engines. Aeronautical experts, following the school of thought set forth by General Mitchell, had been working toward a heavy bomber, one which would carry a load of bombs big enough to destroy whole cities. The B-2 proved that heavy bombardment was practical.

THE STORY OF A MISSION

BY S/SGT. ROBERT A. MYGATT



ALTHOUGH it was late in May, I shivered slightly as I stumbled out of the barracks into the raw dampness of the night. It had been raining when we turned in, but now, for the time at least, it had stopped. The darkness was complete, as only the low, heavy clouds and the English blackout could make it. The time was 1:45, and altogether I was feeling a bit low about the whole thing—momentarily resentful at being routed out of a warm bed and a little apprehensive of the prospects for the coming day. Only a few minutes before we had been awakened, informed of the time of breakfast and of briefing, and left with the uncompromising glare of the lights in our eyes; hurling mental daggers at the C.Q.'s retreating back, and envisioning various tortures for those responsible for this rude and untimely awakening. But there was no avoiding the issue, so the initial effort was made, and we found ourselves outside in the night, heading for the trucks which waited to take us to the mess hall.

The anticipation of fresh eggs, toast, cereal and hot coffee, loomed large on my immediate horizon. It was the present I lived for in those days, the little pleasures and saisfactions that could be found in life as it came to me hour by hour. I say I lived in the present, but as I think back, it seemed to be the immediate present and the distant future, a combination of the two, that concerned me. The intermediate space of time—next week, tomorrow, even the events of the approaching day—I chose to push back into a far corner of my mind.

And so it was that I looked forward to the prospect of breakfast, the interlude of communion with the men of my own crew before turning to the pressing ritual of briefing and the attending and ever-increasing tenseness that was to lead them the next few hours.

As an aside, I might say that the impressions I have set down here are my own, and are not necessarily typical of other crew members. Because of the close proximity of the participants and the exact similarity of the experiences I suppose that the thoughts which run through men's minds before and during a mission are similar in character and reasoning. It is probable that other crew members may not entirely agree with my viewpoint. However, in the final analysis it amounts to the same thing: the nervousness, the tension, the tightening of the stomach and the emotional relief after the danger is passed.

Briefing is the first of two climaxes encountered on any mission, and the final drawing aside of the somber, black curtain from before the big briefing map constitutes the high point

of an intense half hour. It is then that the target is revealed and the route in to it and back. Perhaps the string marking the course penetrates deep into enemy territory, pointing toward a bitterly defended target in an area swarming with black-painted enemy fighters. Such a one was the synthetic oil plant at Magdeburg, deep in central Germany, where attacks were always bitterly contested, and the penetrations dreaded by every man participating. The second, and by far the more vital climax, came during the interminable quarter hour or so of the run down to, and over the target itself, but I will say more of that later on. Now, the intelligence officer was giving his part of the briefing, the name of the target, its identity, its importance; going over the route, especially the bomb run; the number of A.A. guns expected, the strength of anticipated fighter opposition, timings, and what to do in emergencies. At the completion of this part in the proceedings, an operations officer stepped forward and carefully went over altitudes, weather expected, more timings, the fighter escort arranged, where to expect a rendezvous with it, and any other details that might arise. Questions were asked and answered; nothing was left to guesswork. When all were satisfied that no stone had been left unturned, and briefing for the gunners was over, we filed out to the waiting trucks, leaving the radio operators behind for a few minutes of additional briefing.

The ground crew was already on hand, at the hardstand, checking the instruments and preflighting the engines, the armorer assisting wherever necessary with the dozen .50 caliber machine guns. An oxygen truck backed up to the ship to check the oxygen supply. The gas truck was there topping off the tanks. A turret specialist, making the rounds of the planes assigned to him, inquired for any malfunctions in the operation of the power turrets. The gunners carefully stripped their guns, cleaning, oiling, and checking their operation. Ordnance men showed up to check ammunition, while the pilot sat in the tent hardby, in close conversation with the crew chief, making out Form 1. This was a period of intense activity and for the time being all the crew members were too busy to think much of the coming mission.

Finally, the last truck lumbered away. The bombs, loaded, fused and safetied some hours before, hung silently from the racks in the bomb bay.

All was in readiness now, the ship standing quiet in the pre-dawn darkness, as if resting, harboring its strength for the mighty effort to come. The first flush of dawn paled the eastern sky and it was time to start engines. The nine men who were to fly her climbed aboard the battle wagon, adjusting their flying clothes. Inside, the pilot and co-pilot started the engines, one by one, while the rest of the crew donned Mae Wests and parachutes, each man checking the equipment that might save his life later on. Soon the roar of a hundred and sixty engines filled the early morning air.

Now it was time to go. The big ship lumbered out onto the perimeter track, the ground crew standing by to wave as we joined the procession toward the runway. That crew's job was done, until the ship's return. Take-off has its thrills, and all breathed a bit easier as the wheels lifted from the runway, and tucked themselves into the nacelles. Then came the period of forming with the other ships—a slow process with nothing for the men to do but give their equipment a final check, sit back and wait. It was hard to keep thoughts of the coming six or eight hours from creeping into the mind. They forced themselves on us more and more insistently as time progressed.

About two hours after taking off the ships were in Division formation, crossing the English coast, and as I watched the land slip away it occurred to me that England was not such a bad place, after all. In a moment mid-Channel was reached and as I looked about white puffs of smoke appeared from the guns of the ships nearby—gunners test-firing to assure themselves of perfect operation. At a word from the navigator over interphone we did the same, taking care to fire well away from other ships. More waiting—nothing to do but think, fiddle with the equipment, check our interphone and oxygen, and think. A few attempts at light conversation over the intercom to ease the





mounting tension, and more waiting. Before long some one up front said "There's the Dutch coast." The pilot cautioned the crew to keep alert for fighters — any kind — and to sing out as soon as our escort showed up. The navigator put in — "We should pick up two groups of P-51s in sixteen minutes." More waiting. From this altitude—perhaps twenty thousand feet and climbing — the sun was well up, and the air was clear and sharp—and cold —although I did not realize it in my electrically heated suit. I watched my own assigned area of sky until my eyes ached. Then somebody up front called out "Fighters at two o'clock, high!"—they were probably ours—it was time for them to show up, but I tightened up a bit anyway. The engineer in the top turret said "They're P-51s"— and I felt easier. Another two hours of waiting and watching. Some one said "Those boys at ten o'clock are catching it!" Another formation of bombers paralleling our own course on the left was running over a flak area. It had clouded up below, making pin-point navigation more difficult; and they probably were too far to the left or right, catching some flak along the route.



The navigator said, "We will reach the IP in six minutes." I began to feel that tight feeling in the pit of my stomach. Flak suits were reached for, slung over our parachutes, and checked to see that the quick release cord was handy—just in case. Next came the flak helmet, the last item of protective equipment, and there was nothing to do and everything to do. I turned down my heated suit rheostat a few points. The clouds far beneath were only patchy now and great stretches of Germany were visible below—the flak was always more accurate if they could see us. I wondered what the home folks were doing just then—probably eating breakfast, I judged, as I roughly calculated the difference in time.

Somehow I wished they knew what I was doing, then thought "No, I'm glad they don't." It has often been said that there are no atheists over a flak area. Many times I had occasion to bear out the truthfulness of that. The navigator said "This is the turn at the IP," as the ships wheeled off gently to the right some thirty degrees. "This is it," I thought, as I began looking for flak. The navigator's voice came again: "Fourteen minutes to the target." The pilot called for an oxygen check to make sure all apparatus was OK. The men sounded off in order, starting from the tail—number one check, number two check.

"Flak at twelve o'clock, level!" This came from the bombardier. We were at the climactic point of the whole mission. The target was defended heavily, and to reach it we were compelled to fly within range of perhaps three hundred guns, holding a straight, level course — clay pigeons. if they could see us —and I felt like a sitting duck in a shooting gallery. You cannot shoot back at flak. Now the stuff was all around. A big black puff just suddenly appeared and rushed back toward the tail. More and more came up—and closer. Suddenly a ship in the formation received a direct hit in one wing. An engine was on fire, pieces of the wing flew off, and the ship slipped quickly out of line, falling rapidly to the left and beginning to spin. The tail gunner's body hurtled out, but his chute opened. Then another came out, and another. Flames swept the full length of the fuselage: then the bombs went off. A terrific sheet of orange, yellow flame: then burning debris falling crazily earthward. That's all! We were thankful they did not have to burn to death. We wondered if we knew them.

The co-pilot called: "Bomb-bay doors in the lead ship are opening!" I automatically looked about me at the other ships. Their doors also were slowly opening.

There is something grimly inexorable about opening bomb-bay doors. It is the final preparatory act before the climax of all the planning and preparation that has gone into the mission. One gets the impression of stubborn determination when watching a formation of Forts running down on the target with all the doors yawning wide, as much as to say "Look out below! We're coming in in spite of all you can do!" If there is any comfort to be felt on a bomb run, this is it. Suddenly the flak stopped as if on a given signal. The bombardier's voice came to my ears—"A lot of fighters dead ahead, a little high, and I think they're going to come through!" He was not mistaken. Ten seconds later his voice came again: "Get ready, here they come!" And come they did! Two dozen or more, barreling right through the formation from head on. Omnious little white puffs appeared all around and told a story—cannon fire! The Jerries were throwing everything at us. As I looked out the left side the right horizontal stabilizer of the ship on our left wing vanished in one of those little white puffs of smoke, and the great ship slid quickly off to the right, down under us. I did not



see any more. I was too busy. In another instant FW-190s were all around us, but only for a split second as they tore through the formation, and were gone out to the rear. I could see the heads of the pilots as they went by, some no more than ten feet off our wings. A couple of seconds later I heard "Bombs away!" Down from ships on all sides went long strings of 500 pounders, headed for German oil tanks. The Germans had tried, but they could not stop us. Then the flak began again. It was a perfectly coördinated attack between air and ground forces that the Krauts put up that day, but we went through anyway.

Another three or four minutes and we were out of the flak. Aside from possible additional fighter attacks, the mission was over.

The feeling of relief which sweeps over one at this stage is immense. It can hardly be described. Actually, we had been close to "getting it," but we had come through. The flak was behind us, there were no fighters to be seen, and relief filled our minds to the exclusion of all other sensations. It took the form of excited chatter over the interphone. On the bomb run nothing was said that was not necessary to the business at hand, but now, after a quick check of all members of the crew, the released tension vented itself in a nervous babble of conversation lasting a quarter of an hour. We gradually relaxed, although still watchful for "bandits," and settled down for the long ride home. The Luftwaffe had put up unusually strong opposition, and though our escort had warded off most attacks some had slipped through and left their mark. They had paid a price for braving our guns, and ten FW-190s had gone down under the 390th's fire. The European coast appeared and we started letting down over the Channel. Before the English coast came in sight we were below oxygen altitude, and off came the oxygen mask and out came a long-awaited cigarette. In another thirty minutes we were circling the field, and peeling off to set down once again on good solid ground.

As we pulled into the hardstand, the ground crew was waiting for us, just as they had been when we took off more than eight hours before. These ground crews get the first-hand story of any mission always, for the air crews are eager to talk, especially if the flight was a rough one. More cigarettes, much laughing and loud talk, flying clothes strewn about, machine-gun parts being carried out of the ship to be cleaned and put away, forms being filled in. Then off to interrogation, where a shot of whiskey awaited us, and hot coffee and doughnuts furnished and served by pretty Red Cross girls. Then the interrogation itself, each crew around a separate table, all talking at once, coffee cups in hand, mouths full of doughnuts—how the interrogators ever get any information out of the boys, I will never know! Soon interrogation was over and we trooped out, dead weary, but relaxed, living still in the present and immediate



future, anticipating a hot meal, a hotter shower, maybe a letter home, and then—the sack. The sun was low in the afternoon sky and the thirty-odd B17s which had carried us over the target and back seemed already to be sleeping, oblivious to the faithful ground crews swarming over and under and inside them, repairing any damage, checking the engines, and painstakingly going over the maze of instruments that make the big birds go. Once again they had performed the task for which they were built, and now as long fingers of shadows crept along the ground, they rested quietly, as though storing up new energy for a repetition of the task tomorrow.







390TH

COMBAT MISSIONS





HEAVY BOMBARDMENT

DRAMATIC as it may sound to the men who were members of the Eighth Air Force, the fact remains that they were, above everything else, agents of destruction. Of all the organizations within the armed forces, the Heavy Bombardment Group was the one most definitely dedicated to devastation. The slogan of ground force organizations may be: kill, capture, advance, conquer . . . the banner of a Bombardment Group may never carry more than the one word: destroy.

This is a success story; a story of heavy bombardment. It is, therefore, a story of destruction. It tells in photographic form the damage and havoc wrought upon a nation whose aim was to conquer or destroy the rest of the world. The devastation amazed—even shocked—the men who had performed this task when it was possible to view at close range the effectiveness of their bombing from high altitude.

Heavy bombers of the U. S. Eighth Air Force during 995 days of air war against Germany dropped 4,377,984 bombs of all types, plus 27,556,978 small four-pound incendiaries, totaling 701,300 U. S. tons. During this period, bomber gunners destroyed 6,001 enemy aircraft in air combat in addition to 3,073 planes destroyed or damaged on the ground. To achieve these results 332,645 bombers were dispatched over enemy territory with a loss of 41,786 bomber men missing or killed in action and 1,890 seriously wounded.

Other thousands of men, ground men, in countless ways, played a part in the destruction of the Reich, and contributed to the success of heavy bombardment.

None need be jealous of the other. As members of a great team they all had to work together before a single bomb could be dropped.

TABULATION OF 390th COMBAT MISSIONS

On the following pages is the tabulation of the combat missions flown by the 390th Bomb Group from 8 August 1943 to 20 April 1945.

Under "claims" a figure such as 2-1-3 means 2 enemy planes destroyed, 1 plane probably destroyed, and 3 planes damaged. The figures are evaluated credits as assessed by gunnery and intelligence experts of higher headquarters; they do not represent claims made by the gunners.

MIA (missing in action) denotes aircraft lost on operational missions. It does not indicate personnel losses, for in many cases a lost aircraft did not mean a missing crew. It was not possible to get a true account of missing personnel before the book was published. Some men were prisoners of war, others were interned in neutral countries, and still others evaded capture and made their way out of Germany and the occupied countries.

The average number of missions for each B-17 was 33.

During its operations in the ETO 275 B-17's were assigned to the Group. On VE-Day there were 75 on hand, including 11 war wearies. The Group "used up" over two hundred Flying Fortresses.

The Group was officially credited with the destruction of 377 enemy aircraft, 57 probably destroyed, and 77 damaged. Many more than these were actually destroyed, as the figures do not include those destroyed by Fortresses which were themselves shot down.

Only 15 of the 35 original combat crews, those which trained as part of the Group in the States and launched the combat career of the 390th in the ETO, finished their tours of operation—the others were missing in action.

Top ranking aircraft for missions flown were:

Number 093, "I'll Get By"—111 missions
Number 048, "Dorothy Dee"—104 missions
Number 134, "Gung Ho"—101 missions
Number 932, "Sister Kate,"—101 missions

For 301 missions the Group had 9,403 aircraft scheduled to take off, of which only 72 failed to get away. This is an undeniable tribute to outstanding engineering.

Aircraft losses were:

145 missing in action;
17 destroyed (crashed in England or liberated areas of the Continent)

Total tonnage of bombs dropped on targets was 18,755. This does not include bombs jettisoned or brought back when the Group did not bomb.

On 301 missions targets were bombed as follows:

Primary target, 237
Secondary, 16
Target of opportunity, 23
Target of last resort, 3
Did not bomb, 22

Mission No.	Page No.	Target	Date	Category	Bomb Tonnage Dropped	Missing in Action	Claims
1	33	Bonn, Germany	8 Aug. 1943	Instrument Factory	176 x 500 pound General Purpose	0	0-0-0
2	81	Vitry-en-Artois, France	15 Aug. 1943	Airfield	480 x 100 pound General Purpose	1	1-0-0
3	34	Regensburg, Germany	17 Aug. 1943	Aircraft Manufacturing Plant	190 x 500 pound General Purpose	4	13-3-9
4	81	Woensdrecht, Holland	19 Aug. 1943	Airfield	No Bombs Dropped	0	1-0-2
5	36	Bordeaux, France	24 Aug. 1943	Airfield	90 x 500 pound General Purpose	0	1-0-2
6	81	Evreux-Conches, France	24 Aug. 1943	Airfield	140 x 124 Fragmentation Cluster	1	2-0-0
7	77	Watten, France	27 Aug. 1943	V-1 Installations	14 x 2000 pound High Explosive	0	0-0-0
8	41	Meulan, France	31 Aug. 1943	Aircraft Factory	No Bombs Dropped	0	0-0-0
9	82	Kerlin-Bastard, France	2 Sept. 1943	Airfield	No Bombs Dropped	0	0-0-0
10	50	Stuttgart, Germany	6 Sept. 1943	Ball-Bearing Factory	61 x 1000 pound General Purpose	0	13-1-1
11	77	Watten, France	7 Sept. 1943	V-1 Installations	6 x 2000 pound General Purpose	0	0-0-0
12	82	Beaumont-sur-Oise, France	9 Sept. 1943	Aircraft Engine Plant and Airfield	231 x 500 pound General Purpose	0	6-0-2
13	69	Paris-Renault, France	15 Sept. 1943	Aircraft Plant	252 x 500 pound General Purpose	0	1-0-0
14	41	Bordeaux-Merignac, France	16 Sept. 1943	Aircraft Plant	20 x 500 pound General Purpose	1	0-0-0
15	82	Vannes-Meuçon, France	23 Sept. 1943	Airfield	252 x 500 pound General Purpose	0	0-0-0
16	69	Paris-Citroën, France	26 Sept. 1943	Aero-Engine Plant	No Bombs Dropped	0	0-0-0
17	54	Emden, Germany	27 Sept. 1943	Port Area	240 x 500 pound General Purpose	0	0-0-0
18	54	Emden, Germany	2 Oct. 1943	Port Area	323 x 500 pound General Purpose	0	4-2-4
19	50	Hanau Germany	4 Oct. 1943	Tire Factory	1008 x 100 pound Incendiaries	0	5-2-2
20	54	Bremen, Germany	8 Oct. 1943	Port Area	753 x 100 pound Incendiaries	3	32-3-5
21	41	Marienburg. Germany	9 Oct. 1943	Aircraft Manufacturing	210 x 500 pound General Purpose	0	2-1-0
22	37	Münster, Germany	10 Oct. 1943	Built-Up Area of City	192 x 500 pound General Purpose	8	62-7-8
23	38	Schweinfurt, Germany	14 Oct. 1943	Ball Bearings	74 x 1000 pound General Purpose	1	14-3-2
24	50	Düren, Germany	20 Oct. 1943	Center of City	120 x 500 pound General Purpose	1	0-0-0
25	54	Wilhelmshaven, Germany	3 Nov. 1943	Port Area	112 x 500 pound General Purpose 845 x M-47 Incendiaries	0	0-0-0
26	59	Gelsenkirchen, Germany	5 Nov. 1943	Synthetic Oil Plant	190 x 500 pound General Purpose	1	0-0-0
27	51	Düren, Germany	7 Nov. 1943	Center of City	180 x 500 pound General Purpose	0	0-0-0
28	82	Münster, Germany	11 Nov. 1943	Railway Junction	200 x 500 pound General Purpose	0	0-0-0
29	55	Bremen, Germany	13 Nov. 1943	Port Area	254 x M-47 Incendiaries	0	0-1-1
30	51	Rjukan, Norway	16 Nov. 1943	Power Station	90 x 1000 pound General Purpose	1	2-0-0
31	82	Gelsenkirchen, Germany	19 Nov. 1943	Marshaling Yards	220 x 500 pound General Purpose	0	0-0-0
32	69	Paris-Hispano-Suiza, France	26 Nov. 1943	Aircraft Engine Plant	No Bombs Dropped	0	0-0-0
33	56	Bremen, Germany	26 Nov. 1943	Naval Yards	40 x 500 pound General Purpose 93 x 100 pound General Purpose	0	0-0-0
34	41	Solingen, Germany	30 Nov. 1943	Aircraft Engine-Casting Works	208 x 500 pound General Purpose 520 x 100 pound General Purpose	1	0-0-0
35	42	Bordeaux, France	5 Dec. 1943	Aircraft Assembly Works	200 x 500 pound General Purpose	1	0-0-0
36	56	Emden, Germany	11 Dec. 1943	Shipyards	398 x 500 pound General Purpose 717 x 100 pound General Purpose	5	11-3-8
37	56	Kiel, Germany	13 Dec. 1943	U-Boats	309 x 500 pound General Purpose	0	0-0-0
38	56	Bremen, Germany	16 Dec. 1943	Shipyards	286 x 500 pound General Purpose 708 x 100 pound Incendiaries	1	0-0-0
39	56	Bremen, Germany	20 Dec. 1943	Shipyards	1270 x M-47 Incendiaries	3	10-6-9
40	83	Münster, Germany	22 Dec. 1943	Railway Junction	180 x 500 pound General Purpose 80 x 250 pound Incendiaries	0	0-0-0
41	77	Quoeux, France	24 Dec. 1943	V-1 Installations	575 x 300 pound General Purpose	0	0-0-0
42	51	Ludwigshafen, Germany	30 Dec. 1943	Chemical Plant	304 x 250 pound Incendiaries 721 x 100 pound Incendiaries	1	4-0-0
43	69	Paris-C.A.M., France	31 Dec. 1943	Ball-Bearing Plant	259 x 500 pound General Purpose	0	0-0-0
44	56	Kiel, Germany	4 Jan. 1944	Shipbuilding	272 x 250 pound Incendiaries 750 x 100 pound M-47 Incendiaries	2	0-0-0
45	51	Elberfeld, Germany	5 Jan. 1944	Ball Bearings	269 x 500 pound General Purpose	0	0-0-0
46	51	Ludwigshafen, Germany	7 Jan. 1944	Chemical Plant	740 x 100 pound Incendiaries	0	0-0-0
47	42	Brunswick, Germany	11 Jan. 1944	Aircraft Assembly	986 x 100 pound Incendiaries	1	4-4-0
48	78	Quoeux, France	14 Jan. 1944	V-1 Installations	246 x 500 pound General Purpose 27 M-43 Delayed Action	0	0-0-0
49	78	Heuringhem, France	21 Jan. 1944	V-1 Installations	271 x 500 pound General Purpose	1	0-0-0
50	42	Frankfurt, Germany	24 Jan. 1944	Motor Works	170 x 500 pound General Purpose	0	0-0-0
51	83	Frankfurt, Germany	29 Jan. 1944	Marshaling Yards	370 x 500 pound General Purpose	1	0-0-0
52	42	Brunswick, Germany	30 Jan. 1944	Aircraft Factory	1302 x 100 pound Incendiaries	0	0-0-0
53	56	Wilhelmshaven, Germany	3 Feb. 1944	Port Area	160 x 500 pound General Purpose 840 x 100 pound Incendiaries	0	0-0-0
54	83	Frankfurt, Germany	4 Feb. 1944	Marshalling Yards	No Bombs Dropped	1	1-0-0
55	83	Villacoublay, France	5 Feb. 1944	Airfield	190 x 500 pound Incendiaries 10 x 500 pound General Purpose	0	0-0-0
56	83	Romilly-sur-Seine, France	6 Feb. 1944	Aircraft Repair Base	No Bombs Dropped	0	1-1-0
57	42	Brunswick, Germany	10 Feb. 1944	Aircraft Factory	238 x 100 pound General Purpose 145 x 500 pound General Purpose	2	2-2-2

Mission No.	Page No.	Target	Date	Category	Bomb Tonnage Dropped	Missing in Action	Claims
58	79	Crequy-Ruisseauville, France	13 Feb. 1944	V-1 Site	486 x 500 pound General Purpose	0	0-0-0
59	42	Rostock, Germany	20 Feb. 1944	Aircraft Factory	1422 x 100 pound Incendiaries	1	4-2-5
60	43	Hannover, Germany	21 Feb. 1944	Aircraft Factory	290 x 500 pound General Purpose	0	0-0-0
61	43	Rostock, Germany	24 Feb. 1944	Aircraft Factory	350 x 500 pound General Purpose	0	3-0-0
62	36	Regensburg, Germany	25 Feb. 1944	Aircraft Factory	840 x 100 pound Incendiaries 150 x 500 pound General Purpose	2	0-0-0
63	79	Grand Parc, France	28 Feb. 1944	V-1 Installations	No Bombs Dropped	0	0-0-0
64	43	Brunswick, Germany	29 Feb. 1944	Aircraft Engine Factory	160 x 500 pound General Purpose	0	0-0-0
65	84	Chartres, France	2 Mar. 1944	Airfield	No Bombs Dropped	1	0-0-0
66	71	Berlin, Germany	3 Mar. 1944	Electrical Equipment Manufacturer	No Bombs Dropped	0	0-0-0
67	71	Berlin, Germany	4 Mar. 1944	Electrical Equipment Manufacturer	No Bombs Dropped	0	0-0-0
68	71	Berlin, Germany	6 Mar. 1944	Electrical Equipment Manufacturer	247 x 500 pound General Purpose	1	27-2-3
69	71	Berlin, Germany	8 Mar. 1944	Railway Station	200 x 500 pound General Purpose 550 x 100 pound Incendiaries	3	21-3-1
70	71	Berlin, Germany	9 Mar. 1944	Aircraft Factory	714 x 100 pound Incendiaries	1	0-0-0
71	43	Brunswick, Germany	15 Mar. 1944	Aircraft Factory	170 x 100 pound General Purpose 544 x 100 pound Incendiaries	0	0-0-0
72	43	Augsburg-Ulm, Germany	16 Mar. 1944	Aircraft Factory	180 x 500 pound General Purpose 588 x 100 pound Incendiaries	2	22-7-4
73	44	Augsburg, Germany	18 Mar. 1944	Aircraft Factory	30 x 1000 pound General Purpose 588 x 100 pound Incendiaries	1	8-1-1
74	79	Mimoyecques, France	19 Mar. 1944	V-1 Installations	251 x 500 pound General Purpose	0	0-0-0
75	72	Berlin, Germany	22 Mar. 1944	Aircraft Factory	180 x 500 pound General Purpose	1	0-0-0
76	44	Brunswick, Germany	23 Mar. 1944	Aircraft Factory	180 x 500 pound General Purpose 432 x 100 pound Fragmentation	0	0-0-0
77	79	La Glacerie, France	26 Mar. 1944	V-1 Installations	140 x 500 pound General Purpose	0	0-0-0
78	84	Cazaux, France	27 Mar. 1944	Airfield	200 x 500 pound General Purpose 588 x 100 pound Incendiaries	0	0-0-0
79	84	Châteaudun, France	28 Mar. 1944	Airfield	210 x 500 pound General Purpose	0	0-0-0
80	52	Ludwigshafen, Germany	1 April 1944	Chemical Industry	No Bombs Dropped	0	0-0-0
81	85	Quakenbrück, Germany	8 April 1944	Airfield	902 x 100 pound General Purpose	0	0-0-0
82	44	Marienburg, Germany	9 April 1944	Aircraft Manufacturing	84 x 100 pound Incendiaries	0	0-0-0
83	85	Maldegem, Belgium	10 April 1944	Airfield	1381 x 100 pound Incendiaries	0	0-0-0
84	45	Rostock, Germany	11 April 1944	Port Area	100 x 1000 pound General Purpose 801 x 100 pound Incendiaries	0	0-0-0
85	45	Leipzig, Germany	12 April 1944	Aircraft Manufacturing	No Bombs Dropped	0	0-0-0
86	45	Augsburg, Germany	13 April 1944	Aircraft Manufacturing	179 x 500 pound General Purpose 840 x 100 pound Incendiaries	3	0-0-0
87	72	Oranienburg, Germany	18 April 1944	Airdrome	798 x 100 pound General Purpose	3	1-1-0
88	85	Werl, Germany	19 April 1944	Airfield	250 x 500 pound General Purpose	0	0-0-0
89	79	La Glacerie, France	20 April 1944	V-1 Installation	368 x 500 pound General Purpose	1	0-0-0
90	86	Hamm, Germany	22 April 1944	Marshaling Yards	190 x 500 pound General Purpose 210 x 100 pound Incendiaries	1	6-3-1
91	45	Friedrichshafen, Germany	24 April 1944	Aircraft Manufacturing	190 x 500 pound General Purpose 210 x 100 pound Incendiaries	1	0-0-0
92	86	Dijon, France	25 April 1944	Airfield	228 x 500 pound General Purpose	0	0-0-0
93	79	La Glacerie, France	27 April 1944	V-1 Installations	329 x 500 pound General Purpose	0	0-0-0
94	86	Le Culot, Belgium	27 April 1944	Airfield	714 x 100 pound Incendiaries	0	0-0-0
95	79	Sottevast, France	28 April 1944	V-1 Installation	Did not bomb	0	0-0-0
96	73	Berlin, Germany	29 April 1944	Railway Station	57 x 1000 pound General Purpose 76 x 500 pound Incendiaries	1	0-0-0
97	79	Wizernes, France	1 May 1944	V-1 Installations	No Bombs Dropped	0	0-0-0
98	86	Sarreguimines, France	1 May 1944	Marshaling Yards	132 x 1000 pound General Purpose	0	3-0-2
99	73	Berlin, Germany	7 May 1944	Railway Station	190 x 500 pound General Purpose 209 x 100 pound Incendiaries	0	0-0-0
100	73	Berlin, Germany	8 May 1944	Railway Station	227 x 500 pound General Purpose	3	1-0-0
101	79	La Glacerie, France	8 May 1944	V-1 Installation	48 x 500 pound General Purpose	1	0-0-0
102	87	Laon-Athies, France	9 May 1944	Airfield	1020 x 100 pound General Purpose	0	0-0-0
103	87	Liége, Belgium	11 May 1944	Marshaling Yards	203 x 500 pound General Purpose	1	0-0-0
104	59	Brux, Czechoslovakia	12 May 1944	Oil Refinery	336 x 300 pound General Purpose 532 x 100 pound General Purpose	0	0-0-0
105	88	Osnabrück, Germany	13 May 1944	Marshaling Yards	240 x 500 pound General Purpose 294 x 100 pound Incendiaries	0	0-0-0
106	74	Berlin, Germany	19 May 1944	Railway Station	623 x 100 pound Incendiaries 70 x 50 pound Incendiaries	1	7-0-1
107	88	Brussels, Belgium	20 May 1944	Marshaling Yards	No Bombs Dropped	0	0-0-0
108	88	Melun, France	23 May 1944	Airdrome	No Bombs Dropped	0	0-0-0
109	74	Berlin, Germany	24 May 1944	Aircraft Factory	170 x 500 pound General Purpose	0	1-0-0
110	89	St. Valery, France	25 May 1944	Coastal Defenses	150 x 500 pound General Purpose	0	0-0-0

Mission No.	Page No.	Target	Date	Category	Bomb Tonnage Dropped	Missing in Action	Claims
111	87	Liége, Belgium	25 May 1944	Marshaling Yards	160 x 500 pound General Purpose	0	0-0-0
112	46	Strasbourg, France	27 May 1944	Aircraft Factory	229 x 500 pound General Purpose	1	0-0-0
113	59	Magdeburg, Germany	28 May 1944	Oil Plant	570 x 100 pound General Purpose	5	10-3-4
114	46	Leipzig, Germany	29 May 1944	Aircraft Factory	714 x 100 pound Incendiaries	2	16-7-10
115	88	Troyes, France	30 May 1944	Marshaling Yards	240 x 500 pound General Purpose	0	0-0-0
116	88	Osnabrück, Germany	31 May 1944	Marshaling Yards	173 x 1000 pound General Purpose	0	0-0-0
117	89	Boulogne, France	2 June 1944	Coastal Defenses	324 x 500 pound General Purpose	1	0-0-0
118	90	Paris-Acheres, France	2 June 1944	Marshaling Yards	156 x 500 pound General Purpose	0	0-0-0
119	89	Boulogne, France	4 June 1944	Coastal Defenses	392 x 500 pound Special Armor Piercing	0	0-0-0
120	89	Boulogne, France	5 June 1944	Coastal Defenses	214 x 500 pound General Purpose	2	0-0-0
121	90	Caen Coast, France	6 June 1944	Coastal Defenses	54 x 1000 pound General Purpose 395 x 500 pound General Purpose	0	0-0-0
122	90	Falaise, France	6 June 1944	Town Area	No Bombs Dropped	0	0-0-0
123	91	Falaise, France	6 June 1944	Town Area	76 x 1000 pound General Purpose 120 x 500 pound General Purpose	0	0-0-0
124	91	Nantes, France	7 June 1944	Road Bridge	170 x 1000 pound General Purpose	0	0-0-0
125	93	Tours, France	8 June 1944	Airfield	26 x 2000 pound General Purpose	1	0-0-0
126	93	Dinard-Pleurtvit, France	11 June 1944	Airfield	640 x 250 pound MST	1	0-0-0
127	93	St. Omer, France	12 June 1944	Airfield	230 x 250 pound General Purpose 406 x 120 pound Fragmentation	0	0-0-0
128	93	Leculot-Chievres, Belgium	14 June 1944	Airfield	418 x 100 pound Fragmentation 874 x 100 pound General Purpose	0	0-0-0
129	59	Misburg, Germany	15 June 1944	Oil Refinery	340 x 500 pound General Purpose	0	0-0-0
130	57	Brunsbuttel, Germany	18 June 1944	Locks and Canal	340 x 500 pound General Purpose	0	0-0-0
131	94	Corme-Ecluse, France	19 June 1944	Airfield	170 x 500 pound General Purpose	0	0-0-0
132	47	Fallersleben, Germany	20 June 1944	Aircraft Factory	33 x 2000 pound General Purpose 150 x 500 pound General Purpose	0	0-0-0
133	103	Basdorf, Germany	21 June 1944	Motor Works	159 x 500 pound General Purpose	0	0-0-0
134	103	Ruhland, Germany	21 June 1944	Oil Plant	214 x 500 pound General Purpose	1	0-0-0
135	94	Paris-St. Ouen, France	22 June 1944	Oil Depot	440 x 250 pound General Purpose	1	1-0-0
136	95	Nogent-sur-Seine, France	23 June 1944	Bridge	Did not bomb	0	0-0-0
137	57	Bremen, Germany	24 June 1944	Oil Refinery	320 x 250 pound General Purpose	0	0-0-0
138	101	Area "5," France	25 June 1944	Supplies to Maquis	126 x 300 pound Containers	0	0-0-0
139	59	Böhlen, Germany	29 June 1944	Synthetic Oil Plant	400 x 250 pound General Purpose	1	1-0-0
140	95	Gien, France	4 July 1944	Airfield	No Bombs Dropped	0	0-0-0
141	104	Drohobycz, Poland	25 June 1944	Oil Refinery	391 x 250 pound General Purpose	0	0-0-0
142	105	Arad, Romania	3 July 1944	Marshaling Yards	174 x 500 pound General Purpose	0	0-0-0
143	105	Beziers, France	5 July 1944	Marshaling Yards	256 x 500 pound General Purpose	0	0-0-0
144	80	Fressin-Crepy, France	6 July 1944	V-1 Installations	410 x 250 pound General Purpose	0	0-0-0
145	60	Merseburg-Kolleda, Germany	7 July 1944	Oil Refinery	320 x 250 pound General Purpose 638 x 100 pound General Purpose	2	0-0-0
146	95	Conches, France	8 July 1944	Railroad Yard	39 x 1000 pound General Purpose	0	0-0-0
147	76	Munich, Germany	11 July 1944	Marshaling Yards	326 x 500 pound General Purpose	0	0-0-0
148	76	Munich, Germany	12 July 1944	Marshaling Yards	320 x 500 pound General Purpose	1	0-0-0
149	76	Munich, Germany	13 July 1944	Marshaling Yards	336 x 500 pound General Purpose	1	0-0-0
150	101	Area "9," France	14 July 1944	Supplies to Maquis	404 Containers	0	0-0-0
151		Stuttgart, Germany	16 July 1944	Marshaling Yards	56 x 500 pound General Purpose 84 x 500 pound Incendiaries	0	0-0-0
152	57	Kiel, Germany	18 July 1944	Port Area	339 x 500 pound General Purpose	0	0-0-0
153	95	Schweinfurt, Germany	19 July 1944	Ball-Bearing Plant	85 x 1000 pound General Purpose 588 x 100 pound Incendiaries	1	0-0-0
154	60	Merseburg, Germany	20 July 1944	Synthetic Oil Refinery	220 x 500 pound General Purpose 306 x 250 pound General Purpose	0	0-0-0
155	36–96	Regensburg, Germany	21 July 1944	Aircraft Factory	126 x 500 pound General Purpose	0	0-0-0
156	96	Villedeau-les-Poeles, France	24 July 1944	Area Bombing	980 x 100 pound General Purpose	0	0-0-0
157	96	St. Lô Area, France	25 July 1944	Area Bombing	1596 x 100 pound General Purpose	0	0-0-0
158	60	Merseburg, Germany	28 July 1944	Synthetic Oil Refinery	430 x 500 pound General Purpose	0	0-0-0
159	61	Merseburg, Germany	29 July 1944	Synthetic Oil Refinery	680 x 250 pound General Purpose	2	17-2-1
160	76	Munich, Germany	31 July 1944	Rail Targets	383 x 500 pound General Purpose	0	0-0-0
161	96–101	Area "13," France	1 Aug. 1944	Supplies to Maquis	156 Containers	0	0-0-0
162	96	Tours, France	1 Aug. 1944	Airdrome	227 x 500 pound General Purpose	1	0-0-0
163	97	Jussy, France	2 Aug. 1944	Railroad Bridge	150 x 1000 General Purpose	2	0-0-0
164	97	Neuvy-sur-Loire, France	3 Aug. 1944	Railroad Bridge	No Bombs Dropped	0	0-0-0
165	61	Harburg, Germany	4 Aug. 1944	Oil Refinery	660 x 250 pound General Purpose	0	0-0-0
166	66	Rahmel, Poland	6 Aug. 1944	Aircraft Factory	210 x 500 pound General Purpose	0	0-1-0
167	97	Beautor, France	7 Aug. 1944	Bridge	No Bombs Dropped	0	0-0-0
168	96	St. Sylvain, France	8 Aug. 1944	Command Post	18 x 1000 pound General Purpose 109 x 500 pound General Purpose	0	0-0-0

Mission No.	*Page No.*	*Target*	*Date*	*Category*	*Bomb Tonnage Dropped*	*Missing in Action*	*Claims*
169		Villacoublay, France	11 Aug. 1944	Airfield	432 x 100 pound General Purpose	0	0-0-0
170	97	Trzebinia, Poland	7 Aug. 1944	Oil Refinery	416 x 250 pound General Purpose	0	0-1-0
171	106	Zilistea, Romania	8 Aug. 1944	Airfield	488 x 250 pound General Purpose	0	0-0-0
172	106	Toulouse, France	12 Aug. 1944	Airfield	294 x 500 pound General Purpose	0	0-0-0
173	52	Ludwigshafen, Germany	14 Aug. 1944	Distillation Plant	644 x 250 pound General Purpose	0	0-0-0
174	97	Venlo, Holland	15 Aug. 1944	Airfield	1102 x 100 pound General Purpose	0	0-0-0
175	61	Zeitz, Germany	16 Aug. 1944	Oil Plant	1153 x 100 pound General Purpose 50 x 500 pound General Purpose	1	0-0-0
176	98	Pacy-sur-Armançon, France	18 Aug. 1944	Fuel Depot	260 x 250 pound General Purpose	0	0-0-0
177	62	Ruhland, Germany	25 Aug. 1944	Synthetic Oil	290 x 500 pound General Purpose 10 Containers Leaflets	0	0-0-0
178	62	Politz, Germany	25 Aug. 1944	Oil Refinery	120 x 500 pound General Purpose 80 x 250 pound General Purpose 336 x 100 pound General Purpose	0	0-0-0
179	99	Brest, France	26 Aug. 1944	Coastal Guns	570 x 100 pound General Purpose	2	0-0-0
180	74-99	Berlin-Spandau, Germany	27 Aug. 1944	Engine Plant	No Bombs Dropped	0	0-0-0
181	47	Bremen, Germany	30 Aug. 1944	Aircraft Factory	120 x 1000 pound General Purpose	0	0-0-0
182	99	Frankfurt, Germany	1 Sept. 1944	Rail Yard	No Bombs Dropped	0	0-0-0
183	99	Brest, France	3 Sept. 1944	Gun Emplacements	144 x 500 pound General Purpose 948 x 100 pound General Purpose	0	0-0-0
184	47	Stuttgart, Germany	5 Sept. 1944	Marshaling Yards	110 x 1000 pound General Purpose 116 x 500 pound General Purpose	1	0-0-0
185	52	Mainz, Germany	8 Sept. 1944	Military Depot	178 x 500 pound General Purpose 10 Containers Leaflets	1	0-0-0
186	53	Düsseldorf, Germany	9 Sept. 1944	Armament Plant	60 x 1000 pound General Purpose 90 x 500 pound General Purpose 232 x 260 pound Fragmentation	6	0-0-0
187	53	Nürnberg, Germany	10 Sept. 1944	Tank Factory	45 x 1000 pound General Purpose 93 x 500 pound General Purpose 10 Containers Leaflets	2	0-0-0
188	62	Böhlen, Germany	11 Sept. 1944	Oil Storage Plant	105 x 500 pound General Purpose	0	0-0-0
189	63	Magdeburg, Germany	12 Sept. 1944	Synthetic Oil Plant	348 x 500 pound General Purpose 10 Containers Leaflets	0	0-0-0
190	48	Sindelfingen, Germany	13 Sept. 1944	Engine Factory	407 x 500 pound General Purpose	0	0-0-0
191	107	Warsaw, Poland	18 Sept. 1944	Supplies to Poles	365 x 300 pound Containers	1	8-3-1
192	108	Szlonok, Hungary	19 Sept. 1944	Marshaling Yards	212 x 250 kilogram Demolition	0	0-0-0
193	109	Ludwigshafen, Germany	25 Sept. 1944	Marshaling Yards	307 x 500 pound General Purpose 10 Containers Leaflets	0	0-0-0
194	48	Bremen, Germany	26 Sept. 1944	Aircraft Factory	118 x 1000 pound General Purpose 10 Containers Leaflets	0	0-0-0
195	53	Mainz, Germany	27 Sept. 1944	Marshaling Yards	231 x 500 pound General Purpose 5 Containers Leaflets	0	0-0-0
196	63	Merseburg, Germany	28 Sept. 1944	Oil Plant	199 x 500 pound General Purpose 5 Containers Leaflets	0	0-0-0
197	109	Bielfeld, Germany	30 Sept. 1944	Ordnance Plant	240 x 500 pound General Purpose 20 Containers Leaflets	0	0-0-0
198	49	Kassel, Germany	2 Oct. 1944	Aircraft Factory	321 x 500 pound General Purpose	0	0-0-0
199	109	Nagoid-Rheinau, Germany	3 Oct. 1944	Pontoon Bridge	172 x 500 pound General Purpose	0	0-0-0
200	109	Münster-Handorf, Germany	5 Oct. 1944	Airfield	110 x 500 pound General Purpose 20 Containers Leaflets	0	0-0-0
201	74	Berlin-Spandau, Germany	6 Oct. 1944	Aero-Engine Manufacturing	160 x 1000 pound General Purpose 12 x 500 pound General Purpose	0	0-0-0
202	63	Böhlen-Bielfeld, Germany	7 Oct. 1944	Oil and Marshaling Yards	312 x 500 pound General Purpose	0	0-1-0
203	49	Bremen, Germany	12 Oct. 1944	Aircraft Factory	114 x 1000 pound General Purpose 132 x 500 pound General Purpose	0	0-0-0
204	110	Cologne, Germany	15 Oct. 1944	Marshaling Yards	101 x 500 pound Incendiaries 7 x 500 pound General Purpose 376 x 250 pound General Purpose	1	0-0-0
205	110	Cologne, Germany	17 Oct. 1944	Marshaling Yards	46 x 500 pound Incendiaries 6 x 500 pound General Purpose 1107 x 100 pound General Purpose	1	0-0-0
206	49	Kassel, Germany	18 Oct. 1944	Motor Works	106 x 500 pound Incendiaries 106 x 500 pound General Purpose	0	0-0-0
207	49	Mannheim, Germany	19 Oct. 1944	Oil Storage	141 x 500 pound Incendiaries 157 x 500 pound General Purpose	0	0-0-0
208	110	Münster, Germany	22 Oct. 1944	Marshaling Yards	80 x 500 pound Incendiaries 280 x 250 pound General Purpose	0	0-0-0
209	64	Hamburg, Germany	25 Oct. 1944	Oil Refinery	670 x 250 pound General Purpose	1	0-0-0
210	64	Hannover, Germany	26 Oct. 1944	Military Depot	681 x 250 pound General Purpose 10 Containers Leaflets	0	0-0-0

Mission No.	*Page No.*	*Target*	*Date*	*Category*	*Bomb Tonnage Dropped*	*Missing in Action*	*Claims*
211	110	Hamm, Germany	28 Oct. 1944	Marshaling Yards	453 x 250 pound General Purpose 126 x 500 pound Incendiaries 20 Containers Leaflets	0	0-0-0
212	64	Merseburg, Germany	30 Oct. 1944	Synthetic Oil	No Bombs Dropped	0	0-0-0
213	64	Merseburg, Germany	2 Nov. 1944	Synthetic Oil	689 x 250 pound General Purpose 20 Containers Leaflets	0	0-0-0
214	64	Neunkirchen, Germany	4 Nov. 1944	Benzol Plant	384 x 500 pound General Purpose 10 Containers Leaflets	0	0-0-0
215	111	Neumünster, Germany	6 Nov. 1944	Airfield	773 x 250 pound General Purpose 10 Containers Leaflets	0	0-0-0
216	111	Saarbrücken, Germany	9 Nov. 1944	Marshaling Yards	238 x 1000 pound General Purpose 10 Containers Leaflets	1	0-0-0
217	111	Weisbaden, Germany	10 Nov. 1944	Chemical Plant	1215 x 100 pound General Purpose 20 Containers Leaflets	0	0-0-0
218	112	Düren Area, Germany	16 Nov. 1944	Area Support	979 x 260 pound Fragmentation 10 Containers Leaflets	0	0-0-0
219	113	Giessen, Germany	21 Nov. 1944	Marshaling Yards	668 x 250 pound General Purpose 10 Containers Leaflets	1	0-0-0
220	113	Hamm, Germany	26 Nov. 1944	Marshaling Yards	204 x 1000 pound General Purpose 10 Containers Leaflets	1	0-0-0
221	113	Hamm, Germany	29 Nov. 1944	Marshaling Yards	328 x 500 pound General Purpose 62 x 500 pound Incendiaries 8 Containers Leaflets	0	0-0-0
222	64	Merseburg, Germany	30 Nov. 1944	Synthetic Oil	705 x 250 pound General Purpose	9	0-0-0
223	113	Koblenz, Germany	2 Dec. 1944	Marshaling Yards	No Bombs Dropped	0	0-0-0
224	115	Friedburg, Germany	4 Dec. 1944	Marshaling Yards	244 x 500 pound General Purpose 20 x 500 pound Incendiaries 10 Containers Leaflets	1	0-0-0
225	114	Koblenz, Germany	10 Dec. 1944	Marshaling Yards	1140 x 100 pound General Purpose 60 x 500 pound Incendiaries 20 Containers Leaflets	0	0-0-0
226	114	Koblenz, Germany	11 Dec. 1944	Marshaling Yards	385 x 500 pound General Purpose	0	0-0-0
227	115	Darmstadt, Germany	12 Dec. 1944	Marshaling Yards	63 x 500 pound Incendiaries 334 x 500 pound General Purpose	0	0-0-0
228	115	Mainz, Germany	18 Dec. 1944	Marshaling Yards	26 x 500 pound Incendiaries 452 x 250 pound General Purpose	0	0-0-0
229	116	Zellhausen, Germany	24 Dec. 1944	Marshaling Yards	2020 x 100 pound General Purpose	3	0-0-0
230	116	Morscheid Bridge, Germany	25 Dec. 1944	Railroad Bridge	360 x 500 pound General Purpose 72 x 500 pound Incendiaries	1	0-0-0
231	116	Fulda, Germany	27 Dec. 1944	Marshaling Yards	350 x 500 pound General Purpose	0	0-0-0
232	117	Koblenz, Germany	28 Dec. 1944	Marshaling Yards	745 x 250 pound General Purpose	0	0-0-0
233	117	Frankfurt, Germany	29 Dec. 1944	Marshaling Yards	609 x 250 pound General Purpose 64 x 300 pound General Purpose	0	0-0-0
234	117	Kassel, Germany	30 Dec. 1944	Marshaling Yards	320 x 500 pound General Purpose 58 x 500 pound Incendiaries	1	0-0-0
235	65	Hamburg, Germany	31 Dec. 1944	Oil Refinery	386 x 500 pound General Purpose	2	0-0-0
236	117	Kaiserlautern, Germany	2 Jan. 1945	Marshaling Yards	134 x 1000 pound General Purpose	1	0-0-0
237	118	Fulda, Germany	3 Jan. 1945	Marshaling Yards	49 x 500 pound General Purpose 456 x 250 pound General Purpose	0	0-0-0
238	118	Frankfurt, Germany	5 Jan. 1945	Marshaling Yards	260 x 500 pound General Purpose	0	0-0-0
239	118	Kusel, Germany	6 Jan. 1945	Airfield	260 x 500 pound General Purpose	0	0-0-0
240	118	Rodenkirchen, Germany	7 Jan. 1945	Railroad Bridge	60 x 1000 pound General Purpose	0	0-0-0
241	119	Cologne, Germany	10 Jan. 1945	Suspension Bridge	105 x 1000 pound General Purpose	1	0-0-0
242	119	Mainz-Euskirchen, Germany	13 Jan. 1945	Marshaling Yards	124 x 1000 pound General Purpose	0	0-0-0
243	65	Derben, Germany	14 Jan. 1945	Underground Oil Storage	260 x 500 pound General Purpose	9	24-2-4
244	66	Hamburg, Germany	17 Jan. 1945	Oil Refinery	132 x 500 pound General Purpose 120 x 100 pound Fragmentation	0	0-0-0
245	120	Heilbronn, Germany	20 Jan. 1945	Marshaling Yards	177 x 1000 pound General Purpose	1	0-0-0
246	120	Mannheim, Germany	21 Jan. 1945	Bridge	170 x 1000 pound General Purpose	0	0-0-0
247	120	Neuss, Germany	23 Jan. 1945	Marshaling Yards	217 x 500 pound General Purpose	0	0-0-0
248	121	Duisburg, Germany	28 Jan. 1945	Railroad Bridge	191 x 1000 pound General Purpose	0	0-0-0
249	53	Kassel, Germany	29 Jan. 1945	Rail Yards	405 x 500 pound General Purpose	0	0-0-0
250	121	Wesel, Germany	1 Feb. 1945	Road Bridge	216 x 1000 pound General Purpose	0	0-0-0
251	74	Berlin, Germany	3 Feb. 1945	Underground Storage	344 x 500 pound General Purpose	0	0-0-0
252	66	Chemnitz, Germany	6 Feb. 1945	Marshaling Yards	335 x 500 pound General Purpose	0	0-0-0
253	49	Weimar-Eisenach, Germany	9 Feb. 1945	Synthetic Oil Plant	317 x 500 pound General Purpose	0	0-0-0
254	121	Cheb, Czechoslovakia	14 Feb. 1945	Airfield	345 x 500 pound General Purpose	1	0-0-0
255	66	Cottbus, Germany	15 Feb. 1945	Marshaling Yards	344 x 500 pound General Purpose	2	0-0-0
256	121	Frankfurt, Germany	17 Feb. 1945	Marshaling Yards	364 x 500 pound General Purpose	1	0-0-0

Mission No.	*Page No.*	*Target*	*Date*	*Category*	*Bomb Tonnage Dropped*	*Missing in Action*	*Claims*
257	121	Osnabrück, Germany	19 Feb. 1945	Marshaling Yards	391 x 500 pound General Purpose 20 Containers Leaflets	0	0-0-0
258	121	Nürnberg, Germany.	20 Feb. 1945	Marshaling Yards	132 x 500 pound General Purpose 446 x 250 pound General Purpose 8 Containers Leaflets	0	0-0-0
259	121	Schwenningen, Germany	22 Feb. 1945	Marshaling Yards	420 x 500 pound General Purpose	0	0-0-0
260	122	Treuchtlingen, Germany	23 Feb. 1945	Marshaling Yards	312 x 500 pound General Purpose 10 Containers Leaflets	1	0-0-0
261	122	Wesel, Germany	24 Feb. 1945	Bridge	196 x 1000 pound General Purpose	0	0-0-0
262	75	Berlin, Germany	26 Feb. 1945	Railway Station	210 x 500 pound General Purpose	0	0-0-0
263	123	Leipzig, Germany	27 Feb. 1945	Railway Station	428 x 500 pound General Purpose 10 Containers Leaflets	0	0-0-0
264	123	Kassel, Germany	28 Feb. 1945	Marshaling Yards	472 x 500 pound General Purpose 10 Containers Leaflets	0	0-0-0
265	123	Ulm, Germany	1 Mar. 1945	Marshaling Yards	400 x 500 pound General Purpose 10 Containers Leaflets	0	0-0-0
266	123	Dresden, Germany	2 Mar. 1945	Marshaling Yards	653 x 250 pound General Purpose	0	0-0-0
267	66	Brunswick, Germany	3 Mar. 1945	Engine Works	262 x 500 pound General Purpose 204 x 500 pound Incendiaries	1	0-0-0
268	67	Datteln, Germany	7 Mar. 1945	Benzol Plant	478 x 500 pound General Purpose	1	0-0-0
269	67	Langendreer, Germany	8 Mar. 1945	Coking Plant	478 x 500 pound General Purpose	0	0-0-0
270	49	Frankfurt, Germany	9 Mar. 1945	Marshaling Yards	585 x 100 pound General Purpose 334 x 500 pound Incendiaries	0	0-0-0
271	123	Dortmund, Germany	10 Mar. 1945	Marshaling Yards	1367 x 100 pound General Purpose 63 x 500 pound Incendiaries	0	0-0-0
272	67	Hamburg, Germany	11 Mar. 1945	Oil Refinery	695 x 250 pound General Purpose	0	0-0-0
273	124	Siegen, Germany	12 Mar. 1945	Marshaling Yards	1154 x 100 pound General Purpose 59 x 500 pound Incendiaries	0	0-0-0
274	124	Seelze, Germany	14 Mar. 1945	Marshaling Yards	514 x 100 pound General Purpose 29 x 500 pound Incendiaries	2	0-0-0
275	75	Oranienburg, Germany	15 Mar. 1945	Marshaling Yards	216 x 1000 pound General Purpose	0	0-0-0
276	67	Ruhland, Germany	17 Mar. 1945	Synthetic Oil	140 x 500 pound General Purpose	0	0-0-0
277	75	Berlin, Germany	18 Mar. 1945	Marshaling Yards	204 x 1000 pound General Purpose	3	0-0-1
278	67	Jena, Germany	19 Mar. 1945	Optical Works	320 x 500 pound General Purpose	0	0-0-0
279	124	Handorf, Germany	21 Mar. 1945	Airfield	453 x 500 pound General Purpose	0	0-0-0
280	125	Ahlhorn-Oldenburg, Germany	22 Mar. 1945	Airfield	456 x 100 pound General Purpose	0	0-0-0
281	127	Schwerte-Holzeickede, Germany	23 Mar. 1945	Marshaling Yards	1207 x 100 pound General Purpose 64 x 500 pound Incendiaries	0	0-0-0
282	127	Steenwijk-Havelete, Holland	24 Mar. 1945	Airfield	1384 x 100 pound General Purpose	0	0-0-0
283	127	Ziegenhain, Germany	24 Mar. 1945	Airfield	1188 x 250 pound General Purpose	0	0-0-0
284	128	Hannover, Germany	28 Mar. 1945	Marshaling Yards	112 x 500 pound Incendiaries 256 x 500 pound General Purpose	0	0-0-0
285	68	Hamburg, Germany	30 Mar. 1945	Oil Refinery	366 x 500 pound General Purpose	0	0-0-0
286	68	Zeitz, Germany	31 Mar. 1945	Oil Refinery	348 x 250 pound General Purpose 208 x 260 pound Fragmentation	0	0-0-0
287	58	Kiel, Germany	3 April 1945	Sub Pens	202 x 1000 pound General Purpose	0	0-0-0
288	58	Kiel, Germany	4 April 1945	Sub Pens	216 x 1000 pound General Purpose	0	0-0-0
289	128	Nürnberg, Germany	5 April 1945	Marshaling Yards	540 x 500 pound General Purpose 68 x 500 pound Incendiaries	0	0-0-0
290	128	Leipzig, Germany	6 April 1945	Marshaling Yards	1224 x 500 pound General Purpose 72 x 500 pound Incendiaries	0	0-0-0
291	129	Neumünster, Germany	7 April 1945	Marshaling Yards	222 x 1000 pound General Purpose	0	0-0-1
292	129	Eger, Germany	8 April 1945	Marshaling Yards	444 x 500 pound General Purpose	0	0-0-0
293	129	Munich, Germany	9 April 1945	Airfield	143 x 1000 pound General Purpose 141 x 500 pound General Purpose 10 Containers Leaflets	1	0-0-0
294	129	Burg, Germany	10 April 1945	Airfield	456 x 500 pound General Purpose 10 Containers Leaflets	0	1-0-0
295	130	Landshut, Germany	11 April 1945	Marshaling Yards	216 x 500 pound General Purpose 114 x 1000 pound General Purpose 10 Containers Leaflets	0	0-0-0
296	100	Royan, France	14 April 1945	Area Bombing	222 x 1000 pound General Purpose	0	0-0-0
297	100	Royan, France	14 April 1945	Area Bombing	225 x 85 gallons Fire Bombs	0	0-0-0
298	100	Royan, France	15 April 1945	Area Bombing	82 x 1000 pound General Purpose 76 x 2000 pound General Purpose	0	0-0-0
299	130	Aussig, Germany	17 April 1945	Marshaling Yards	336 x 500 pound General Purpose 10 Containers Leaflets	0	0-0-0
300	130	Straubing, Germany	18 April 1945	Marshaling Yards	335 x 500 pound General Purpose 10 Containers Leaflets	0	0-0-0
301	75	Oranienburg, Germany	20 April 1945	Marshaling Yards	142 x 1000 pound General Purpose 10 Containers Leaflets	0	0-0-0
					TOTAL	158	374-78-97

A BOMB GROUP WAS A LETTER IN THE ALPHABET THAT MADE UP AN AIR FORCE

WHEN the 390th Bombardment Group (Heavy) was thrown into the European Theater of Operations, it was forced to carry the burden of slightly less than 7 per cent of the heavy bombardment program then in operation from English bases.

Nearly two years later, when the theater had been officially closed, the share of an individual Bomb Group had dropped to 2.5 per cent. In those twenty-two months the Eighth Air Force had become the mightiest wrecking force ever created by man, and the 390th was but one of many veteran groups.

To analyze the accomplishments of one Group, it is necessary to trace the objectives of the Air Force, to follow its growth, and to understand its reverses. It is essential that the reader grasp the planning of operations, for the whole success of the bombardment program was compressed into a theorem, "On this target will bombs injure Germany's war program the most today."

The Eighth Air Force was a strategic air force, which meant that it was to hit deeply into Germany, striking at her war potential and destroying her industries and means to produce. It was a long-range program. Often the results were disheartening. There were critics who scoffed at the combined bombing of Hamburg by the Eighth and Royal Air Forces. This great port city had been subjected to a concentrated bombing for a week, and had been reduced to rubble. Yet in a matter of weeks the men who planned the missions were saying that operations on Hamburg must continue.

The critics of heavy bombardment cynically asked, "Why?"

Compare Hamburg with a city like Chicago, a town that is spread out over thousands of acres of land. Imagine the steel factories in the suburbs of one end of town and the port facilities at an opposite end. Sprinkled here and there over a vast area are electrical plants, oil storages, and airplane parts factories. Tying all this industrial empire together would be a network of railroads, canals, and roads.

Let us say that some hypothetical enemy has singled Chicago out as a city to be liquidated.

The first day, the target is a steel plant, one of many steel plants in the city. At night, another force drops over the warehouses in the dock area. The next day poor weather has set in and the airmen cannot see their assigned target—an electrical equipment plant—so they bomb the heart of the city and whole rows of buildings in the shopping district are wiped out.

The pace continues for a week. At its end Chicago is destroyed; its water, gas, and electricity have been knocked out. One must detour blocks to reach a destination. There is no train service. Papers have not been published for a week. Here and there throughout the city smoke still billows from ruined manufacturing sites. As a city, Chicago has ceased to exist.

Yet on the south side of town there is a synthetic rubber factory that has escaped unscathed. And ten miles out of town, along Lake Michigan, production of steel roller bearings continues without a hitch. And strangely enough, right in the center of the city there is an airplane parts factory that received only slight damage.

Like Hamburg, the operations men would say that Chicago was still on their list.

The power of strategic bombing, then, came not from isolated raids but from continued pounding until not only was there nothing left to bomb but, more important than that, when the will to rebuild had been destroyed.

The Germans were tenacious even in defeat. Their resiliency was amazing. From gutted buildings would come the smoke of reborn industry. Their rail yards would bridge craters and still operate.

At briefings the crews would groan, "Osnabrück? Why, we blew that off the map only a month ago."

So the ultimate defeat of the Germans and the ultimate

First objective of the Eighth Air Force was to destroy the Luftwaffe in the air and on the ground.



When small targets were covered by cloud, area bombing destroyed the cities.





Chemicals, optical instruments, tanks, and trucks were rated as miscellaneous industry.

success of strategic bombing was a persistency as dogged as the enemy's. Germany had about a hundred top priority targets that were visited every month or so. In the end they were worn away.

The true value of strategic bombing came only when the ground troops staged quick victories. Field Marshal von Rundstedt pointed out the factors that led to Germany's defeat. At the top of the list he placed air power.

The success of a Bombardment Group is but a fraction of the success of an Air Force. When 500 planes were dispatched to bomb a factory, perhaps the 390th objective in the operation was to destroy only the power house. Relatively speaking, a power house in one factory does not seem of any great moment in the scale of hundreds of factories. However, assuming that the power house suffered direct hits, then one factory had been hit hard at a vital point. Its production facilities would be crippled so that for the next three months instead of producing 300 airplanes, the factory at best could manufacture but 125 planes. In the final stages of the war, after so many power houses had been knocked out by individual Groups, the difference of 125 planes from 300 planes meant the difference between rounding up fifty thousand prisoners a day or fighting in foxholes man for man.

As a Group, the 390th was typical. It went to all types of targets and was embroiled in all the great air battles of the war. As the experts charted the economic and technical developments of Germany, the geographical targets changed. When the Group first started missions, the objective was to demolish the Luftwaffe by bombing airfields together with airplane factories. It was a war of attrition that ended only with the conclusion of the war. Once the Luftwaffe was surpassed, the range of the program expanded. There was the period in the winter of 1943 and spring of 1944 when U-Boat pens were the top priority targets. Successful raids reduced U-Boat production so that the Allied navies were able to convoy without excessive losses. Then, in the spring of 1945, German technologists devised improved submarines and a fleet of some 200 subs was ready to be set loose again. The U-Boat pens and the familiar targets at Bremen, Hamburg, Lübeck, and Wilhelmshaven were once more assigned.

There was a long period when the Air Force was diverted from strategic bombing. The necessity of bombing rail lines and bridges as direct aid to the ground troops changed the complexion to a tactical air force, but when ground objectives were overcome, or when weather did not permit tactical bombing, the planes went back to the old cycle of airplane factories, oil plants, and U-Boat pens.

The question will be asked, "Did the 390th differ from any of the other Bomb Groups?"

Every Group, despite the same fundamentals in training, organization, and operation, had some quirks of individuality. The 390th was part of a team. On some days it was shoved in the left halfback slot and its performance was spectacular. On other days circumstances made it the slogging lineman, to attract the enemy fighters while other Groups got credit for better bombing performance.

Bombing accuracy was the chief yardstick of a Group's accomplishment. Some months the 390th led the Eighth Air Force. Other months it was far down on the scale.

The test of good bombing was measured in a focal point called the MPI (mean point of impact). This spot was usually a vital center. The theory of bombing an assigned MPI was that if the bomb pattern were compact and centered directly on the pin-point, the maximum amount of damage would result. The bombardiers learned to their sorrow that they could practically level an entire factory and still be credited with fair bombing results if they did not cover their assigned MPI.

In many of the pictures there are bomb results caused by Groups other than, or in addition to, the 390th Group. It is impossible to credit one unit with each crater. But in showing



Rail lines and bridges carried high priority.

all the damage to a given target, there is no need for false modesty. The 390th crews scored their hits with the best of them.

Aside from the primary purpose of good bombing a Group had secondary considerations to fulfill.

One was to destroy as many aircraft as possible, and the other was to return to base with as few casualties as possible.

The 390th was successful in both of these aims. Casualty figures dropped from an average of 5 per cent in the early months of operation to less than 2 per cent. Chief reason for such a drop was found in elimination of combat with enemy fighters. In the final months of the war reaction from the Luftwaffe was practically nil.

One of the chief reasons for a defeated German Air Force is found in raids like Münster on 10 October 1943, Brunswick on 11 January 1944, or Derben on 14 January 1945. Enemy fighters would stay on the ground for several days, and then pool their strength against a particular formation.

The 390th was caught in one of these vehement air battles at Münster, and for the loss of 8 planes destroyed a total of 62 enemy fighters—the top score for a Heavy Bomb Group in the ETO.

Not all the battles were as one-sided. There were isolated bad days, such as Düsseldorf, when the 390th was the only Group singled out by the heavy flak from the Ruhr Valley. A whole Squadron was knocked down in a minute's time and only 2 of 9 planes returned to the base. Then there was Derben, in which a low Squadron, straggling below and behind the rest of the formation, was jumped by the Luftwaffe and not one plane returned.

It was on days like these that a Group became battle-tested. And to its everlasting credit, no matter how thick the fighters and flak the 390th never turned back from a target.



German subs were safer at sea.



When oil was lost Germany was lost.

MISSION 1— BONN, GERMANY

THE many months of sweat and toil that went into training a Bomb Group reached a climax 12 August 1943, when the 390th warmed engines for its first operational mission.

The crews were assembled. "Your target is a synthetic oil plant at Wesseling in the Ruhr Valley," they were told.

The African based Ninth Air Force had just made its historic low level raid on the Ploesti oil fields and it was the signal for the Eighth Air Force to commence its long range attack on the German oil industry.

Nineteen planes took off that morning in a force of 243 planes. Clouds covered all check points that led to the Ruhr, so the Group leader singled out the secondary target, an optical instrument factory at Bonn.

By later standards, bombing results were poor. A direct hit was scored on a bridge across the Rhine, several bursts were plotted in the rail yard and adjacent warehouses, but most of the bombs carried over into the residential section of town and in nearby fields.

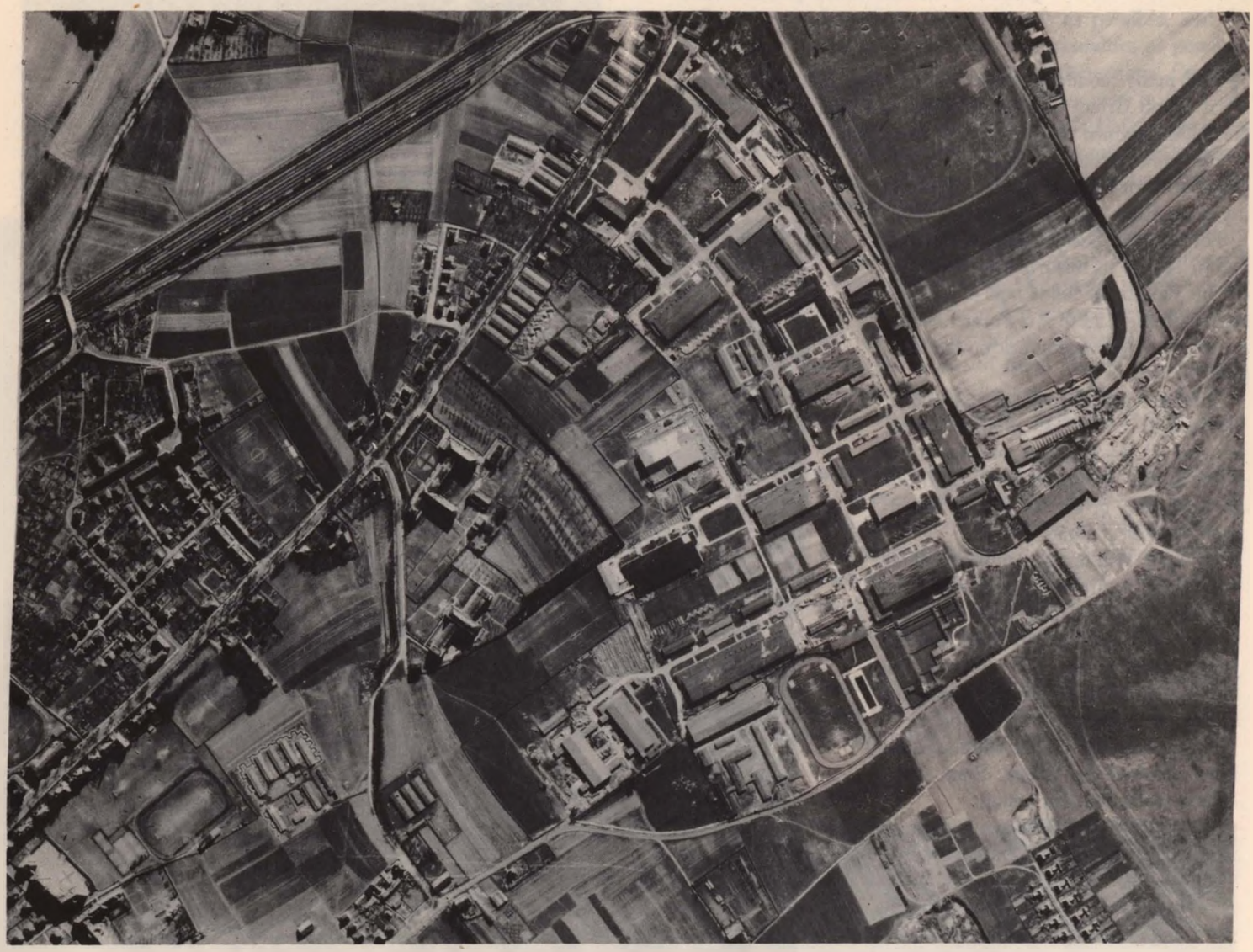
Several enemy planes were seen but none attacked the Group. Bonn was a lightly defended flak center.

It was an insignificant mission in terms of results but it was one of the Group's great ones. Every man on the base was on the field to welcome the returning planes. The ETO ice had been broken.



Beethoven could write a sonata on Bonn's carnage.

THE BIG THREE



In lower left corner a red cross marks the hospital at the Regensburg Messerschmitt factory.

REGENSBURG

OF the 301 missions, the 390th Group had three that stood out above the rest. Regensburg, Münster, and Schweinfurt became sagas in the Air Force. On all three missions units were awarded Presidential Citations, and the 390th shared in two of them.

Regensburg and its African aftermath was the first of the "Big Three." Its story is told in two teletypes:

"Regensburg is the most important target to be attacked by any aircraft to date. The production is estimated at 200 ME-109 aircraft per month, or approximately 25 to 30 per cent of Germany's entire single engine production. There has been a remarkable increase in production within the last year of this particular type aircraft. There has been an increase of 120 per cent as compared to 2 per cent for other types of single engine fighters.

"This plant is the second largest of its kind in Europe, the largest being at Wiener Neustadt, which was attacked by the Ninth Air Force on 14 August, and it is estimated that 72 per cent of the increase which has occurred in the operational strength on the western front has been derived from this plant alone.

"It is estimated that the complete destruction of the plant will entail a nine months' delay in production and that immediate results will be felt in operational strength within one and a half to two months."

The second teletype came from Colonel Curtis LeMay, the air leader of the mission, and the man who was later to head the B-29 force in the Mariana Islands.

It came the following day from North Africa.

"Mission flown as planned. Fighter support poor. Wing under constant attack from Antwerp to thirty minutes after leaving target. Objective believed to be totally destroyed. Detailed report impossible at this time. Airplanes have landed at a number of fields other than those scheduled due to battle damage and gas shortage."

Between those two teletypes passed a drama that was never exceeded in Air Force annals. It was the first attempt at a shuttle mission, it was the deepest penetration to date and, together with the diversion to Schweinfurt, was a bid to the Luftwaffe to fight it out plane for plane.

Exactly 146 planes left England 17 August 1943. Of this number 127 attacked the target and 24 were lost.

The 390th dispatched 20 aircraft. There was a delay in assembling the formation over England, and gallons of precious fuel were wasted. Soon after passing the European coast, an alerted German Air Force arose to battle. The group was under steady attack nearly to the Alps, meeting upward of 100 planes. They attacked from all angles, usually coming out of the sun, and using decoys on the opposite side of the main attack to make their tactics more effective.

When our crews were over the Regensburg factory they reported that newly assembled planes took off, not to engage in combat, but to distract B-17 gunners.

Two planes were lost in the target area. A third had two engines knocked out and landed safely in Switzerland, where the crew was interned. A fourth plane, in trouble and out of gas, headed for Spain. It landed near Toulons, France, and the crew made prisoner. Two other planes ran out of gas, and ditched in the Mediterranean Sea. The crews were picked up by Air-Sea Rescue Service.



Fortresses leave smoking Regensburg framed in bend of Danube River.



Bombs blanket target 17 August 1943.



Six months later the Group hit Regensburg again.



In left center the hospital has escaped damage while remainder of plant has been plastered with hits.

Arabs lifted everything but the B-17's.



It was a battered Group that collected at Telergma, in North Africa. Camping on the desert under the wings of their planes, eating nothing but K rations, bartering with stealthy Arabs—the week in Africa was unlike life in England.

To the crews, the hell through which they had hacked their way was soon lost in realization of what they had accomplished.

They had destroyed 13 planes, probably destroyed 3, and damaged 9 others.

The 390th bombing was excellent. As third Group in the formation over the target, 58 per cent of the 390th bombs were within a thousand feet of the aiming point and 94 per cent within two thousand feet.

General Anderson of Bomber Command put it this way, "Congratulations on the completion of an epoch in the aerial warfare. I am sure the 4th Bombardment Wing has continued to make history. The Hun now has no place to hide."

The Group mustered together the 10 operational ships left.

MISSION 5, BORDEAUX, 24 AUGUST 1943

One plane turned back to Africa with engine trouble but 9 planes bombed the Bordeaux/Merignac airfield en route to England. Hits struck a wooded section near the airfield and explosions led crews to imagine they had struck an ammunition supply dump.

Ten fighters offered combat at Bordeaux and 2 were shot down without loss.

MISSION 62, REGENSBURG, 25 FEBRUARY 1944

When the 390th was assigned Regensburg six months later the crews were reminded that the 17 August raid was the most successful mission executed by the Eighth Air Force in its first year of operations.

As to the target, following the August devastation, reconstruction was given the highest priority. Six months of strenuous effort plus the expenditure of strategic material restored this target to priority standing. In the process the Germans were forced to write off much of the factory as a total loss. However, they rebuilt or restored several main buildings and, in addition, constructed a new building, making a long assembly shop where three formerly stood.

Climaxing the greatest week the Eighth Air Force had against aircraft factories, 35 planes from the 390th went over the target at seventeen thousand feet and again bombed with good results. Smoke concealed much of the pattern, but bursts were plotted across the assigned MPI.

Together with a raid by the Fifteenth Air Force on Regensburg an hour before, the target was again eliminated from priority standing.

MISSION 155, REGENSBURG, 21 JULY 1944

En route to the target the Group encountered clouds which extended to twenty-eight thousand feet, breaking up the wing formation. By the time the formation was together again, target time for Regensburg had passed. Hence the Group abandoned the primary to bomb through total cloud on the city of Stuttgart, with unobserved results.

MÜNSTER

ON the morning of 10 October 1943 the briefed target was the built-up section of Münster, a rail center north of the Ruhr Valley.

There was nothing unusual in the importance of the target. The Royal Air Force had been unable to eliminate this populated area as they had other parts of the Ruhr. The idea of the operation was to wipe out the built-up area and disrupt the people as much as possible.

Within a radius of a hundred and thirty miles, the logical striking distance of German fighter planes in preventing a bomb run, the crews were told that a maximum of 245 single-engine and 290 twin-engine aircraft could oppose the operation.

As they approached Münster, the three Groups that composed the 13th Combat Wing were hit in the most violent and concentrated attack yet made on an Eighth Air Force formation.

Nearly 250 enemy planes engaged the Wing and fought viciously until the Fortresses had bombed. The attacks, which lasted for forty-five minutes, appeared to have a definite method. The enemy approached in groups, attacked on their own in formations of from 3 to 6 planes, and flew level and straight at their targets. The attacks were pressed up to fifty or seventy-five yards, then enemy aircraft turned, took violent evasive action, and kept coming back in for the attack.

They showed definite tendencies of concentrating attacks on one Group at a time, even to the point of flying through the lead Group to attack the low one (the 100th Group). After disposing of the 100th Group, the attack switched to the 390th, and then to the low squadron of the 95th Group.

When first encountered, the attacking aircraft would fly parallel to the formation, out of range, in groups of from 20 to 40 planes stacked in echelon down for frontal attacks. They would fly on ahead of the formation, and then peel in one or two at a time, attacking the lowest members. Many beam attacks from 4 to 8 o'clock were received by groups of 20 to 40 aircraft at a time.

At the time the fighters first hit the 100th Group, the formation was average. In two minutes' time the formation was broken up, and within seven minutes 12 of the 14 planes from the 100th Group were shot down.

The Luftwaffe then turned on the 390th and added some tactics never seen before by B-17 crews.

While the FW-190's and ME-109's were slipping through the formation, twin-engine fighters stayed out of range and fired explosive cannon shells from twelve hundred to fifteen hundred yards. JU-88's attacked with rockets from eight hundred to a thousand yards, and a new feature was the use of Dornier bombers, which flew parallel to the formation and fired rockets from a fifteen hundred-yard range.

One rocket entered a plane's fuselage, but before it could explode the gunner picked it up and threw it overboard. He described it as a one pound dry cell battery with one end of tin, like a stove pipe.

Thunderbolt escort finally came to the rescue and drove the enemy away.

Statistics on the operation were amazing. A tabulation shows the terrific concentration of the attack.

	A/C Dispatched	*A/C Lost*	*Claims*
3rd Bomb Division	133	29	180-21-49
13th Combat Wing	53	25	105-13-28
100th Bomb Group	14	12	2- 1 -1
95th Bomb Group	20	5	41- 5 -19
390th Bomb Group	19	8	62- 7 -8

When the 390th Group returned to base there was cause to debate the future of the heavy bombardment program. The crews who returned were unaware that many Groups bombed that day without seeing an enemy plane. All that they realized was that they had scored some sort of Pyrrhic victory. They had shot round upon round of ammunition at enemy planes. As some gunners put it, "We didn't have to aim. We just pulled the triggers—something was bound to get hit."

In destroying 62 enemy planes the Group established a record for heavy bombardment groups that was never equaled. But in losing 8 of their number, the Group lost much faith in the credo of B-17 firepower. They knew formation flying was good but they did not see how it could stand up when outnumbered twelve to one.

It was the blackest day in the Group's history. And to make it worse, on the return to the field heavy haze covered Framlingham. B-17's that were full of holes made as many as three approaches to land. Some landed cross-runway style. One, with seven hundred holes in it, limped into another base with half a crew. Another pilot of one of the Forts, with a leg shattered by cannon shell, stayed in a propped-up position directing his co-pilot to the field.

In later days the Group spoke of the men of Münster as the British spoke of the men of Arnheim.

That they had bombed their assigned target with good results seemed an insignificant item. The bombs landed in the pattern of the 95th Group, covering the old part of town. Photographs taken twenty-four hours later revealed that the business and residential sections of the town were still burning.



Bombs on Münster were incidental.

SCHWEINFURT

THREE of the five ball-bearing plants that produced an estimated 50 per cent of the production of German-occupied Europe were singled out for attack on 14 October 1943.

No one item of manufacture was more vulnerable than ball bearings in 1943. Sensing that the Germans had never decentralized this one critical industry, the target committee of the Board of Economic Warfare advised Bomber Command that the time was ripe to liquidate Schweinfurt.

By 14 October the weather was still clear over southern Germany. Since an earlier abortive attack in August, the enemy had moved in twin-engine fighter planes in great strength, had increased flak defenses to forty-four heavy guns, had ringed the town with a smoke-screen defense, and had camouflaged the plant extensively.

V.K.F. Werke II, one of the feeder plants in the system, was selected as the 390th target.

With Bremen, Münster, and Marienburg behind them, the crews went to the briefing, expecting almost anything. They were not disappointed.

In two forces, Bomber Command dispatched 291 aircraft. Only 228 attacked the target. Mechanical failures accounted for a few; fighter attacks for many.

In leading the 13th Combat Wing, Lt. Col. Jeffrey took 15 planes from the 390th over the target. One plane was lost to a combination of flak and fighters. Other Groups did not fare so well. The loss of 60 heavy bombers struck the citizenry back in the United States as a terrific blow. There was the published story via Berlin radio stating that the Germans knew five hours ahead of time of the pending operation, and that a security leak had brought on the great loss. The matter was aired in



Forts single out Schweinfurt's five bearings plants. 390th target, as yet untouched, is V.K.F. Werke II outlined below as "C."

Congress, and editorials questioned the use of heavy bombardment as a daylight striking weapon.

At the time the public could not be told that because of bad weather on the route back, P-47 fighters had failed to make the rendezvous points, and that the bomber stream had been unescorted a great part of the way.

For the loss of 60 bombers, the Germans paid the price of 186 destroyed, 27 probably destroyed, and 89 damaged planes.

As noted in the picture above, not all the enemy fighters took to the air. In the target area many were surprised on the ground.

The V.K.F. Werke II was a complex of fifteen buildings. By direct hits, fire, and blast, the 390th damaged severely eleven of the buildings, including machine shops, the electric power station, the despatch buildings, the carpentry shop, and several administrative offices. Seven of the buildings were more than half destroyed.



To strike a target like Schweinfurt effectively individual Groups were assigned separate factories. In the pictures above, one Group spreads out in formation. As time passed the size and shape of the formations



changed many times to create more massed fire power, and to effect more concentrated bombing patterns. On the big targets, Groups would pass over in waves, following one another at two-minute intervals.

100 enemy planes attacked 390th Group; others were parked idly near smoking target.

Photo cover taken two days later revealed even more damage than had been thought previously. The industry was declared 75 per cent inoperational.

Schweinfurt ended a phase in 390th history. It had been as rough a week as any ever experienced by a Bomb Group in any theater. Four times in a week had the Group accomplished superior bombing. On three of these missions enemy reaction reached a zenith.

CITATION

The famous 19th Group had been cited for outstanding duty in the Pacific. A B-24 Group from North Africa received the honor for its daring low-level attack on Ploesti.

Now the Eighth Air Force brought forth the 390th Group as its first candidate to be acclaimed in the European Theater as a Presidential Citation winner.

> At the time the 390th was cited, only few units in any branch of the service had been chosen by the Commander-in-Chief as an organization of distinction.
>
> The citation allows every man in the Group who was on active duty 14 October 1943 to wear the unit badge. This badge has a rectangular blue field with gold frame and is worn above the blouse upper right pocket. It becomes a part of the uniform.

"The 390th Bombardment Group (H), United States Army Air Forces in the European Theater of Operations, is cited for conspicuous battle action and extraordinary heroism in connection with the highly successful bombing mission over Schweinfurt, Germany, 14 October 1943.

"Sixty aircraft of the United States Army Air Forces were lost that day. At the time of the mission, the ball and roller bearing plant at Schweinfurt was designated as the most important target in Germany. The three plants comprising the objective accounted for over 50 per cent of Germany's entire supply of ball and roller bearings, which are essential to all makes of aircraft, tanks, and other mobile military equipment. The operation involved a flight of seven hours and ten minutes duration, and covered a total flying distance of 923 miles. Over 370 of these miles were flown without friendly fighter support.



After Schweinfurt destruction, Germans dispersed much of remaining ball-bearing production underground in caves.



17 August raid left cratered fields; 390th attack left severe damage.

Smoke and flame write the epitaph of a great industry, and the success of a Bomb Group.



Carefully planned and savagely executed German fighter attacks persisted from the time the group reached Luxembourg until it was over the Channel on the return trip. The 390th Bombardment Group (H) encountered as many as 100 hostile aircraft both single and twin engined fighters attacking singly, in pairs, and five abreast, simultaneously from all directions. The twin-engined fighters, screened by ME-109's and FW-190's, attacked with cannon and rocket projectiles. Fourteen enemy aircraft were destroyed and 5 additional were damaged. Anti-aircraft fire ripped a hole in the left wing of the lead airplane, damaged the windshield of the pilot's compartment, and put the automatic pilot out of commission, effectively preventing its use as an aid in the bombing run. The excellence of the bombing pattern, set under these difficult conditions, and the precision with which it was followed by the other aircraft of this unit, testify to the skill and gallantry displayed. All aircraft bombed the target. Of the 94,000 pounds of bombs dropped by this unit, 36,000 pounds landed within a thousand-foot target area, and 79,000 pounds hit within a two thousand-foot area. It is conservatively estimated that it would take from six to nine months for the enemy to restore the factory's normal rate of production, and the intervening lost production could never be made up. Despite the difficulties and dangers of the alerted enemy defenses this organization succeeded in attacking and seriously damaging a vital war industry. The aggressiveness, courage, heroic determination, and skill of the officers and enlisted men of the 390th Bombardment Group (H) on this occasion were largely responsible for the success of the mission with a minimum of loss. By the serious damage of the vital industrial plants at Schweinfurt, Germany, this unit rendered an invaluable contribution to the war effort of the United States."

THE BATTLE FOR AIR SUPREMACY

BEFORE other categories could be brought under sustained attack, the prime objective of the Eighth Air Force was to destroy German aircraft production.

MISSION 8, MEULAN, 31 AUGUST 1943

Before the aircraft campaign got well under way there were two abortive missions. Twenty aircraft were dispatched 31 August to attack an aero-engine plant at Meulan, France. Clouds prevented bombing.

MISSION 14, BORDEAUX/MERIGNAC, 16 SEPTEMBER 1943

Assigned to strike the S.N.C.A. Assembly Works at Bordeaux, the weather turned 19 planes away from the target on 16 September. Two planes bombed targets of opportunity, one a flak tower off the French coast, and the other a sub pen at La Pallice. One aircraft crash-landed in Wales and the crew was lost.

MISSION 21, MARIENBURG, 9 OCTOBER 1943

When a Focke-Wulff factory in Bremen had been knocked out, the Germans moved key airplane factories to the east, supposedly out of range of English based planes. Around Danzig an FW-190 complex had sprung up, in which Marienburg was the key assembly plant, responsible for nearly half of FW-190 production.

The other Bomb Divisions were sent on Anklam and Danzig. The Third Bomb Division, with the 390th sending 21 planes, took an over-water route across Denmark and the Baltic Sea without fighter escort.

There was no flak at the target, so the planes went in at 12,000 feet and dropped a mixture of 500 and 1,000 pound high explosives.

Results were devastating. General Arnold sent congratulations, while Air Chief Marshal Sir Charles Portal called it the "most perfect example in history of the accurate distribution of bombs over a target."

On the route back 25 ME-109's and JU-88's made sporadic attacks. Two destroyed and a probable were scored.

When the planes set down at 1805 hours there was hardly enough fuel left to charge the guns. They had been in the air since 0745 hours.

MISSION 34, SOLINGEN, 30 NOVEMBER 1943

On a routine mission 19 aircraft bombed the Ruhr town of Solingen 30 November. Bombing was by pathfinder through complete clouds, and was directed at the Rautenbach aero-engine casting factory. Results were unknown. One plane was lost for unknown reason.



J planes bow out from perfect bombing assignment.



Marienburg provided a compact target.



The nearby fields were barely scratched.

390th MPI was the boiler house marked 18.





The aircraft industry had wing, fuselage, and engine component factories. The assembly plants had hangars which made splendid targets.



The Heinkel factory at Rostock became a familiar target.

MISSION 35, BORDEAUX/MERIGNAC, 5 DECEMBER 1943

This assembly plant for Block 175 and FW-189 reconnaissance planes was due for attack again in December. Again complete undercast conditions made 20 aircraft abandon the mission.

MISSION 47, BRUNSWICK, 11 JANUARY 1944

In three months' time the 390th was sent to Brunswick six times to attack the aero-engine complex which provided ME-110's, FW-190's, and JU-88's with much of their engine output.

The attacks were carried out in January, February and March of 1944, when the aircraft war was at its height.

On 11 January mishaps dogged the formations sent out to this city. Weather was closing in over English bases so a recall signal was sent out. Some Groups heard it and returned. Others did not pick up the message and, as they were near the target area, continued their flight. Sadly, many fighter escort groups caught the signal and returned.

The enemy threw up its greatest interceptor force since Schweinfurt on 14 October 1943, and many Groups were engulfed in one of the big battles of the war. The Air Force lost 60 bombers while claiming 152 destroyed, 48 probables, and 47 damaged.

Twenty-one planes from the 390th in addition to 5 that were part of the 95th Composite Group met 20 enemy planes, and claimed 4-4-0 for the loss of one straggler.

A bomb-rack malfunction on the lead ship caused the Group to overshoot its incendiary load into fields near Peine.

MISSION 50, FRANKFURT, 24 JANUARY 1944

Dispatched to bomb the Deutsche Metallwerke at Frankfurt, the largest propeller manufactory in Germany, the 390th was recalled when weather forced abandonment of the operation, but 17 planes bombed an unidentified town east of Aachen on the route back as a target of opportunity.

MISSION 52, 30 JANUARY 1944, BRUNSWICK

Dense clouds prevented the enemy from making interception, and likewise caused 31 planes to drop on pathfinder in a return visit 30 January.

MISSION 57, 10 FEBRUARY 1944, BRUNSWICK

Again meeting 20 enemy fighters, the Group claimed 2-2-2 for the loss of 2 Forts when pathfinder was again employed without known results.

MISSION 59, ROSTOCK, 20 FEBRUARY 1944

The week of 20 February was the high-water mark in the war on German aircraft industries. For weeks the Eighth Air Force had waited to find three days when visual weather conditions would persist over most parts of Germany. When it came a break five days in length made the supreme effort even more successful than had been planned.

The 390th was not as successful as most Groups, for its

assigned targets were in the poorer weather belt. On 20 February the assigned target was the FW-190 components factory at Poznan, Poland. Cloud covered the target, so Rostock was chosen as a pathfinder secondary target.

Photo reconnaissance revealed that besides damaging the Nepturnwerft shipyard, bombs had fallen on a Heinkel assembly plant, and pressing shops, boiler houses, and experimental buildings had been gutted.

Fifteen FW-190's and JU-88's trailed the formation across Germany waiting for stragglers. Claims for 4-2-5 were allowed 390th gunners. One B-17 flew to Sweden and was interned when its gas gave out.

MISSION 60, HANNOVER, 21 FEBRUARY 1944

Heavy cloud prevailed the following day when an airpark near Brunswick was the assigned target. The 390th wheeled to nearby Hannover, and dropped through dense clouds with unknown results.

MISSION 61, ROSTOCK, 24 FEBRUARY 1944

Good airmanship saved a mission to Rostock on 20 February. Poznan was again the assigned target and cloud persisted.

The Division air leader was having pathfinder trouble, so the 390th lead ship voluntarily took over the formation lead in search of a target of opportunity. In making a run on Rostock the 390th pathfinder was unable to release bombs, so on a signal the rest of the ships bombed. Damage could not be assessed but crews reported a column of heavy black smoke rising three thousand feet above the undercast.

Eight of the 25 enemy planes seen that day made vicious attacks and 3 were shot down.

MISSION 64, BRUNSWICK, 29 FEBRUARY 1944

Continuing to hammer away at Brunswick, another pathfinder operation resulted in 450 tons of bombing on 29 February. The heavy clouds kept the Luftwaffe on the ground and the mission was entirely unopposed.

MISSION 71, BRUNSWICK, 15 MARCH 1944

By the Ides of March the damage of 11 January had been partially repaired, so attacks were to continue. Again the target was obscured, and the 390th dropped on the town of Brunswick itself. Excellent fighter support drove away 20 FW-190's as they commenced to attack.

MISSION 72, AUGSBURG, 16 MARCH 1944

The Group's worst encounter with rocket-firing enemy aircraft came 16 March, when attacking the Messerschmitt factory at Augsburg.

Dense cloud forced 18 planes from the "B" Group to bomb the city on pathfinder, while 14 planes in a composite "A" Group went fifty miles to the west to bomb the marshaling yards at Ulm as a target of opportunity.

In the Augsburg area 35 twin-engine ME-110's, JU-88's, and ME-410's attacked for fifteen minutes. They were first seen to the left simulating a B-17 formation. They swung in front of the 13th Wing formation and then passed down the right side, concentrating their attacks on the 390th Group.



When the clouds were too dense to pick up small factories by scope nearby cities were bombed as secondary targets.



The rail yard at Ulm was a target of opportunity.



Augusburg caught it later on 13 April 1944.



A First Division raid had caused scant damage.



Later attacks made Augsburg plant a shambles.

As they attacked they assumed the rocketeering position, lined up abreast. Unlike the rocket planes at Münster, these did not stay out of range and lob in rockets. They pressed home attacks to within three hundred yards. After releasing their rockets they would fire machine guns, and then peel off to attack the low Squadron in a breakaway.

Two Fortresses were lost, but the lumbering rocket planes were slow in their attack. The score was 22 destroyed, 7 probables, and 4 damaged.

MISSION 73, LECHFELD, 18 MARCH 1944

Augsburg had been the assigned target for the 390th Group on 18 March, when a force of nearly 750 heavy bombers was dispatched to attack eight airdromes and airplane components and assembly plants in the Friedrichshafen and Munich areas.

In a day when the Air Force lost 40 bombers to flak and fighters, the 390th Group lost 1 plane to fighters.

Cloud protected Augsburg, so the Group chose the important Lechfeld airdrome as a target of opportunity. This field, which housed about 75 enemy planes, was the primary assignment of some First Division Groups. When the 390th went over the target was still blazing. The Group added incendiaries to the smoke, but one Squadron which was flying with the composite 95th Group placed high explosives which were easily charted.

They were in two main patterns. One was on buildings on both sides of the railway and highway which skirted the western side of the airfield. The second pattern was on the landing ground between the hangars and the southwestern end of the runway, with one of the four main hangars getting a direct hit.

Lechfield characterized the missions to the Augsburg area, inasmuch as it was regarded as a rough one. After leaving the target, 30 single-engine fighters made six separate attacks. There was a lapse in the fighter support, but when P-51's returned to escort they attacked the ME-109's and FW-190's so vigorously that they chased them right through the bomber formation.

The 390th claimed 8 destroyed, 1 probable, and 1 damaged enemy planes.

It was around Augsburg that the Germans resorted to all kinds of deception and tricks to throw the bombers off. Near the Messerschmitt plant they sent up flares which resembled the pathfinder flares our ships used when signaling for the other planes to drop.

Some crews reported hearing an order "Close your bomb bay doors!" They believed that instead of it being an instruction from an air leader, it was a fake message sent up from a German ground radio station.

These were typical of the many dodges the enemy attempted in other missions. A favorite was for ME-109 pilots to fly alongside a bomber formation and call over the radio in perfect English, "Don't shoot at us, we're P-51's!"

MISSION 76, BRUNSWICK, 23 MARCH 1944

23 March was a cloudy day so the Group was sent back to bomb Brunswick through complete undercast. Thirty planes met no fighters, encountered moderate flak, lost no planes, and came back to the base without incident.

MISSION 82, MARIENBURG, 9 APRIL 1944

Despite the fact that every hangar and most buildings had been damaged severely, the Germans tried to protect their investment by rebuilding Marienburg.

On 9 April the Group took off for another deep penetration in undercast conditions. The mission was recalled but 2 planes had assembled above the clouds with a formation from the First Division. They added their bombs to the attack that put Marienburg out of the war. By the time the Germans had rebuilt a third time Russian ground forces were ready to take over.



From the ruins the Germans attempted rehabilitation.



Five months later Marienburg is attacked again.



The Germans learn it is easier to rebuild elsewhere.

MISSION 84, ROSTOCK, 11 APRIL 1944

The third in the series of "brief Poznan, hit Rostock" series came 11 April when 40 aircraft from the 390th Group were again turned away from their assigned target by cloud conditions.

The weather was not much better at Rostock, and through a heavy ground haze bombs were aimed at the Heinkel assembly works. Incendiary bursts were lost in the clouds, but most bombs were believed to have landed in the built-up area of town southeast of the factory.

Poznan remained until the end of the war one of the few factories the Eighth Air Force never reached. When the Russians captured it they found rows of parked aircraft.



Scattered bombs on 11 April 1944 fell through the clouds.

MISSION 85, LEIPZIG, 12 APRIL 1944

The first 390th attempt to bomb Leipzig was a failure. On 12 April extremely bad haze at altitude, and dense contrails and high clouds over England, extending thirty miles within the Continent, prevented assembly. The mission was recalled.



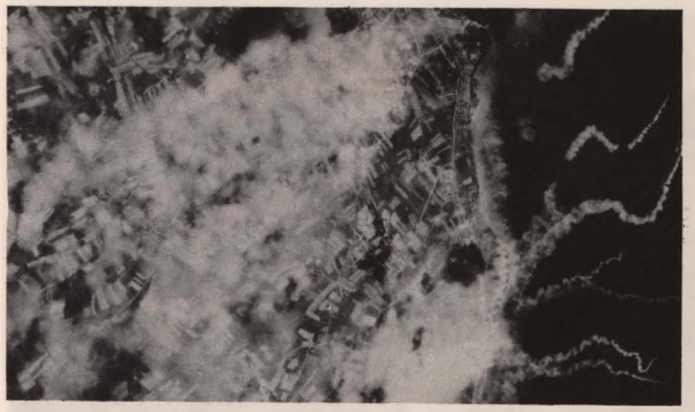
Along with the damage to the Messerschmitt factory several grounded aircraft were blasted.

MISSION 86, AUGSBURG, 13 APRIL 1944

The 16 March raid had been ineffectual as far as the Messerschmitt complex was concerned. It had suffered some damage when First Division forces bombed on 25 February, but it was in full production by 13 April.

On this occasion enemy fighters were absent, and clear weather enabled a visual run. Incendiary bombs from the "A" Group covered a wide area, including their assigned MPI, while "B" Group's high explosives fell in fields west of the factory.

The operation was marred by the loss of 3 aircraft to anti-aircraft fire. Flak over Augsburg was intense. On the route back the "A" Group swung wide around Brussels, and came into the heavily defended area of the Brussels airfield, northeast of the town. Of 38 planes, 13 suffered extensive damage, 9 had moderate damage, and 13 had slight damage.



A score of smoke-screen boats scurried out onto Lake Constance.

MISSION 91, FRIEDRICHSHAFEN, 24 APRIL 1944

Across Lake Constance from Switzerland the Germans had built a Dornier aircraft plant at Friedrichshafen. Besides Dornier parts, it had been converted to FW-190 components and was experimenting with jet aircraft.

On 24 April 1944 20 aircraft from a regular Group plus 6 planes from the 100th Composite Group were dispatched against this target.

As they approached the area they found effective smoke screens covering the assigned MPI. About twenty-one boats set out into Lake Constance, going out five miles in a fan pattern. The smoke they emitted drifted over most of Friedrichshafen.

The 390th scored direct hits and near misses (blast from near misses was almost as damaging as direct hits) on two new hangars in the complex, while other bursts fell on the landing ground.

Incendiaries of the Squadron that followed the 100th Group lead landed near a group of factories at Neckarsulm. A few bombs started fires at the Vereinigte Fahrzeugwerke.

About 50 enemy fighters were seen but none attacked the 390th formation.



Despite the effective smoke screen at Friedrichshafen the Dornier factory was heavily damaged.



Daimler-Benz built aero engines at Strasbourg.



From 23,000 feet the factory covered but a small portion of the city.

It took only 53 bombers to knock Strasbourg out permanently.



Six months after the raid occupational forces found modern machinery amidst ruins.



Moderate to insistent flak was found in the target area. Just before reaching Friedrichshafen 1 plane was damaged by flak. The left wing was torn off, the plane rolled over on its back with bomb bay afire, and slid away from the formation. Soon afterward the plane was seen to explode.

At the south end of town two batteries launched several ground rockets which burst below the formation.

MISSION 112, STRASBOURG, 27 MAY 1944

Illustrative of the damage a small force of heavy bombers could do, 53 Forts eliminated the Junkers aero-engine works at Strasbourg on 27 May 1944.

Coming in at 23,000 feet with unrestricted visibility, 33 planes from the Group set up a pattern which covered the southern end of the plant. Fifty per cent of the bombs were within a thousand feet of the MPI and 99 per cent within two thousand feet.

Fighters did not oppose the operation, and flak in the target area was moderate but accurate. One 390th plane was lost for unknown reason. When last seen it was flying at ten thousand feet near Brussels, with several friendly fighter planes hovering about.

Coming as it did just before D-Day, the elimination of this repair unit helped ground the Luftwaffe in the coming days.

The heart of the German aircraft industry was situated in "Junkers Valley," in south central Germany. It had been placed there by Goering in pre-war days, under the assumption that serious Allied bombing could never become a threat. Cities like Bernburg, Ascherslablen, Dessau, Gotha, and Leipzig were largely devoted to aircraft production. It was a system of component factories whereby one would furnish wings, another engines, while another would do the assembling.

Leipzig, with its Erla, Mockau, and Heiterblick factories, was the most important of the Junkers towns.

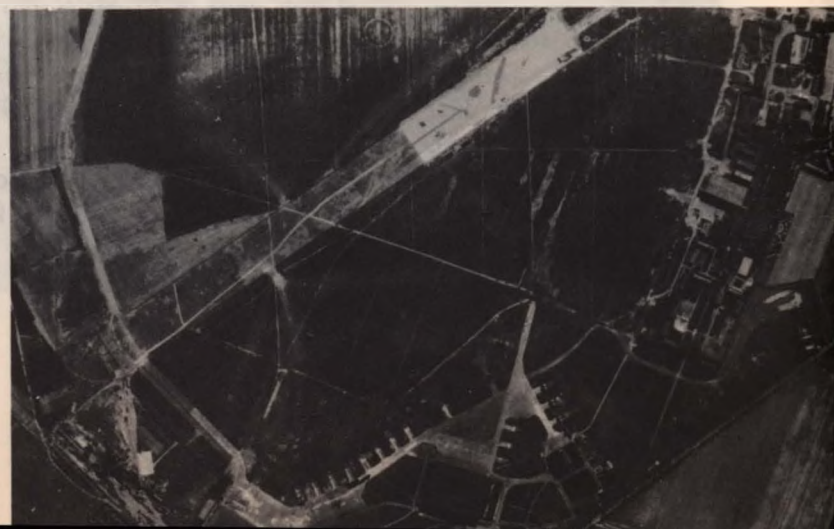
MISSION 114, LEIPZIG, 29 MAY 1944

The weather was right 29 May for a visual attack on Leipzig, and the Mockau plant was assigned as the primary target.

Like many of these aircraft factories, the Germans provided effective smoke-screen defense. The Mockau plant was well covered, obscuring the assigned MPI.

The 390th bombardiers selected their own aiming points. Bombs were in line with the Heiterblick factory, which was about two and a half miles southeast of the Mockau plant. They landed in the smoke pall. Five aircraft flew with the 95th Com-

Junkers production was centered around Leipzig.



posite Group, and left a pattern which crept across the factory airdrome, and walked over buildings of the Junkers factory.

Forty single-engine enemy planes engaged the formation in a ten-minute lapse of fighter escort. The attacks were made by experienced, aggressive pilots, and in the shooting the 390th lost 2 planes. The crew of 1 returned to England several months later. The Group was credited with 16 destroyed, 7 probables, and 10 damaged planes, about one-fourth of the total number of enemy aircraft claimed by the force of a thousand bombers.

MISSION 132, FALLERSLEBEN, 20 JUNE 1944

When photo cover disclosed stacks of JU-88 wings outside the Fallersleben aircraft factory, it assumed added importance as a target. The company produced jeeps, armored cars, and ME-110 components.

Mickey operators had long wanted to make a pathfinder run on this factory, for its regular shape made it show up well on the scope. On 20 June it was assigned as the secondary target as well as the primary, trusting that if mickey were used it would be a worthy experiment.

However, clear weather prevailed at the target and a visual run was made. A smoke screen hid the 390th bomb bursts, but it was apparent that the bombs were spread out enough to cover the MPI. Results were termed "Good."

MISSION 181, BREMEN, 30 AUGUST 1944

The first attempt to destroy the four-plant Focke-Wulff complex at Bremen came on 30 August, when 21 planes bombed through complete cloud with unobserved results. The mission was flak and fighter free.

MISSION 184, STUTTGART, 5 SEPTEMBER 1944

Of 200 bombers dispatched by the Third Division to attack the Daimler-Benz aero-engine plant at Stuttgart, the Group contributed 34 planes. The attack was made visually. Diverting operations took other forces to Karlsruhe and Ludwigshafen.

The "A" and "B" Squadrons laid 1,000 pound bombs in the target area, while "C" Squadron's incendiaries went wide. The last formation over the target photographed seven fires coming from the factory.

There was no enemy opposition, but flak was concentrated and accurate in the target area. The lead aircraft of "C" Squadron was hit by flak, and after feathering two props, made Switzerland, where the crew was interned. This crew later was repatriated.



At lower right is Heiterblick plant, two and a half miles from Mockau plant.



Both factories were hit in attack of 29 May 1944.



After 20 June attack smoke poured from roofless center factory building.

Bremen housed a combine of four Focke-Wulff components which were hit repeatedly.



390th bombs of 1,000 pound type wrecked Stuttgart plant.





As smoke cleared photo reconnaissance planes found that heart of factory had been smashed.



Another Daimler-Benz factory at nearby Sindelfingen was complete destroyed eight days after Stuttgart.



MISSION 190, SINDELFINGEN, 13 SEPTEMBER 1944

Another plant in the Daimler-Benz combine at Sindelfingen, near Stuttgart, was attacked 13 September. Besides making aero engines, this plant was manufacturing motor vehicles.

This time the Group carried 500-pound explosives and bombed over a wide portion of the target area. "A" Squadron hit the housing facilities with some stray bursts on the airfield perimeter, while "B" and "C" Squadrons covered the factory buildings. Photo reconnaissance showed that every major building in the plant was either destroyed or severely damaged. In addition, the barracks area at both the plant and the adjacent Stuttgart-Boblingen airfield were almost totally destroyed.

Sindelfingen was one of the rare targets where flak was no problem. At this period in the war bombers were rarely attacked by fighters, for the cumulative strategic bombing program was gradually eliminating the aircraft industry. To protect its industries Germany relied more and more upon anti-aircraft fire and smoke screens. As the ground war progressed the bombers were over enemy territory for a matter of minutes only and this advantage led to charting courses which were flak free. It became common to find flak only over the target. Sindelfingen, as a target, could not muster enough defense to adhere to the rule.

The war on aircraft tapered off in a series of missions which featured the pathfinders.

MISSION 194, BREMEN, 26 SEPTEMBER 1944

Getting broken cloud, 21 planes returned 26 September. The "A" Group had 75 per cent of their bombs within a

thousand feet of the MPI, and all within a two thousand foot range. "B" Group likewise had a majority within the two thousand-foot marker.

MISSION 198, KASSEL, 2 OCTOBER 1944

Briefed for the Henschel factory at Kassel on 2 October, two Squadrons bombed the city on pathfinder with unknown results, while a third Squadron used blind bombing on the target of opportunity, Geseke, with poor results.

MISSION 203, BREMEN, 12 OCTOBER 1944

The third run on Bremen was the poorest. Only 3/10th cloud was found in the area, but directly at the bomb release line a patchy cumulus development threw off calculations. The bomb run was made visually with a pathfinder assist.

MISSION 206, KASSEL, 18 OCTOBER 1944

Returning to Kassel and its aero-engine plants, 23 aircraft again found the target obscured by clouds. They bombed the city as a secondary target with unknown results.

MISSION 207, MANNHEIM, 19 OCTOBER 1944

The following day 31 planes ranged south of Kassel to Mannheim, where frequent R.A.F. bombing had left one of the Daimler-Benz plants undamaged. Besides aero engines, Daimler-Benz factories produced diesel engines, motor transport components, and light armored cars.

Complete cloud was found at Mannheim, and the outline of the town was not picked up by the mickey operators. They led the formation south of the city and bombed a target of opportunity, believed to be Darmstadt. Results were unknown.

MISSION 253, WEIMAR/EISENACH 9 FEBRUARY 1945

Another aero-engine factory at Eisenach was selected as a last resort target 9 February 1945, as other aircraft in the Group bombed Weimar.

The "A" Squadron had difficulty picking up the armament factory at Weimar which was assigned as the secondary target. Broken cloud prevented consistent visual checks after the scope returns failed, and bombs fell in the southern part of Eisenach.

"B" and "C" Squadrons did manage to pick up Weimar, and their bombs were lost in the smoke. Some stray bursts were plotted on a small-arms plant north of the assigned MPI.

MISSION 270, FRANKFURT, 9 MARCH 1945

By 1945 the trend in German aircraft was to concentrate on ME-262 jet production. It was a threat which, had it materialized in great production, might have made the Eighth Air Force's task a prolonged one.

The Deutsche Metallwerke at Frankfurt, which had formerly cast propellers, now turned out Jumo engine castings. It was the No. 2 on the jet priority list, and the most vulnerable production center in the jet program.



In the fall of 1944 the Eighth Air Force picked them off one by one.

On 9 March 1945 using the "cat and mouse" method of blind bombing, the Group failed to pick up beacon signals in sufficient strength to warrant an attack on the assigned primary. They turned, and bombed the Frankfurt central marshaling yard on the smoke flares of previous Groups. Results were unknown.



Stray bursts cover an armament plant at Weimar as the rest of the Group hit Eisenach aero engine plant.

THE CAMPAIGN ON INDUSTRY

THE magnitude of the German war program was vividly expressed in the knowledge and industry which the enemy put into the chemical empire of I. G. Farbenindustries at Ludwigshaven on the lower Rhine River.

It was the greatest chemical works in the world, and because of its enormous size, three miles long by three quarters of a mile wide, was the largest single target in Europe.

I. G. Farben made more than chemicals. In peacetime it had been the home of the coal-tar dye industry. When switched to war production it made the hydrogen compounds which were used for jet aircraft and the V weapons, and was part of the synthetic oil combine, besides manufacturing numerous items, such as photographic films and chemicals, paints, lacquers, and nitrates.

Its importance was proportionate to its size, and its size was proportionate to the scale of the bombing the Royal Air Force and the Eighth Air Force meted out in destroying it. Before attacks began the monthly production of chemicals was 9,000 tons. This was reduced by the middle of December 1944 to 1,000 tons a month.

When American ground forces cleared Ludwigshafen on 24 March 1945 they found the empire out of commission with the exception of small isolated shops.

In all, the 390th Group planned four missions to this target, which resulted in three actual attacks.

MISSION 10, STUTTGART, 6 SEPTEMBER 1943

To hamper the manufacture of magneto ball bearings, a Stuttgart factory responsible for 15 per cent of all German bearing production was slated for attack on 6 September 1943.

Intense cloudiness prevented nineteen crews from seeing their target, so several targets of opportunity, including the city of Stuttgart and town of Offenburg, were hit with unknown results.

From Strasbourg to Stuttgart, and back to the French border, the group encountered 40 enemy fighters. They made inexpert and cautious attacks, and without shooting down a single Fortress, lost 13 of their number. One probable and 1 damaged were also claimed.

MISSION 19, HANAU, 4 OCTOBER 1943

Heavy cloud prevented 22 aircraft from bombing a rubber factory at Hanau 4 October 1943, so the Group bombed the northern outskirts of Frankfurt as a secondary target.

The regular Group did not encounter enemy fighters, but 3 planes in a Composite Group destroyed 5, probably destroyed 2, and damaged 2 in a combat with 40 fighters in the Darmstadt area.

MISSION 24, DUREN, 20 OCTOBER 1943

The center of Düren, site of several non-ferrous industries, was attacked 20 October 1943 by pathfinder means, with unobserved results.



Bombs earmarked for Hanau dropped on Frankfurt.



The city of Düren was attacked twice through haze.



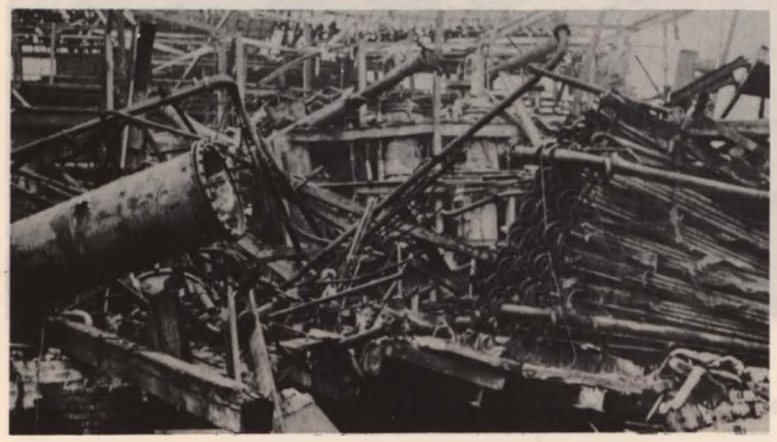
Cloud at Elberfeld caused the Group to bomb elsewhere.



A mosaic view of I. G. Farben works at Ludwigshaven reveals its three-mile length.



Smoke hides 14 August bombing results.



I. G. Farben produced scores of items, including synthetic rubber and svnthetic oil.



When captured it was discovered that bombers had put many eggs in one basket.

At mid-period in the bombing campaign reconnaissance showed many buildings left intact.



MISSION 27, DUREN, 7 NOVEMBER 1943

Eighteen aircraft again bombed the center of Düren by pathfinder 7 November. The Group bombed from 28,000 feet, and received no flak.

MISSION 30, RJUKAN, 16 NOVEMBER 1943

In the 390th's only mission to a Norwegian target, 20 planes took the long route over the North Sea to bomb a vital electric power station at Rjukan. One plane tied in with a First Division formation and bombed Knaben, Norway.

Rjukan, located on a hillside in rugged terrain, was instrumental in the attempts of German scientists to perfect an atomic bomb. The tremendous amount of hydro-electric power generated from Norwegian streams was to be harnessed for production of heavy oxygen, the agent the Germans believed could be made into an atomic force which would destroy any area over which it was released.

Three runs were made on the target. On the first one prop wash from the 95th Group interfered, and on the second run clouds and smoke interfered. On the third attempt the bombs were released, and struck the hillside west of the target. Other Groups damaged the plant severely. Struck also by Norwegian sabotage, Rjukan was never fully developed.

One plane caught fire and ditched in the North Sea. Three small boats were seen to head for the scene.

MISSION 42, LUDWIGSHAFEN, 30 DECEMBER 1943

The first mission was a pathfinder bombing through total cloud, with unobserved results. Coming on 30 December 1943, the terrific flak which characterized later operations was missing. Flak from the target area, while intense, was not centered upon the 390th Group.

During a ten-minute period on the route back a wave of 20 of the famous yellow-nosed FW-190's made a concentrated attack near Rheims, France.

They shot down 1 of the 390th "B" planes which was straggling, but Fort gunners claimed 4 Focke-Wulffs before Thunderbolt escort dived down to disperse the enemy planes into the clouds.

MISSION 45, ELBERFELD, 5 JANUARY 1944

The Jaeger ball-bearing works was the assigned target in Elberfeld on 5 January 1944. However, cloud conditions and failure of pathfinder equipment forced the Group to hit a target of opportunity before reaching the nearby Luxembourg border. Bombs fell on a small town near Elberfeld.

MISSION 46, LUDWIGSHAFEN, 7 JANUARY 1944

Nine days later the 390th dispatched 20 planes in a force of over 400 that dropped over a thousand tons of bombs. Results could not be observed because of 10/10ths cloud over the target area, but pathfinder crews believed that the city was well hit.

Enemy fighter reaction was nil, as crews reported particularly efficient escort. Anti-aircraft fire was moderate, and only accurate on the first formations over Ludwigshafen.



The ordnance depot at Mainz stood out well.

Mainz was hit visually on 8 September 1944.



Nearly every building in depot was ruined.

MISSION 80, LUDWIGSHAFEN, 1 APRIL 1944

On 1 April 1944 26 aircraft were recalled to the Base before reaching Ludwigshafen. Solid clouds up to 18,000 feet were encountered at landfall on the Belgium coast, with cirrus clouds from 21,000 feet extending upward to an unknown height. The solid front over Belgium compelled instrument flying, and made formation flying impossible.

MISSION 173, LUDWIGSHAFEN, 14 AUGUST 1944

By August 1944 the joint Anglo-American oil-target committee placed Ludwigshafen near the top of their priority list as a producer of synthetic oil. It had an estimated capacity of 100,000 tons a year, a figure on par with the remaining German synthetic oil plants.

On 14 August 33 aircraft attacked without loss, bombing by visual means. "A" Squadron hit dwellings in a suburban area, but "B" and "C" Squadrons dropped in the smoke pall which covered the target area. Damage was on a considerable scale, concentrated on the plastics, dyestuffs, and heavy chemical sections in the central part of the plant.

MISSION 185, MAINZ, 8 SEPTEMBER 1944

The war on German industry continued 8 September 1944, when an ordnance depot at Mainz was severely damaged.

Despite broken heavy cloud 21 planes dropped a mixture of high explosives and incendiaries on the target area. Of the depot's thirteen standard ramped buildings, five were three-quarter destroyed, four were one-half destroyed, and one was one-third destroyed. Additional storage buildings were burned out.

One 390th plane was hit by flak and exploded.

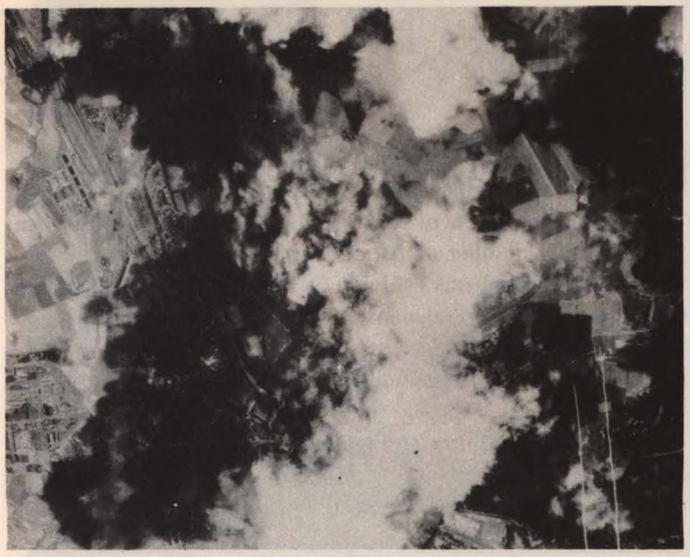
MISSION 186, DUSSELDORF, 9 SEPTEMBER 1944

The Rheinmetall Borsig arsenal at Düsseldorf was the costliest target the 390th ever attacked in terms of expenditure of men and planes for bombing results.

One minute before bombs away all the anti-aircraft guns defending the target drew a bead on the "A" Squadron, concentrating on the bomb release line. The flak was both continuous pointed and of barrage type, completely engulfing the "A" Squadron. Of the 11 planes in the formation, 3 exploded immediately. Another blew up one minute later, while 2 others peeled off and were last seen spinning into the undercast.

The formation was completely disrupted, and bombs, released on pathfinder, fell east of the city.

"B" and "C" Squadrons did not draw fire, but their bombs likewise fell wide of the target.



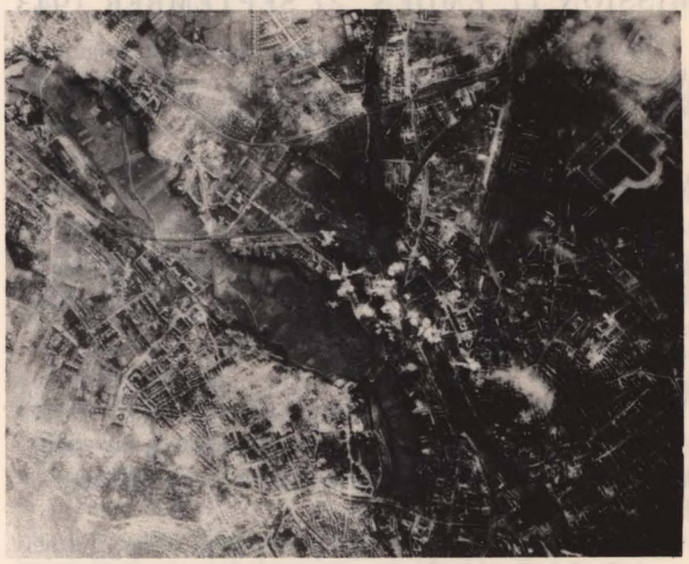
Düsseldorf was a nightmare of intense flak.

MISSION 187, NURNBERG, 10 SEPTEMBER 1944

The following day 20 aircraft were dispatched against the ordnance depot at Nürnberg, and again met accurate flak.

Two planes received direct flak hits and exploded.

Bombing through 4/10th's cloud by visual means with pathfinder assists, both "A" and "B" Squadrons placed patterns in the rail yard at the northeast part of the city, some distance from the ordnance depot.



Nürnberg rail yard is substitute for ordnance depot.

MISSION 195, MAINZ, 27 SEPTEMBER 1944

The Mainz ordnance depot received fresh damage 27 September when the group bombed the city by pathfinder. The aiming point was the marshaling yard, but through 9/10th's cloud bursts from "B" Squadron carried across the river to the built-up area and depot site on the east side.

On this occasion flak was inaccurate and moderate, and no planes were lost.

MISSION 249, KASSEL, 29 JANUARY 1945

During the heigth of the Rhine offensive, when the Germans were driving Tiger and Panther tanks directly from the assembly line to the battlefront, the Henschel works at Kassel was again singled out for attack.

Using pathfinder technique, 35 aircraft attacked. Aside from hits on some of the smaller buildings in the plant, the main weight fell on the nearby marshaling yard.

Flak from the target area was meager, and no fighters opposed the operation.

A few months later when the Third Army overran Kassel they found that the constant bombardment on this target had paid dividends. Great quantities of tanks were found in various states of assembly, all incomplete because of the slowing down measures applied by heavy bombardment.



Tiger tanks at Kassel were spared for another day.

THE BATTLE OF THE SEA PORTS

BY autumn of 1943 production in America was commencing to roll. Furthermore, its shipbuilding program was up to par, with great fleets of tankers and Liberty ships making an unprecedented number of Atlantic crossings. Correspondingly, the German U-Boat was evolving as an assembly line unit, the one means by which the enemy could choke American production into insignificance.

Hamburg had been pounded out of the naval picture. From 200,000 tons of shipping in July 1943, enough had been diverted from Hamburg so that in September 1943 the small port of Emden was handling 500,000 tons a month. Emden was the port and U-Boat center on which the 390th initiated its naval campaign.

MISSION 17, EMDEN, 27 SEPTEMBER 1943

For the first time pathfinder planes were used in guiding American bombers to a target. Twenty aircraft bombed the inner harbor and edge of town without incident.

MISSION 18, EMDEN, 2 OCTOBER 1943

Five days later 27 planes bombed the port area again, by pathfinder means, with unobserved results. This time 25 enemy fighters attacked the Group at the coast after simulating escort cover. The 390th scored 4-2-4 for no losses.

MISSION 20, BREMEN, 8 OCTOBER 1943

Mission 20 not only started the greatest week in the 390th's history, but it also started the series of attacks directed on Bremen's great port facilities.

The Bremen area was studded with flak batteries. Furthermore, the fighter strength of northwestern Germany was placed at nearby fields. Of the six operations to Bremen's shipyards, none was a milk run.

On 8 October 1943, as the Eighth Air Force put up its greatest number of bombers, 20 aircraft from the 390th were swamped by vicious attacks from 65 enemy fighters. They were met at the Dutch coast, pressed all the way around the bomb run, and were finally left ten miles out to sea on the way back.

Over the target flak was intense, and 1 enemy plane was seen to be hit by its own flak when it would not break off an attack.

The Group lost 3 of its number to the combined flak and fighters and claimed 32-3-5.

Bomb results were good, with incendiary bursts falling in the port area and near the main railway station. Smoke obscured detailed results.

MISSION 25, WILHELMSHAVEN, 3 NOVEMBER 1943

At a time when 13 submarines were in various stages of construction in the shipyards of Wilhelmshaven, Bomber Command dispatched 566 aircraft, the largest number it had sent on one target to date.

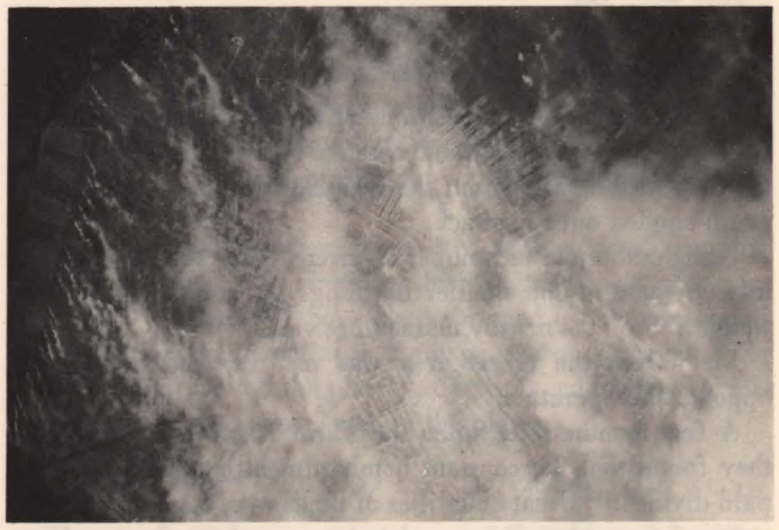
Three task forces bombed on pathfinder aircraft through 10/10th's cloud, releasing a total of 1,400 tons of bombs. Widespread damage was caused in the Bauhafen shipbuilding area, and in the city proper.

Enemy fighter opposition was weak during the whole operation, and the 390th, although sighting 6 enemy planes, did not receive any attacks.

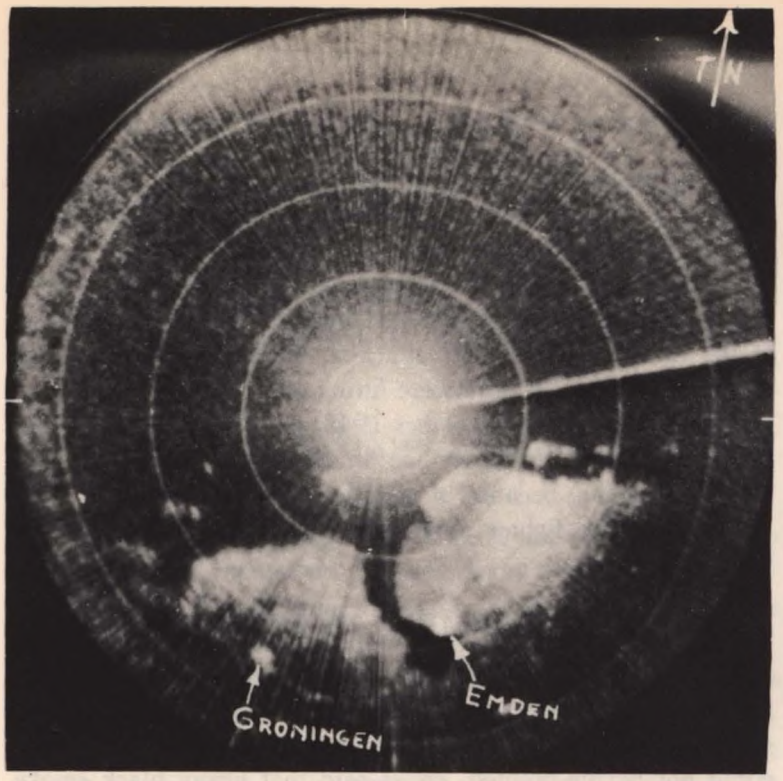
Twenty-eight aircraft completed the mission without loss.

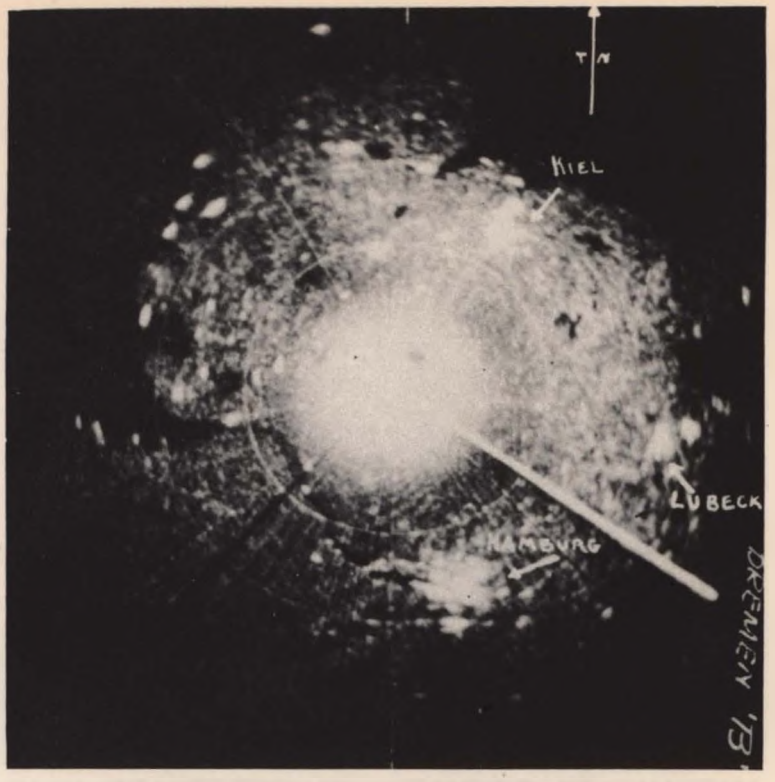


Visits to the Germanic ports entailed flying through haze and cloud, only to find smoke screens.



On the first mission to Bremen the Group had to fight through strong enemy opposition.





MISSION 29, BREMEN, 13 NOVEMBER 1943

The operation of 13 November 1943 was meant to disrupt the flow of matériel from the railroads to the storage areas in the dock section of town.

The pictures on this page are pathfinder, or mickey scope photographs. The white circle in the center of each picture represents the position of the pathfinder plane, while the white line running from the inner circle indicates direction of the plane.

Through 10/10ths, or total cloud, the outline of a coast line showed up well on the scope. In upper left Emden harbor is a deep indentation, while the built-up town of Emden shows as a bright spot.

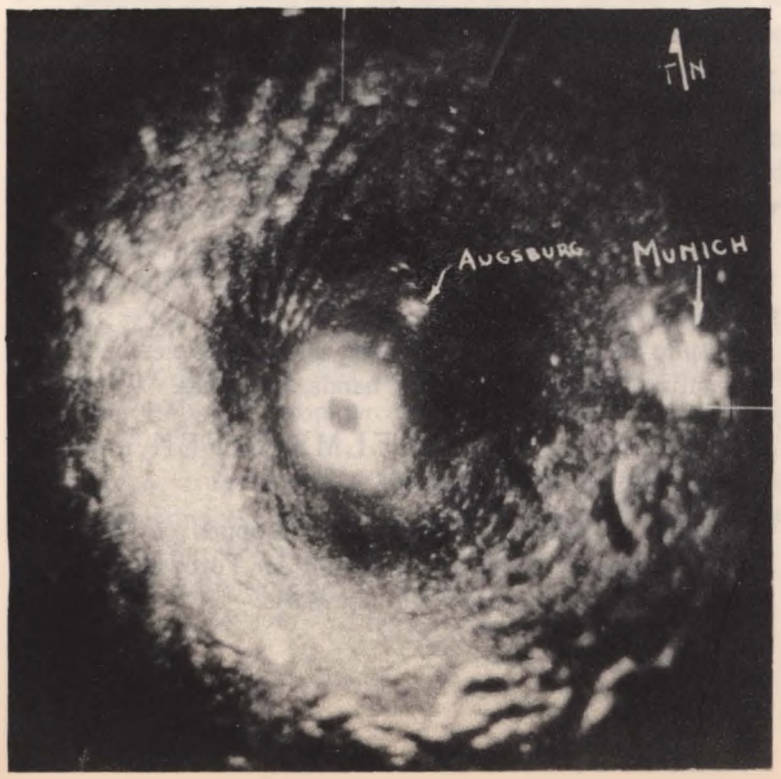
Using a fifty-mile scan, the photo at upper right shows relative distance between major coastal cities.

For comparison, at lower left, Munich gives a much greater "blip" than the smaller town of Augsburg. Note the rough appearance of the Alps at the bottom, and the irregular shape of Lake Constance.

When making bomb runs, mickey operators switched from fifty-mile to twenty-mile scan, and enlarged the target area to its maximum size on the scope before definition was lost. In lower right photo, Hannover is enlarged when the scope is put on twenty-mile scan.

Bremen was a mid-point on the rail link between Emden and Berlin, the Ruhr and Hamburg, and as such developed into the second largest port in Germany.

Weather doomed this mission to failure. Persistent contrails and weather as low as 54 degrees below zero forced some planes to jettison, and others to bomb targets of opportunity in the Flensburg area. Guns and bomb bays froze, and a frost two inches thick covered the pilots' windshields. Two aircraft attacked, 1 was damaged, and the other probably destroyed.







From a distance the harbor at Wilhelmshaven could be picked out by its smoke screen.

MISSION 33, BREMEN, 26 NOVEMBER 1943

While other aircraft flew to Paris, five planes bombed Bremen as part of a Composite Group. Bombs landed in the residential area and started fires. It was one of the few times the Group dispatched planes to different targets.

MISSION 36, EMDEN, 11 DECEMBER 1943

Emden was attacked again by pathfinder 11 December 1943, and by this time the Luftwaffe was in a position to react.

At landfall 6 twin-engine planes dived out of the sun, and concentrated on the lead ship. It was a frontal attack which knocked out the lead ship and swept through the lead Squadron. Before the deputy lead could reassemble the formation, 30 single-engine fighters joined the battle and shot down 4 other Fortresses. Here 390th gunners were credited with 11 destroyed, 3 probably destroyed, and 8 damaged planes.

Because of fighter attacks and poor visibility bombing results were not assessed.



Kiel also was heavily defended by smoke screen. At extreme right the Kiel Canal locks also have protection.

MISSION 37, KIEL, 13 DECEMBER 1943

The naval town of Kiel, with most of its 275,000 population engaged in ship and U-Boat construction, was high on the naval targets slated for destruction.

Aside from highly specialized plants making gyro compasses, hydrophones, torpedo and magnetic mine components, at the time the 390th first attacked, 46 U-Boats were under construction and 12 more were fitting out.

The mission of 13 December 1943 was typical of those conducted against Kiel. Thirty-one planes did not see the results of their bombing because of complete cloud coverage.

There was no fighter opposition, and flak was moderate to intense.

MISSION 38, BREMEN, 16 DECEMBER 1943

On 16 December 1943 the target was the Deschimag shipyards, where the largest size submarine was built. Total cloud over Bremen caused pathfinder bombing, and although results could not be pin-pointed, crews said that heavy black smoke came up through the cloud bank to 10,000 feet.

For a seven-minute period the crews "sweated" out the usual intense flak barrage. One plane was lost to unknown causes.

MISSION 39, BREMEN, 20 DECEMBER 1943

Thirty-four aircraft were thrown right back at the Deschimag shipyards four days later to bomb in better weather conditions. A scattered pattern of incendiaries formed over an area which included the target. Intense smoke from fires set by preceding Groups prevented observing all bursts, but along the river burning warehouses and docks sent up flames a thousand feet. Smoke was seen for fifty miles.

Approaching the target, the Group met 60 enemy fighters. Many carried rockets, but superior firepower broke up their attacks. The enemy pilots seemed hesitant to press home attacks, and disclosed their intended tactics before commission.

The Group lost 3 B-17's again, but scored another lopsided tally. Ten planes, mostly twin-engine JU-88's and ME-110's, were destroyed, 6 were probably destroyed, and 9 were damaged.

MISSION 44, KIEL, 4 JANUARY 1944

Pathfinder bombing continued on Kiel 4 January 1944, as 37 planes were dispatched against the Fried Krupp Germania Werft, one of Germany's great shipyards.

The usual winter cloud conditions prevailed, and results were unobserved but mickey operators said they thought the city was well hit.

Although flak was not intense, and there was no fighter reaction, two 390th planes peeled out of the formation and were missing for unknown cause.

Despite the protective equipment, many crew members were hospitalized for frostbitten feet, hands, and faces.

MISSION 53, WILHELMSHAVEN, 3 FEBRUARY 1944

Another 1,300 tons of bombs were dropped on Wilhelmshaven 3 February 1944, as the Eighth Air Force continued to concentrate on the northern German ports.

Clouds up to 27,000 feet forced the 390th to fly most of the mission at an altitude above 28,000 feet, with the result that bombs were dropped into the undercast at 5,000 feet higher than the briefed altitude.

Although the group encountered no fighters the crews stated that the supporting P-38's, P-47's, and P-51's gave the best escort ever seen, not leaving the formation one minute during the entire route.

MISSION 130, BRUNSBUTTEL/HANNOVER 18 JUNE 1944

Briefed for an oil target at Misburg, the 390th "B" Group hit the town of Hannover as a secondary target.

Briefed for an oil target at Misburg, the 390-B group hit the town of Hannover as a secondary target.

This operation of 18 June 1944 was probably the group's greatest contribution to the unorthodox. It was unusual in many respects. In the first place, different targets were rare for the Group—ordinarily Group strength was assigned one town. It was unusual that cloud should cover both assigned primary targets and that secondaries should be attacked.

Bombing Hannover by pathfinder was quite regular. Sixteen aircraft dropped through total cloud with unobserved results. For a town the size of Hannover that was routine.

Brunsbuttel, with its strategic position as the North Sea entrance to the Kiel Canal, was a different story. Although no clouds existed over the target, bombing was done in Wing formation by pathfinder method.

In the picture at the upper right, the reader sees two concentrations of bomb bursts. The main one is a compact pattern which is centered over the canal locks. With 500-pound high explosives one assumes that the target was pulverized.

However, the detailed provisional statement of damage made by photo interpreters follows verbatim: "The southern lock of the new outer harbor has one direct hit on the southeast wall which has caused the wall to fall in for about thirty feet. A crater is seen on the wall between the locks, causing a break in it, and two craters are seen on the north lock wall. The south lock of the old outer harbor has at least two craters on the southeast wall.

"Between this point and the ferry slip on the south side of the harbor at least two unidentified factory buildings are partially destroyed, and one crater is on a rail spur.

"Some business and residential damage is seen in town."

In other words, the bombardier had laid his eggs right on the nose, but some fickle fate had decreed that they should slide between the locks into the water, leaving most of the facility undamaged.

MISSION 137, BREMEN, 24 JUNE 1944

The city of Bremen was attacked as a secondary target on 24 June 1944, as complete cloud made pathfinder bombing necessary.

Photo coverage revealed that the Weser Flugzenbau was seriously damaged, along with several wharfs, barge loading stages, and warehouses.

Fighters did not oppose the mission.



Bursts are concentrated on Kiel Canal locks.

MISSION 152, KIEL, 18 JULY 1944

As other forces were sent to support the Normany bridgehead, the 390th furnished 34 planes in a formation of 107 which bombed the port area of Kiel.

Bombing was again from above the clouds, and later it was determined that a torpedo and mine component factory had been damaged, along with damage to two oil tanks along the Kiel Canal.

Flak was intense, causing major battle damage to several planes, but none was knocked down.

As for fighter opposition, the Luftwaffe was too busily engaged in France to ward off attacks at other widely separated points. Enemy planes were not even seen.



Despite excellent bombing technique the locks at Brunsbuttel are but slightly damaged.

After 24 June 1944 attack many warehouses were damaged. Note camouflaged roofs in left center portion of picture.

MISSION 287, KIEL, 3 APRIL 1945

In April 1945, at the request of the British Admiralty, the Eighth Air Force was diverted from its tactical bombing program to attack the largest naval concentration ever seen in Kiel harbor. Present were the pocket battleship Admiral Scheer, the cruisers Emden and Admiral Hipper, six liners, thirty merchant vessels, and a flotilla of submarines.

On 3 April the 390th assignment was the slip and shop area where U-Boats were being fitted out. Dense clouds forced the Group to abandon the primary target, so bombs were dropped on the city of Kiel, with unknown results.

The mission was routine, with no fighters, and moderate flak.

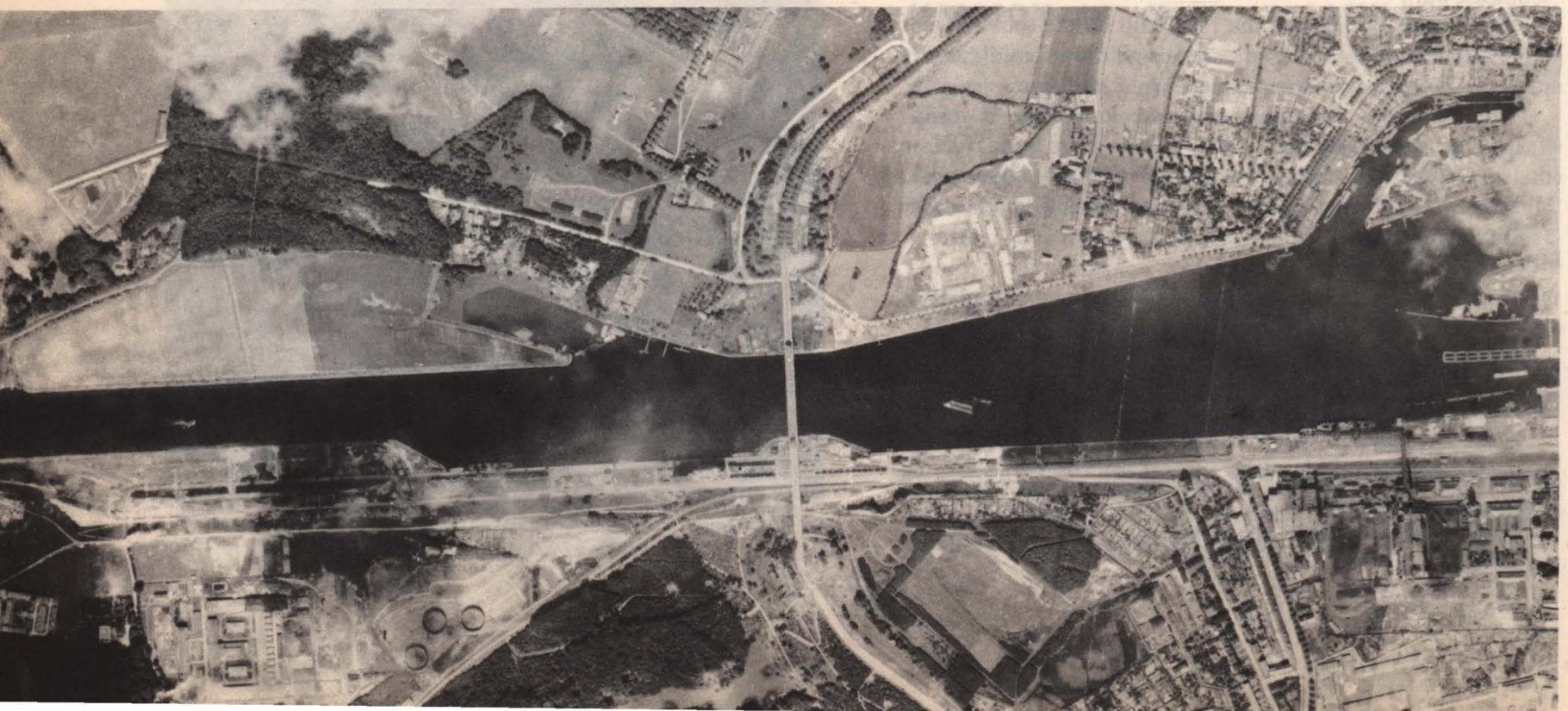
MISSION 288, KIEL, 4 APRIL 1945

The next day the Group was sent back to hit the same assigned target. This time broken cloud existed over the area, so mickey operators selected an aiming point eleven hundred yards northeast, centering on the outer dockyard basin. Bursts were seen to hit warehouses, docks, and workshop facilities.

While the shipping was still concentrated in Kiel Harbor the Royal Air Force sent special bombers loaded with the 10,000 pounders specifically designed to wreck naval ships and concrete U-Boat pens.

They went for the shipping, sank the Admiral Scheer, and damaged the Admiral Hipper.

On attack of 18 July 1944 a torpedo factory was damaged, but Kiel locks escaped injury.



THE WAR ON OIL

IN oil, the strategic bombing program reached its greatest efficiency. In the last year of the war oil targets carried the highest priority, and when the campaign was over Germany collapsed.

After Ploesti was bombed out of existence the Germans turned to synthetic oil. They scattered the industry to all corners of the Reich, and correlated to the refiners were storage depots, benzine plants, and underground tanks.

As one plant was knocked out, fanatical efforts created others. Brux, Merseburg, Politz, Zeitz, Ruhland, Madgeburg, and others were hit repeatedly, until in the end, German planes could not take off, and German tanks could not move.

MISSION 26, GELSENKIRCHEN, 5 NOVEMBER 1943

The war on oil had a pre-flight 5 November 1943, when 19 planes were sent out to attack a refinery in the Gelsenkirchen area. Smoke and haze from the Ruhr Valley covered the target, and the small town of Erillendorf, near Essen, was bombed.

One plane had engine trouble and went into a flat spin over the North Sea.

MISSION 104, BRUX, 12 MAY 1944

In the black smoke depicted in the picture the greatest synthetic oil refinery in occupied Europe, that at Brux, deep in Czechoslovakia, is burning.

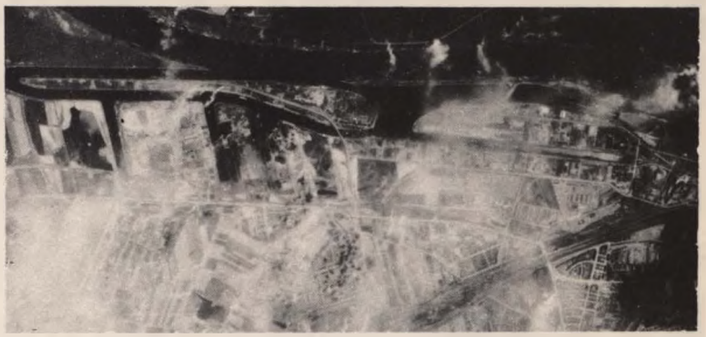
On 12 May 1944, of a force of 140 Fortresses, the 390th put 24 over the target. Bombs landed in the northern outskirts of the target area, covering several small buildings. It was determined later that severe damage was done to the gas generating plant, boiler house, and to many storage tanks.

Eleven other planes in the 390th "A" Group were on a collision course. A second run on the target failed because smoke covered the assigned MPI, so the city of Chemnitz was attacked as a secondary target.

A few fighters were encountered but attacks were not vigorous. One ME-109 was damaged.



Black smoke pours from storage tanks of Brux synthetic refinery, greatest in German occupied Europe.



Fighters hit the 390th on Magdeburg bomb run.

MISSION 113, MAGDEBURG, 28 MAY 1944

At Magdeburg the 390th encountered terrific fighter opposition in making a bomb run on the Rothensee plant, which was then making 270,000 gallons a year.

Together with fighters, a high smoke screen west of the target permitted only a twenty-five second bomb run. For the most part the bombs landed in a sparsely built-up area between the oil plant and the marshaling yard.

Over Magdeburg 75 single and twin engine fighters made a saturation attack. One formation of 40 planes swept through all three Squadrons from head on, knocking down 2 B-17's in the lead Squadron, 1 from the high Squadron, and 2 from the low Squadron. Other fighters made single passes from all angles, but no other B-17's were lost. In these attacks, the 390th shot down 10, probably destroyed 3, and damaged 4.

Flak in the target area was moderate.

MISSION 129, MISBURG, 15 JUNE 1944

The first break in tactical bombing after D-Day was the mission to the oil refinery at Misburg, near Hannover, on 15 June 1944.

Thirty-six aircraft bombed through 9/10th's cloud with unobserved results. The mission was unopposed in the air, and although several planes received slight damage, flak was considered meager.

MISSION 139, BOHLEN, 29 JUNE 1944

Böhlen was one of the major refineries in the Leipzig area. The 390th first attacked it 29 June 1944, when 20 aircraft encountered accurate flak, but bombed effectively. An estimated 95 per cent of the bursts landed within two thousand feet of the assigned MPI, with strikes and near misses on the refinery.

In all, 81 aircraft bombed Böhlen, with the old plant suffering the greater damage where three separate fires were counted.

One aircraft was hit by flak and could not make home. It ditched in the North Sea, with the crew picked up by Air-Sea Rescue, but while making for an English port, the launch was strafed by a German fighter, resulting in the loss of two men.

Four ME-109's made one pass. One was shot down by a Fortress while P-51's engaged the others.



Smoke screen and quarry reveal Bohlen location.



On 29 June 1944 attack three separate fires damaged the older part of Böhlen plant.

MISSION 145, MERSEBURG/KOLLEDA, 7 JULY 1944

The first of the series on the Leuna plant commenced 7 July 1944 when 16 planes of "A" Group hit the primary target and 17 planes of "B" Group struck at the secondary target, the airfield at Kolleda.

En route to the target two planes rammed each other, as one was caught in the prop wash and was tossed into the path of the other. Both aircraft were lost.

A dense smoke screen protected the area at Leuna and "A" Group's pattern fell on the marshaling yards instead of the oil plant, while "B" Group was unable to locate its MPI and went on to Kolleda. Here results were very good, as installations and the landing ground were well covered.

MISSION 154, LUTZKENDORF/MERSEBURG, 20 JULY 1944

On 20 July the crews were given an accounting of the air war on German oil. They were told that by 1 June the Fifteenth Air Force had rendered all Roumanian refineries inoperative, besides making effective attacks on the principal plants in Austria, Hungary, and Yugoslavia. Roumania, alone, had contributed one-third of the finished oil products for Axis Europe. Meanwhile, the Eighth Air Force had successfully attacked ten of the fourteen plants making aviation gasoline, and three of the nine plants making lower grade oils. It has estimated that Germany's output of synthetic oil had been reduced 60 per cent between 15 June and 15 July.

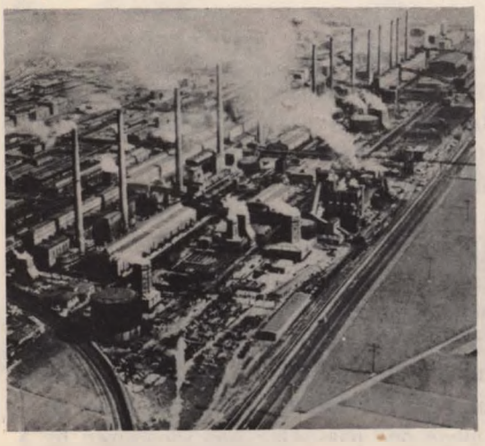
"A" Group was to hit Lutzkendorf and "B" Group was to hit Merseburg in another twin effort.

Both targets were bombed on pathfinder, with visual assists. "A" Group damaged a small village near Lutzkendorf, while "B" Group placed strikes in the southern end of the Merseburg plant, and again on the marshaling yard. Results for the total forces dispatched to these targets were "fair to good."

No 390th planes were lost.

MISSION 158, MERSEBURG, 28 JULY 1944

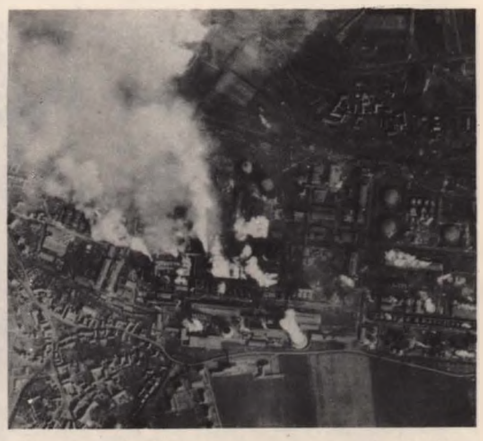
As part of a maximum effort, 43 aircraft were dispatched against the Leuna plant on 28 July. In all, 1,750 tons were



Leuna plant at Merseburg was over two miles long, with chimneys five hundred feet high.



Kolleda Airfield was successful secondary target.



Before attacks commenced. Lutzkendorf plant was one of top synthetic manufacturers.

dropped on Merseburg through total cloud, with unobserved results.

Several jet aircraft were seen in the target area but none attacked. Surprisingly, flak was but moderate.

MISSION 159, MERSEBURG, 29 JULY 1944

The next day the Eighth Air Force went all out on Merseburg, dispatching 1,228 planes on this one factory, and carrying a bomb aggregate of 3,000 tons. By this time it was not only the No. 1 oil target, it was the No. 1 German target.

Twenty planes from 390th "A" Group led the Wing. The terrific flak concentration from Merseburg knocked down 2 planes, and the Wing formation was disrupted. Some planes bombed the primary target through heavy cloud, while others sought out the marshaling yard at Hildesheim.

Another 20 planes in "B" Group dropped on PFF markings into the target area. In all cases, results were unknown.

Besides deadly flak, the Luftwaffe put in its biggest challenge in weeks. After bombs were away two waves of single-engine fighters, totaling 40, attacked. The Group had one of its better days in destroying 17, scoring 2 probables, and damaging 1, without losing a plane.

MISSION 165, HARBURG, 4 AUGUST 1944

By the time the 390th was diverted to the North Sea twin refineries at Hamburg, and its suburb, Harburg, the Eighth Air Force had already attacked in force.

Harburg, with a normal crude capacity of 33,000 tons a month, had been reduced to 10,000 tons by heavy attacks during July. Two of its three distillation units had been badly damaged, but the third was still in use refining Hungarian crude oil.

On 4 August the 390th assigned MPI was the power house for this remaining distillation plant. In the target area 6/10th's cumulus cloud was found, with one large cloud hovering directly over the target. A short pathfinder run followed, and for some unknown reason the bombs overshot nearly five miles into fields and a small village.

MISSION 175, ZEITZ, 16 AUGUST 1944

In the Leipzig area the refinery at Zeitz held a high priority. The Eighth Air Force had demolished it 28 May 1944, and it was not until mid-August that signs of repair were observed.

That was the longest time a target of this type had remained inoperational.

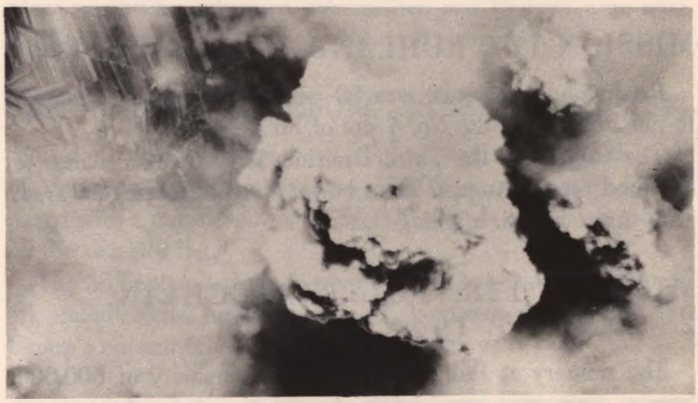
On 13 August a photo plane returned with pictures which showed that the power station was once more in use (boiler house chimneys were smoking), and that there were several goods wagons on the railroad siding.

From appearances Zeitz was ripe for another attack.

On 16 August 36 planes from the 390th attacked successfully. The assigned MPI was a gas-generator plant. From 60 to 95 per cent of the bombs landed within two thousand feet of this point. Damage was inflicted on hydrogen stalls, injector house, oil storage tanks, and compressor houses. "C" Squadron hit the MPI, and damaged a nearby power house.



The Merseburg Leuna plant became the most heavily defended target in Europe, with four hundred heavy flak guns.



3,000 tons of bombs were rained on Leuna plant 29 July 1944, with burning oil the index of success.



The Hamburg Rhenania plant was heavily damaged 4 August 1944.



Chimney smoke from Zeitz denoted boiler house activity.

Unexpectedly heavy flak winged almost every plane in the 390th formation, and 1 plane was shot down.

No enemy fighters were encountered.

MISSION 177, RUHLAND, 24 AUGUST 1944

Production in August was 50 per cent of normal, enough to put Ruhland in the No. 4 slot of oil priorities.

The Group led the Third Division force of 135 planes to Ruhland on 24 August. Most bursts were in the target area, with direct hits on a storage tank.

MISSION 178, POLITZ/RECHLIN, 25 AUGUST 1944

The refinery at Politz, with a normal capacity of 600,000 tons a year, was consistently in the upper bracket of oil priority targets. A heavy attack in June had stopped production, but 25 August the plant was 50 per cent operative.

The 390th "B" Group attacked visually through intense flak, and centered its pattern eight hundred feet from the assigned MPI; 41 per cent of the bursts were within a thousand feet.

The 390th "A" Group flew with the 4th Combat Wing to strike the airfield and seaplane station at Rechlin. Bombs landed on the assigned MPI, which was well covered with flame and smoke. Hangars, workshops and the control area were hit, and in the total bombing effort 30 of the 60 planes noted on the field were within the bombing pattern.

MISSION 188, BOHLEN/RUHLAND, 11 SEPTEMBER 1944

Böhlen, third ranking oil target, and Ruhland, the seventh highest target on the priority list, were scheduled for attack 11 September by split forces.

The 390th "A" Group hit the storage tanks for oil and tar at the southeast corner of the Böhlen plant. Numerous explosions were seen.

Twelve aircraft of "B" Group were turned back from Ruhland by dense clouds. One plane bombed Fulda, but the others brought back their bombs.



Damage of 16 August 1944 was spread over compressor houses, storage areas, and gas generator plant.



On 24 August 1944 Ruhland plant was hit again.



Despite the black specks of flak the Politz refinery was severely damaged 25 August 1944.



Planes diverted from Politz likewise scored good hits at Rechlin airfield and seaplane station.



On 12 September 1944 two huge puffs indicate Magdeburg plant has been hit at vital parts.



After September raid the craters show that bomb pattern covered the greater part of plant.



In final stages of oil war the Böhlen plant held twisted gas holders and roofless buildings.

MISSION 189, MAGDEBURG, 12 SEPTEMBER 1944

When the 390th returned to Magdeburg in September it was rated fourth by the Committee of Active Oil Targets. The normal output was 21,000 metric tons, but due to continued Eighth Air Force attacks the output dropped to nothing in June and July. There was a resurgence to 5,000 tons in August, and for September an expected 15,000 tons was due.

That rate of increase and decrease in output was true of all oil targets.

On 12 September 36 aircraft bombed without interference from the Luftwaffe. Although clear weather existed over the target, dense smoke from the smouldering target, plus an effective smoke screen, caused a pathfinder run.

The 390th bursts could not be identified in the smoke, but the track of the bomb pattern indicated hits eight hundred feet north of the MPI and from three thousand to four thousand feet south of the MPI.

Geography was a controlling factor in the location of these synthetic oil plants, for invariably they were located near a source of coal and power. For example, Brux was in the Sudeten coal fields, there were several in Silesia, and near the Harz mountains. Misburg, Wesserling, and Bottrop were near the Ruhr.

MISSION 196, MERSEBURG, 28 SEPTEMBER 1944

The war to keep Merseburg subdued continued into the fall of 1944. Its production was now 20,000 tons a month, as compared with a normal output of 50,000 tons. It now rated second on the priority list.

The 28 September attack went awry as towering cloud threw off calculations, and instead of bombing Merseburg the Group's pattern fell in fields near Leipzig.

MISSION 202, BOHLEN, 7 OCTOBER 1944

By October, the reduction of oil production was more advanced. Böhlen had jumped from No. 3 to No. 2 on the list as other plants were more heavily damaged.

Total production from all plants was down to 25 per cent of normal pre-raid production by early September, had risen to 42 per cent in October, and was expected to recover to 55 per cent by mid-November.

The 7 October mission was flown essentially as briefed, with a pathfinder run for the "A" and "B" Squadrons, assisted by taking visual check points. Haze and a smoke screen made sighting on the assigned MPI impossible. Bombs were released at the last moment by pathfinder means, and the mickey operator thought the bombs hit in the target area.

"C" Squadron was caught in the prop wash of the other Squadrons and swung past the target before bombs could be dropped. They sought a secondary target, but haze prevented a run, so bombs were finally dropped on the target of opportunity, Bielfeld. Results were unknown.

Four jet planes, ME-163's, attacked near Leipzig and 1 was damaged. Other Groups reported seeing as many as 200 enemy planes.

The 390th met only meager flak from Böhlen, but another formation which was attacking Politz that day lost 25 aircraft.

Such were the fortunes of aerial warfare, and for once the 390th was not the unfortunate group.

Of all the targets in Germany, none held more concern for 390th crews than the Farben chemical plant at Leuna, near Merseburg. Together with the neighboring synthetic oil plants at Lutzkendorf and Zeitz, Merseburg was the group's Nemesis, an area where four hundred anti-aircraft guns spouted out flak which never varied from "intense and accurate."

It was usually one of the three top synthetic oil producers, and also manufactured a third of Germany's ammonia, acids, and plastics. The target area measured 4,000 x 1,200 yards, with numerous chimneys five hundred feet high; landmarks in the form of boiler houses.

MISSION 209, HAMBURG, 25 OCTOBER 1944

The Hamburg Rhenania plant was attacked by 38 aircraft 25 October in similar weather.

As the Group made its turn into the bomb run the pathfinder equipment of the lead plane became inoperative, so bombs were released on the smoke flares of the 93rd Wing lead ship which had preceded the 390th over the target.

Results were unobserved.

Flak, which was of the predicted barrage type, was intense, and 1 plane was knocked down.

MISSION 210, HANNOVER, 26 OCTOBER 1944

During the oil campaign the weather forced the Group to abandon the primary assignments many times, and to bomb either the secondary, or targets of opportunity. Hence, for every time an oil target was briefed and attacked, there was a time when the mission was scrubbed or the oil primary was given up for a more favorable target en route.

On 26 October 1944 the Group was dispatched to bomb the refinery at Misburg. Thirty-six planes found clouds at Misburg (a target in itself too small to bomb by pathfinder), so went on to drop on Hannover. Results were unobserved.

MISSION 212, MERSEBURG, 30 OCTOBER 1944

Weather again prevented the Group from bombing the Leuna plant, as 37 planes were recalled to the Base while trying to climb above high cloud. Tops extended above 30,000 feet, together with persistent contrails. Formation flying was impossible.

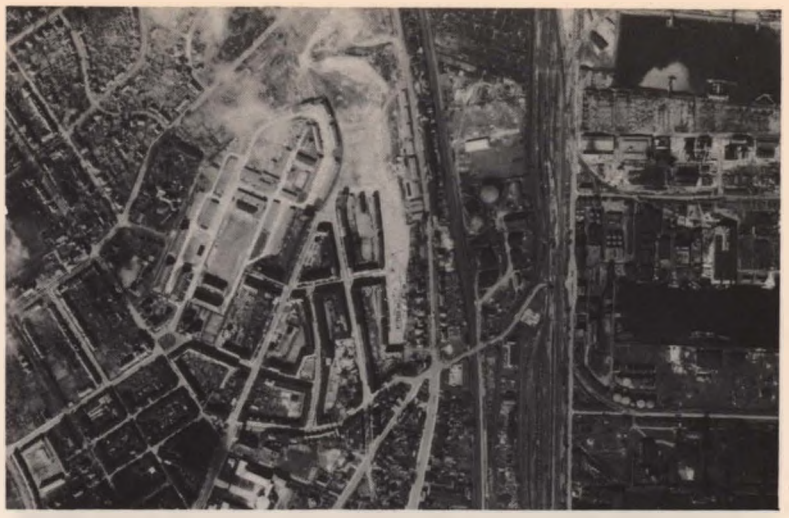
MISSION 213, MERSEBURG, 2 NOVEMBER 1944

Dense contrails persisted 2 November to throw off the formation over Merseburg, and 37 aircraft bombed the secondary target, the city of Halle, by pathfinder.

Some bursts were plotted on autobahnen and rail lines near the city, but for the most part results were unobserved.

MISSION 214, NEUNKIRCHEN, 4 NOVEMBER 1944

One of the minor oil targets was attacked 4 November, when the benzol plant at Neunkirchen was hit by pathfinder led planes.



The Harburg plant south of Hamburg could process 33,000 tons of Hungarian crude oil a month.

On the priority list the benzol plants rated from 29 to 49 because much of the motor fuels used by the German ground forces came from a high percentage mixture of benzol.

Thirty-five planes were to use specialized technique, but trouble led the Group to bomb by pathfinder.

No losses were sustained, and flak and fighters were no problem.

MISSION 222, MERSEBURG, 30 NOVEMBER 1944

The 390th finale to the Leuna plant was its costliest mission.

The Third Division was scheduled to attack Merseburg, while the First Division was to hit Zeitz, several miles south of Merseburg. The First Division was to lead the bomber stream over Germany.

At the IP (the initial point where the bombers made an acute angle in course to commence a straight line into the target) haze made recognition difficult. The First Division leader overshot the IP, and the Third Division leader followed. This error, plus a strong tail wind, created a situation whereby the Groups of the Third Division were from five to fifteen miles to the right of their course before turning, and from five to



Whole blocks of factory buildings were ravaged in the leveling process at Merseburg.



Flak defeated the 390th on 30 November 1944.

fifteen miles beyond their point of turning. Instead of cutting into the Merseburg flak belt, and getting out as soon as possible, the 390th was led across the eighty-six gun defense of Zeitz, and then had to labor on against a strong wind, passing the elongated shape of Merseburg flak.

Anti-aircraft gunners shot down 29 Fortresses that day, and 7 of that number belonged to the 390th.

Two planes had to land in France, while most of the other planes were riddled with holes.

Bombing results were mixed. "B" Squadron placed bombs in the southern part of the target area, "C" Squadron dropped late outside the target, and "A's" bombs were lost in the 10/10ths undercast.

Merseburg was finally eliminated from priority status in the spring of 1945 when the R.A.F. applied its style of bombing. The R.A.F. attacked at night with individual planes bombing, rather than formations. Their methods did away with much of the flak problem, and in one attack at low level by a big force the R.A.F. lost only 4 bombers.

The R.A.F. success at Merseburg was soon taken up at other oil targets, and Politz, Zeitz, and Lutzkendorf were polished off in a week's time.



German attempts to keep the oil industry going went on under camouflage netting.

MISSION 235, HAMBURG, 31 DECEMBER 1944

Anti-aircraft fire was accurate and intense again 31 December when 33 planes returned to the Rhenania refinery.

Just after bombs were away a plane was hit in the left wing, and exploded, while a second plane peeled out of formation and headed for the coast. It was never reported again.

An overlapping bomb pattern caused an explosion in the blending plant of the Rhenania company, and adjacent to the 390th MPI at least five direct hits were scored on an oil storage depot. South of the MPI a near miss landed on oil tanks of the Albrecht company.

The 390th was not attacked, but a concentrated attack by 50 enemy fighters knocked down 12 planes from the 100th Group.



The Derben underground storage cost the 390th nine planes.

MISSION 243, DERBEN, 14 JANUARY 1945

A similar low priority oil target was set upon 14 January 1945. General Spaatz underwrote the importance of hitting even the less important oil targets.

In a message to his command, he wired:

"The output of oil products has been reduced to the point where German reserves are now critical. Your task is to defeat his desperate attempts to rebuild the industry, and renew his reserves. Your success will limit Germany's offensive strength on every front, both on the ground and in the air, and contribute immeasurably to ultimate victory."

The 14 January assignment was underground oil storage facilities at Derben, in the Berlin area.

It should have been a routine assignment, but, like Münster, it developed into one of the Group's great battles.

After numerous missions in which no enemy fighters were even seen, on this date 100 single-engine fighters attacked.

At the time of attack, "A" and "B" Squadrons were in good formation; "C" Squadron was minus a low element, being composed of 8 aircraft. On of the superchargers of the lead ship of "C" Squadron went out, and the Squadron fell behind, and about two thousand feet below the rest of the Group.

Using no apparent plan of attack, a hundred Fock-Wulffs and Messerschmitts concentrated on "C" Squadron. In the fighting, which lasted for thirty minutes, all eight B-17's were shot down. Thirty of the fighters attacked "A" Squadron, while 25 hit "B" Squadron and added the ninth Fortress to the victims. It was the Group's greatest casualty figure, but all the fighting was not one-sided.

Twenty-four fighters were destroyed, 2 were probably destroyed, and 4 were damaged. And like Münster, the toll would probably have been much greater if the crews shot down could have accounted for their combats.

Bombing results were difficult to assess, as most bursts landed in the smoke of preceding Groups' bombs. However, some were plotted in the southern portion of the target area.

The Group's efforts against Derben are best shown in a comparison against the background of 841 planes which the Eighth Air Force sent out. The Air Force lost 20 planes and claimed 31-9-7 enemy fighters.

MISSION 244, HAMBURG, 17 JANUARY 1945

Using 12 planes, plus 6 chaff aircraft (chaff was tin foil thrown from the ships to throw off enemy radar which controlled flak fire), the 390th was the low Squadron in the Wing that bombed Hamburg Rhenania 17 January 1945.

The bomb pattern centered eight hundred feet southeast of the MPI, with two direct hits on the blending plant, and one hit on the Edeleanu plant at the northwest corner of the target. One storage tank exploded.

Flak was accurate and intense but no planes were lost.

MISSION 252, CHEMNITZ, 6 FEBRUARY 1945

Assigned to attack Böhlen on 6 February, 34 aircraft bombed the last resort target, Chemnitz, through complete cloud by pathfinder means.

There was no fighter opposition, and flak en route was from meager to moderate. No losses were incurred.

MISSION 255, COTTBUS, 15 FEBRUARY 1944

Ruhland was abandoned 15 February because of weather, and the secondary target, Cottbus, was bombed by pathfinder method. There was no flak or fighters.

MISSION 267, BRUNSWICK, 3 MARCH 1945

The Wilke Werke at Brunswick was a plant which specialized in equipment for refineries and synthetic oil plants. This equipment was vital to Germany in restoring her oil plants, especially so since all such material could no longer be cannibalized from French and Roumanian refineries. This plant was also engaged in experimental work to permit oil production underground.

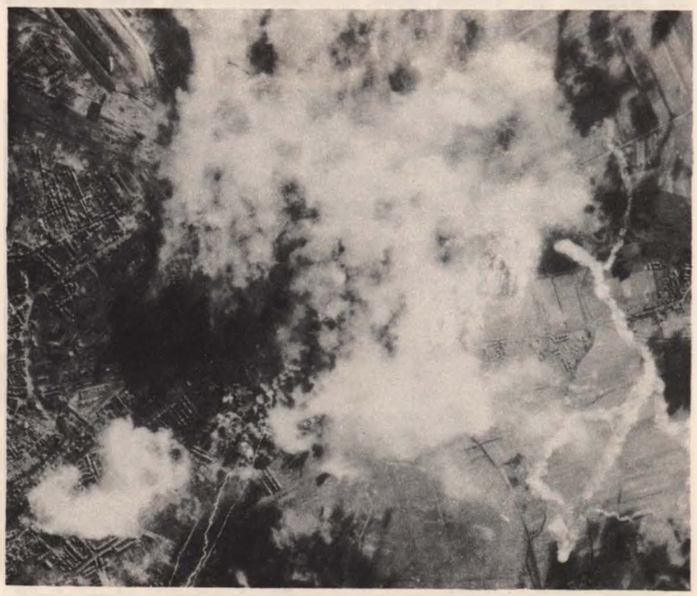
Two Squadrons bombed visually the workshops, stores, power station of the MIAG plant adjacent to the Wilke Werke, with very good results. The third Squadron dropped on the city of Herford, using the center of that community as a target of opportunity.



Bombardiers overshot Harburg on raid of 4 August 1944.



The blending plant and storage tanks received hits 17 January 1945. Note pin-point explosion.



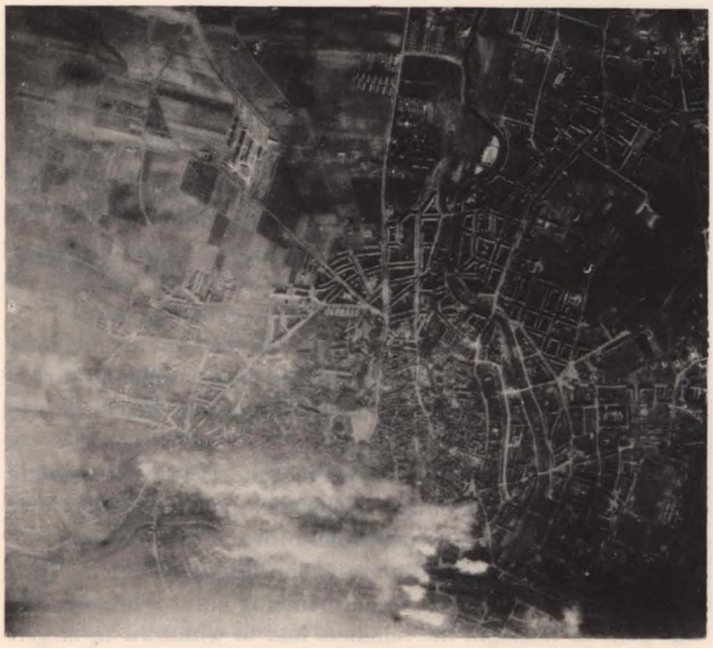
Oil equipment at Brunswick was added to hit parade.



Other attacks like Jena kept Ruhland on priority lists.



On 30 March 1945 raid the bombs were scattered over warehouses, oil stores, and dockyards.



Erfurt was hit in split bombing attack of March.

MISSION 268, DATTELN, 7 MARCH 1945

A new benzol producing plant at Datteln, capable of an annual output of 10,000 tons, was first attacked by 38 aircraft on 7 March.

Bombing was through scattered heavy clouds by instrument method. No bursts could be plotted, but the navigators thought that their bombs landed in the target area.

The mission was without incident.

MISSION 269, LANGENDREER, 8 MARCH 1945

The next day the Group was dispatched against another new benzol plant. At least 17 of the 23 benzol manufacturers had been eliminated or neutralized, and there came a final clean-up of the isolated producers.

The coking plant at Langendreer was the target for 43 aircraft.

Results were obscured, as 10/10th's cloud prevailed in the area.

The campaign on oil was over. On 8 April 1945 General Arnold summed up the results. April fuel production for German airplanes would not be more than 6 per cent of normal.

"The Germans still have as many planes—possibly more—as when the Luftwaffe was at its greatest power," General Arnold said. "But they can't move, they don't have the gas. . . ."

MISSION 272, HAMBURG, 11 MARCH 1945

Hamburg was he assigned primary target 11 March if visual conditions existed, while, if heavy cloud was over the area, the Rhenania plant was to be bombed.

Total cloud covered Hamburg, so 38 planes in a force of 475 dropped by pathfinder. Crews reported a column of black smoke ten thousand feet high, visible for a hundred miles.

Flak was moderate, and for the most part low. No aircraft were lost.

MISSION 276, RUHLAND, 17 MARCH 1945

By 17 March 1945 the Russians had not yet left their static position, about forty miles from Ruhland. As a result the target was assigned both as a primary and a secondary.

The 37 planes attacked by pathfinder without observing results.

The mission was routine, with no losses.

MISSION 278, JENA, 19 MARCH 1945

Weather again turned the Group from Ruhland on 19 March. A last resort target, the Carl Zeiss optical works at Jena, was scheduled for attack, but bombs fell south of Jena in the small town of Burgau.

There was no fighter reaction, and flak was again meager.

When Ruhland was finally taken it was No. 1 on the priority list. Throughout the year it had risen from far down on the list. It was not because of added production, but because the Eighth and Fifteenth Air Forces knocked out the other refineries, and could not bomb Ruhland on pathfinder effectively.



After the bombers had left Zeitz 16 August a photo plane found plant still smoking.

MISSION 285, HAMBURG, 30 MARCH 1945

In the Hamburg dock area, near the refineries, was the Schindler storage facility, capable of handling 468,000 tons of oil a year.

On 30 March it held large quantities of Hungarian crude oil waiting to be processed as soon as the refineries reached a state of repair.

Cloud conditions made the Group abandon the primary target, and the refinery area was bombed by pathfinder means as a secondary.

Some bursts were plotted on warehouses and docks, with possible hits on oil stores.

MISSION 286, ZEITZ/ERFURT, 31 MARCH 1945

Despite repeated attacks on Zeitz the Germans managed to get production up to 25 per cent of capacity. By the last of March 1945 they were resuming output even though the factory buildings did not have roofs.

Of 40 aircraft dispatched against Zeitz on 31 March 1945 only 10 planes from "D" Squadron tried to attack the primary. Cloud forced other Squadrons to other places. "A" Squadron bombed the secondary assignment, an underground storage plant at Bad Berka, with unknown results, while "B" and "C" Squadrons chose the rail yard at Erfurt as a target of opportunity. Both Squadrons had compact patterns in the built-up section of Erfurt, with some hits on the marshaling yard.

A footnote to the Zeitz bombing was that one month later the Group navigator, while on a visit to the Continent to survey bomb damage, met the directors of the plant he had helped to bomb.

Operations on Ruhland, started in June 1944 by the shuttle raiders to Russia, continued spasmodically until the territory was finally taken by Russian ground forces.

The fact that it was so close to the Russian lines in April 1945 made it a target for visual bombing only. When weather was poor at Ruhland the bombers had to withdraw to targets in central Germany.

"J" GROUP GOES TO THE BIG TOWNS

VISUAL BOMBING ONLY

PARIS, home of 3,000,000 people friendly to the United States, became a proving ground for Eighth Air Force theories of pin-point bombing. In line with the policy of attacking only enemy-held installations in occupied territory, the French capital soon became a symbol at briefings of the phrase, "Put your bombs on the target, or bring them back."

In 1943, Paris, the city of world fashion and gay living in peacetime, was a paradox. It retained its beauty, but studded here and there along the Seine and in the suburbs were factories managed by German experts, engaged in producing aero engines, tanks, and other armament.

The Caudron-Renault plant was one of these. Situated along the Seine in the heart of the city, it was one of the three most important fighter-plane reconditioning plants in Germany and German-occupied territory.

To protect a handful of such important targets the Germans ringed the city with a flak barrage.

MISSION 13, PARIS-RENAULT, 15 SEPTEMBER 1943

On 15 September 1943 the 390th Group flew through that barrage at 22,000 feet, picked up the Seine River, and followed it to the Renault factory. Bombing was excellent, with bursts covering two-thirds of the plant.

MISSION 16, PARIS-CITROEN, 26 SEPTEMBER 1943

Aero engines were high on priority lists when on 26 September the Group was assigned the Citroën auto-engine works. Cloud covered the target, and the planes, in keeping with orders to bomb Parisian targets visually, brought back their bombs.

MISSION 32, PARIS-HISPANO-SUIZA, 26 NOVEMBER 1943

On 26 November the performance was repeated. The Hispano-Suiza plant, second largest manufacturer of aero engines in France, was the target. Visual weather was absent, and the planes brought back or jettisoned their bomb loads.

MISSION 43, PARIS-C.A.M., 31 DECEMBER 1943

By the end of the year the C.A.M. ball-bearing works, which were adjacent to the Hispano-Suiza plant, was the target. With ball bearings a critical item following the raid on Schweinfurt, the Germans had decentralized the industry. C.A.M. works produced an estimated 8 per cent of all German bearings when bombed on 31 December 1943.

While other groups knocked out Hispano-Suiza, the 390th dropped 500-pound bombs from 23,000 feet with telling effect.

The heat treatment and machine shops, and the forging and stamping works received direct hits.

Going to Paris in the early days of 390th operations was an event. No matter how it became shadowed by more conspicuous missions as longer range fighters made deep penetrations possible, Paris in its day was as rough as any mission.

However, with the added reserve fuel tanks, and the development of longer range fighters, Paris became less of an ordeal. By 1943's end, escort by P-47's, P-38's, and P-51's was provided all the way to and from the target. Of all the enemy fighters encountered in the four sorties to Paris, only 2 attacked, and 1 of these was destroyed.



German industrial plants on far bank of Seine River mar a Parisian panorama.



Caudron-Renault plant gets a workout.



Paris C.A.M. ball-bearing works at Ivry is picked out for visual attack.

BERLIN

VISUAL AND PFF

IN 1936 the countries of the world sent representatives to Berlin to assemble in a gesture of world brotherhood. As host, Berlin opened its model "Sportzpalast," and the Olympic games were conducted in the usual spirit of conviviality.

It was Berlin's last gesture of fellowship.

In the ensuing years, as Adolf Hitler tested his neighbors and found them weak, the area around his Sportzpalast began to spawn industries adaptable to war production.

There was the Siemens electrical works, the Bosch magneto firm, the airplane complex at Spandau. Berlin housed a hundred top priority factories.

But there was more than its industry. Berlin was the administrative and cultural center of the German people. It became the symbol of double dealing, cruelty, and oppression.

When the air chiefs laid out plans to destroy Berlin they had uppermost in mind a plan to destroy industry, but the very size of the city lent itself to R.A.F. theories, and in some part to a technique of the Eighth Air Force.

The Royal Air Force believed that in area bombing, if bombs did not land on military targets a great percentage would land on utilities, homes of the workers, and communication points, and thus a great many man hours would be lost by the enemy.

On 3 March 1944 the Eighth Air Force applied its version of this theory. As a primary target the 390th Group was



American heavy bombers bring a new game to Hitler's Palace of Sports.

briefed to hit the Robert Bosch electrical complex. If visual conditions did not exist at the target, the planes were to drop by pathfinder on the Friedrichstrasse railway station, in the center of the administrative part of the capital.

MISSION 66, 3 MARCH 1944

As the Group prepared the precedent for many missions to follow, 34 aircraft were recalled over Germany because dense cloud prevented formation flying. All planes brought back their bombs.

MISSION 67, 4 MARCH 1944

The following day 29 ships were dispatched in a snow shower for the same objective. Weather conditions were the same over the Continent, and the planes again returned with their bombs.

MISSION 68, 6 MARCH 1944

On 6 March the weather over the Continent lifted enough so that Berlin for the first time felt the weight of American bombs. The Bosch factory was still the target, but as the 390th approached the area a combination of haze and smoke from bombs of previous units hindered a visual run. The bombardiers elected to fly over the Bosch factory, and try for another in the Spandau district. Most of the bombs fell in a built-up area along the Havel River.

The Germans threw up an intense flak barrage over Berlin, and called in their reserve fighter strength. The Group engaged 75 single-engine fighters all the way from Dummer Lake around the bomb run, losing 1 B-17 near Diepholz, but shooting down 27 of the attacking planes. In addition, claims were allowed for 2 probably destroyed and 3 damaged.

MISSION 69, ERKNER, 8 MARCH 1944

Two days later the Group was part of a 470-plane force sent to destroy the V.K.F. ball-bearing works at Erkner, in the Berlin suburbs. It produced bearings for aircraft, and was Germany's fifth largest manufacturer of this product.

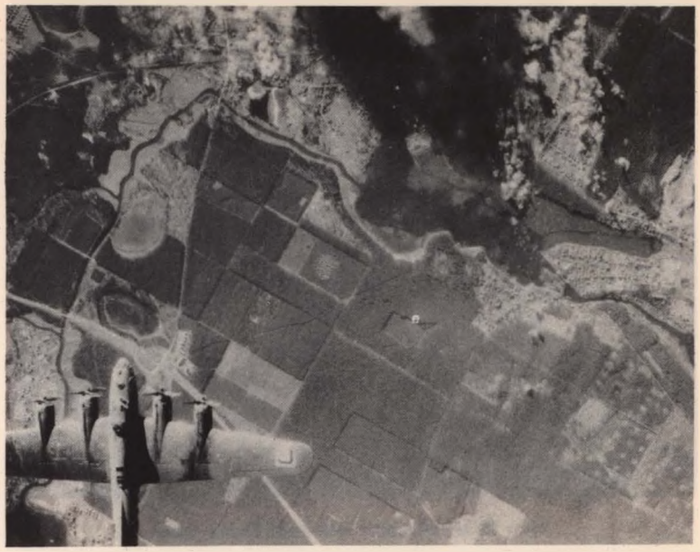
Again the Luftwaffe was alerted early in the flight. All the way across Holland and Germany enemy formations were encountered. About 125 planes were seen, 75 of which made attacks. For the loss of 3 planes, the 390th claimed 21 destroyed, 3 probables, and 1 damaged. Included in the bag were several JU-87's, the famous Stuka dive bomber, now outmoded for aerial combat.

Photo reconnaissance taken on 19 April showed that nearly every building in the Erkner works received some degree of damage, much of it severe. In addition, a nearby plastics factory and the railway station were heavily damaged.

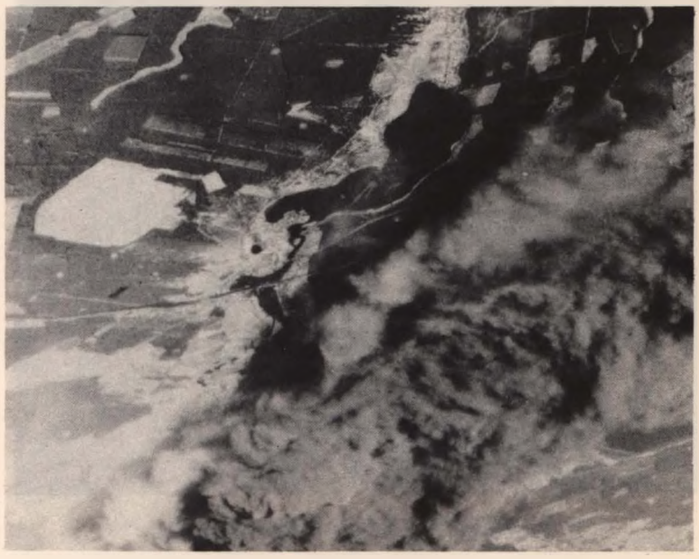
The heavy black smoke pall that billowed to twelve thousand feet made it impossible to determine where the 390th's bombs were placed.

MISSION 70, 9 MARCH 1944

On 9 March the Heinkel aircraft components factory at Oranienburg was the assigned target. Complete cloud covered



Erkner ball-bearing works had high priority.



Smoke from Erkner could be seen for seventy-five miles.



Even with model dwellings for its workers metropolitan Berlin was congested.



After 22 March there was more living space.



Twin-engine planes were caught on airfield.



Steiglitz residential area on 29 April.

the route to and over the area, so 17 planes dropped by pathfinder method on Friedrichstrasse station. Although results were unknown, some crews reported that while in the Brunswick area on the return to Base a large black cloud like a column of smoke hung over the city of Berlin a hundred miles away.

For a change, no combat developed. The Luftwaffe kept on the ground, and flak tapered off.

MISSION 75, 22 MARCH 1944

The mission was repeated 22 March when 21 aircraft bombed the city of Berlin by pathfinder means. Flak was more intense, but the fighters did not make an appearance.

Photo interpretation plotted the 390th bombs in a residential and industrial area about forty-two hundred yards from Friedrichstrasse station.

When reconnaissance planes took pictures 26 March it was disclosed that large sections of the Steglitz and Charlottenburg districts were destroyed. The 22 March mission was representative of the opening month's campaign on Berlin. On this date 512 tons of high explosives plus 918 tons of incendiaries were dropped.

It emphasized the fact that a city the size of Berlin could be bombed time and time again, and still be able to function.

MISSION 87, ORANIENBURG, 18 APRIL 1944

On 18 April 1944 the Group finally completed an assignment to the Heinkel complex at Oranienburg, in Berlin's northern suburbs.

However, despite the favorable weather leading into the target, over Oranienburg thick high clouds were encountered. They had a base at 18,000 feet, with tops that extended to 30,000 feet. The air leader had a choice of abandoning the target or descending to a lower altitude. He chose an altitude at 17,000 feet, and went over a flak field to deliver the bomb load.



After four more major raids southern Berlin has been heavily pocked.

Two planes were lost, and a third was so damaged that it flew alone to Sweden.

In the target area 15 single-engine fighters attacked. One was destroyed, and credit for another was given as a probably destroyed plane.

The bombs covered the airfield next to the assembly factory, with some direct hits on two of the buildings. Four twin-engine planes were destroyed by the bomb bursts, and others damaged.

MISSION 96, 29 APRIL 1944

Intense flak that damaged 17 of the 19 ships attacking Berlin on 29 April knocked out the pathfinder equipment of the lead ship, and caused a late release. For the most part the bombs landed in fields in the southern suburbs of the city, but some hits were scored in the residential area of the Steglitz district.

One ship was lost to the flak.

MISSION 99, 7 MAY 1944

Over 1,250 tons of explosives and incendiaries were dropped on the southern part of Berlin, 7 May, by pathfinder method. The 390th had 25 planes over the target, with results unobserved. The mission was flown without incident.

MISSION 100, 8 MAY 1944

On 8 May another pathfinder run was made on Berlin, with 25 planes attacking. For the first time in weeks the Group was attacked by enemy fighters. Two of a four-plane formation flying as part of the 95th Group were knocked down by Messerschmitts. One enemy plane was destroyed. Although there were but 10 ME-109's encountered, the crews said they were extremely experienced pilots, and engaged in tactics not usually employed.

Bombing was through complete cloud. Results were unknown.



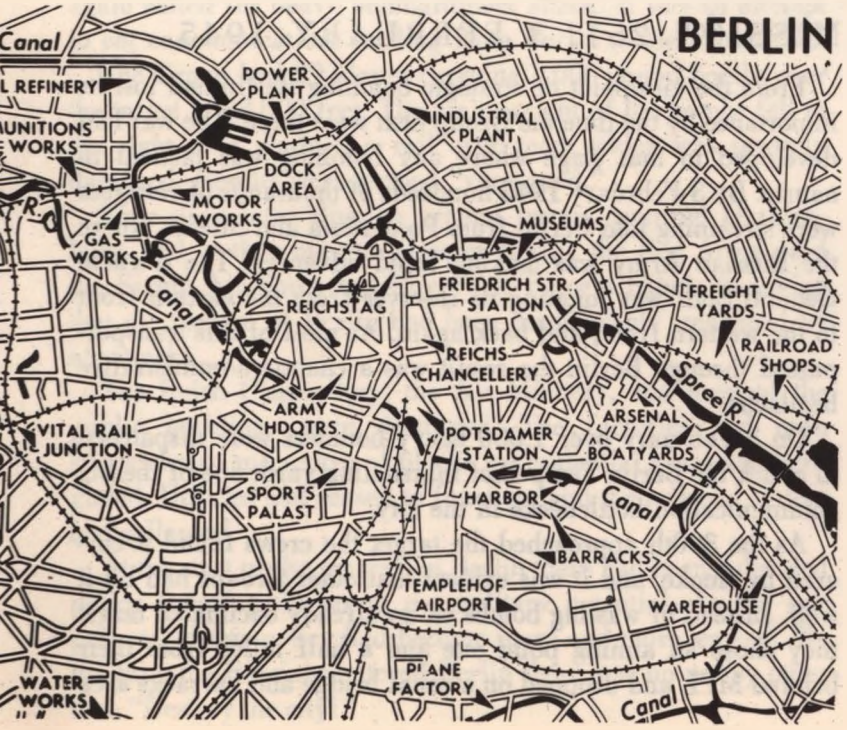
Unfortunately for admirers of Unter der Linden it was near the Friedrichstrasse station.



On 19 May the J planes bucked through the Luftwaffe.

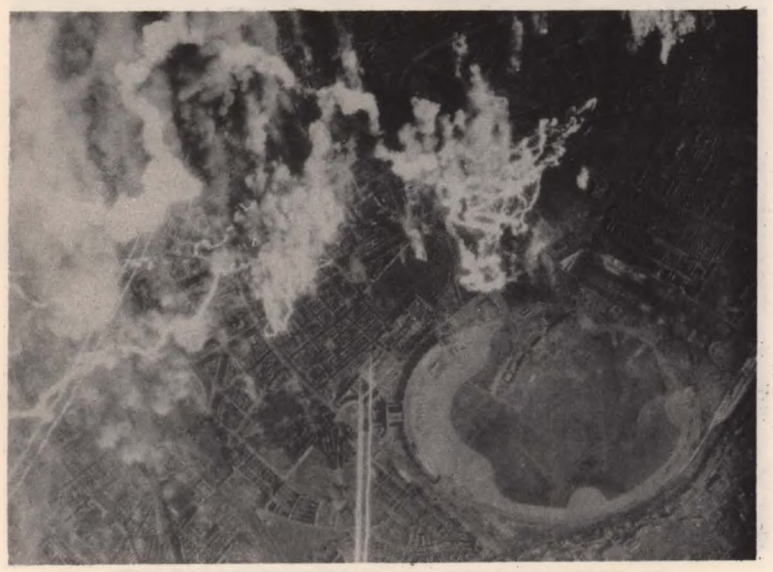


Five days later broken cloud was an obstacle.





A smuggled picture reveals what the clouds obscured.



We support the Russians in the Tempelhof area.



Rail stations and rail yards are final targets.

MISSION 106, 19 MAY 1944

The methodical destruction of the city continued on 19 May, despite renewed attempts by the Luftwaffe to ward off B-17 attacks. The Group was met by 40 enemy planes about fifty miles west of the city, and attacks lasted for twenty minutes. At the end of the battle we had lost 1 plane, and claimed 7 destroyed and 1 damaged enemy aircraft.

Bombs were dropped with good results in a residential section not previously hit.

MISSION 109, 24 MAY 1944

Southwestern suburbs were bombed again on 24 May by 17 aircraft in a force which totaled 1,100 planes.

Sporadic dog fights took place after the Group left the target, when single planes attempted to cut through the formation. One enemy craft was destroyed and 2 were listed as probables.

MISSION 180, 27 AUGUST 1944

After a three-month delay, during which our bombardment was diverted to supporting the invasion, the Group was dispatched 27 August to attack the Bosch aero-engine works at Spandau. This factory was becoming important in the FW-190 assembly chain, and had never been attacked. Cloud extended up to 30,000 feet, and the mission was recalled.

MISSION 201, 6 OCTOBER 1944

Clear weather prevailed in October, and 34 planes went back to Spandau. From 26,000 feet the Group pin-pointed the target, and dropped in the smoke left by preceding Groups, with excellent results.

A far cry from the early missions of 1944, there were no enemy planes to harrass a bomb run, and the usual intense flak found over Berlin targets had subsided to moderate and tracking fire. "Big B" had become just another long haul.

MISSION 251, 3 FEBRUARY 1945

From the viewpoint of strategic bombing Berlin had lost its importance by the time the Group next went there. The war had developed to that stage where any bombing was tactical in nature. By 3 February 1945 hundreds of thousands of refugees were streaming into Berlin from Pomerania and Silesia, where the Russian Army was making rapid advances. The German General Staff was juggling its reserves from the eastern front to the western front, and back again. As most of this transport passed through Berlin the result was a chaotic administrative headache.

On 3 February over 1,000 heavy bombers were dispatched to attack the Berlin Tempelhof marshaling yard, one of the big communication bottlenecks in the city.

As the 390th approached the target the crews found it covered by smoke, and it was evident that other Groups had hit it well. Instead of wasting bombs on an already decimated target they chose an aiming point one and a half miles from their briefed MPI, and dropped on a canal bridge and barracks area

in a built-up part of the city which had not been bombed before. Results were good.

MISSION 262, 26 FEBRUARY 1944

Berlin railway stations were again assigned 26 February to a force of 1,100 bombers. The 390th's target was the Alexanderplatz station in the Horst Wessel District.

Cloud conditions made pathfinder bombing necessary, and results of the raid could be judged only in cries from the Berlin radio, which screamed of "Terror attacks on civilians!"

MISSION 275, 15 MARCH 1945

When a Panzer division was observed to be loading in the Oranienburg marshaling yard for transshipment to the western front, this rail hub was picked out for attack.

On 15 March the "B" and "C" Squadrons bombed the primary, while "A" Squadron, unable to pick up the target in time to synchronize, picked the target of opportunity of Havelberg. Bombs were delayed-action type, no plot was available.

MISSION 277, 18 MARCH 1945

Maintaining the effort on Berlin rail yards, a station in the northwestern part of the city was the target for 18 March. Haze made target identification impossible, so the lead bombardiers aimed at a junction of tracks leading to the main line to Hannover. Damage included cuts to rail lines, and moderate damage to surrounding light manufacturing areas.

In a day during which the Eighth Air Force unloaded over 3,000 tons of bombs, two of the 36 attacking planes were lost, while a third made its way to the Russian lines.

MISSION 301, 20 APRIL 1945

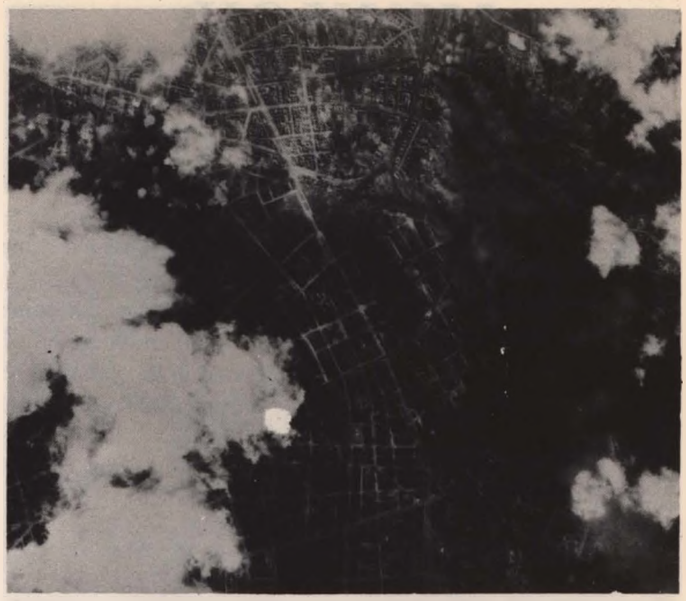
On 20 April, with Marshal Zhukov's armies fighting in the eastern outskirts of the city, Oranienburg's marshaling yard was again slated for heavy bombardment attack. It was an attempt to cut communications leading from Berlin to the Elbe River.

The Group had 29 planes carrying 1,000-pound bombs over the target at 23,000 feet. The main weight of the bombs fell to the right of a viaduct, a rail over road, which was severely damaged. Results were termed "very good."

Four days later Russian ground troops captured Oranienburg, and as they overran Greater Berlin, the Red Army paid the Eighth Air Force and Royal Air Force a tribute in saying that the bastion of Berlin had been considerably weakened by air attacks.

The Reich Chancellery, the Air Ministry, and most of the public buildings were destroyed. The factories had been knocked out, and scores of blocks in residential areas had been gutted. Utilities had ceased to function, and the railroad system had collapsed.

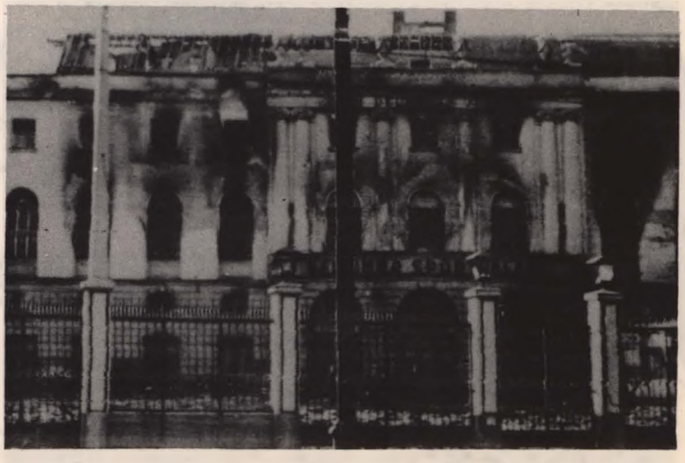
At the start of the air war on Berlin there had been a decided policy favoring thrusts at the military potential. As the war progressed this policy had become more and more warped. By the time the Russians entered Berlin there was no policy other than "Destroy the city!"



18 March 1945, and the line to Hannover is cut.



Group's last mission is Oranienburg rail link.



A year of bombing has left even the Sportzpalast a shell.

MUNICH

PFF BOMBING ONLY

MISSION 147, 11 JULY 1944

EVEN more than Berlin, the city of Munich provided some advance training for pathfinder bombing.

In July 1944 four missions were planned for the same target, the Bayerische Motorenwerke, a manufacturer of engines for jet airplanes, which was situated in the outskirts of town. In each case the target was given as a primary, with the weather to determine type of bombing.

On 11 July 35 planes attacked this factory through a total undercast, by pathfinder methods.

MISSION 148, 12 JULY 1944

On 12 July 32 aircraft repeated the performance, although heavier anti-aircraft fire accounted for 1 of the planes. Bombs, including delayed-action bombs, were released by pathfinder.

MISSION 149, 13 JULY 1944

For the third day running the Group dropped through total cloud with unobserved results. Of 34 planes attacking, 1 was lost to flak.

MISSION 160, 31 JULY 1944

By briefing time of 31 July it had been determined, through photo reconnaissance, that the Bayerische plant had suffered some damage in the middle and southern portions. However, the target was the third largest of its type in Germany, and

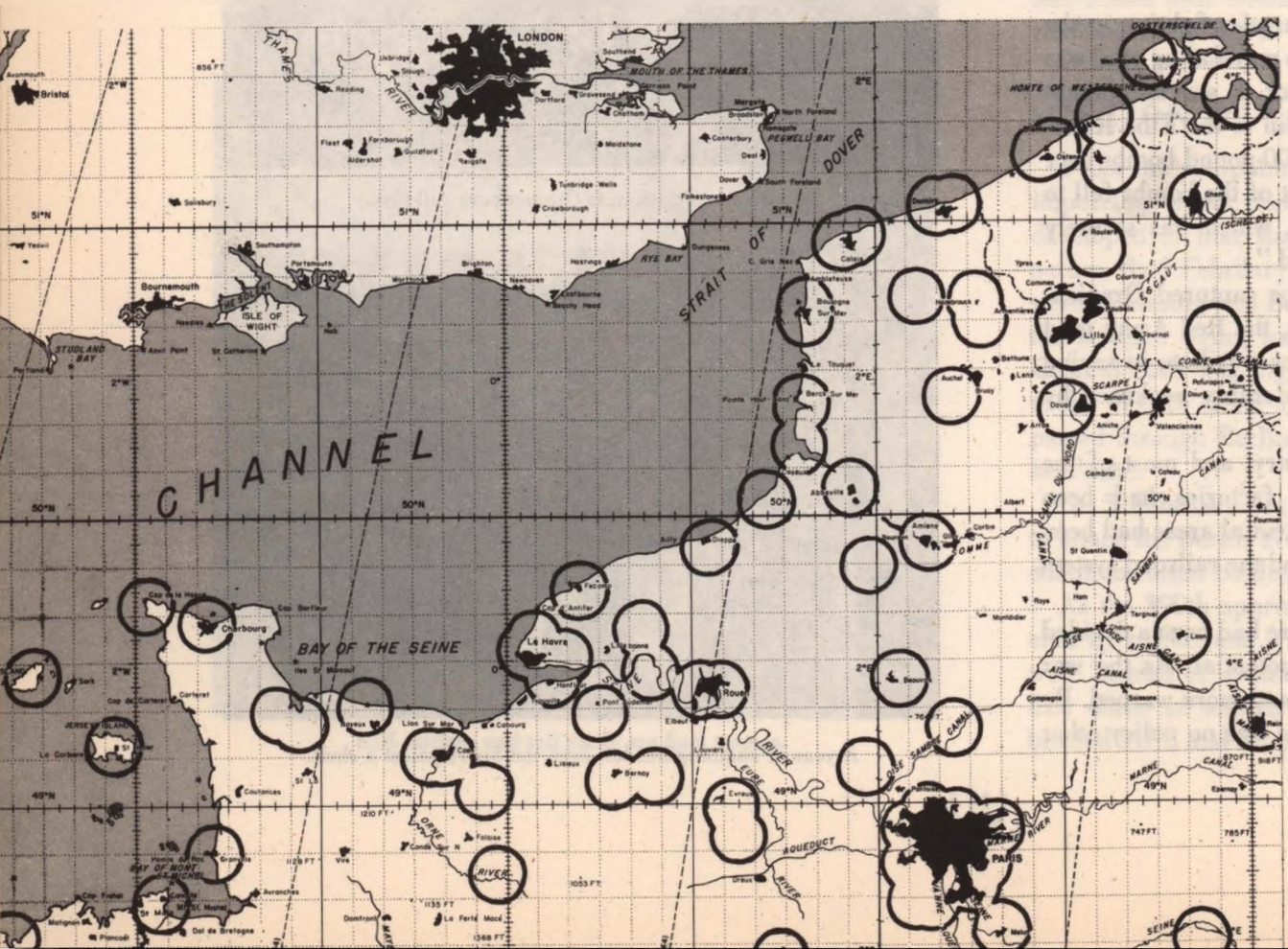


Bombing through dense clouds damaged the cities as well as the factories.

more than one successful attack was considered necessary to knock it out of production.

In an acknowledgment to pathfinder technique the operations planning personnel at higher headquarters stated, "The three former attacks have proven that the target can be picked up and identified."

Cloud over the target was not as heavy as on the previous raids and it could be determined that the 390th's bombs landed within fifteen hundred feet of the MPI. For the sceptics, and especially for the many crews who had made missions without seeing the results of their work, the missions to Munich were a revelation. They were finally being convinced that blind bombing could be a substitute for visual bombing, given the right type of target.



In the fall of 1943 the Germans ringed French airfields with flak, Paris being the most heavily defended target. The Eighth Air Force had not molested V-weapon sites to any great extent.

THE ROCKET COAST

IN the summer of 1943 an unsuspecting English public was on the horizon of a mysterious development planned by the Germans to end the war.

The cross patch of orchards, forests, and fields that dotted the French coastal district (later to become notorious as the "Pas de Calais") contained innumerable constructional works. Five of the known sites are pointed out in the picture above.

Photo reconnaissance had discovered the locations, and intelligence experts had determined their intended use. Early in the war the R.A.F. had pried out the story of the Peenemunde experimental station, and learned that the Germans were inventing a series of rocket bombs, pilotless aircraft loaded with explosives, and other terror weapons designed for the total destruction of London and the English coastal cities.

The citizenry was kept in the dark. Only high officialdom knew of the threat that could logically destroy English cities.

MISSION 7, WATTEN, 27 AUGUST 1943

When the 390th went to a site at Watten on 27 August 1943, seven crews were briefed to attack an "aeronautical installation." No one on the Base knew the use of the installation, but when two one-ton bombs were slung to the planes there was conjecture that it was to attack something in the nature of forts that were to be used in repelling the invasion. That day 311 planes attacked the target with fair results.

Soon afterwards it was disclosed that the sites were divided into two categories. One massive concrete installation with a ramp was intended as a launching site for a form of rocket bomb. Watten was of this type.

MISSION 11, WATTEN, 7 SEPTEMBER 1943

On 7 September 25 aircraft were dispatched on Watten again. Three bombed, but 22 brought back 2,000-pound bombs because cumulus cloud was at the bomb release line.

A smaller type site was built for the launching of flying bombs. At one time nearly two hundred of these sites lined the French coast. This compared with the eight known sites of the Watten variety. It became apparent that many difficulties not found in normal bombing surrounded these targets. Ground haze often prevented the bombardiers from picking up the targets in their bomb sights. Natural camouflage, a lack of suitable check points, and the relative smallness of the target, made decisive bombing a rarity. Bombs had to land directly on the MPI to knock them out.

Soon a pattern was set up to deal with the multiple problems. The missions were planned for altitudes as low as 12,000 feet. Bombing by Squadrons was instituted. As many runs over the targets as necessary were authorized.

MISSION 41, QUOEUX, 24 DECEMBER 1943

On 24 December the 390th dispatched 19 planes in "A" Group and 17 in "B" Group to attack the pilotless aircraft site at Quoeux. In each unit the lead Squadrons missed but the low and high Squadrons placed bombs in the target area.



Patches of woods along the French coast conceal the secret weapons aimed at English cities.



Reconnaissance at two hundred feet altitude discloses enemy constructional activity.



Bomb cluster seeks V-1 site at Quoeux.



1. Aiming and firing platform 2. Where fuselage receives compressed air charge 3. Blast wall building, where wing is attached to fuselage and jet mechanism is installed 4. Ski site, curved to prevent bomb blast damage, and place where fuselages and wings are stored 5. "Q" area, where gyro compass is installed, and adjacent control station for firing pilotless aircraft 6. Machine shop storage 7. Cistern water-supply system used to supply damp atmosphere, and to flood firing platforms to prevent fire damage 8. Flak battery



Model Bois Carre site yields secrets to Allied intelligence experts.



Despite rapid recuperative powers after bombing, Germans got but few sites operational.

The Bois Carre site was photographed progressively in the early stages of the war on the "rocket coast." It was a model, replete with buildings and ramps, which later multiplied into the many sites the 390th attacked.

Daily photo contact was kept. As a new building was set up photo interpretation men and scientists compared it with the better known experimental station at Peenemunde. They noted the strange "ski-shaped site" and wondered if they were the launching platforms. They plotted size and shapes of buildings from the photos, and predicted their use.

In the early missions sent to the French coast, the Bomber Command was told that, despite the limited amount of information, the sites had a potential danger which could not be underestimated. As the sites neared completion photo interpreters had more of a story to tell. They presented facts which caused the Allied Air Forces to divert hundreds of planes from the strategic bombing program.

Thousands of sorties were run between midsummer of 1943 and midsummer of 1944. Planes went back to the same site time and time again. Even though the sites were revived, they were badly maimed.

It is estimated that had the Germans been able to use their pilotless aircraft and rocket bombs six months earlier, they could have destroyed the southern English ports. As it was, when invasion time did come, instead of two hundred sites in operation, only a few were capable of launching their missiles.

In the early missions it was common to bomb from the low altitude of 12,000 feet. Crews accepted French coast targets as "milk runs." However, when it became evident that our planes were doing effective work, the enemy hastily dotted the entire area with anti-aircraft guns. The best gunners in the German Army were stationed along the coast. Typical of the effectiveness of their defense were Dieppe, St. Omer, Dunkirk, and Calais. Small batteries put up such accurate fire that crews soon rated the French coast on a par with the Ruhr Valley. On one mission to this locale a four-gun battery near Dieppe put holes in every plane of a 390th formation.

As planes were lost in increasing numbers, flight plans were changed so that operations were scheduled for 20,000 feet.

The damage inflicted upon Quoeux proved another point. With loads of 300-pound general purpose bombs even excellent bombing could not knock out these sites. They could slow down construction, but not demolish it.

MISSION 48, QUOEUX, 14 JANUARY 1944

On 14 January 21 planes returned to Quoeux, each carrying 12 x 500 G.P. bombs. With perfect weather, the low and high Squadrons made one run and laid a majority of their bombs within a thousand feet of the MPI. The lead Squadron made a second run and bombed likewise.

MISSION 49, HEURINGHEM, 21 JANUARY 1944

Intense flak from St. Omer made the next mission rough. On 21 January, while making two bomb runs on the nearby site at Heuringhem, a plane was lost to St. Omer flak. This operation had been deliberately planned for 20,000 feet, to avoid anti-aircraft fire. Bombing results were less effective

because of the haze that went with higher altitude. Five planes of "A" Group dropped but 15 did not. "B" Group had 18 planes over the target.

MISSION 58, CREQUY-RUISSEAUVILLE, 13 FEBRUARY 1944

Down to 12,000 feet again, and with no flak, the 390th hit twin installations at Crequy and Ruisseauville 13 February. A total of 41 planes bombed with good results.

MISSION 63, GRAND PARC, 28 FEBRUARY 1944
MISSION 74, MIMOYECQUES, 19 MARCH 1944

Overcast prevented 21 planes from bombing Grand Parc on 28 February, but on 19 March visibility allowed a similar number of planes to attack the rocket installation at Mimoyecques. Results ranged from seven hundred and seventy to twenty-two hundred and fifty yards from the center of impact as ground defenses sent up accurate flak and rockets.

The rapidity with which Todt labor battalions could repair these sites was best demonstrated at La Glacerie on the Cherbourg peninsula.

MISSION 77, LA GLACERIE, 26 MARCH 1944

Four times the 390th struck at this installation. On 26 March the lead Squadron could not identify the target in time to bomb, but 14 planes bombed, the high Squadron with very good results, and the low Squadron with poor results.

MISSION 89, LA GLACERIE, 20 APRIL 1944

On 20 April, with clouds and haze still preventing a clear shot at the target, 21 planes bombed from 20,000 feet with fair results. At the same time 6 aircraft flew with the 95th Group to Heuringhem, and 4 planes joined the 100th Group in an attack on Marguenville.

MISSION 93, LA GLACERIE, 27 APRIL 1944

Seven days later, 21 aircraft bombed from the same altitude despite heavy flak, with very good results.

MISSION 95, SOTTEVAST, 28 APRIL 1944

In the meantime, the rocket site at Sottevast was scheduled for attack, but 8 to 10/10th's cloud cover prevented bombing.

MISSION 97, WIZERNES, 1 MAY 1944

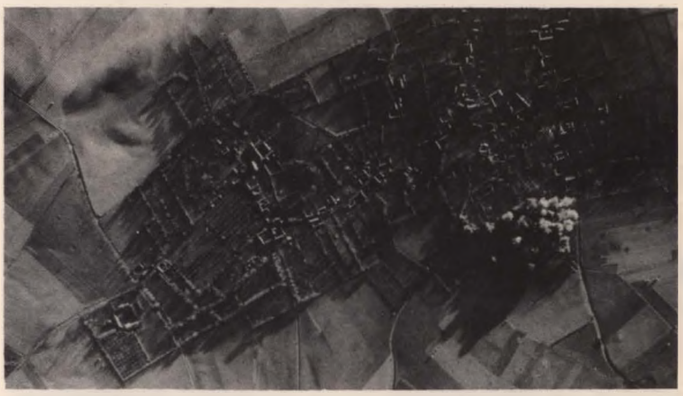
The scheduled attack on the rocket site at Wizernes, three days later, was also abandoned because of cloud cover.

MISSION 101, LA GLACERIE, 8 MAY 1944

Then on 8 May, as shipping was gathering in Bristol and the southern English ports, a final attempt was made to knock out this site completely before the invasion was started. A 7-plane formation, with some of the crews who had flown to Berlin that morning, flew directly into a flak barrage. One plane, the lead, was lost.



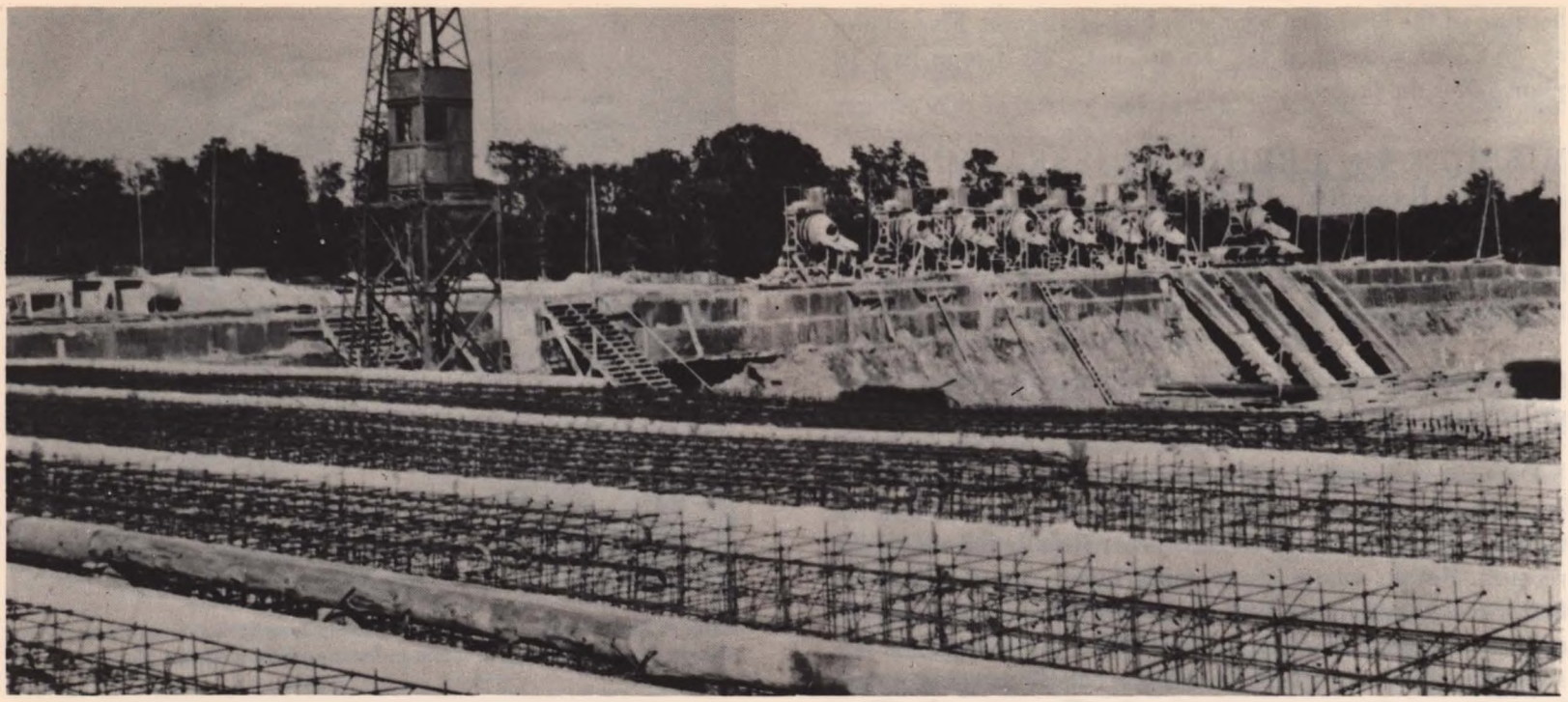
Without main roads, rail lines, and rivers for check points, bombardiers had big problem in locating hidden sites.



At low altitude with clear weather 390th bombs smother Quoeux site on return visit.



Doughfeet find extensive camouflage.



Ground troops uncover massive concrete works of Todt labor organization meant for launching V-weapons.



Launching ramp is aimed at London.



V-1 which landed near bomb dump.

MISSION 144, FRESSIN-CREPY, 6 JULY 1944

The final attempt by the Group to win the battle of the "Q" sites was 6 July 1944. A month earlier the Allies had landed on the Normandy coast. The Germans were driven to using the sites in the Pas de Calais still in their hands.

At this time London was subjected to constant day and night attacks. As many as a hundred and fifty flying bombs were launched within a twenty-four-hour period. Spitfires and Mosquitoes developed new tactics, and shot down a small percentage. Allied anti-aircraft reorganized, and as time went by developed a barrage which accounted for 70 per cent of all buzz bombs launched.

On 6 July the 390th crews were aware that in attacking Fressin and Crepy there was great necessity to destroy the last sites available to the enemy. Eleven aircraft from "A" Group and ten aircraft from "B" Group encountered no difficulties in bombing. Weather was good, and flak was absent. The finale resembled the first mission, but in the fifteen operations the Group had conducted to the French coast they had helped to win one of the decisive battles of the war.

When ground troops wiped up the French coast, the Germans added a final phase of V-weapon warfare. HE-111 bombers were equipped with launching devices, and the technique of releasing buzz bombs from airplanes was perfected.

As the bombs were released just off the English coast by Dutch-based planes, many passed over the 390th base. Some were hit by coastal anti-aircraft fire and exploded. Others were deflected and landed nearby. It was common to be driven to the revetments several times in the course of a night.

Base personnel had their biggest thrill from a fly bomb the night one was deflected by flak guns from nearby Saxmundham. It came down in a field near the station bomb dump. The blast tore down a fence and blew turf over rows of bombs, but none exploded.

THE BATTLE OF NEUTRALIZATION

HAND in hand with the long-term strategic bombing program which was designed to slow down German industry, there was the more pressing necessity of neutralizing the German war machine in France, Belgium, and Holland.

The Germans had eighty divisions in the west. Their Air Force was in similar strength, with myriad airfields in the occupied countries that challenged air operations to the Ruhr and the strategic targets beyond. The Eighth Air Force's immediate task was to nullify German interceptor strength—to bomb her airfields time and time again until the Luftwaffe was forced to pull back into Germany proper.

The secondary, and parallel task, was the one whereby the railroads which carried matériel to the ground forces in the west should be harassed constantly.

In both cases German perseverence matched ingenuity.

Great rail yards, such as Hamm, Osnabrück, Liége, and Münster, were never knocked out. They were cratered beyond recognition, and their permanent facilities were shattered, but in a relatively short time new trackage would be laid, and traffic would resume a normal flow.

By the same token, the great aeronautical establishments, like Villacoublay, near Paris, were bombed repeatedly. Despite devastating attacks, the Germans would improvise and have some semblance of order within a matter of weeks.

The 390th Group commenced operations at a time when bombardment objectives were just being affirmed. Our first missions, for the most part, were to the airfields a few miles beyond the Channel. As planes were added to the Air Force, and as longer range fighter support was designed, our targets pushed deeper into Germany. Until the ground forces finally occupied western Europe, the 390th and the rail and airfield targets were united by ties of mutual respect.



By 1 January 1944 Allied bombers were getting to the rocket sites. The Germans countered by greatly increasing the number of flak guns along the French coast, and by manning these batteries with their best gunners.

MISSION 2, VITRY-EN-ARTOIS, 15 AUGUST 1943

On its first airfield mission to Vitry-en-Artois, near Douai, the Group lost its first plane as a result of a collision, and shot down its first enemy fighter. Twenty-one aircraft bombed with results phrased by one crew "airfield blown to hell."

MISSION 4, WOENSDRECHT, 19 AUGUST 1943

While most of the Group was shuttling to Africa, 7 planes were sent to the airfield at Woensdrecht, Holland. Clouds over the target prohibited bombing, and the mission was abandoned. Ten enemy fighters jumped the formation and, with no loss, the Group destroyed 1 plane and damaged 2 others.

MISSION 6, EVREUX-CONCHES, 24 AUGUST 1943

Attempting to catch the maximum number of German aircraft possible on the ground, 7 planes were sent out 24 August



Before an invasion could be launched the planes fanned out over western Europe's communications.



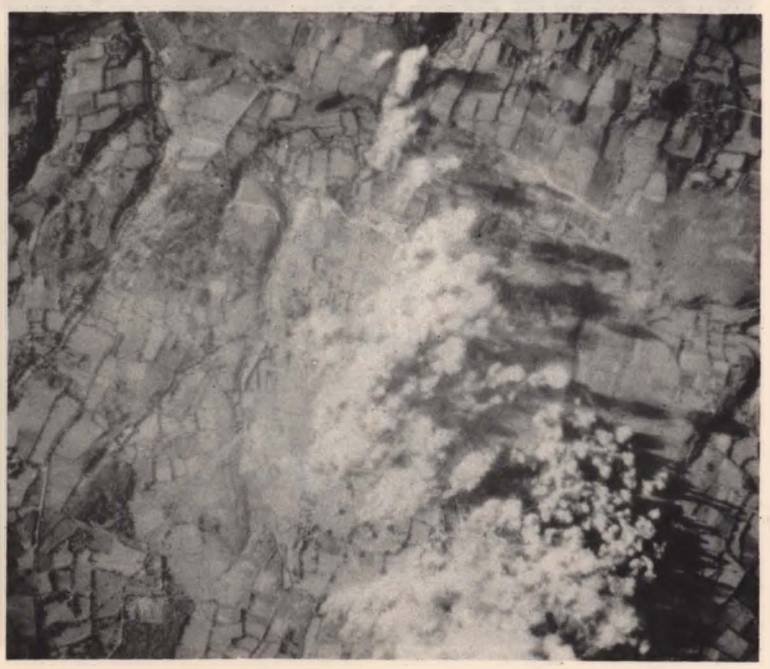
Vitry en Artois started the airfield series.



Frags hung like moss to Conches dispersal area.



The first bursts mar Beaumont-sur-Oise.



Vannes-Meuçon was well covered.

to spray the twin airfields at Evreux-Fauville and at Conches. Fragmentation bombs on Evreux landed in parts of the field where no damage was visible, but better visibility at Conches resulted in hits on the dispersal areas.

One crew was forced to ditch in the Channel on the return trip, after having three engines put out of action by flak and machine-gun fire. The crew was saved by Air-Sea Rescue. They were credited with 2 destroyed planes.

MISSION 9, KERLIN-BASTARD, 2 SEPTEMBER 1943

The Kerlin-Bastard airfield, near Lorient, used by long range coastal aircraft to spot for enemy submarines, was slated for attack 2 September 1943, but complete cloud prevented bombing, and 20 aircraft jettisoned their bombs.

MISSION 12, BEAUMONT-SUR-OISE, 9 SEPTEMBER 1943

The campaign against airfields was stepped up 9 September as eight French airdromes were attacked. The 390th was scheduled to bomb an industrial plant at Paris, but unfavorable weather diverted the 21 aircraft to the field at Beaumont-sur-Oise, about twenty miles north of Paris. All bombs fell within the perimeter area, with hits on runways and dispersal areas.

The Luftwaffe reacted vigorously with 25 interceptors making single and sneak passes at the formation. No 390th ships were lost, but claims were allowed for 6 enemy planes destroyed and 2 damaged.

MISSION 15, VANNES-MEUCON, 23 SEPTEMBER 1943

Cutting across the Brest peninsula again, to the Lorient vicinity, 21 aircraft blanketed the airfield at Vannes-Meucon. There was no enemy opposition, and with unlimited visibility prevailing, conditions were perfect for visual sighting. The bombs crossed dispersal areas, and some hits were scored on storage sites. For the first time the crews experienced a target at which the Germans attempted smoke-screen defense.

MISSION 28, MUNSTER, 11 NOVEMBER 1943

This time, meeting no enemy fighters, the Group extended its war on communications by striking at the marshaling yard at Münster. A cumulus development covered the target area, and 20 aircraft bombed through broken cloud. Results were unknown, but crews believed they dropped east of the city.

MISSION 31, GELSENKIRCHEN, 19 NOVEMBER 1943

Experimenting with pathfinder equipment, 167 aircraft were dispatched 19 November to pick up the rail yard at Gelsenkirchen, in the heart of the Ruhr Valley. Of this number the Group sent along 22 planes. The equipment functioned imperfectly, and the formation flew considerably north of the briefed route.

Gelsenkirchen was not located, and bombs were dropped through heavy cloud at scattered points throughout the Ruhr.

MISSION 40, MUNSTER, 22 DECEMBER 1943

Through total cloud the Group stabbed at Münster again 22 December with unobserved results. Fighters attacked Groups in the bomber stream but did not bother the 390th. Flak was moderate.

MISSION 51, FRANKFURT, 29 JANUARY 1944

In the largest Eighth Air Force operation to that date 803 bombers attacked the important marshaling yard at Frankfurt on Main. The vital communications hub on the lower Rhine fed much of the German traffic into eastern France.

As part of the force the 390th dispatched 42 aircraft. Bombing was done by pathfinder through total cloud with results unobserved.

Flak at the target was moderate, but 1 plane was lost in an air collision.

MISSION 54, FRANKFURT, 4 FEBRUARY 1944

On 4 February, with the Frankfurt rail yards again in the offing, the crews were told, "No photographic cover has yet been obtained on attack of 29 January. Unconfirmed ground reports through neutral sources have depicted the damage as severe, although these reports should be received with caution."

Bombing again was done through total cloud by instruments, with results unknown. In the target area cross winds carried the formation into flak concentrations, and 1 plane was lost.

On the return home over Belgium 14 FW-190's circled the formation, and 1 was shot down when it attempted an attack.

This mission marked a phase in the air war on German communications. It started the spring period when rail yards could be attacked more effectively by visual means. Pathfinder at this time was in a stage of development, and because of limited numbers gave inconclusive results.

However, the very fact that rail targets were scheduled for bombing time and time again lent credence to the belief that communications would be the first priority until the German defenses had been worn away sufficiently to launch an invasion.

MISSION 55, VILLACOUBLAY, 5 FEBRUARY 1944

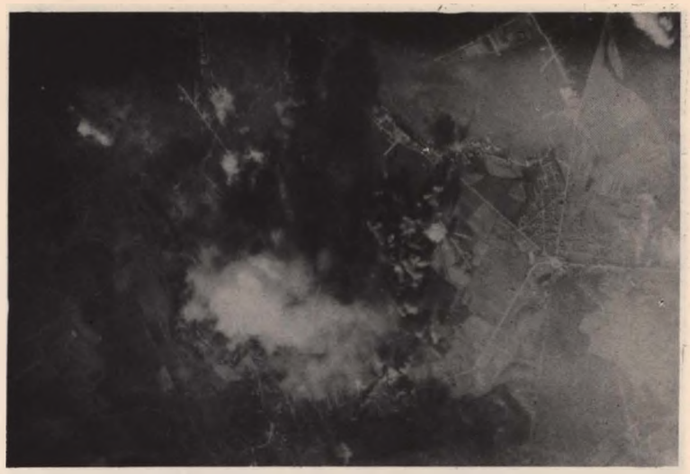
February commenced a run on airfields. Briefed target was a training field at Romilly-sur-Seine, but cloud over the area made the Group circle toward its secondary choice.

Villacoublay airdrome was important as a repair depot for Junkers aircraft. Weather over this target was excellent, and 20 aircraft spread a pattern over buildings west of the dispersal area at the southeast end of the airfield. Several direct hits were made on facilities.

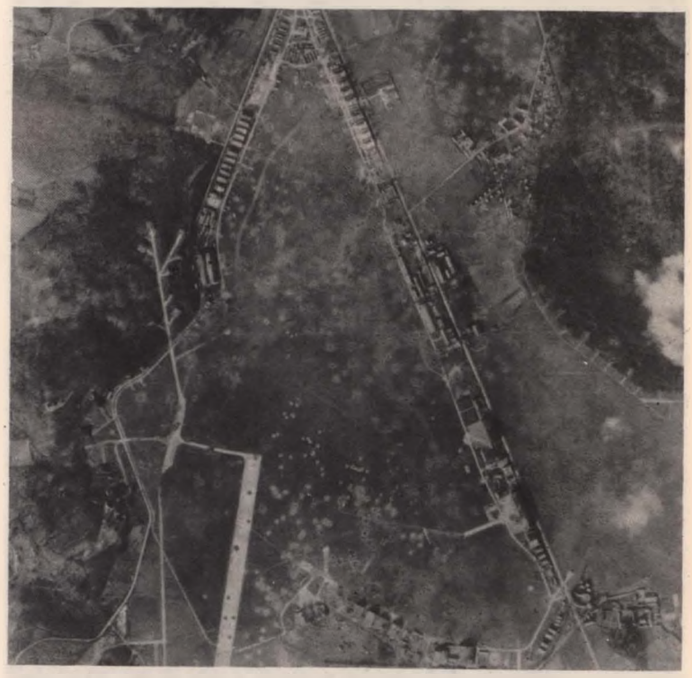
The course was flak free, and no fighters attacked.

MISSION 56, ROMILLY-SUR-SEINE, 6 FEBRUARY 1944

The following day the Group tried to get to Romilly again, but clouds covered the area as before. Seeking a target of opportunity, the 390th followed other groups to Fauville and then to St. André airfields, but in both cases had to give way to



Villacoublay was a classic in airfield bombing.



Hangars and runways at Villacoublay were well hit.



Cazaux facilities take a beating.



The idea at Cazaux was to leave the field alone, and concentrate on the surrounding buildings.



Châteaudun's dispersal areas were no problem.



The shell-shaped revetments at Châteaudun were good against blast, but not immune from direct hits.

avoid a collision course. Second runs were not made because of scattered fighter attacks over the targets.

In the encounters 1 enemy plane was destroyed, and another probably destroyed.

All 21 aircraft brought back their bombs.

MISSION 65, CHARTRES, 2 MARCH 1944

Chartres airfield was important to the Luftwaffe as a base where its pilots received final training. The bombardiers were cautioned of the highly revered shrine, but twelve hundred yards away.

As the Group approached the target they ran into cloud and haze conditions. Two runs were made, but haphazard bombing was out of the question, so the operation was abandoned.

The sortie cost the Group 1 plane at Abbeville, where flak was extremely accurate.

On the route back an attempt was made to bomb the secondary target at Cormeilles-en-Vixin, but here, also, dense cloud prevailed. A few planes jettisoned, but most aircraft brought back their bombs.

MISSION 78, CAZAUX, 27 MARCH 1944

Without incident 34 planes bombed the Cazaux airfield, near Bordeaux, on 27 March with excellent results.

Nine airfields and an aircraft factory were attacked, as 700 heavy bombers ranged over western France. Cazaux, important as an operational base for HE-177 bombers that patrolled over the Bay of Biscay, was damaged severely. The "A" Group placed high explosives on hangars, work shops, and fuel stores, while "B" Group followed with incendiary bombs.

No fighter planes were encountered, and only meager flak in the target area was noted.

MISSION 79, CHATEAUDUN, 28 MARCH 1944

Twenty-one aircraft received accurate flak at 18,000 feet when they made a run on the airfield at Châteaudun. This field, important as a distribution point for German planes, had been attacked several times previously without too much success.

However, on 28 March all high explosive bursts from the 390th were within five hundred yards of the MPI. They scored



The main concentration fell in the barracks and workshop areas, Quakenbrück's most vital part.

direct hits on three of the four hangars and on three shelters in the northern dispersal area.

Together with Cazaux, Châteaudun was a retaliatory effort against the Luftwaffe at a time when they were sending night bombers at London.

MISSION 81, QUAKENBRUCK, 8 APRIL 1944

The effort against enemy airfields gained momentum, but the impetus was directed at Belgian and German bases rather than at the battered airdromes of western France.

On 8 April five more fields were attacked, and the 390th's part in the operation was a 25-plane attack on Quakenbrück. The full power of the Luftwaffe was hurled against B-24's in the Brunswick area, while the 390th went through to bomb untouched. The main concentration centered on barracks and workshops, with results on par with their previous attacks on airfields.

MISSION 83, MALDEGEM, 10 APRIL 1944

Striking again at the dwindling reserve of the Luftwaffe, some 750 heavy bombers were dispatched 10 April to attack German Air Force airdromes, and production and repair centers in the Brussels vicinity.

Total cloud obscured the 390th assigned target, so 35 planes bombed the Maldegem airfield. A pattern of incendiary bombs scored hits on the hangar, small workshops, and southern dispersal area.

Fighters did not molest any planes of the bomber formation over Belgium, and flak, usually intense from Brussels, was successfully avoided.

MISSION 88, WERL, 19 APRIL 1944

On 19 April the 390th dispatched a Group and a Squadron to attack Werl airfield in a day marked by successful but uneventful runs to many airfields on the eastern fringes of the Ruhr Valley.

The 390th "A" Group led the 13th Combat Wing, with 6 other planes forming a lead Squadron to a "B" Composite Group. Bombs from a preceding Wing obscured the target, and bombardiers were unable to synchronize because of smoke. The



Maldegem was easily discernible.



Incendiaries ate through the hangars and workshops.



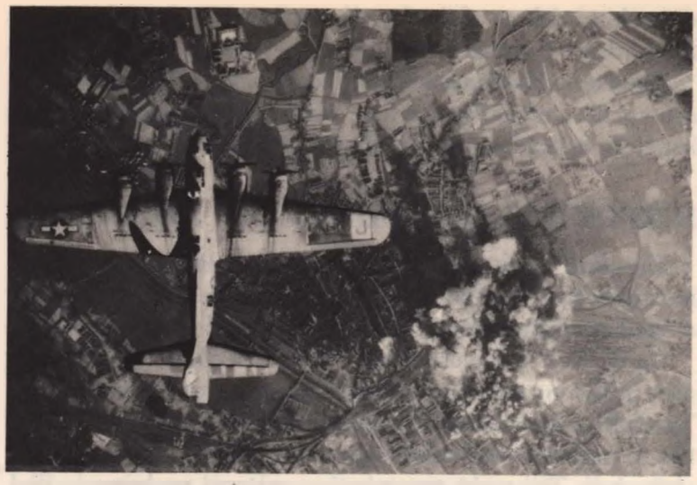
From France the airfield war swept to Quakenbrück.



"B" Group centered on Werl airfield.



Hamm, greatest of German rail yards, became a frequent target.



The Germans erred in concentrating their buildings.



The enemy never bothered to repair the nearby buildings, but through traffic never ceased at Hamm.



Bombs at Dijon fell on the hangars.

pattern struck southwest of the airfield, while the bombs from the Composite Group fell in the center of the airfield, crossing the runways.

MISSION 90, HAMM, 22 APRIL 1944

In an attack coördinated with a night operation by the R.A.F. on Düsseldorf, the Eighth Air Force dropped 1,350 tons of explosives and incendiaries on Hamm marshaling yard, the greatest traffic center in western Germany.

Clear weather prevailed, and 19 planes dropped in the rail yard and on factory buildings immediately to the west. Results were good.

Five planes which flew as part of the 95th Group got off course and bombed Soest ineffectively. This formation was out of the bomber stream, and was jumped by 40 FW-190's attacking in line abreast. One 390th plane was knocked out with an engine afire. The other planes claimed 6 destroyed, 3 probables, and 1 damaged.

MISSION 92, DIJON, 25 APRIL 1944

Despite a haze which hindered navigation to the airfield at Dijon, France, 19 aircraft found good weather at the target, and bombed successfully.

Three direct hits were made on the hangars, and 500-pound explosives fell on adjacent workshops, storage sites, and fuel supplies. A few late bursts landed on administrative buildings.

Two enemy planes were seen, but they did not attack.

MISSION 94, LE CULOT, 27 APRIL 1944

A last resort target, Le Culot airfield in Belgium, was attacked two days later by 17 aircraft when the Group was thrown out of the Wing formation into trail formation.

Low clouds and haze made pilotage difficult, and the 390th's incendiary load fell in the smoke left by other Groups. Bursts were over the eastern dispersal area, upon fuel dumps and headquarters offices.

MISSION 98, SARREGUIMINES, 1 MAY 1944

Loaded with 1,000-pound bombs, 22 aircraft pulverized the marshaling yard at Sarreguimines on 1 May. Over 30 per cent



Half ton bombs blasted Sarreguimines rail yard.



The R.A.F. was assisted when Laon-Athies was bombed.

of the bursts were within five hundred feet of the MPI, and all were within a range of fifteen hundred feet.

Northwest of Saarbrücken, 12 enemy planes attacked. They broke off dog fights with escorting Mustangs, and zoomed in trail for an attack from the rear. Three were destroyed and two others damaged before the Mustangs reëngaged and drove them away. The Group had no losses.

MISSION 102, LAON-ATHIES, 9 MAY 1944

In response to a call from the R.A.F. the Eighth Air Force was dispatched 9 May to hit several airfields in eastern France.

The R.A.F. had been making unescorted raids on munition dumps and rail yards. Using a moonlit period, the Germans had rushed twin-engine night fighters to eastern France. These night interceptors had destroyed as many as 40 British planes in one operation.

Of 113 Fortresses sent to Laon-Athies the 390th had 27 over the target, with bomb bursts covering dispersal areas at the edge of the field. Results were very good.

Ten planes were damaged slightly by flak, and two crew members were wounded. Fighters did not interfere with the mission.

MISSION 103, LIEGE, 11 MAY 1944

The communications hub of Liége, Belgium, was attacked 11 May 1944, when hits were scored on bridges over the De l'Ourthe Canal and on tracks leading from the marshaling yard to Aachen. One plane was dropped by flak from Tournhout, but no enemy fighters engaged.

MISSION 111, LIEGE, 25 MAY 1944

Two weeks later 16 aircraft returned to the Liége marshaling yard, and accomplished excellent bombing.

The Renory locomotive sheds, which were the MPI, were blanketed by a pattern which spread to the nearby fly-over. Sixty-six per cent of the bursts were within five hundred feet of the MPI. The high Squadron had a late release, and its bombs carried into a concentration of factory buildings on the south bank of the Meuse River. Flak in the target area was meager, and no fighters opposed the operation.



First visit to Liége did only moderate damage.



On 25 May 1944 the locomotive shops in Liége rail yard were severely battered.



Osnabrück was assailed 13 May 1944.



At Troyes the target was repair sheds. Above you see a compact pattern



Area of 31 May bombing is griddled below.

MISSION 105, OSNABRUCK, 13 MAY 1944

Leading the 13th Wing, 27 aircraft bombed the rail yard at Osnabrück on 13 May 1944.

Osnabrück was the acme of German recuperative powers. It was one of the biggest marshaling yards in Germany, through which poured the products of the Ruhr to the port cities in the north, and the industrial factories in the east.

To keep this flow of traffic to a trickle, assigned MPI's were engine sheds and repair facilities rather than trackage. On this mission the MPI was engine sheds. The bombs fell thirteen hundred feet southeast and strung a pattern across the sheds and goods station to seven hundred feet northwest of the MPI.

MISSION 107, BRUSSELS, 20 MAY 1944

Another Belgian rail yard had been assigned for 20 May 1944, but Brussels was abandoned when cloud and weather covered the entire area.

MISSION 108, MELUN, 23 MAY 1944

On 23 May an attack on the Melun-Villaroche airdrome was abandoned when the presence of cirrus clouds at bombing altitude, forced the Group to abandon all proposed targets.

MISSION 115, TROYES, 30 MAY 1944

To knock out service facilities permanently the important rail yard at Troyes, was assigned as the target for 20 aircraft.

With perfect bombing weather, the Group led the 13th "B" Wing on a bombing run which covered the repair shop and locomotive sheds. Half the bursts were five hundred feet from the MPI and all were within fifteen hundred feet.

Reconnaissance later revealed that there were many hits on the Troyes-Preize sorting sidings, and that the entire facilities were damaged severely.

To show the scale of bombing efforts at the time Troyes was attacked (but a week before D-Day) a total of 978 aircraft were dispatched 30 May 1944. They hit aircraft factories in central Germany, V-weapon sites on the Pas de Calais, the oil refinery at Merseburg, a rail bridge at Hasselt, and numerous airfields and rail yards in France, western Germany, and the Lowlands. It was such dispersal of aircraft that gave the Luftwaffe trouble. They could concentrate on one or two formations, but the others would get to their objectives.

For example, while the 390th did not see fighters going to Troyes, the planes which went to the Magdeburg area were attacked by 100 fighters.

MISSION 116, OSNABRUCK, 31 MAY 1944

The bombing of 13 May had been good, but not good enough to keep Osnabrück out of the priority picture for long.

On 31 May 29 planes returned with the intention of hitting the locomotive sheds again. This time the target area was well covered by smoke from previous bombing. However, "B" Group scored hits on the rolling stock, with a large explosion in the yards causing a huge fire. "A" Group's pattern went over the goods sheds into a built-up area of town.

The Group had no trouble in a day in which the entire Eighth Air Force lost but 1 aircraft.

D-DAY, PLUS AND MINUS

D-DAY, the most dramatic incident of the entire war, was preceded by months of aerial warfare in which the French airfields and rail lines were attacked. As far as heavy bombardment went, D-Day commenced two years before the actual landings, for no invasion by ground troops could be a certainty until the Luftwaffe had lost control over the spots selected for debarkation.

An experimental operation 25 May 1944, to the coast at St. Valery-en-Caux, ushered in a new era. To that date tactical bombing had been a poor second to the strategic bombing program. From that date the sporadic raids on French airfields and rail yards, of two years' standing, were pushed into the background. With D-Day real tactical warfare was introduced by heavy bombardment.

MISSION 110, ST. VALERY, 25 MAY 1944

Unknown to personnel in lower echelon, the invasion date had been set for early June. When 15 planes were sent on 25 May to bomb a strip of beach, 390th members knew that the big "it" was not far off. The formation was ordered to bomb the St. Valery coast by pathfinder method, even though visual conditions might exist. They found perfect weather over the beach. Under ordinary circumstances, the bombardiers would have lined up the target with ease. However, this mission was not intended as a knockout punch. It was designed to learn whether bombing on pathfinder was practical, if at some later date the crews found overcast skies, with American ground forces below.

Bombing results were poor. It did not matter. The value of the experiment came in subsequent missions, when flaws in technique were eliminated.

MISSION 117, BOULOGNE, 2 JUNE 1944

On 2 June, while the main force went to Paris, a diversion of 12 aircraft dropped in the Boulogne area with unobserved results.

MISSION 119, BOULOGNE, 4 JUNE 1944

The tempo against the French coast increased as a force of 1,000 bombers (with the 390th furnishing 33) struck in the Boulogne area. Heavy cloud restricted observations.

MISSION 120, ABBEVILLE, 5 JUNE 1944

The following day the crews were slated to attack the Abbeville airfield. Cloud covered the target, but 17 aircraft sought out a secondary—the coastal installations at Boulogne—again. Two planes were lost to flak, but bursts were placed on the target area with good results.

To every uninformed soldier in England there seemed but little doubt where the landings would be made. The coast around Boulogne—shortest line into occupied territory—had been pummeled as no localized area had been before. It had been thoroughly softened.



Bombs miss St. Valery installations. but invasion plans are perfected.



Boulogne coast feint on D-Day minus one.



Acheres rail yard receives diversion.



The softening up process goes on.

MISSION 118, PARIS-ACHERES, 2 JUNE 1944

In the meantime, the Germans had been kept off balance by an attack on the marshaling yard at Acheres, near Paris. Thirteen aircraft pin-pointed the target from 22,000 feet, in a fine example of precision bombing.

One plane was lost.

MISSION 121, CAEN COAST, 6 JUNE 1944

On the afternoon of 5 June the secrets of the pending invasion were released. The Group commander and intelligence officer were summoned to higher headquarters, and supplied with details of the coming operation. Upon returning to the Base, action replaced speculation. The lead navigators and bombardiers were summoned for special target study on a strip of the coast near Caen, in Normandy.

It now became clear that all the bombs wasted on Boulogne had been but a feint. The real operations were to take place in Normandy—a place where hardly any missions had been run.

D-Day was the acme of aerial planning. Twelve thousand aircraft of all types were dispatched that day, and every one was sent out with a specific course and timing. The R.A.F. bombed in the early morning hours, and returned to England as the Eighth Air Force went out at a different altitude. Airborne paratroopers and glider troops had been dropped before heavies were sent out. To ground observers, the night preceding D-Day was a galaxy of fireworks. Planes roved back and forth the length of England dropping various colored flares that denoted traffic lanes.

With dawn, the clear skies changed to overcast. Briefing brought significance to the poor weather. A telegram from General LeMay of the Third Division was read.

"Every individual keenness, every refinement of technique, and every aid to accuracy must be exploited so that the pattern of our attack is exactly as ordered, and so that there are no gross or avoidable errors to bring disaster to our troops on the ground. The necessary hazards have been accepted. They can be minimized only through exalted performance on the part of our air leaders and bombardiers. I have every confidence in you."

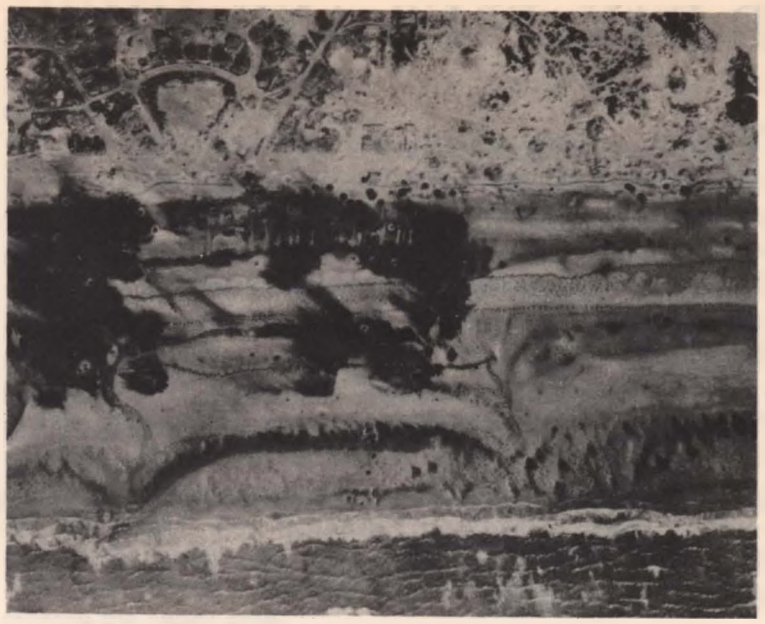
The crews were told that all bombing must be accomplished by 0725 hours. Flying in Group column formation, 36 aircraft of the 390th had all bombs away at 0708 hours.

The first mission of the day was uneventful. No planes were lost, and in bombing through the cloud on instrument there was no indication of the success or failure of the operation.

MISSION 122, FALAISE, 6 JUNE 1944

All aircraft were back on the ground by 1037 hours. While the first Group was attacking the Caen coast, 16 other aircraft had headed for a deeper objective. Their aim was to bomb the town of Falaise, south of the beachhead, so that rubble would fall across key roads, and impede progress of any German reinforcements headed for Caen.

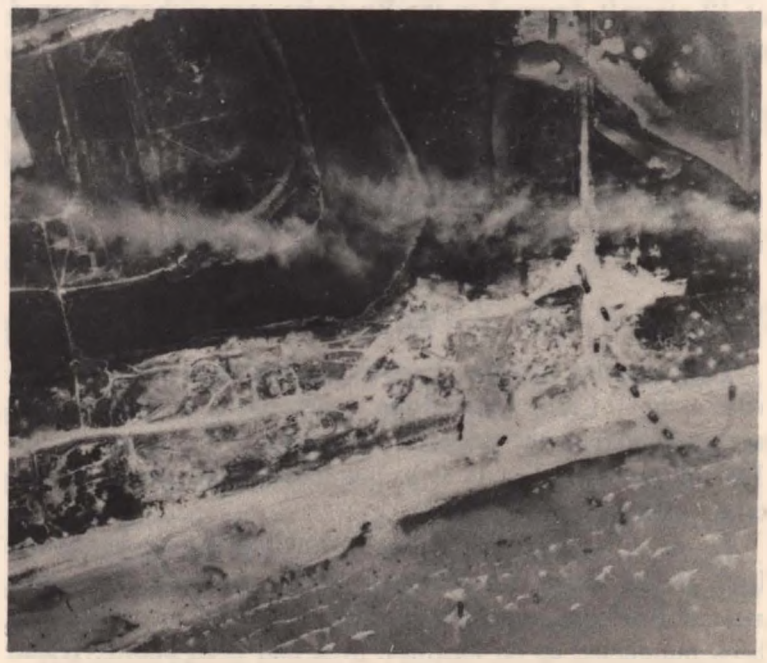
However, because of complete undercast this formation did not bomb. They were back at the Base soon after the first formation returned.



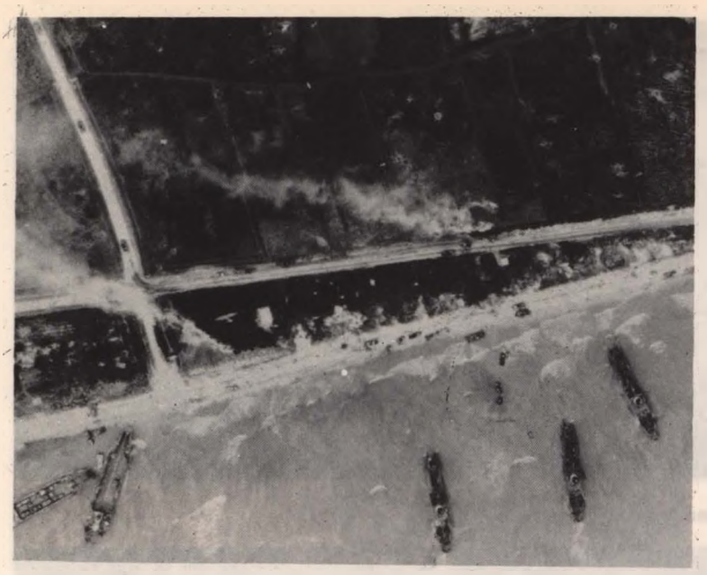
Infantry will find foxholes awaiting.



Falaise countryside is cratered after blind bombing attack on D-Day.



Landing craft pull up to beach.



And lorries head toward Germany.



390th bombs burst in Nantes as Loire bridge escapes direct hits.



After two days of constant bombing Nantes is cut off from south.

MISSION 123, FALAISE, 6 JUNE 1944

In the afternoon the Group sent out its third mission of the day. From 15,000 feet, but still using pathfinder because the target was again covered, 21 planes bombed Falaise.

It was days later before the worth of the missions could be analysed. The Caen coastal bombing had paid off immediate dividends. It was learned that ground troops made landings in this area without too much opposition. Of course, much of the success of the landings was due to the fact that the Germans had been caught off balance. Even as the rest of the world had erred, the Germans were fooled by the previous saturation of the Boulogne area.

As for the bombing at Falaise, it was learned that a German Panzer division had been caught in that hell by accident.

The tank division was in this locality on maneuvers, and lost much of its equipment because of being in the wrong place at the wrong time.

D-Day had set a number of records. It had been the ultimate in dispatching numbers of planes. On the Falaise missions every operational plane on the Base went along.

It had started the program indicated at St. Valery—for a period heavy bombardment was to scrap the strategic war on industry, and take up a personalized war. The crews became more enthusiastic in their bombing. They had relatives and friends on the beaches. Good bombing from now on was a requisite.

By softening up the German defenses, heavy bombardment had given good support. Now the task switched to maintaining the bridgehead—to ward off the Luftwaffe, and to chop up the German communications which would bring reinforcements into the area to face our ground troops.

The first assignment was 7 June. Photo reconnaissance spotted two German divisions in the Bordeaux area in southern France, headed northward.

The immediate role of heavy bombardment was to delay them, to keep them from joining with Rommel's army in Normandy.

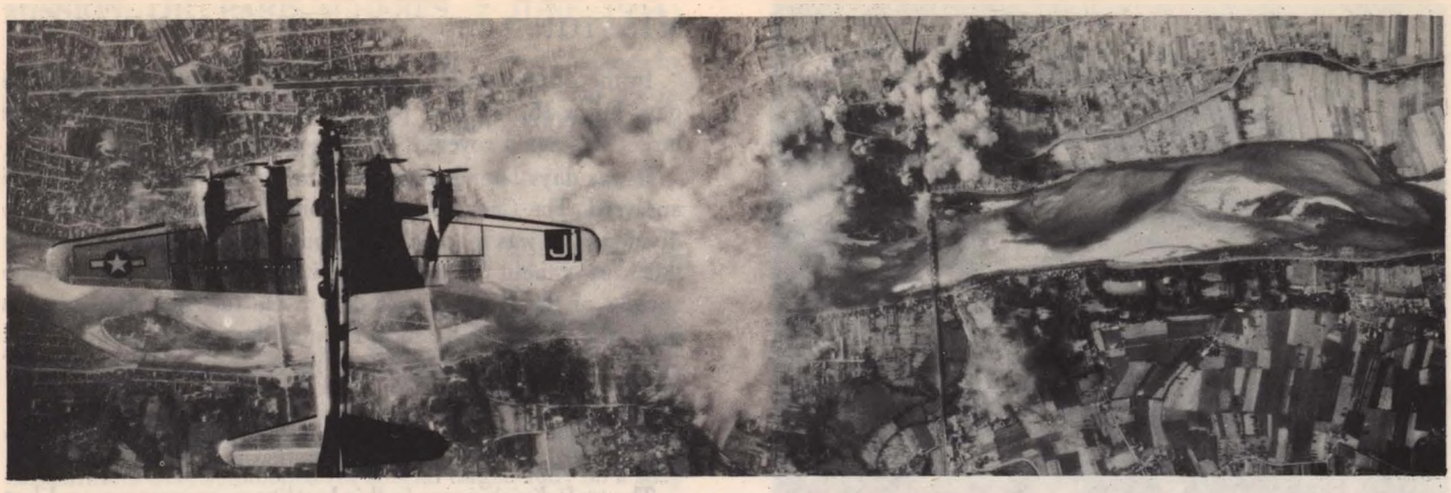
The Loire River became the line of interdiction. Every rail and road bridge across the Loire was slated for destruction.

MISSION 124, NANTES, 7 JUNE 1944

The 390th's target was a bridge at Nantes. Bombing was to be done by three 12-plane Squadrons, with each Squadron sighting for the bridge individually.

"A" and "C" Squadrons made one run each, with 100 per cent of "C" Squadron's bombs landing within a thousand feet of the bridge. "B" Squadron, with three runs over the area, missed completely.

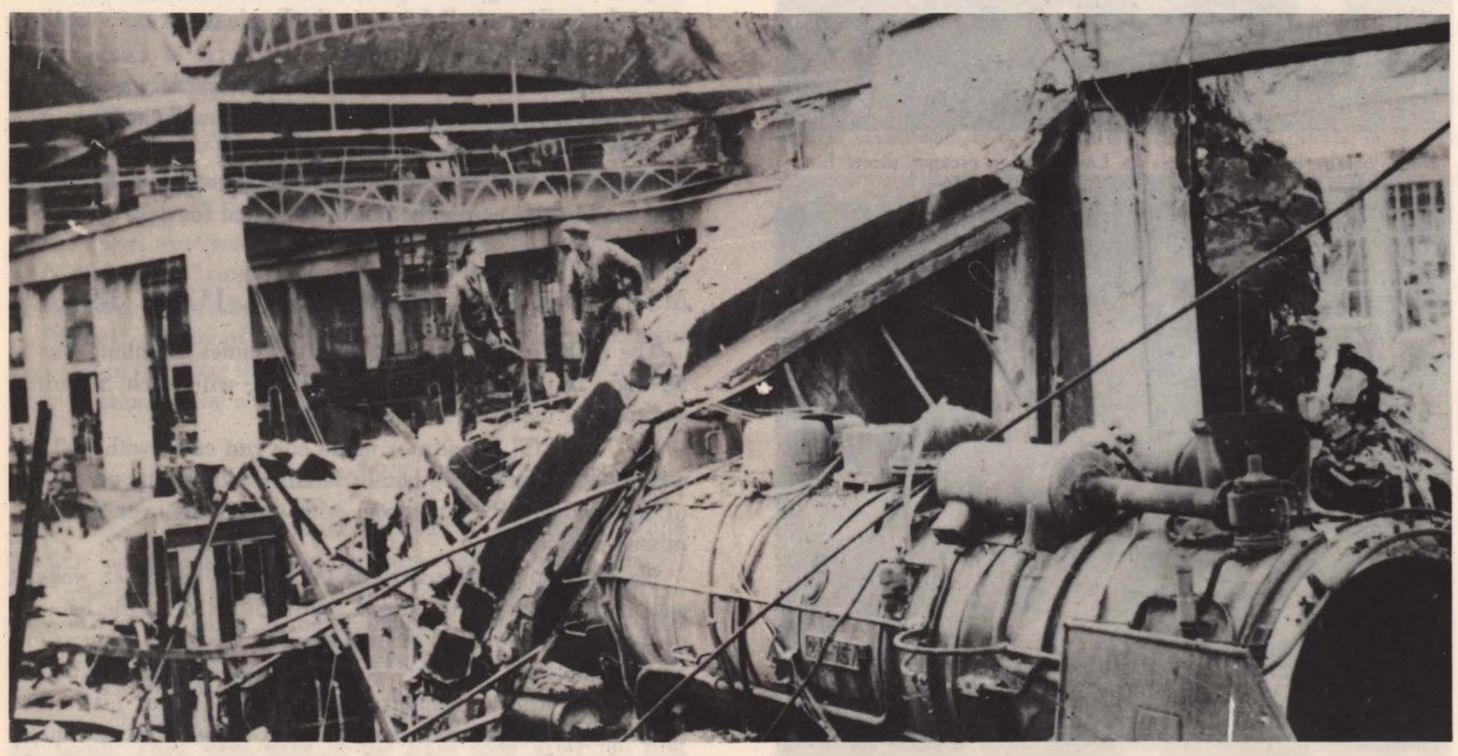
No direct hits were scored on the bridge. The 390th was not sent back to destroy the target, but illustrative of the tenacity of the tactical program, other heavy and medium bomber units were dispatched. The bridges at Nantes were finally made impassable after practically incessant raids that lasted two days. Several days later, when the two German divisions finally arrived at the scene of battle, American troops were firmly entrenched.



J planes still out to isolate Normandy from rest of France.



Tours marshaling yard is hidden by smoke of 390th explosives.



A French rail station has had it.



Frags pepper Chievres airfield.

MISSION 125, TOURS, 8 JUNE 1944

On 8 June, to stop German traffic from eastern France, an important marshaling yard at Tours was selected as the target.

Sixteen aircraft got over the target, while 1 plane was lost during assembly. Several bursts were plotted in the rail yards, with one direct hit on the rail line leading eastward from the mean point of impact.

MISSION 126, DINARD-PLEURVIT, 11 JUNE 1944

With the bridgehead expanding, the priority was placed on enemy airfields. On 11 June 33 planes bombed the advance airfield at Dinard-Pleurvit, through total cloud, with unknown results.

MISSION 127, ST. OMER, 12 JUNE 1944

The following day the Group selected St. Omer airfield as a target of opportunity, and dropped fragmentation bombs and high explosives over the dispersal area with good results. Twenty-four aircraft attacked without loss.

MISSION 128, LE CULOT-CHIEVRES, 14 JUNE 1944

On 14 June 12 planes of "A" Group fought through persistent cloud to bomb successfully the primary target at Le Culot, Belgium. Hits were scored on the two main runways.

Twenty-three aircraft from "B" and "C" Groups tried to follow the "A" Group to Le Culot. Clouds and interference on the bomb run made them abandon the target, and select the secondary target, the Chievres airfield, instead. Fragmentation bombs were scattered throughout the dispersal areas.

With this twin operation the Battle of D-Day, and the efforts to sustain the bridgehead ended.

From 14 June on the pattern reverted to strategic bombing, with a tactical operation thrown in here and there when the ground troops required help in their drive across France.



As salt is added to enemy wounds.



390th gets back at St. Omer boys.



Le Culot runways made unserviceable.

BATTLE OF FRANCE



One of the tasks heavy bombardment was to make shambles of rail yards.



Another task was to wreck airfields.



390th has done its job at Corme-Ecluse.



Damaging an oil storage depot breaks the monotony.

WITH the Allied troops streaming ashore on the Normandy beaches by the hundreds of thousands, the Eighth Air Force became a huge screening force.

Its task was to run interference for the tanks and mobile columns. In the immediate area the objectives were airfields used by enemy planes in strafing our ground troops and positions. In a zone ranging from fifty to two hundred miles ahead of our ground forces, the task was to immobilize the enemy, to strike at his communications, and to localize his effort.

MISSION 131, CORME-ECLUSE, 19 JUNE 1944

The first assignment was to post hole a small airfield on the Brittany peninsula used by the Luftwaffe in night operations against the bridgehead. Eighteen aircraft led the 13th Wing as they deposited 500-pound bombs on small workshops, huts and the landing ground. An area with a twenty-five hundred-foot radius was cratered, thus effectively preventing planes from taking off and landing.

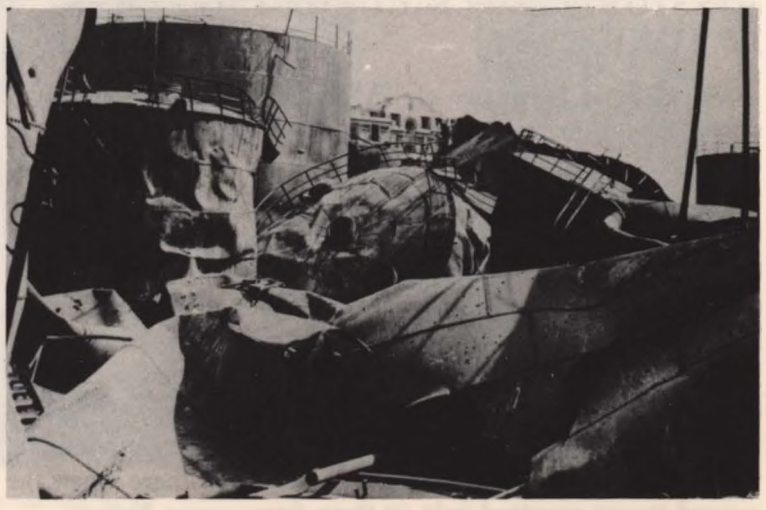
No flak or enemy fighters were encountered, and the mission to Corme-Ecluse was without loss.

MISSION 135, PARIS/ST. OUEN, 22 JUNE 1944

The next tactical operation, on 22 June, was designed as part of the campaign on oil. Several oil storage sites in the city of Paris, including the proposed 390th target at St. Ouen, were direct sources of supply of fuel and lubricants to German tanks. A tank was useless without fuel, just as much as if it had been knocked out of action by gunfire.

Paris flak accounted for 1 plane, but 12 aircraft attacked St. Ouen successfully. A large warehouse, storage tanks, and small industrial buildings on the island and west bank were damaged.

South of Rouen a stray 390th plane was attacked by an ME-109 looking for stragglers. The Fort came back to the Base. The ME-109 did not return to its base.



Heat bursts storage tanks during Paris attacks.

MISSION 136, NOGENT-SUR-SEINE, 23 JUNE 1944

The following day 12 aircraft were credited with sorties for flying over Nogent-sur-Seine. Complete cloud coverage prevented bombing a small bridge across the Seine, and the same conditions prevailed at a similar type of target assigned as the secondary. Two bomb runs were made on the secondary, but there were no breaks in the clouds for a visual run. The formation brought the bomb load back to the Base.

MISSION 140, GIEN, 4 JULY 1944

On 4 July ten crews were given the rail bridge at Gien, France, as an assignment, with these words:

"In assigning this target an effort is being made to seal up the rail corridor between Orleans and Paris, to prevent the movement by rail of men and matériel from southern France north to the battlefront. This attack is a follow-up on the splendid work previously done on rail bridges along the Loire from Nantes to Orleans, all of which have been knocked out or rendered temporarily impassable."

However, there was no cause for celebration, for again complete undercast made it impossible to sight the target. No bombs were dropped.

MISSION 146, CONCHES, 8 JULY 1944

On 8 July the priority was still on rail bridges. As the Group assembled in Division formation, a series of mishaps caused the 390th air leader to abandon plans, and seek a target of opportunity.

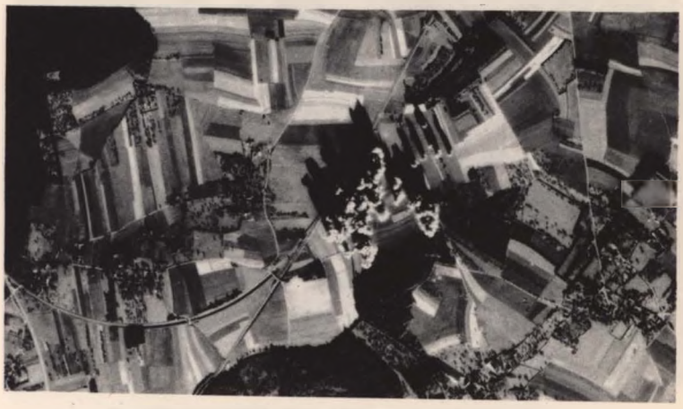
A radio message informed the Group that clouds covered their intended target. It was decided to bomb a target of selection just inside the French coast, but time and again the tentative targets were found to be near a built-up area. Finally, a rail junction near Conches was located, and after a forty-minute period in which the bomb bays were open, heavy explosives were dumped near the cut-over.

MISSION 153, SCHWEINFURT/DARMSTADT, 19 JULY 1944

A smoke screen over Schweinfurt hindered bombing of the strategic ball-bearing target. Seventeen planes bombed, but 14



A deflection shot at Schweinfurt.



More work for the section hands at Conches.



Frags scatter over road intersection.



Steady pounding does not improve German rail service.



But blanket the St. Lô area next day.



A lone release overshoots Tours.



Tours airfield is made inoperative by scores of "post-holing" bombs.



Jussy rail bridge withstands battering.



As approaches are multi-severed.

planes from the "B" Group were on a collision course, so they abandoned the primary and attacked the tactical target of a rail yard at Darmstadt.

MISSION 155, STUTTGART, 21 JULY 1944

The rail center of Stuttgart was bombed as a target of opportunity by 13 planes on 21 July with unknown results.

MISSION 156, VILLEDIEU-LES-POELES, 24 JULY 1944

The cloud conditions that had dogged the 390th's efforts for a month continued on 24 July 1944. A scheduled area bombing was called off as 12 planes hit the sidings at Villedieu-les-Poeles, and 14 aircraft dropped on a road intersection near Brevtal. Results were inconclusive in both cases.

MISSION 157, ST. LO AREA, 25 JULY 1944

On 25 July 1,500 heavy bombers subjected an area ten miles square, near St. Lô, to a concentrated flailing. German troops were paralyzed, and their equipment was knocked out

General Patton's troops struck out immediately after, and commenced their trek through the gap.

The 390th put 48 planes in the effort, and interpretation of photos showed that 15 per cent of the fragmentation bombs were within a thousand feet of the assigned area, and 80 per cent within two thousand feet.

MISSION 161, TOURS, 1 AUGUST 1944

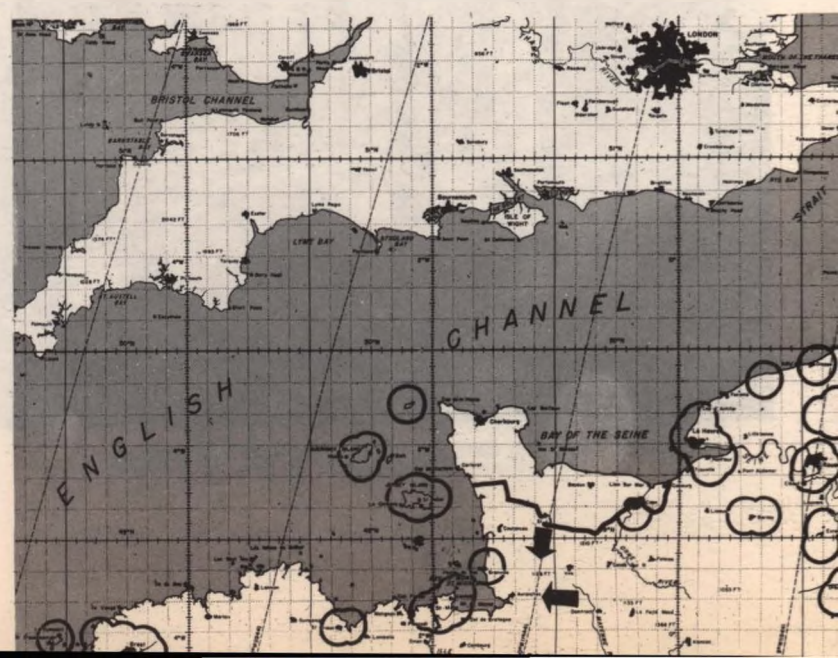
With the Americans cutting across the Brest peninsula at an unprecedented speed, the Luftwaffe was forced to withdraw from all airfields in the area.

The Tours airfield, attacked previously, was still operational, and was one of the best remaining airdromes in the vicinity.

Nineteen aircraft attacked, while 1 was lost to anti-aircraft fire. Clear weather favored visual bombing, and the Group accomplished its objective of post holing the field. The main concentration extended across the runways and perimeter tracks, with one direct hit on the large center hangar.

The mission was unopposed in the air.

Following the saturation raid at St. Lô on 25 July 1944, General Patton's tanks swung southward to seal off the Brest peninsula. The Germans vainly tried to cut off the armored columns by hitting the flank near Avranches.



MISSION 163, JUSSY, 2 AUGUST 1944

The rail bridge at Jussy was damaged, and the rail lines cut in several places as 25 planes attacked 2 August.

Two aircraft were lost to flak. "B" Group failed to bomb because of haze and cloud.

MISSION 164, NEUVY-SUR-LOIRE, 3 AUGUST 1944

A rail bridge at Neuvy-sur-Loire was the next proposed target. Twenty-five planes brought back their bombs, as cloud covered the area.

MISSION 167, BEAUTOR, 7 AUGUST 1944

On 7 August 9 aircraft were kept by weather from attacking a rail bridge at Beautor on the Oise River. Despite the 390th inability to get bridge assignments on the days when good weather prevailed, other Groups were having better luck. As early as 18 June twenty-five bridges on lines leading to the Seine and Loire area had been destroyed.

MISSION 170, ST. SYLVAIN, 8 AUGUST 1944

The British, held up at Caen, were planning a break through on the St. Lô scale. As part of the plan, heavy bombardment was deployed to attack several enemy battalion headquarters which formed a nucleus of the defense.

The town of St. Sylvain, which housed one of these enemy command posts, was plastered by five Groups. Ten 390th planes dropped a mixed load of 500 and 1,000 pound bombs, with 85 per cent landing in the target area.

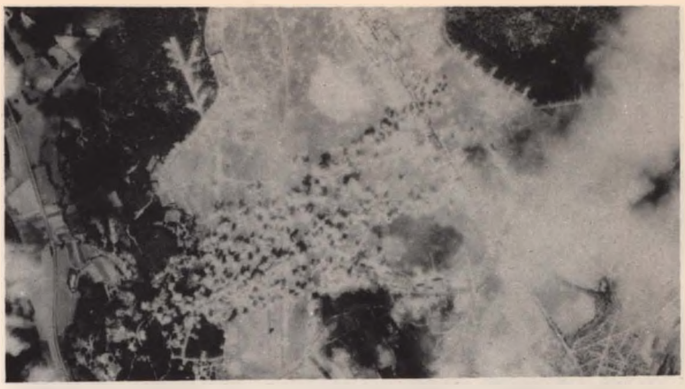
MISSION 174, VENLO, 15 AUGUST 1944

Still supporting the British drive to the Seine, on 15 August heavy bombers from the Eighth Air Force, 1,000 from the R.A.F., 500 medium bombers, and hundreds of fighter-bombers and strafing fighters were sent out to attack simultaneously every German air base north of the Seine River, and from central Germany to the North Sea.

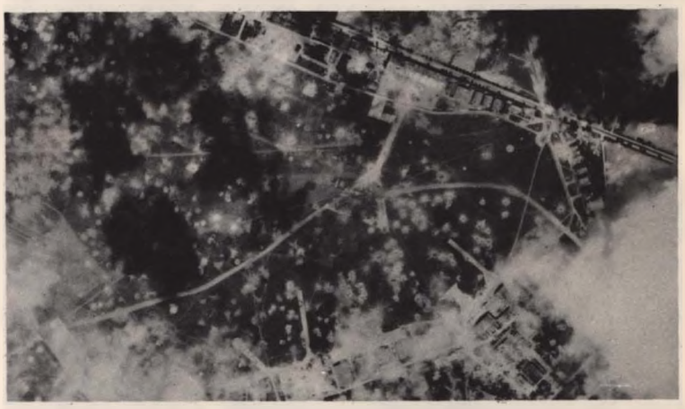
Of this force 104 bombers hit the airfield at Venlo, Holland, and the 390th contributed 31 planes, with each carrying 100-

The Group goes calling on the German General Staff.





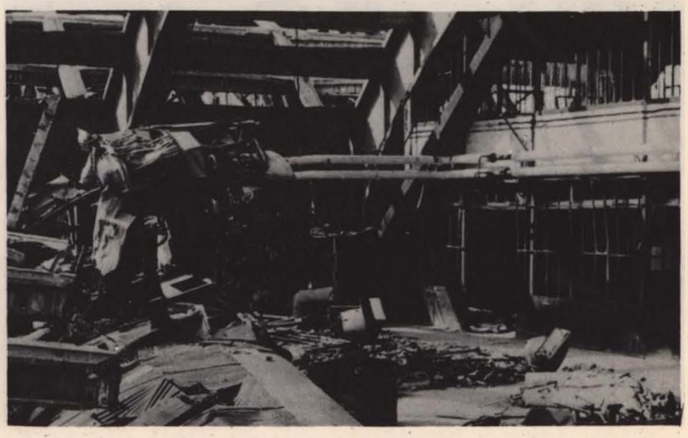
Mission 169, Villacoublay, 11 August 1944.



Twelve 390th planes help write an epitaph.



Precision bombing has passed a test.



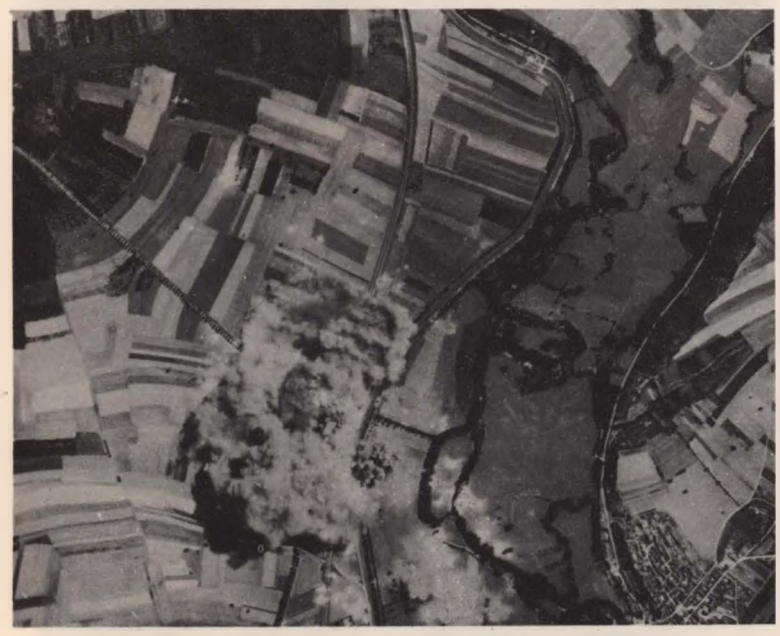
A German plane is left for souvenir hunters.



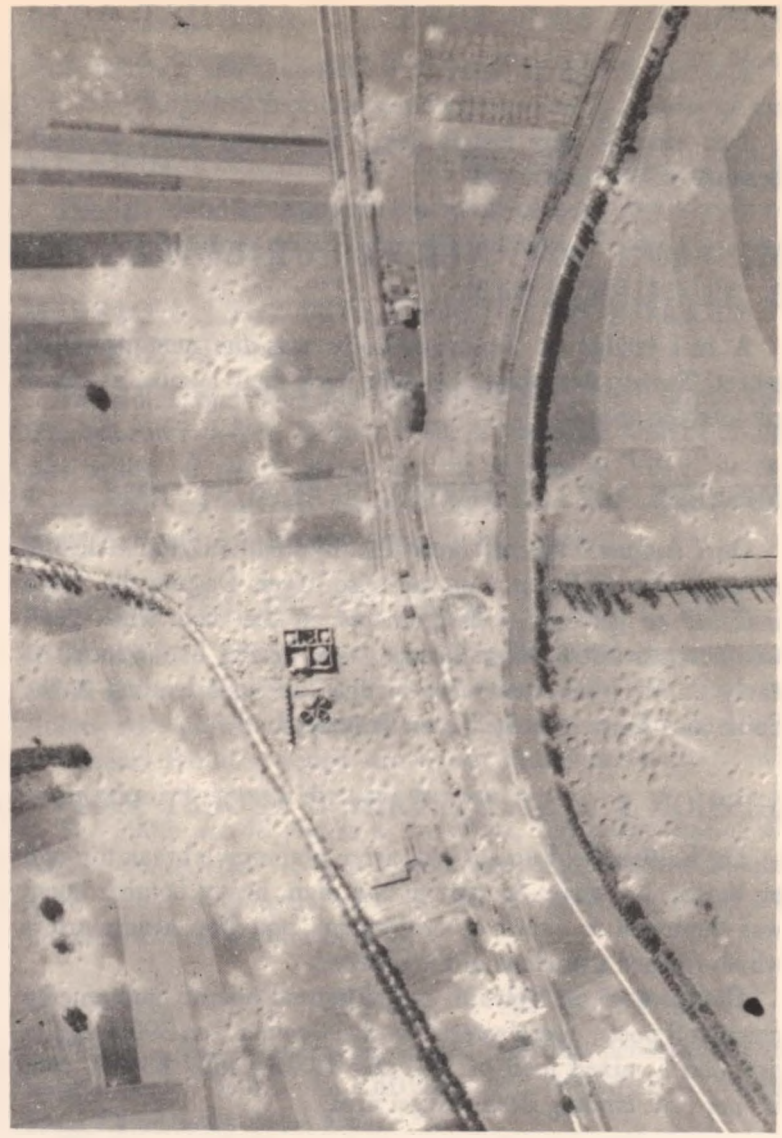
The Dutch rub is applied to Venlo.



Runways, dispersal areas, and installations share the destruction.



Peaceful French countryside is awakened by exploding fuel storage tanks.



The poplar rows point to charred ruin.

pound bombs. Hits were scored on runways and landing strips, with scattered bursts on workshops. The main concentration fell in the center of the field.

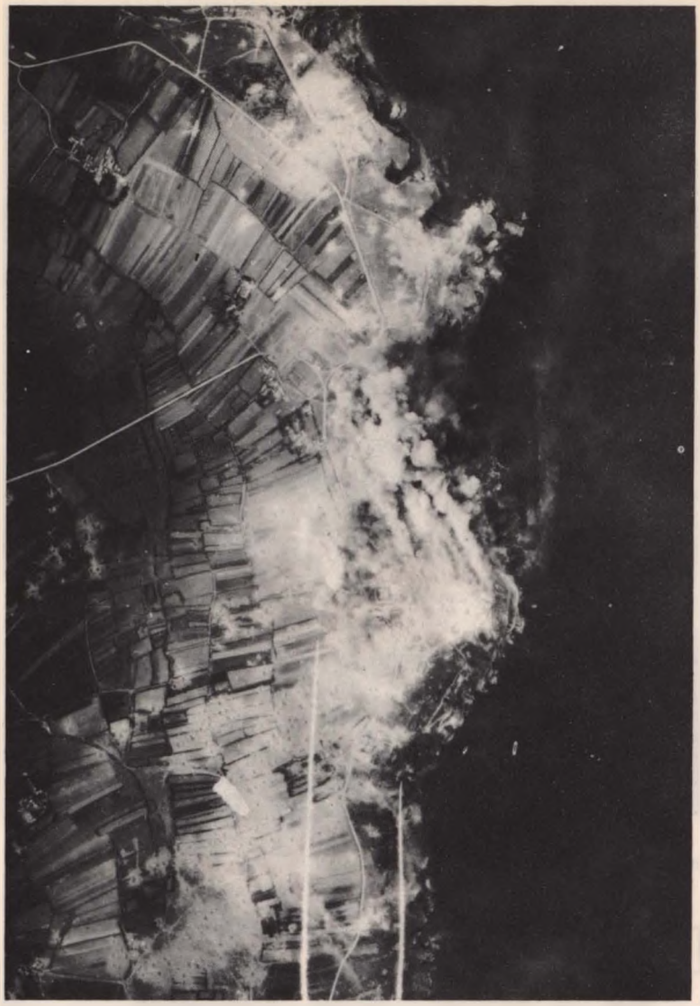
The Group met no enemy aircraft, lost no planes, and encountered no flak.

MISSION 176, PACY-SUR-ARMANCON, 18 AUGUST 1944

By mid-August the tactical targets were chiefly in central France. At Pacy, on the Armançon River, the Germans had the most important gasoline dump left to them in France. It had been attacked twice without success.

On 18 August 13 planes attacked from 11,000 feet, with perfect visibility. Two Squadrons had 100 per cent of their bombs within a thousand feet of the oil dump, while the third Squadron dropped late with all their bombs fifteen hundred feet from the tanks. Results were very good.

The final phase of the Battle of Western France was a rear-guard action of cleaning out the pockets of resistance by-passed by Patton's armored tactics. The Germans holed up in several coastal forts at Lorient, St. Nazaire, St. Malo, Bordeaux and Brest. Most of the ports were unnecessary to Allied war plans, but Brest, with a harbor, was needed as a debarkation point.



Stubborn coastal guns impede clean-up.

MISSION 179, BREST, 26 AUGUST 1944

On 26 August nine targets on the Brittany peninsula were selected for attack by heavy bombers. They were coastal installations which prevented complete occupation of the port city.

Thirty-nine ships were dispatched, but 2 were lost in a mid-air collision over England. Heavy cloud in the target area prevented many planes from dropping, but 15 aircraft laid down a concentration which covered the target area.

MISSION 180, FRANKFURT, 1 SEPTEMBER 1944

On 1 September a mission to Frankfurt was abandoned because of weather. The aircraft were recalled after crossing enemy territory.

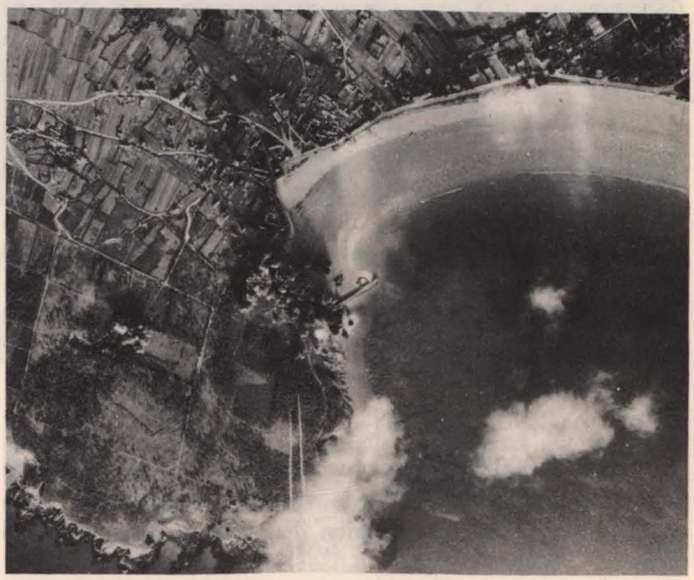
MISSION 183, BREST, 3 SEPTEMBER 1944

The third attempt to dislodge the Germans from Brest came on 3 September, as sixteen coastal batteries were assigned as targets to heavy bombardment units.

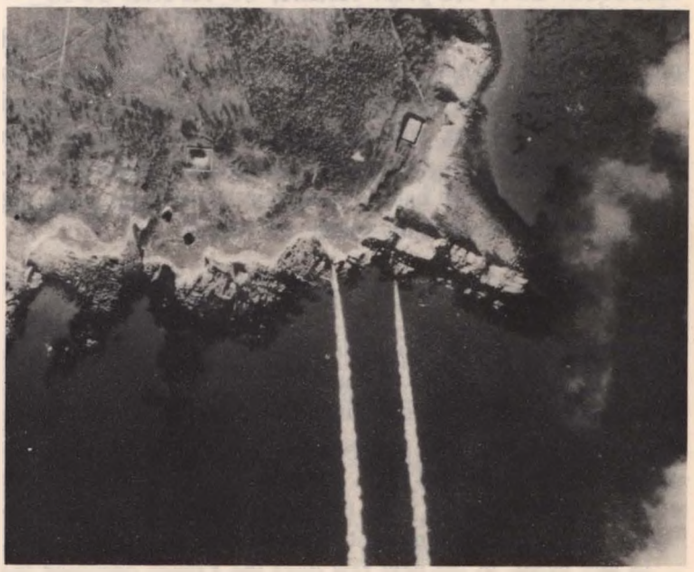
It was the second 390th visit, and again results were very good. This time 37 planes bombed their objectives without difficulty.



Three attacks on Brest area have left the waterfront a cadaver.



Taut barbed wire on the beaches offers a challenge.



But smoke bombs point to vulnerability from air.



Flak batteries were knocked out on first mission.



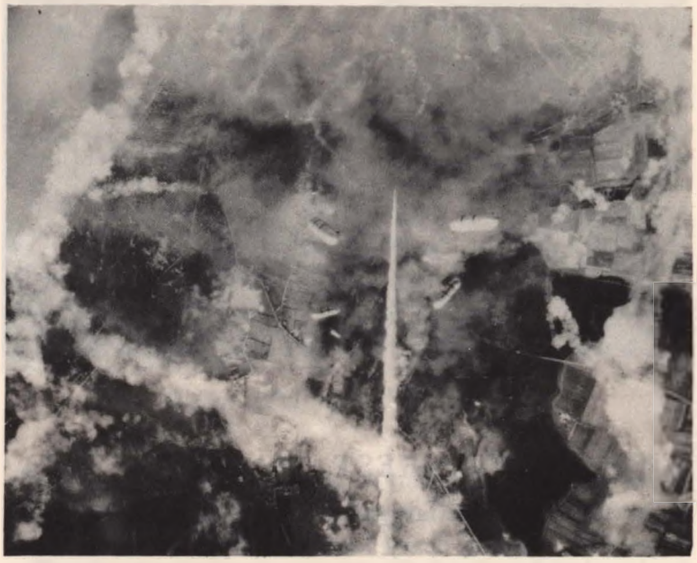
The Royan area was the Gironde Estuary.

THE ROYAN AREA

ON three successive days the Group was dispatched to the Royan area in southwestern France. This effort was on Air Force scale, and was a concerted attempt to soften up the German hedgehog defenses along both sides of the Gironde Estuary, guarding the approaches to the French port of Bordeaux. The air attack was coördinated with a push by French ground troops to dislodge the ten thousand Germans still holding out.

MISSION 296, ROYAN AREA, 14 APRIL 1945

With six 1,000 RDX bombs each, a Group of four Squadrons bombed assigned flak batteries visually. Results were from good to very good in a mission that lacked enemy flak and fighters.



Fire bombs followed on the second day.

MISSION 297, ROYAN AREA, 15 APRIL 1945

The following day the Group was one of eleven which carried naphalm bombs in the greatest application of this type bomb during the war. The fire container held the liquid fire tested against the Japanese, and was notorious as an agent which burned anything in its path. It was hot enough to dissolve steel.

Thirty-eight aircraft had no trouble in bombing the area, but results were obscured in the smoke and clouds.

MISSION 298, ROYAN AREA, 16 APRIL 1945

French progress on Pointe de Grave in the Royan area was halted by a tank obstacle. A hurried change in targets sent the Group to Royan for the third time. Planning and dispatch were too rushed to result in a mission having maximum success. Without adequate target data, bombardiers selected their own aiming points. Results were excellent, but there was considerable doubt that the tank obstacles had been removed.

In any event, in the next few days the French occupied the territory and Bordeaux was freed.



As cruisers shelled, bombs hit Pointe de Grave.



In the rugged foothills of the Alps, isolated French partisans receive guns and ammunition.

AID TO THE MAQUIS

OF all the 301 missions, the 390th crews had their greatest personal satisfaction in dropping supplies to the French Maquis in the secretive Areas 5, 9 and 13.

The missions had the glamour of Mati Hari operations or rum-running. It was a sleight of hand in bright daylight over thousands of German operatives who were unaware of the purpose of the missions.

Then, again, the crews were down on the deck flying over beautiful countryside instead of looking out a hatch at cloud.

MISSION 138, AREA "5," 25 JUNE 1944

With the invasion the Partisan movement came out in the open. They delayed the 2nd S.S. Panzer Division in moving from Toulouse to the Normandy bridgehead. Their next objective was to tie down two other tank divisions in southern France. On 20 June this message was received, "We are being attacked by two divisions coming in on all roads. We ask urgently for assistance."

While aircraft from other Groups carried out a spoof attack at Toulouse, 11 planes from the 390th flew at from 16,000 to 2,000 feet altitude over central France, and dropped their containers. Ground markers and bonfires told the bombardiers where to unload. The operation was carried out exactly as planned. A 36-plane Group could carry enough machine guns, rifles, bazookas and ammunition to supply over a thousand men. Before the planes were back to their bases the message came, "Supplies from American planes received in good order. Many thanks. When may we expect you again?"

MISSION 150, AREA "9," 14 JULY 1944

Within three weeks the size of the force was increased 80 per cent, with the 390th dispatching 34 aircraft.

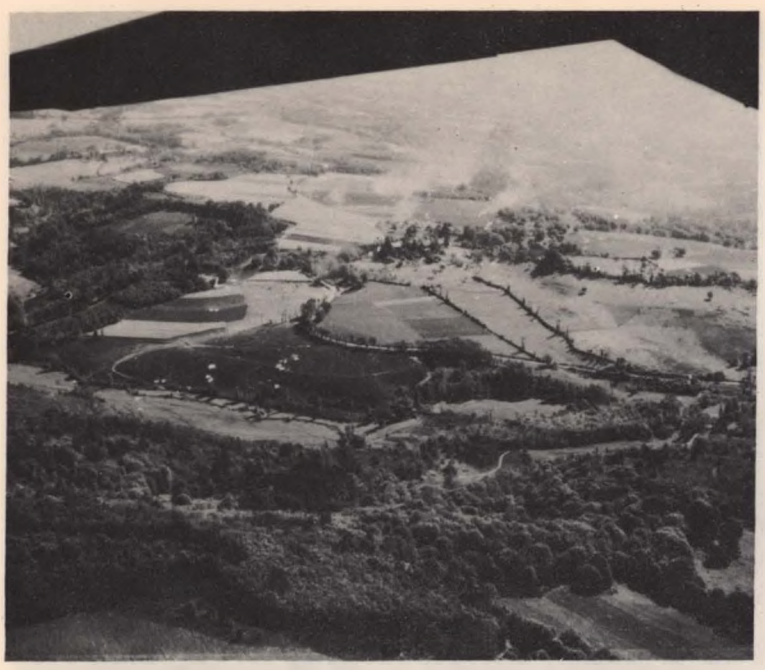
The target, Area 9, was again in the Limoges area, where the Maquis had gained control of an area a hundred miles square, the equivalent of a whole French department. They had kept the Limoges-Orleans rail line cut since D-Day, and were exceptionally successful in cutting communications.

From 2,300 feet, the Group again dropped containers to the desired spot.

MISSION 161, AREA "13," 1 AUGUST 1944

While most of the Group was recovering from a string of missions to Merseburg, 13 planes were sent out 1 August 1944 to the Haute-Savoie district, near the Swiss border, birthplace of the Maquis movement.

This was the area where, in January 1944, the fight of the Plateau des Glières took place. For eight days five thousand Partisans resisted four thousand Germans and a thousand French militiamen who had full artillery and air support. The Partisans were forced to abandon the plateau owing to lack of munitions, and their resistance was disorganized. It was again



Area "9" was marked by triangle of bonfires.



From the woods came Maquis to retrieve chutes.

reconstituted in May, when they secured a limited amount of arms.

The problem and distant and mountainous country kept supplies at a trickle, but the Maquis hoped to commence a new era of sabotage and delay if given adequate weapons.

The 390th was forced to make two bomb runs because of weather, and finally dropped their containers from 6,000 feet.

An interesting sidelight on the "Area" missions was the radio announcement that the Partisans requested for their next dropping of arms,—that newsreels covering the invasion operations should be included for exhibition at "their" local theaters.

It was not necessary to drop the newsreels, for soon afterward the American Seventh Army landed in southern France, and soon liberated the departments where Maquis activity had flourished since 1941. In all three missions only 2 planes were damaged by flak—coming from the battle line near Caen—and no aircraft were lost.

That was reason enough for liking the missions, but the crews' greatest impression was that for once they could see their individual parts in the role of victors.

When the war ended, the French government showed its appreciation to the Eighth Air Force by decorating several air leaders with the Croix de Guerre.

As for the Germans, there must have been bewilderment at the strength opposing them. The last "Area" mission held the same security as the first, an indication that for two months, at least, the enemy was in the dark as to the nature of low flying operations by heavy bombers.



Chutes commence to land in target area.



Only 2 per cent of containers were damaged.

ENGLAND-RUSSIA-ITALY

IN the summer of 1944 the 390th became embroiled in some international politics. The United States and Great Britain were courting Russia, laying the groundwork for future joint military operations.

A year later there was military accord all over the place. Bombers gave tactical support in advance of Russian ground troops, but in 1944 the Western Allies were just learning the expression "Tovarich."

A military mission was sent to Poltava, in the Ukraine, to establish the Eastern Command. The plan did not call for permanent operations out of Russia. The idea was to create a few bomber and fighter bases at which American bombers could set down, refuel and reload bombs, and be dispatched to their home bases in the quickest time possible.

A cadre from the 390th helped staff the skeleton force in Russia, so it seemed a natural consequence that the 390th should be one of the groups to take part in all the shuttle missions. Aside from building up good relations with the Soviet, the missions were noteworthy for the care in planning. The best crews and most able leaders were selected to do the best bombing possible. The American impression was to be left in the form of bombing results. Targets to Russia were of our choosing; targets operated from Russia were selected by the Red Air Force.

Amidst much hush-hush (the Base was restricted a half dozen times as the proposed mission ran hot and cold), the crews were given special training. They were indoctrinated on health facilities, given many instructions on proper uniform and conduct, and were finally issued Russian language cards and special prisoner of war kits. Loading lists were compiled which included technicians from fighter groups, and ground personnel from the 390th—a representative of all the necessary departments to carry on a transient war. They even carried the tools of their trades, for they expected no supplies in Russia. They were not disappointed in their expectations.

On 21 June 1944 the Group made good the alert. Nineteen planes joined a diversionary force sent against the Basdorf aero-engine plant in the suburbs of Berlin, while full Group strength hit the Ruhland synthetic oil plant south of Berlin, and went on to Russia.

MISSION 133, BASDORF, 21 JUNE 1944

A total of 95 planes raided Basdorf, and many others struck at Berlin to keep the Luftwaffe occupied, while the others swept over central Germany to Ruhland. Intense flak was encountered around Berlin, and one plane was damaged enough so that in returning it ditched in the North Sea. All of the crew except the pilot were saved.

Buildings in the western part of the plant, including some newly constructed engine test beds, were damaged.

MISSION 134, RUHLAND, 21 JUNE 1944

Of the 27 planes that flew to Ruhland all bombed and 26 made Russia. One landed just over the Russian lines, returning later by the A.T.C. route.



The first shuttle mission opened an era of 7,000-mile flights for good relations with Russia.



One force bombed Basdorf and came home.



A bigger force hit Ruhland plant, and went on to Russia.



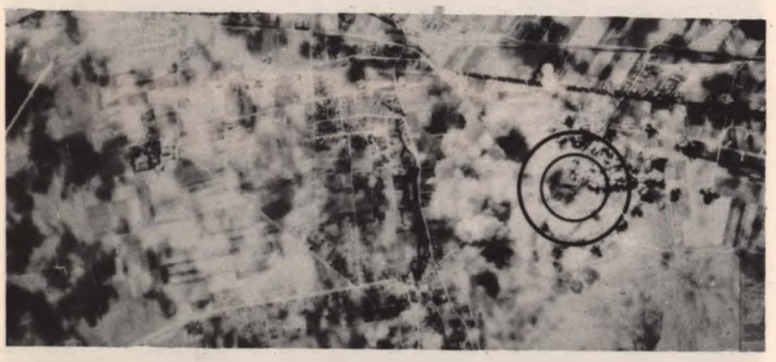
Oil at Drohobycz was a gesture to the Soviet.



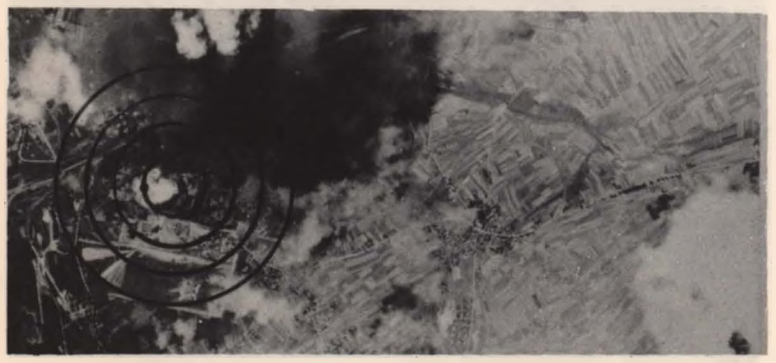
Southern Red Armies were helped by Arad bombing.



At Beziers rail yard an explosion left seventy-five-foot crater



Bomb pattern at Rahmel was widespread.



Many oil tanks were exploded at Trzebinia.

The aircraft bombed into smoke, getting strikes on the water gas plants, boiler houses and gas purification plant. Flak was meager in the target area, and except for a little flak near Warsaw, and scattered sporadic attacks by a few ME-109's, no further opposition was encountered.

A competent force of Eighth Air Force P-51's accompanied the B-17's throughout the entire mission, also landing at bases in Russia, and escorting the heavies on the subsequent missions to Italy, and finally back to England. Wing tanks for the fighters were carried by the bombers on the initial leg, for use on the flight from Russia to Italy, as none were available in the Eastern Command.

The 390th landed at its assigned base at Mirgorod, while the ships from the 45th Wing landed at Poltava. The arrival was scouted by German reconnaissance planes, and that night, shortly after midnight, a force of about a hundred German planes heavily bombed and strafed the Poltava base, destroying nearly half of the total force sent to Russia. The following day the 390th, fearing a like attack at Mirgorod, moved approximately a hundred and fifty miles southeast to a Russian fighter field near Zaporozhe. On 24 June the planes flew to Poltava to bomb up and load gas for the trip to Italy, but due to adverse weather conditions expected along the route, the mission was scrubbed, and the ships returned to Zaporozhe. The following day the bombers returned to Poltava. This time the mission was accomplished.

Their stay in Russia was just long enough to collect souvenirs, to be terrifically impressed by the industry of the Russian people, and their sacrifice to the war effort, and to realize that operations from Russian bases were rather primitive.

A few had opportunities to dine with Red Army generals, and face the rigors of Russian banquets.

MISSION 141, DROHOBYCZ, 25 JUNE 1944

All 26 aircraft left Poltava on 25 June on the next leg of the journey.

The target was the oil refinery at Drohobycz, in Poland. Aside from running into anti-aircraft fire at places not charted on the Russian maps the Group had no difficulty.

At least four big explosions were seen on oil storage tanks, with numerous hits on gas holders, and the round house and rail line that went into the plant.

In all, seventy-five bursts were charted in the refinery area, and thirty upon the railroad facilities.

The Group experienced no navigational difficulties, and landed at dusk, setting down at Lucera, Italy, which was one of the eleven satellite fields of Foggia.

The stay in Italy was a direct contrast to the time spent in Russia. The crews had liked the Russians, but with the Italians it was different. War had been long in passing Foggia, and the populace had suffered prolonged torture. While in the hands of the Germans the field had been a frequent target of the African Air Force. In one incident thousands of Italians were killed in a large shelter in which they had taken refuge. A gasoline truck had been left at the entrance. This was hit by a bomb, it exploded, sealing off the exit, and the people inside were suffocated. The memory of this episode so rankled the Italians that they even spat upon American fliers.

The 390th crews lived under field conditions for nearly a week, hating the sun, sand, insects, filth and squalor about them. The only pleasant interlude was bathing in the nearby Adriatic.

MISSION 142, ARAD, 2 JULY 1944

By 2 July the loafing days were over, and 18 aircraft were dispatched with Fifteenth Air Force units to attack the marshaling yard at Arad, Roumania.

Bombing results were excellent, for all through the yards tracks and goods sidings were blocked. Car repair shops, the power plant, and three large shops were destroyed. The nearby Astra engineering works was also wrecked.

MISSION 143, BEZIERS, 5 JULY 1944

The Group's 26 planes returned to England 5 July 1944, bombing the marshaling yard at Beziers en route.

Cloud over the target forced the formation to make a second run on a different heading, and bombs fell in the smoke left by preceding groups.

Photo reconnaissance revealed extensive damage. Wagon and locomotive repair facilities, a probable transformer station, and considerable tracks and rolling stock were destroyed. One seventy-five-foot crater was plotted in the wagon siding area, probably the result of the explosion seen in the photograph on this page.

When the exhausted men climbed from their planes they had but one comment, "England—England is a wonderful place!"

They had flown the greatest bombing operation in history—a trek over most of Europe which had taken them about seven thousand miles.

The second shuttle mission in August was similar to the first, the chief difference being the time element. By August the shuttle circuit could be made in six days.

MISSION 166, RAHMEL, 6 AUGUST 1944

Leaving England 6 August 37 aircraft flew across the North Sea and the Danish peninsula, and dropped down from the Baltic Sea to make a short overland bomb run on Rahmel, an aircraft repair depot near Gdynia, Poland.

One plane was winged by flak, and made its way to Kiev, but the others encountered no trouble until they were well over Poland, when 15 single-engine fighters made passes for three minutes without damaging any Fortresses. One FW-190 was probably destroyed.

Despite smoke at the target, the 390th bombing could be plotted. The pattern covered revetments, hangars, and the gun-testing range, while the lead Squadron of the high Group covered the entire south corner of the factory airfield.

Arriving at Mirgorod late in the afternoon, the planes landed in a storm.

The Russians had a mission planned for the following day. Because of crowding aircraft over the dispersal area, rain had turned the airfield into a mud patch, with B-17's settled in the mire on all sides. Available personnel, both American and Russian, worked all night to free the planes. The mission required 30 planes; they were able to extricate 26.



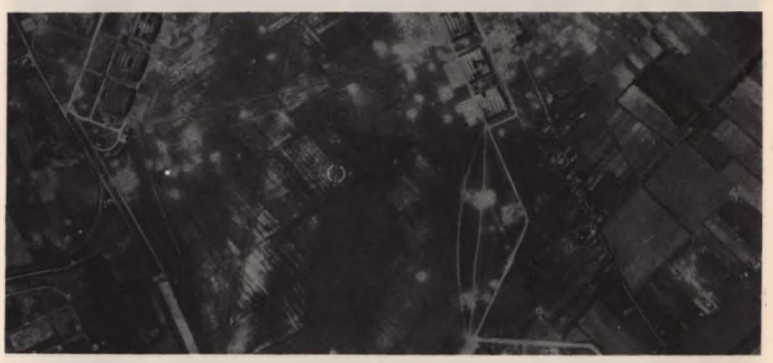
Zilistea airfield, base for gliders and cargo planes for Germans in Roumania.



Diamond shaped Toulouse airfield had three rows of hangars.



The 390th knocked out two rows, the 95th Group the third.



Toulouse's twelve large hangars, and half the small, received direct hits.



At Warsaw the Germans sent up flak and fighters.



From 14,000 feet Warsaw was big enough to catch most of supplies.



Containers of arms float down to the beleaguered Poles.



German planes destroyed many grounded Forts.

MISSION 170, TRZEBINIA, 7 AUGUST 1944

By 0845 hours the following morning the planes were ready to take off. The target was the synthetic oil refinery at Trzebinia, Poland, one of three such plants attacked that day by the shuttle raiders.

The operational plan was to fly directly west, to bomb, and return to Russia. The mission was carried off without a hitch, with bombs striking in an oil tank farm. Many explosions and fires resulted, with smoke rising to a great height.

Four ME-109's attacked, and 1 was damaged in a mild encounter.

MISSION 171, ZILISTEA, 8 AUGUST 1944

On the third day the task force was on its way to Italy, assigned to hit two airdromes en route.

Zilistea and Buzau were the most important airfields used by the German Air Force in central Roumania. During June and July they housed as many as 230 enemy planes. Their chief importance was as a base for transport aircraft and gliders used in supplying the German Army on the Russian front.

Zilistea, the 390th assignment, was attacked after cloudy weather gave way to CAVU conditions. "A" and "B" Groups concentrated on the airdrome's installations, having 25 per cent of the bursts within five hundred feet of the MPI and 60 per cent within a thousand feet.

None in the strong force of German fighters located in the target vicinity attacked the Group, and the forty-eight guns expected at Zilistea gave out only meager and inaccurate fire.

After leaving the target high clouds over Yugoslavia forced the planes south of their briefed course. Half landed at Sterparone, and half at Lucera.

The crews had been too busy in Russia to have any opportunity for sight-seeing, but the hospitality of both the parent Groups at the Italian bases was excellent. Bad weather kept the Group on a stand-down basis until 12 August, so the men had a little opportunity to visit neighboring market towns and purchase mementos.

MISSION 172, TOULOUSE, 12 AUGUST 1944

The final leg of the second shuttle series was to the Toulouse-Francazal airfield at a time when the Americans and French were massing an armada at Corsica to invade southern France.

This airfield was one of the few operational fields in southern France which had not been evacuated. Its facilities were used by long range minelaying aircraft, and, coming on the eve of the Riviera invasion, held an added importance.

The operation was carried out in textbook fashion. The buildings on the airfield were in three rows of installations surrounding the landing strip. The 390th, as the 13th "B" Wing, was assigned two sides of the field, while the 95th Group, as 13 "A" Wing, was to hit the third row of buildings.

Both Wings accomplished their objectives in a manner which would make a bombing instructor envious. All of the twelve large hangars, and five of the ten smaller hangars were either hit or suffered blasts from near misses. A total of eighteen hits were scored on hangars, and 75 per cent of the bombs fell within the target area.

It was noteworthy that the only crew suggestion submitted at interrogation was that reading material should be taken on future shuttle missions.

All the criticisms the men had made after the first shuttle mission had been taken note of at the bases in Italy and Russia. Many men had suffered from dysentery, and had no one to care for them. On the second trip a flight surgeon went along.

All the pains of having correct dress were thrown out at take-off time for the second shuttle. The men adhered to orders by taking the required uniforms, but no one wore them. It was not a party of diplomats which landed in Russia, but a bunch of laboring American fliers. The personnel at the Russian bases had procured some current flak data, so when Trzebinia and Zilistea were briefed the crews had some idea of a course where they would not be shot to pieces.

As a result of good planning and airmanship, four missions had been run within six days without loss. In all the thirteen "B" operations, 39 aircraft took off initially, 2-aborted on the first leg, and 1 landed at Kiev. One plane aborted in Italy, leaving 35 to complete the shuttle trip.

In mid-September of 1944 this teletype was flashed to several groups:

"At the approach of the Russians a little more than a month ago, members of the Polish underground in Warsaw and its environs rose under General Bor in open revolt against the Germans. The approaching Russian armies did not break through the German lines in front of Warsaw as expected, and are still some twelve miles from the city at the closest point, according to the latest authoritative reports.

"Meanwhile, the poorly equipped underground army in Warsaw has been fighting a losing battle against the Nazis. During the past month the British have succeeded, at night, in dropping arms and ammunition on a small scale to the Poles, and 6 B-24's from the 15th Air Force dropped supplies successfully. Despite this sporadic aid, the position of the Warsaw Poles has gradually worsened and is now desperate. The international significance and military importance of maintaining this core of resistance within the Nazi lines is so great that this mission is a direct result of a decision made at the Roosevelt-Churchill conference now going on at Quebec."

On 18 September 1944 the 390th was dispatched on its third shuttle mission to Russia and Italy. Thirty-four aircraft carried cannisters of ammunition and arms and dropped them upon Warsaw. The precision of parachuting supplies from 14,000 feet was a matter of conjecture and the best indication of the mission's success was in the form of a message from General Bor which said:

"The American expedition raised a terrific enthusiasm among the Polish population. The morale and the feelings of our people improved immensely, especially in the northern part of the city, where we managed to collect nearly the whole lot of supplies dropped by planes."

While making the bomb run 20 enemy fighters attacked. They made vicious passes, and closed to within a hundred yards before peeling off. Flak at this point was moderate but accurate. The German planes faced their own anti-aircraft fire to press home attacks. One B-17 was lost to a combination of flak and fighters. The pilot of another was killed by machine-gun fire,



A Russian peasant choir included bobby-soxers.



Men who stayed in Russia found life in the raw.



Russian women served as mess attendants.



Ruins of Foggia hurt relationship with Italians.

and the co-pilot and crew chief combined efforts to hold the plane together until it could be landed safely. Other planes were hit by flak hard enough to be left in Russia.



Pathos marks an Italian street scene.

In the encounter with the fighters 390th gunners were credited with 8 destroyed, 3 probably destroyed and 1 damaged.

MISSION 192, SZOLNOK, 19 SEPTEMBER 1944

En route to Lucera, Italy, the 390th hit the locomotive repair sheds and transshipment center of Szolnok, Hungary.

Bombs fell in the marshaling yard, and overlapped into a residential section. Flak at the target was meager, but accurate enough to damage 1 plane, which was left in Italy.

No mission was completed on the third leg of the shuttle. France was well occupied by the Allies at this time, and the planes flew back to the home base without bombing a target.

Eastern Command received a few operations from the 15th Air Force, and in the spring of 1945 was dissolved.

It had serviced some aircraft which had bombed a few targets successfully.

As for being instrumental in furthering American-Russian relations, it must have been successful. Upon breaking up, the Russians held a banquet for the Americans of Eastern Command.

THE BATTLE OF WESTERN EUROPE

IN September and October, 1944, the Allies were slogging through eastern France, Belgium and Holland to take up positions facing the Siegfried Line. The American First and Ninth Armies actually had pulled themselves to the dragon's teeth. But in the Metz area Patton's Third Army had to dig its way through the greatest fortified region in Europe.

The Air Force was employed to bomb rail lines in the Rhine, hampering the servicing of German forces along the Siegfried Line.

MISSION 193, LUDWIGSHAFEN, 25 SEPTEMBER 1944

On 25 September the marshaling yard at Ludwigshafen was the assigned target. It was an important alternate route for military movement, from Leipzig, through Frankfurt, to Saarbrücken, where the enemy was tangling with Third Army tanks between Metz and Nancy.

A force of 364 bombers attacked, in which the 390th furnished 33 aircraft. Bombing was through total cloud, with unobserved results.

A concentration of intense flak damaged several ships, with the lead pathfinder aircraft hit badly. It peeled out of the formation and headed for friendly territory.

MISSION 197, BIELEFELD, 30 SEPTEMBER 1944

Through breaks in 9/10th's cloud the Group bombed the marshaling yard at Bielefeld on 30 September by pathfinder means.

The primary assignment had been a visual run on an ordnance depot at Bielefeld, but cloud conditions made it necessary to bomb the secondary. In all, 600 tons were dropped.

MISSION 199, NAGOID/RHINAU, 3 OCTOBER 1944

Assigned to hit an airfield in the lower Rhine Valley, the Group wasted its bombs under a peculiar set of circumstances.

The 390th "B" Group was prevented from bombing because of cloud, and failure of pathfinder equipment. The 390th "A" Group, likewise, could not bomb the airfield because of clouds and inoperative pathfinder.

"B" Group brought back its bombs, with the exception of a few planes which selected a pontoon bridge across the Rhine River at Rhinau as a last resort target. Some hits damaged an earthen dike.

Meanwhile all planes in "A" Group attacked a barracks area near Nagoid with poor results.

MISSION 200, MUNSTER/HANDORF, 5 OCTOBER 1944

When over 30 enemy aircraft were sighted on the Münster/Handorf airfield, the ground forces learned the source of some of their troubles. They routed a request for assistance



Incendiaries were placed on Munster-Handorf.



The ground forces had requested that this target be demolished.



Countless attacks on Cologne ruined many buildings, but did little damage to the rail yards.



The cathedral received only superficial damage, while the city about it was completely ruined.



A few planes tried for Rhine pontoon bridge.



When Münster line was blocked, the canal was busy.

to Supreme Headquarters, and on 5 October 1944 the 390th was one of several Groups assigned the task of demolishing two important German airfields.

The 390th "A" Group laid a well-developed pattern of incendiary bursts across its assigned MPI, resulting in several fires.

The 390th "B" Group was on a bomb run for three minutes when suddenly the Wing leader made a turn, and abandoned the mission. The 390th "B" Group followed, according to procedure, and brought back its bombs.

Four planes received battle damage from meager flak in the target area. There was no fighter opposition and no losses.

MISSION 204, COLOGNE, 15 OCTOBER 1944

The vast rail network of Cologne was included in a wide variety of targets on 15 October, when its five marshaling yards were assigned.

Complete cloud in the target area forced all bombing by pathfinder means, with unobserved results. Because one Squadron leader had a bomb bay malfunction his supporting planes followed him down the Rhine River to Koblenz, where a few more stray bombs were discarded.

One aircraft was hit severely by Cologne flak. The pilot crash-landed in Belgium, with the loss of one man, as others bailed out successfully.

MISSION 205, COLOGNE, 17 OCTOBER 1944

Weather dictated that Cologne should be attacked again 17 October, with emphasis on the city's rail yards. As this city was the focal point of transportation to and from the Ruhr, and also the sectors opposing the British, Canadian and American First Armies, it was an important target.

Damage to the rail yards in previous raids had been slight, even though severe damage had been done to surrounding factories and built-up areas.

The Group found cloud conditions, as expected, and bombed the city by pathfinder. Of 36 aircraft dispatched, 2 bombed targets of opportunity when their bomb bays would not function in the target area.

Flak was again intense but for the most part inaccurate, resulting in no losses.

MISSION 208, MUNSTER, 22 OCTOBER 1944

The important rail yard at Münster was again in full operation following an attack by Third Division forces on 5 October.

A total of 352 planes attacked on pathfinder, with the 390th dispatching 21 planes. With the usual cloud conditions, results were unobserved.

MISSION 211, HAMM, 28 OCTOBER 1944

On 22 October, Liberators had bombed Hamm through the clouds, with little effect on the marshaling yard. Although it had been the object of several attacks it was still an important communications center on one of Germany's main through lines to the western front.

Encountering a multi-layered cloud front, 36 planes used instruments. On strike attack pictures bursts could be seen

through the haze, but there were no identifying landmarks to permit an assessment of bombing accuracy.

Four aircraft were damaged moderately from flak sent up from southern Münster. None of the 184 aircraft dispatched by 3rd Division was lost.

MISSION 215, NEUMUNSTER, 6 NOVEMBER 1944

Cloud fouled a successful attack on an airfield at Neumünster which was becoming increasingly important as a repair depot for HE-111 bombers and FW-190 fighters.

On 6 November 41 aircraft bombed through heavy cloud formations, with results for the most part believed to be poor.

MISSION 216, SAARBRUCKEN, 9 NOVEMBER 1944

On 9 November an effort was made to shake General Patton's Third Army loose in the area around Metz. Several forts were scheduled for attack, with the bomb load made up of eight 1,000 pounders a plane.

Again, complete undercast prevented a visual run on a primary assignment. The rail yard at Saarbrücken was bombed as a secondary target, with poor results.

MISSION 217, WEISBADEN, 10 NOVEMBER 1944

On the next day, as poor weather persisted, an airfield target at Wiesbaden was abandoned. Again the ground forces had asked for help in eliminating a sore spot.

The airfield was to be bombed by Michro H, with a chemical plant to be hit by pathfinder if a secondary target were necessary.

On the bomb run the instrument equipment went out, so a short pathfinder run resulted in bombs over the target.



The Americans tried for a break-through to the Rhine River on 16 November 1944, when the First Army commenced a push at Düren. Preceding zero hour, the 390th Group led the Eighth Air Force, Royal Air Force, and Ninth Air Force in an area bombing notable for accuracy.



In a Chinese landscape were German barracks.

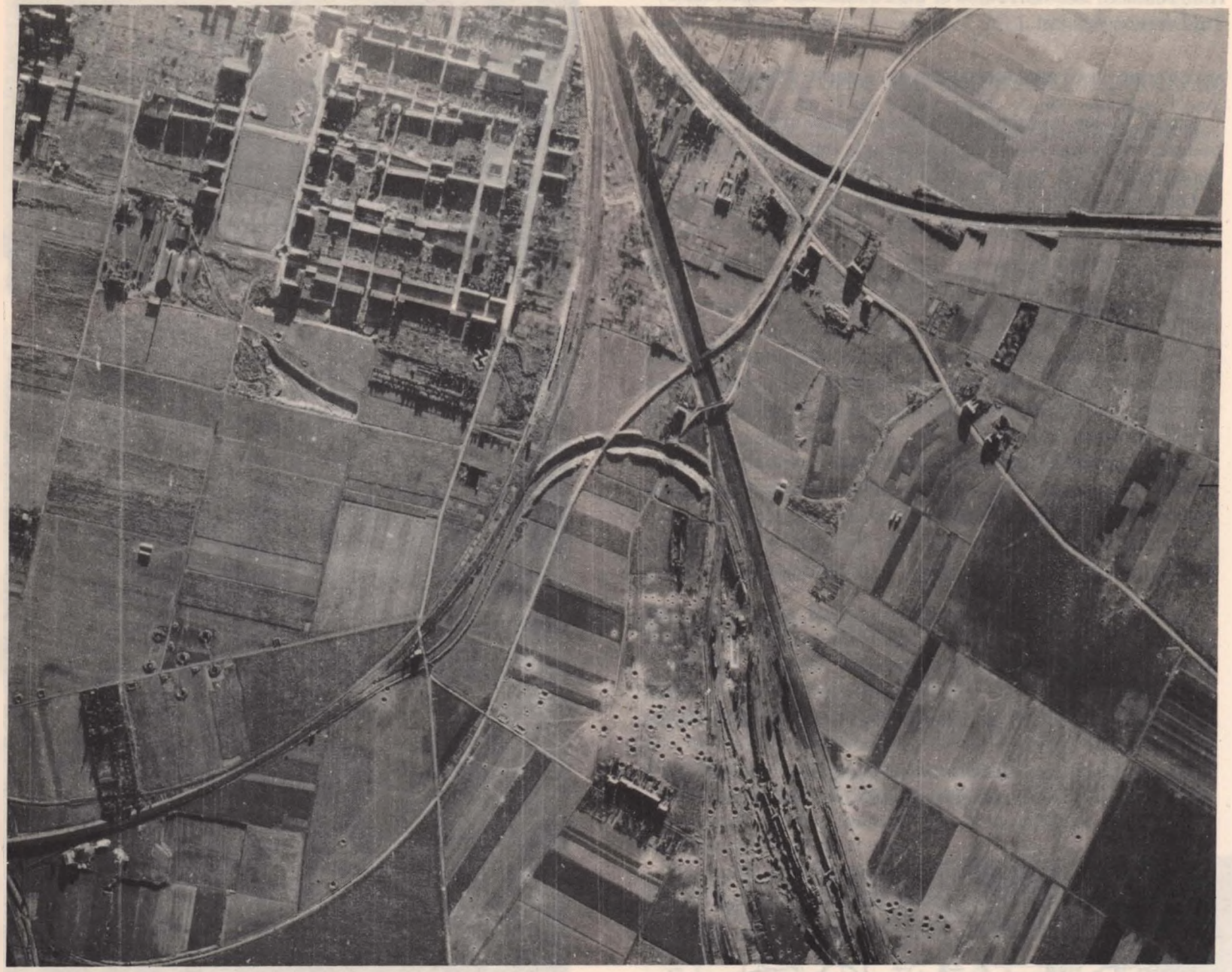


Hamm was always a top rail objective for 390th planes.



The scorched earth policy at Wiesbaden.

BATTLE FOR THE WEST WALL



In the flat country outside Düren the Germans guarded the approaches to the Rhine.

BY mid-November, with General Patton still entangled in the Vosges area, the Supreme Command attempted an all-out effort to breach the last vestiges of the Siegfried Line facing the American First Army.

This break-through, designed on the scale of St. Lô, was to be localized in the area between Aachen and Düren. The immediate objective was to establish a winter line along the Rhine River.

As with all break-throughs, the aerial arm was to be the decisive factor. The Eighth Air Force in strength was to lead off, followed by the Royal Air Force and the Ninth Air Force. It was to be the greatest number of bombers dispatched on one area since D-Day. Leading this armada was the Third Division, and a happenstance decreed that the 390th Group should be Division leader.

All navigational aids, including a flak safety line, were pressed into service. It was imperative that this great force of bombers have an orderly traffic pattern, to get over the desired area, and to get out of the way. Targets included field gun positions, strong points, and troop concentrations.

Encountering thick cloud and haze, the 390th guided Eighth Air Force's 1,204 planes to the desired spot. Only 4 of these planes were lost.

Over 4,100 tons of bombs cascaded over the enemy positions. General Hodges of the First Army wired his congratulations for the accuracy of the attack, saying that not one American soldier was injured—unprecedented in area bombings.

By St. Lô standards, the First Army could have walked to the Rhine. However, by bitter experience, the Germans had learned

how to deal with these saturation raids. They pulled their troops back from the bombing area, and when fire had ceased rushed back into their former positions. Hence, Düren's brilliance was lost in the resumption of static warfare.

In the days that followed Düren American infantry men inched forward, pushing through their greatest obstacles of the war. The Eighth Air Force went back to work at its old task of disrupting supply to the German lines.

MISSION 219, GIESSEN, 21 NOVEMBER 1944

Giessen's rail line near the airfield was cut in several places as the Group bombed visually and by pathfinder, 21 November, when cloud made them abandon an oil target.

MISSION 220, HAMM, 26 NOVEMBER 1944

Hamm's rail yard was the fourth most important communication target 26 November 1944. Thirty-six of the 266 planes which attacked by pathfinder on that date were 390th planes. Results were unobserved because of cloud.

One plane was lost to flak in the target area.

MISSION 221, HAMM, 29 NOVEMBER 1944

Photo cover showed that the 26 November raid had caused some damage in the eastern part of the Hamm marshaling yard, but the west-bound sorting was heavily loaded.

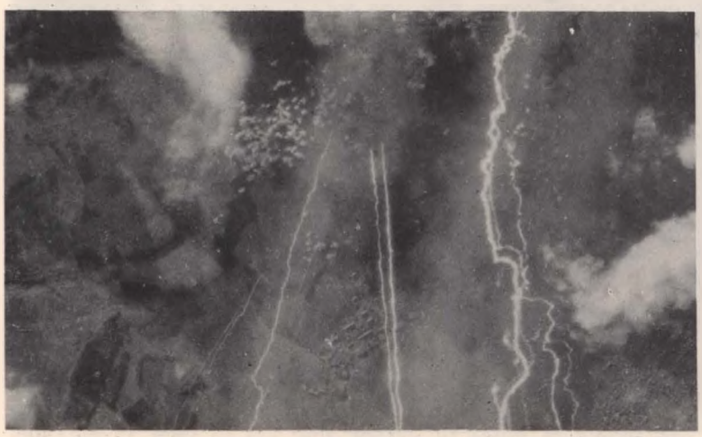
On 29 November 294 aircraft went back, found cloud conditions as before, and made another pathfinder run without observing results. No aircraft were lost.

The program against German transportation had three main objectives: to cause the maximum possible disruption to the German economy; to interrupt, in so far as possible, the movement of troops and supplies to the western front; and by striking at some communication centers, and leaving other lines alone, to channelize traffic along fewer lines, thus offering more targets for our fighters and fighter bombers.

The Koblenz rail yard rated No. 18 on the list of priority targets, and as of 26 November 1944 was fully serviceable.

MISSION 223, KOBLENZ, 2 DECEMBER 1944

Koblenz was the primary assignment for 18 aircraft on 2 December, but weather over the Continent forced abandonment of the mission.



Giessen's rail lines were cut 21 November.



When the Ninth Army took Hamm they were amazed at the Air Force's effectiveness on rail targets.



Koblenz was a beautiful Rhineland city.



Unfortunately it rated on the communication priority list. Overcast and pathfinder bombing ruined it.



Most of the population lived in shelters.



Friedburg was a target of opportunity.



In final stages Koblenz vied with Cologne and Frankfurt as Germany's most devastated city.

MISSION 225, KOBLENZ, 10 DECEMBER 1944

The Group returned eight days later to Koblenz, and bombed by pathfinder with unobserved results.

MISSION 226, KOBLENZ, 11 DECEMBER 1944

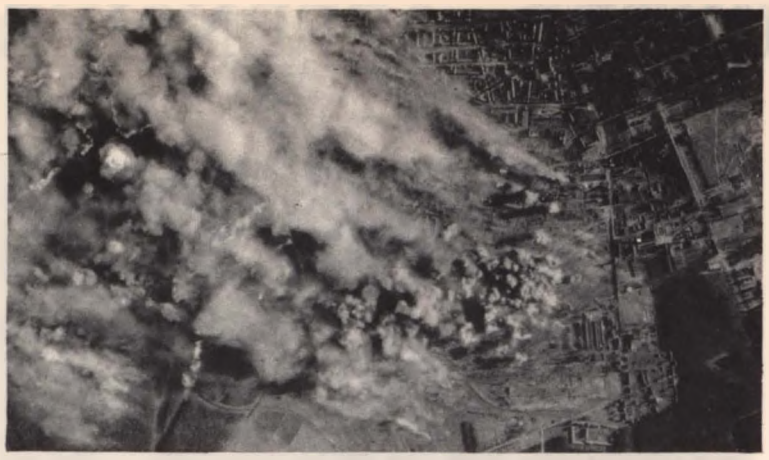
In a force of 1,600 bombers dispatched on Rhine communication points, 34 aircraft from the 390th Group were forced by habit to bomb Koblenz.

The primary target was Giessen, but the IP was overrun, so Koblenz was selected as a last resort target. The city was bombed by pathfinder, with unknown results.

By December, the German railway system faced collapse attributable to five factors:



As at many marshaling yards, the Germans repaired the through lines, and left the buildings untouched.



Over 400 bombers hit Darmstadt yard.

1. As a direct result of success in the war on oil, ersatz oils and lubricants were used extensively, leading to rapid deterioration of rolling stock and locomotives. There were many reports of accidents because of worn-out equipment.

2. Air raid attacks had caused enough damage to dislocate schedules badly. As a result, many points in Germany suffered from food shortage. Likewise, in many areas where the Germans had locomotives they lacked coal to operate them.

3. Lack of locomotives was creating a crisis. On 18 October it was reported that 42 per cent of the locomotives operational in 1939 had been made unserviceable.

4. Sabotage by foreign workers. As an example, during an air raid at Haltingen, late in October, workmen in the repair shops took advantage of the confusion to sabotage eight of eleven locomotives present, and blamed it on bomb damage.

5. Due to exceptionally long hours, and personal danger in facing strafing attacks, morale of the railroad workers was at the point where German authorities feared a general strike. Himmler was even forced to eliminate old railroad employees who had been communists or socialists, to replace them with some of his own fanatics.

Although complete collapse never came, each succeeding raid made a critical situation more difficult.

MISSION 224, FRIEDBURG, 4 DECEMBER 1944

Giessen was again the chosen target on 4 December, but formation difficulties led the 390th "A" Group to bomb the rail yard at Friedburg as a target of opportunity, while the "B" Group attempted to bomb barges in the Rhine River.

Two concentrations covered the switch point in the Friedburg yard, with results assessed as "Good." One plane was lost to flak, but there were no enemy fighters to offer combat.

MISSION 227, DARMSTADT, 12 DECEMBER 1944

Darmstadt, important in the Frankfurt rail complex, and also the largest remaining locomotive repair center in the western Rhine, was attacked 12 December 1944 by 461 bombers.

Given a chance for visual bombing, results were much more satisfactory than in the long period of blind bombing. The 390th "A" Squadron scored hits on the MPI, while the "B" Squadron hit a built-up area of the town, inflicting damage on the Merek chemical works.

MISSION 228, MAINZ, 18 DECEMBER 1944

To disrupt German supplies being sent through Mainz to the armies facing Generals Patton and Patch, the Group was dispatched 18 December to bomb by instrument.

Cloud forced the formation to climb to 28,000 feet, but otherwise the bombing was without incident. The pattern was through impenetrable cloud. Results, unknown.

Generally speaking, it was during October and November that the Group had its low point as far as bombing results were concerned.



On 16 December 1944 German tanks lashed through stretched out American lines in the Ardennes Forest. Within two weeks' time the situation was stabilized as (1) the First Army contained the drive toward Liége; (2) Patton threw in his tanks around Bastogne. The German counter-offensive nullified a pending Third Army offensive in the Saarbrücken area (noted by Arrow 3).

THE ARDENNES COUNTER OFFENSIVE

IN contrast to the earlier bombing, results in late December and January took a sharp upturn. Perhaps it was because better weather opened up in late December, and permitted visual bombing. Perhaps it was because the pressure was on, and anything but good bombing would be criminal.

The cloud that had restricted heavy bombardment operations in early December had served another purpose. It had grounded Allied reconnaissance planes. In this period Field Marshal von Rundstedt had massed a panzer army on the German border, whose strength was more powerful than the Allies realized.

On 16 December he struck. In haze that confounded even the ground troops, Von Rundstedt crashed through the forward lines toward Liége.

It was a move which caught the Americans off balance, for they were preparing an offensive of their own by General Patton in the Saarbrücken area. Patton's offensive was scrubbed, and some of his forces diverted to southern Luxembourg to protect the southern flank. The American First Army nailed down the northern flank, and the British rushed up to cover any deep penetration in the center.

For nine days the world waited for the tide to subside. It was a steam roller of tanks and armor pitted against small arms and stretched out lines.

On 24 December the break came. The weather which had saved the Germans from air attack cleared. On Christmas Day disconsolate German prisoners were saying, "We were to have been in Paris for Christmas!"

MISSION 229, ZELLHAUSEN, 24 DECEMBER 1944

The Eighth Air Force put up its greatest effort in dispatching 2,000 bombers, while the R.A.F. went for four other airfields in the Ruhr. Every German airfield capable of supporting Von Rundstedt was hit.

The 390th put 55 aircraft over Zellhausen airfield, and hit dispersal areas.

MISSION 230, MORSCHEID, 25 DECEMBER 1944

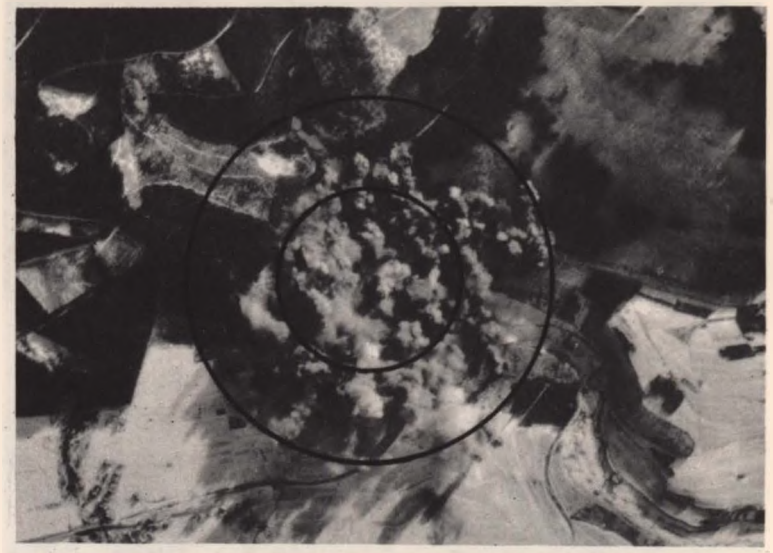
On Christmas Day the Group pin-pointed a rail bridge from 25,000 feet in a superb demonstration of precision bombing.

A single track secondary line that wound through the southwestern part of Germany, near Morscheid, had become an important rail link supplying the western front.

Picking out the bridge from its snow-covered surroundings, the bombardiers scored four direct hits, and several near misses on the buttresses in the river valley. They hit the abutment at the north end of the bridge, which broke away the deck of the bridge, and destroyed the first span at the southern end. Rail tracks at the southern approach were also cut. Nine days later there was no evidence of any attempts to repair the bridge.

MISSION 231, FULDA, 27 DECEMBER 1944

Concerted bombing of the main marshaling yards had forced the Germans to use the parallel secondary lines to the



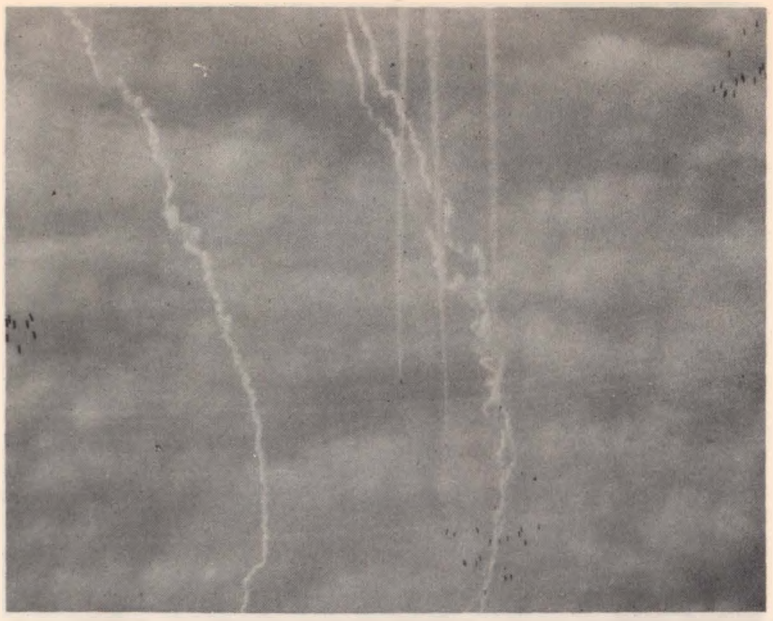
The minute railroad trestle at Morscheid was knocked out from 25,000 feet.



Two Squadrons hit the bridge and buttresses, while a third caved in the embankment.



Explosions wrecked the sidings at Fulda yard.



At Koblenz bombs were dropped through clouds.



Most of the rail traffic in southwestern Germany had to be routed through Frankfurt's yards.



On 29 December bombing was concentrated.

east in routing troops and matériel to the front. Fulda rail yard was choked with traffic when first attacked 27 December 1944.

The Group took off under weather conditions that would ordinarily ground aircraft. One plane was lost on the take-off, when it crashed near the field. Others flew to Fulda without trouble, and scored hits on a roundhouse which was full of locomotives, upon choke points, and caused an explosion in the sidings.

MISSION 232, KOBLENZ, 28 DECEMBER 1944

As in the Normandy heavy bombing raids, the objective of hitting small towns was to destroy buildings and lay rubble in the roads, so that traffic would be impeded.

On 28 December the assignment was the small communications village of Stadtkyll, one of six villages selected for annihilation. Dense cloud covered the town, so the Group continued on a line to attack the last resort target, Koblenz. Here bombing results could not be seen.

Flak was meager and inaccurate, accounting for no planes.

MISSION 233, FRANKFURT, 29 DECEMBER 1944

No sustained effort against German communications could be complete until the rail complex at Frankfurt had been attacked. A great share of the traffic flowing into the line opposite General Patton was routed through Frankfurt, and no matter how many times it was bombed, its many rail yards were always full of freight.

On 29 December, 36 aircraft attacked the city's chief yard, with excellent results.

The main pattern covered the assigned MPI, and three explosions were seen in the sidings, where rolling stock was destroyed.

MISSION 234, KASSEL, 30 DECEMBER 1944

As the Americans were taking the offensive, reports commenced to trickle through as to results of the bombing campaign on German railroads. It was found that units destined for action in the Ardennes were detrained close to the west bank of the Rhine River, and that it required from five to eight days for them to arrive at the front after detraining.

On 30 December the Group maintained pressure on the Rhine railroad system by bombing Kassel through the clouds. The mission was free of incident, except for the loss of 1 plane believed to have been the victim of icing conditions after it climbed into the clouds for assembly.

MISSION 236, KAISERLAUTERN, 2 JANUARY 1944

Assigned a railroad bridge over one of the highways leading into Kaiserlautern, 23 planes dropped 1,000-pounders all around the assigned MPI. There was one direct hit, and several near misses on the bridge, but the full weight of the bombs fell on nearby factories and railroad tracks, including switch points.

One plane was lost to flak.


The Hague
Rotterdam
Utrecht
TWENTHE CANAL
WEBBE
RHINE
RIVER
WAAL
HOLLANDSCHDIEP
Tilburg
Eindhoven
6°E
RHINE
DORTMUND
Dortmund
Bochum
Essen
Duisburg
Krefeld-Uerdingen
8°E
MOHNE-TALSPERRE
SORPE STAUBECKEN
ANTWERP TURNHOUT CANAL
ALBERT
CANAL
MAAS
Antwerp
Ghent
Brussels
Louvain
Cologne
Aachen
Bonn
Koblenz
Frankfurt
Mainz
Wiesbaden
Ludwigshafen
Mannheim
Heidelberg
Worms
SAMBRE
Charleroi
Liège
Verviers
MEUSE
50°N
49°N
LAACHER
MOSELLE
SAAR
Trier
Saarbrücken
Zweibrücken
Pirmasens
Landau
Karlsruhe
Metz
Nancy
Thionville
Longwy
Luxembourg
Arlon
Bastogne
Sedan
Rethel
Reims
Verdun
Commercy
Toul
Epinal
Colmar
Strasbourg
Offenburg
Freiburg
Basle
Mulhouse
Belfort
Besançon
Dijon
Troyes
Chaumont
St Dizier
Bar-le-Duc
Châlons-sur-Marne
Epernay
Soissons
Laon
Hirson
Maubeuge
Valenciennes
Tournai
Ostend
Bruges
Ghent
Terneuzen
Vlissingen
Middelburg
Tilburg
Eindhoven
Venlo
Roermond
Maastricht
Liège
Verviers
Malmedy
Prüm
Bitburg
Trier
Saarbrücken
Zweibrücken
Landau
Karlsruhe
Baden
Colmar
Freiburg
Basle
Mulhouse
Belfort
Besançon
Dijon
Troyes
Chaumont
Epinal
Toul
Commercy
Nancy
Metz
Thionville
Longwy
Luxembourg
Arlon
Bastogne
Sedan
Rethel
Reims
Soissons
Laon
Hirson
Maubeuge
Valenciennes
Tournai
Ostend
Bruges
Terneuzen
Vlissingen
Middelburg
Venlo
Roermond
Maastricht
Malmedy
Prüm
Bitburg
Wiesbaden
Ludwigshafen
Mannheim
Heidelberg
Worms
Mainz
Frankfurt
Koblenz
Bonn
Cologne
Aachen
Duisburg
Krefeld-Uerdingen
Dortmund
Bochum
Essen
Wuppertal
Solingen
Remscheid
Leverkusen
Düsseldorf
Mönchengladbach
Krefeld
Duisburg
Oberhausen
Gelsenkirchen
Recklinghausen
Dortmund
Hamm
Soest
Arnsberg
Siegen
Olpe
Gummersbach
Bergisch Gladbach
Leverkusen
Cologne
Bonn
Koblenz
Neuwied
Montabaur
Limburg
Wiesbaden
Mainz
Darmstadt
Frankfurt
Hanau
Aschaffenburg
Miltenberg
Wertheim
Tauberbischofsheim
Bad Mergentheim
Crailsheim
Schwäbisch Hall
Heilbronn
Bad Wimpfen
Eberbach
Mosbach
Buchen
Walldürn
Amorbach
Erbach
Michelstadt
Dieburg
Groß-Gerau
Rüsselsheim
Hochheim
Eltville
Bingen
Kreuznach
Bad Kreuznach
Idar-Oberstein
Birkenfeld
Simmern
Boppard
St Goar
Oberwesel
Bacharach
Kaub
Lorch
Rüdesheim
Eltville
Hochheim
Rüsselsheim
Groß-Gerau
Dieburg
Michelstadt
Erbach
Amorbach
Walldürn
Buchen
Mosbach
Eberbach
Bad Wimpfen
Heilbronn
Schwäbisch Hall
Crailsheim
Bad Mergentheim
Tauberbischofsheim
Wertheim
Miltenberg
Aschaffenburg
Hanau
Darmstadt
Offenbach
Hanau
Fulda
Bad Hersfeld
Eschwege
Kassel
Marburg
Gießen
Wetzlar
Limburg
Montabaur
Neuwied
Koblenz
Bonn
Cologne
Leverkus



On 10 January bombs hit Düsseldorf-Neuss bridge.

In total cloud 12 planes bombed by instrument. Later it was learned that the bridge was not damaged.

MISSION 241, COLOGNE, 10 JANUARY 1945

The 390th went bridge-busting the next day as "C" Squadron bombed a suspension bridge at Cologne by instrument, while "A" and "B" Squadrons found a break in the clouds to enable a visual attack on the road bridge over the Rhine between Düsseldorf and Neuss.

This bridge, including rampways, was 2,800 feet long and 85 feet wide, having a total of five spans.

A photo taken four days later showed that one burst had cratered the eastern end of the bridge, plus two on the east approach. The approach was about one-third blocked. There was evidence of reconstruction.

Moderate but accurate flak from Cologne and Düsseldorf damaged several planes, and shot down 1, which was seen to land in flames.

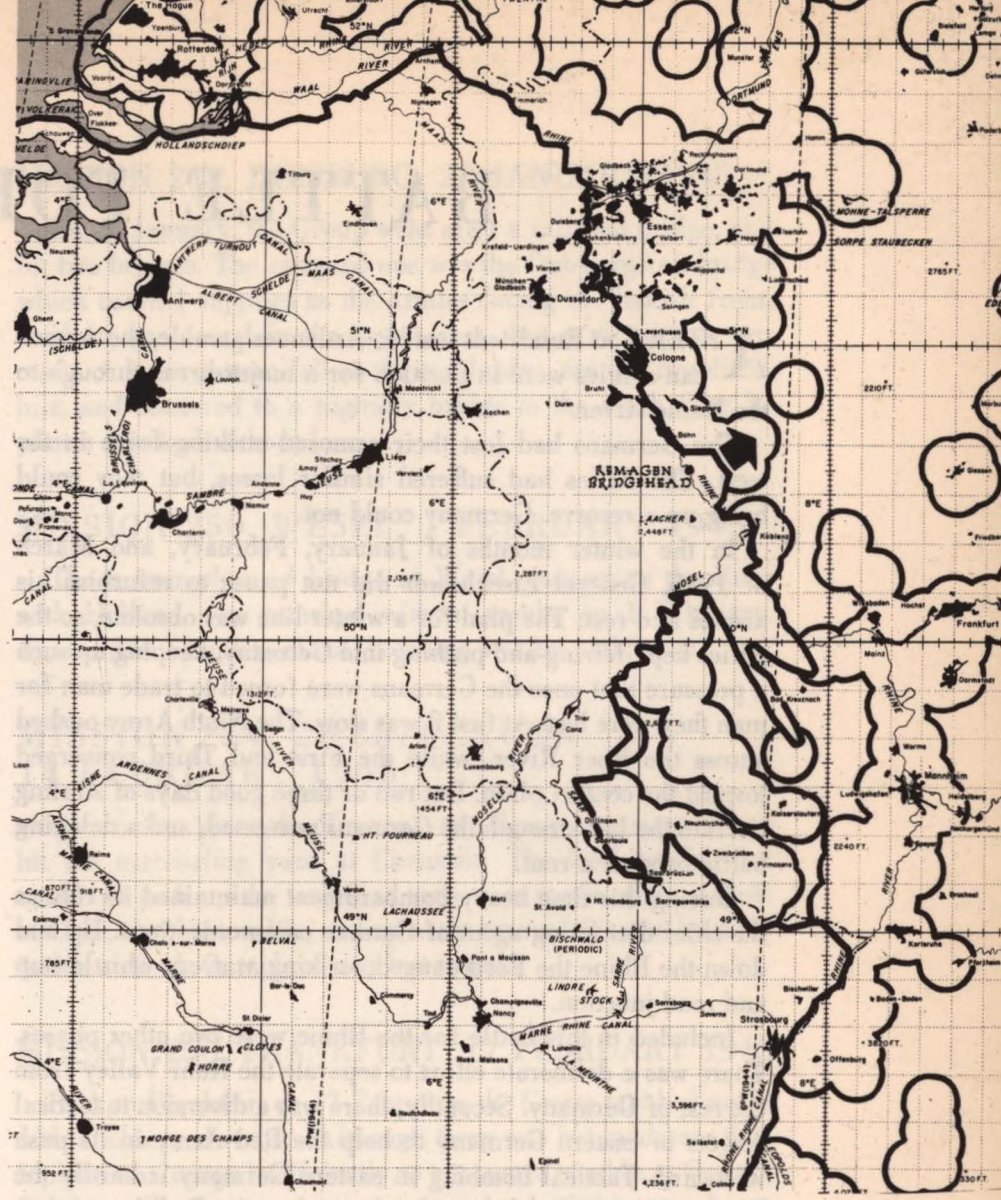
MISSION 242, MAINZ, 13 JANUARY 1945

The success which had marked the Eighth Air Force's attacks on bridges in the lower Rhine was in demand at other places. Several bridges in the upper Rhine were assigned at the request of the Third and Seventh Armies.

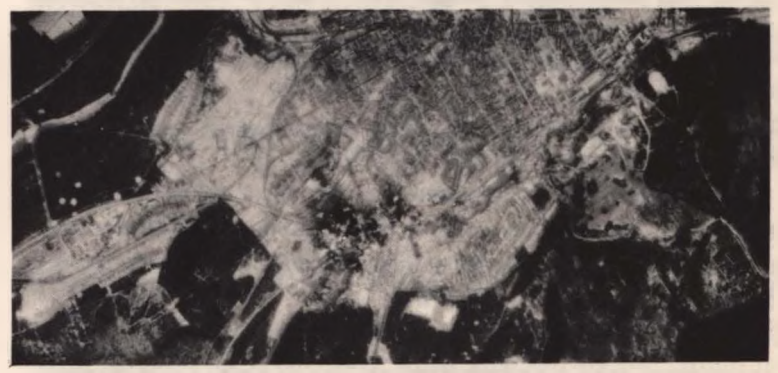
On 13 January 390th "B" Squadron attacked the Gustavsburg bridge at Mainz by instrument, with hits falling in the built-up area of the suburb Kastel, and upon the main railway line leading to Frankfurt and Darmstadt.

The 390th "A" Squadron was unable to pick up the primary target, and bombed sparsely built-up sections and railway tracks at Euskirchen.

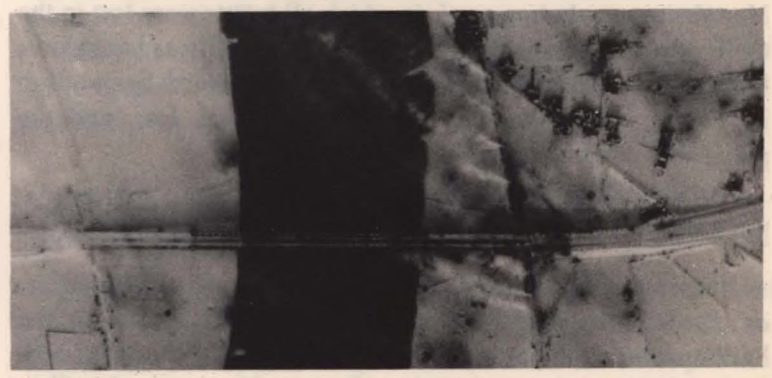
The Ardennes counter-offensive was over. Von Rundstedt had committed his initial forces wisely. But once the full weight of tactical bombing fell on his supply lines his troops were left stranded, with no alternative but to withdraw.



As the Ninth Army fought its way to Cologne, sister armies reached the Rhine. The First Army captured Remagen bridge for the first foothold on the soil of Greater Germany. The Third Army cut toward Koblenz, crossed the Moselle, and trapped two complete German armies.



The 390th started 1945 by placing bombs all around a railroad bridge at Kaiserlautern.



The eastern approaches of Düsseldorf bridge were one-third blocked. Note ineffective smoke screen.

BATTLE FOR THE RHINE

AFTER Von Rundstedt lost his Ardennes gamble, the American armies were in position for a major break-through to the Rhine River.

The Germans had lost their armored striking force in the west. The Allies had suffered similar losses, but they could bring up a reserve. Germany could not.

In the winter months of January, February, and March of 1945, General Eisenhower did not pause to refurbish his armies and rest. The plan for a winter line was obsolete, so the Allies kept driving and pushing into Germany, keeping up such a pressure that once the Germans were forced to trade man for man they were lost. At first it was slow. The Ninth Army pushed across the Roer River, while the First and Third converged toward the central plain. But two or three good days of strafing cut into the last strength the Germans possessed, and a delaying battle became a rout.

During this time heavy bombardment maintained its rôle as the chief disrupting agent of German communications. Up and down the Rhine the Forts ranged, striking at every whistle stop and road junction.

Included in this battle for the Rhine were two other phases. There was a deliberate effort to separate the Ruhr Valley from the rest of Germany. Secondly, there was a diversion to tactical targets in eastern Germany to help the Red Army in its push westward. Tactical bombing in eastern Germany is hardly the Battle of the Rhine, but in the days when the Red Army commenced to steam-roller there was reason to believe that the link-up of the Western Allies with Russia would not be on the Oder, but more likely might take place in Kassel, or some other city in western Germany.

The series commenced 20 January 1945.

MISSION 245, HEILBRONN, 20 JANUARY 1945

Thirty-two aircraft attacked the rail yard at Heilbronn as a secondary target, when weather forced them to abandon a small oil depot. Bombing was by pathfinder, with results estimated to be on one side of the target area.

MISSION 246, MANNHEIM, 21 JANUARY 1945

Winter flying conditions persisted in a pathfinder attack on Mannheim marshaling yard, in which all bursts were lost in the undercast. Flying weather at the Base was equally as hazardous, for one plane in trouble was sent out over the North Sea to drop its bombs before landing. Radio contact was lost, and the plane was never seen again.

MISSION 247, NEUSS, 23 JANUARY 1945

Haze covered the rail town of Neuss, opposite Düsseldorf, on 23 January, but a pathfinder run placed bombs on the built-up area of the town, and the intersection of the canal with the rail lines, with a possible burst on a road-over-canal bridge.

Of the 21 planes attacking, none was lost.



The built-up area of Neuss followed the Ruhr pattern.



Two Duisburg bridges were hit 28 January 1945.



Osnabrück was disrupted many times, but always repaired her through lines to the east.



East of the American Seventh Army front the Villigen rail yard was cut in two.



On same day Schwenningen was hit.

MISSION 248, DUISBURG, 28 JANUARY 1945

On 28 January, the Group went after a railroad bridge, and hit two bridges. The assigned one was the Duisburg rail bridge which carried supplies to the armies facing the British front.

Haze was found in the target area, but a visual run was made. A loose pattern fell on the rail bridge, scoring two direct hits, and scattered to a highway bridge to the north. The 35 planes attacked without loss.

MISSION 250, WESEL, 1 FEBRUARY 1945

The mammoth road bridge at Wesel, connecting the Ruhr with Holland, was attacked without results on 1 February. Again, with complete cloud, bombing was by pathfinder.

MISSION 254, CHEB/PLAUEN, 14 FEBRUARY 1945

Diverted to assist the Russians, the Group was supposed to hit the marshaling yard at Chemnitz. The lead bombardier could not pick up the target, so runs were made on an airfield at Cheb, Czechoslovakia, and upon the town of Plauen, by pathfinder method. One plane was lost to flak.

MISSION 256, FRANKFURT, 17 FEBRUARY 1945

Back to Frankfurt on 17 February, the Group bombed again with unobserved results. Although there was but moderate flak, 1 plane was winged sufficiently to encounter trouble at Ostend, Belgium. There was one survivor, who bailed out and was picked up from the North Sea. The plane crashed and sank.

MISSION 257, OSNABRUCK, 19 FEBRUARY 1945

Osnabrück was 60 per cent serviceable, with all through rail lines open on 19 February 1945, when attacked by 36 planes. The Group bombed through total cloud on the lead of "C" Squadron, with unobserved results. There were no difficulties.

MISSION 258, NURNBERG, 20 FEBRUARY 1945

The marshaling yard at Nürnberg was nearly filled to its daily capacity of 4,000 cars when attacked by the Group on 20 February. Besides great rolling stock at nearby warehouses, matériel was piled high, for Nürnberg was the greatest tank manufacturer in Germany.

Smoke was rolling from the target area when the 390th arrived, and most of its bombs fell in the built-up area of town, where they could not be plotted.

MISSION 259, SCHWENNINGEN/VILLENGEN, 22 FEBRUARY 1945

On 22 February the Allied Air Forces sent out their greatest effort on German communications. The 1,428 aircraft from the Eighth Air Force, plus large numbers from the Fifteenth Air Force and the Royal Air Force, went all out to strike at secondary rail lines and bridges.



Treuchtlingen followed on 23 February 1945.



The passenger station and sidings took the brunt of Treuchtlingen attack.



The combination of a tank factory next to an important rail yard made Kassel a frequent target.

The assigned target for the 390th, Bamberg marshaling yard, was covered by 10/10ths cloud, so the air leader decided to retrace the route, and hit some target of opportunity where a visual run could be made.

About fifty miles southeast of Strasbourg, "A" and "B" Squadrons hit Schwenningen marshaling yard, while "C" Squadron hit the nearby Villingen yard. Results by all three Squadrons were "very good."

There were twenty-five direct hits in the Schwenningen yard which extended into warehouses and part of the city.

"C" Squadron had a long pattern fourteen hundred feet wide, and twenty-two hundred feet long which included eighteen direct hits in the Villengen yard.

With the scores of targets bombed that day in all parts of the Reich, the best the Luftwaffe could put up was a jet plane near Berlin, and another at Mannheim.

MISSION 260, TREUCHTLINGEN, 23 FEBRUARY 1945

On the following day the Eighth Air Force went out again on the small marshaling yards, to follow up the fine results of 22 February.

The 390th target was Treuchtlingen, where bombs blanketed an unidentified plant, and scored many hits on the passenger station and sidings. One explosion was seen among the wagons parked in the sidings.

The lead ship of "B" Squadron bombed alone at Nordlingen, with all bombs hitting the center of the rail yard.

Reports of widespread damage were filtering back to Air Force headquarters. It was learned that at the January meeting of the Reichsbahn officials it was disclosed that the Germans were losing twenty locomotives, and two hundred and three freight cars daily. It was impossible to keep repair and replacements up at this rate, so instructions were given to recover as many as possible from the occupied countries.

The raids were destroying block signals, making hand operation necessary, thereby adding a personnel bottleneck.

Germany had been divided into three zones.

There was the combat zone, a hundred and twenty miles deep, where regular schedules were out and only military trains operated. There was the intermediate zone, where service was according to possibilities; and the sheltered zone, where trains for matériel ran on schedule.

Civilian traffic was alloted only one or two trains daily.

The winter, also, was rough on the Germans. Snowdrifts delayed troop trains and supply trains as much as four days, and particularly made the mass evacuation of eastern Germany difficult. The low temperatures were hard on the low quality greases. Another burden was the difficulty of repairing locomotives in roofless sheds.

MISSION 261, WESEL, 24 FEBRUARY 1945

Later in the month, when the British and Canadian Armies were launching a drive for Cleve, Wesel assumed added importance. Field Marshal Montgomery made repeated requests that this link in German communications be destroyed.

On 24 February 35 aircraft synchronized to bomb through

scattered cloud. There were at least three hits on the southern approach, and two possible hits on the main span. The bridge was damaged only superficially. Its career ended when retreating German troops dynamited it several weeks later.

MISSION 263, LEIPZIG, 27 FEBRUARY 1945

With a bow to the Russians, the Eighth Air Force went in strength to the Leipzig-Halle-Chemnitz area 27 February, to strike at the marshaling yards.

The 390th bombed its secondary target, the traffic center of Leipzig. Using pathfinder through complete cloud, 34 aircraft bombed without observing results.

Leipzig anti-aircraft gunners put up a barrage that was intense but inaccurate. The Group had no losses.

MISSION 264, KASSEL, 28 FEBRUARY 1945

On 28 February the Eighth Air Force ran its tenth consecutive operation, and the fourteenth raid in fifteen days. This represented one of the longest sustained periods of operation in the history of the Air Force, and the greatest weight of bombs dropped in any comparable period. Most important, the visual attacks during this period were outstandingly successful, while pathfinder results were increasingly effective.

Kassel marshaling yard had been attacked 29 January, when the goods depot, rolling stock, and yard facilities had been heavily damaged. Sidings had been cut in thirteen places. Yet the main lines through the yards had been made intact, and the locomotive facilities were brought up to 95 per cent of serviceability. Thirty-seven aircraft in a force of 364 planes bombed again 28 February, using pathfinder technique.

Clouds obscured bomb results, flak was only moderate and inaccurate, and the mission was uneventful.

MISSION 265, ULM, 1 MARCH 1945

The first mission of March was designed to take out every factory and rail target in the city of Ulm.

The 390th's part in the operation was to bomb the marshaling yard where twenty-five hundred wagons were passing daily. A heavy overcast forced the entire 418 bombers to use pathfinder. Results of the operation were not observed.

MISSION 266, DRESDEN, 2 MARCH 1945

The monotony of bombing without seeing results continued 2 March, when the Group was diverted by weather from an oil assignment. The great Dresden yard was the pathfinder target, one of the few north to south channels into Czechoslovakia which had not been bombed severely. Over the target 1 plane was hit by flak, and was making for the Russian lines when last contacted. Fighters jumped the lead Wing in the Division formation, but did not approach the 390th.

MISSION 271, DORTMUND, 10 MARCH 1945

On 10 March a new phase was marked in the Battle of the Rhineland. The rail yard at Dortmund was one of several Ruhr Valley pressure points, governing not only the flow of military supplies to the German armies, but the reverse traffic as well.



To a town, Ruhr communities were reduced to ruins.



At Siegen, pathfinder bombing covered most of the town.



Two Squadrons ruined the jet airfield at Handorf.

The impending doom of the Ruhr had forced Germany to tear down and haul away what she could of the rich valley's heavy industry. The western half of the area was semi-deserted, but Dortmund was unusually active in that part where dismantling was being carried out. The 390th mission was performed by Michro H through dense clouds. The radar navigator of the lead plane estimated excellent results.

MISSION 273, SIEGEN, 12 MARCH 1945

During March General Eisenhower accomplished his objective, namely, to destroy the German armies west of the Rhine. Simpson's Ninth Army led off by capturing Cologne. Hodge's First Army rolled to the Rhine, near Bonn, and found an opportune crossing at Remagen, while Patton, slogging through mountainous country east of Trier, suddenly punched a hole, and exploited lightning drives southward along the Rhine to Koblenz, and across the Moselle River.

Not all of the Germans were cleared west of the Rhine, but their armies were in retreat, and already American troops were pouring into the bridgehead opposite Remagen.

On 12 March 1945, two rail targets back of the bridgehead were assigned to the Eighth Air Force.

The 390th was given the yard at Siegen, and 38 planes made an uneventful pathfinder run. Bombs were released into complete undercast with unknown results.

MISSION 274, SEELZE, 14 MARCH 1945

To hit oil tankers seen parked on the sidings at Seelze marshaling yard, near Hannover, only planes of 390th "A" Squadron bombed on 14 March.

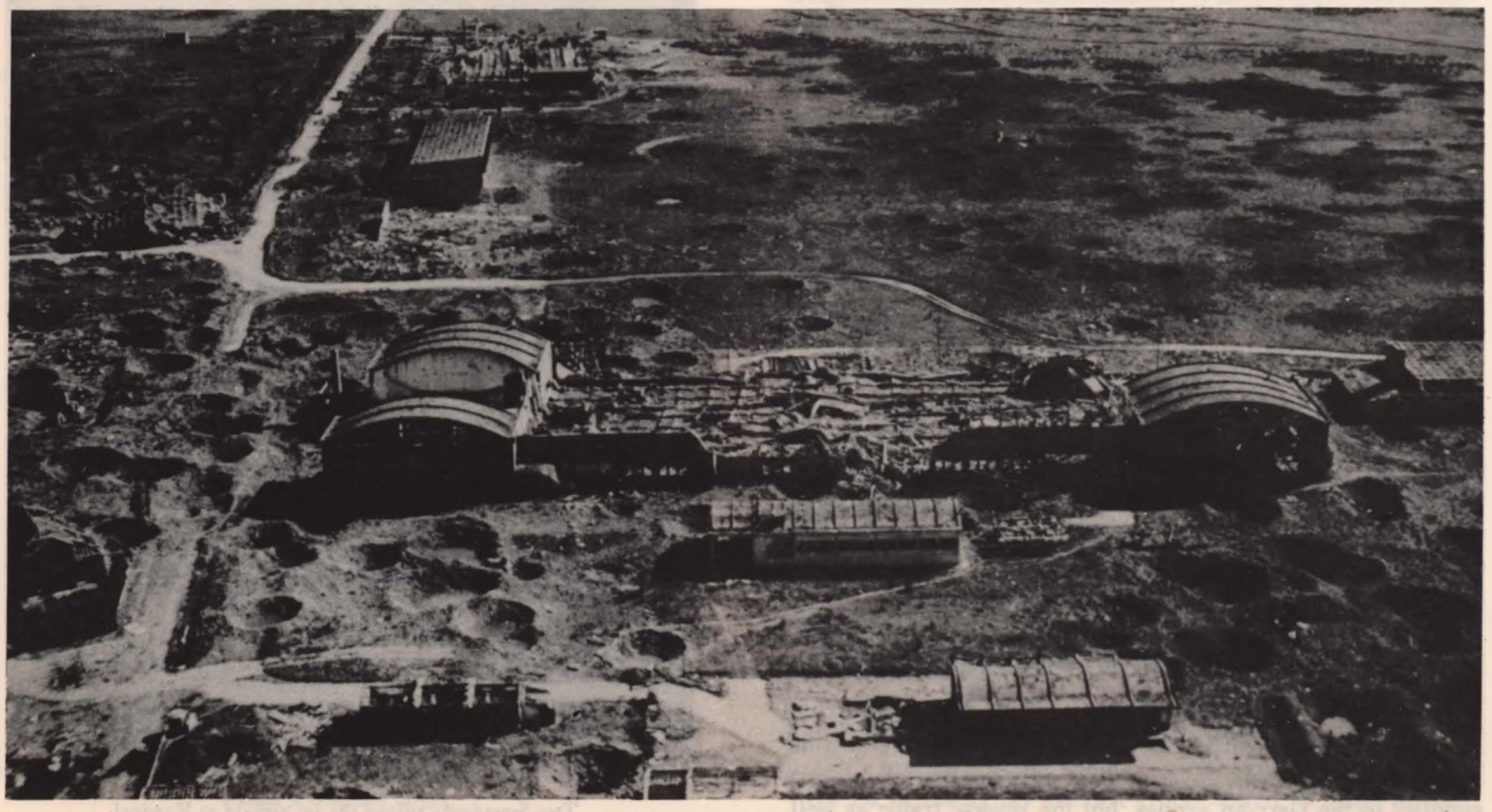


Oldenburg choke point was a last resort target.

"B" and "C" Squadrons had poor visibility, plus equipment malfunctions, and did not bomb. "A" Squadron was troubled by haze, and overshot the target. The operation was marred by the loss of 2 planes which collided when one was caught in prop wash, and forced into the other.

MISSION 279, HANDORF/VORDEN, 21 MARCH 1945

The operation of 21 March 1945, was an all-out effort against the jet airfield complex in northwestern Germany. All three Divisions were dispatched to knock out the major bases, plus secondary fields whose runways had been lengthened to care for jet aircraft.



The craters near the hangar tell the story of the near misses which were as damaging as the hits.



Ahlhorn airfield was an important jet aircraft base.

In most instances, runways were selected as the MPI's, for the jet aircraft required long strips for taking off.

Photo cover of 15 March showed 29 aircraft on the Handorf airfield, near Münster.

The 390th "A" and 390th "C" Squadrons bombed the primary assignment, with results ranging from very good to excellent. Runways, landing grounds, hangars, barracks areas, and fuel supply dumps were well covered.

The 390th "B" Squadron bombed Vorden airfield as a target of opportunity, with hits on a possible fuel dump southwest of the airfield.

Of 1,400 aircraft which sortied, the 390th had 35 attacking aircraft.

MISSION 280, AHLHORN/OLDENBURG, 22 MARCH 1945

The mission of 22 March was a follow-up of the preceding day's operation, when it was found that seven of the nine airfields attacked had been rendered unserviceable.

The 390th's primary was Ahlhorn airfield, one of the important jet fields in the Dummer Lake area.

Getting visual weather again, 390th "A" and "B" Squadrons bombed the intersection of the two main runways, so that jet aircraft could neither land nor take off. There was only one aircraft visible on the field at the time of attack, indicating that the Germans had evacuated after the mission of the previous day.

The 390th "C" Squadron found too much smoke at Ahlhorn to make an accurate release, so elected to hold their bombs for a suggested last resort target, the Oldenburg marshaling yard, which had been seen loaded with traffic. Bombs landed upon the choke point leading into the yard with excellent results.

An aircraft was lost when fire broke out in the cockpit, and three engines feathered. The airplane crash-landed thirty miles southeast of Emden.

There was no flak, and no fighter reaction.

The switch from the Battle of the Rhine to the Battle of Germany came without a flaw. The difference was not in the timing or type of air war; the difference was dictated by movements of the ground forces.

The First Army had built up corps strength in the Remagen bridgehead; Patton had pinched off the Moselle salient, and General Bradley was ready to commence the final battle.

The jet airfields were for the most part out of the way. Now was the time to clean out the advance Luftwaffe bases.



Jet aircraft could neither take off nor land after the runways and strips were post-holed.



To cripple Germany's remaining resources, strategy called for encirclement of the Ruhr Valley. The First and Ninth Armies, with splendid coördinated efforts from the Air Forces, achieved this objective in record time. Irrelevant to the ground situation, the map shows two things of interest to Air Force personnel. (1) The locale of the "Chow Hound" missions when the isolated Dutch were fed from the air. (2) The notorious Dummer Lake region, where German fighters usually intercepted bomber formations.

THE BATTLE FOR GREATER GERMANY

FOR more than a month the R.A.F. and the Eighth Air Force had been coöperating in an attempt to isolate the Ruhr from the rest of Germany. By late March the two principal waterways by which heavy traffic was moved from the Ruhr were denied to the Germans—the route to southern Germany via the Ruhr and Rhine had been cut by ground forces, while the route to northern and central Germany via the Dortmund-Ems canal and Milleland canal systems had been cut by bombing.

Of the three main rail routes leading northeast out of the Ruhr, two had been cut by the destruction of rail viaducts, and damage to bridges. The remaining line, via Münster and Osnabrück, had to go all the way to Bremen before turning off.

As a result of difficulties in moving transport over cut lines, a great deal of freight backed up into the rail yards of the eastern Ruhr.

By 23 March the First Army had commenced its big push—the pincer movement which would swing out from the bridgehead at Remagen, and join up with other Allied armies in the north, completely encircling the Ruhr.

As American tanks raced from the bridgehead, the Eighth Air Force coördinated new attacks on the Ruhr's remaining marshaling yards.

MISSION 281, SCHWERTE/HOLZWICKEDE, 23 MARCH 1945

On 23 March the Group was briefed for the rail yard at Unna, but smoke prevented all Squadrons from picking up the target.

The 390th "A" Squadron selected the marshaling yard at Schwerte, about seven miles from the assigned target, and bombed the southeastern part of the yard. Bursts were seen on tracks and locomotive sheds.

The 390th "B," "C," and "D" took the nearby yard at Holzwickede, and got in at least twenty hits on the tracks.

MISSION 282, STEENWIJK/HAVELTE, 24 MARCH 1945

As the Eighth Air Force dispatched a record 1,750 aircraft against airfields alone (sixteen were attacked), the 390th was assigned its first airfield of the day at Steenwijk/Havelte, Holland. The bomb pattern from all four Squadrons hovered on the main runway, which was the MPI, and spread across the airfield.

The field was blasted from the active list.

MISSION 283, ZIEGENHAIN, 24 MARCH 1945

In the afternoon 36 aircraft were sent out in the follow-up phase designed to hit all airfields possible before visual conditions were lost.

While plans for an airfield were being made, this target was scrubbed. Some other Group had hit it in the meantime, and



Schwerte marshaling yard was a target of selection.



The Dutch field at Steenwijk was made inoperative.



Ziegenhain was the second mission of the day.



Only pack mules could find their way across this one.



Hannover's city blocks received more damage than the rail yard on 28 March 1945.



Nürnberg had rail and tank targets.

had blotted it from the priority list. The Group was then briefed for Ziegenhain airfield, east of the Rhine.

The Group concentrated on the grass airfield, and pounded it out of operation. Stray hits covered the dispersal area, while one Squadron hit a small neighboring town.

The Luftwaffe was so powerless at this time that two of its airfields had been hit in one day's time, and Fortress crews were returning with tales of not even seeing enemy planes.

MISSION 284, HANNOVER, 28 MARCH 1945

Poor weather settled down over Germany to give its airfields and marshaling yards a respite. However, on 28 March, 32 aircraft bombed the Hannover marshaling yard by pathfinder. Through heavy, broken cloud, bursts could be plotted in the northern suburbs, with "D" Squadron scoring hits in the business and residential part of town.

MISSION 289, NURNBERG, 5 APRIL 1945

As the American armored columns were throwing out spearheads into central Germany, the Germans countered with some of their last means to resist. As in the attempt to salvage the heavy industry of the Ruhr by moving it eastward, now the defense was to write off all the territory of Greater Germany and to retreat to southern Bavaria and Austria, where Hitler had set up the "National Redoubt."

It was in this mountainous countryside that the Nazis planned to carry the war to its end, and, if the rest of Germany succumbed, to hold out in an underground movement that would fester when occupying armies were tired of policing Germany. In the spring of 1945 great stores of equipment rolled from the Berlin and Leipzig areas toward Austria.

At the request of the Supreme Allied Expeditionary Forces Headquarters, the Eighth Air Force planned an operation for 5 April 1945, to strike at several large rail centers in southern Germany.

The 390th's target was Nürnberg's marshaling yard, while other Groups were to hit the large tank arsenal located adjacent to the tracks.

Bombing by pathfinder with a visual assist, bursts were charted both in the rail yard, and upon buildings and the proving grounds of the tank factory.

MISSION 290, LEIPZIG, 6 APRIL 1945

Supply to the "National Redoubt" was the target again the next day, when the great distribution center of Leipzig was attacked.

As an indication of the torrent of supplies pouring into southern Germany, ground sources reported that food supplies for twenty thousand persons for eighteen months, with arms and ammunition for even a longer period, were stored in the Berchtesgaden area alone. Each day about four hundred and fifty trucks were observed passing into the area. Finally, on 1 March 1945, Himmler gave orders to all railroads that all transport of weapons, ammunition and food to south Germany should be given 1-A priority, and that fifteen thousand freight cars were to be available for this purpose.

Thirty-seven planes in a force of 215 attacked the main rail station of Leipzig through 10/10th's undercast. Results were not observed. Flak was meager and inaccurate, and there were no aerial combats.

The whole Air Force lost only 4 planes—an unprecedented low loss on a mission in which 650 planes were dispatched to several targets in the once rough Leipzig territory.

MISSION 291, NEUMUNSTER, 7 APRIL 1945

On 7 April the Group salvoed 1,000-pound bombs on the second priority target, the marshaling yard at Neumünster.

A compact pattern was placed across the southern part of the yard, extending into a heavily built-up area just east of the tracks. Several hits were scored on a rail-over-road bridge just south of the railway station, and there were many hits on industrial buildings in the town.

For a change, the Group encountered a few enemy aircraft. Three jet ME-262's were part of a mixed force of 10 planes that attacked. One ME-262 made a single pass, and shot down a B-17, but massed fire from the rest of the Fortresses damaged the jet.

MISSION 292, EGER, 8 APRIL 1945

In another operation to stop supplies from reaching Hitler's "National Redoubt," 35 aircraft bombed the marshaling yard at Eger, Czechoslovakia.

Visual conditions prevailed at the target, and most bombs centered in the central part of the rail yard.

An interesting observation was that the nearby Eger-Sheb airfield was dotted with 40 aircraft of all types, indicating that this field was active as a repair center. But as this number was the same as when observed in February, there was an added indication that for some reason Germany had a lot of unserviceable aircraft on its hands.

MISSION 293, MUNICH/REIM, 9 APRIL 1945

The run of good weather continued 9 April as the Group knocked out the Munich/Reim airfield.

As the ground troops captured airfields, the Luftwaffe withdrew to rear bases, overtaxing their facilities, and hence making them more desirable as targets. When ready for attack on 9 April, Munich airfield held 70 aircraft.

Without encountering flak or fighters, the Group blanketed the control tower, workshops, hangars and administrative buildings.

The 390th "D" Squadron bombed the third priority target, Ingolstadt, visually, with hits on warehouses, dock and rail facilities along the Danube River, and upon the business section of town.

MISSION 294, BURG, 10 APRIL 1945

Keeping after airfields, especially those equipped to handle jet aircraft, the 390th attacked the Burg airfield, near Magdeburg, on 10 April, with very good results.

Hangars and runways were well covered by mixed high explosives and incendiaries. One explosion denoted a direct



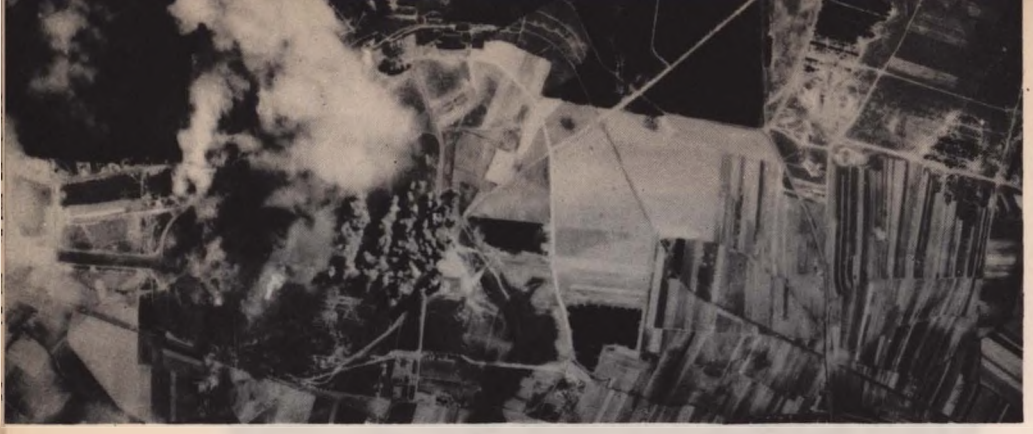
Overlapping bomb patterns spread throughout the rail yard and damaged tank proving ground.



Neumünster was near-perfect bombing job.



Munich-Reim airfield was a haven for jet planes.



A grounded plane explodes at Burg airfield.



Traffic in southern Germany was halted at Aussig.

incendiary hit on a plane, one of the 40 parked on the field at the time of attack.

One ME-262 attempted an attack, and was destroyed.

MISSION 295, LANDSHUT, 11 APRIL 1945

In advance of the American Third and Seventh Armies, the 390th kept up its sustained attack on tactical targets by wiping out the marshaling yard at Landshut, in southern Germany, on 11 April 1945.

Every bomb was within two thousand feet of the assigned MPI, as all four Squadrons dropped in the same spot.

Not one of 1,300 aircraft dispatched by the Eighth Air Force that day was lost.

MISSION 299, AUSSIG, 17 APRIL 1945

By 17 April General Spaatz announced that the Eighth and Fifteenth Air Forces were stood down as strategic air forces. That meant that their great task on industry was finished, and that the only targets left in Germany were of a tactical nature.

Moreover, with the Luftwaffe finished, that left only rail yards to be bombed. The Germans had taken their remaining locomotives and rolling stock, and dispersed them to the minor yards in southern Germany. Reconnaissance of 9 April showed an accumulation of fifteen hundred and fifty locomotives in south central Germany's smaller rail yards.

Aussig, in Czechoslovakia, was the target for the Group. One Squadron bombed short of the MPI, and two others laid their bombs across a goods and locomotive depot, and rail lines in the marshaling yard.

MISSION 300, STRAUBING, 18 APRIL 1945

On its 300th mission, the 390th led the entire Eighth Air Force against targets in southern Germany.

Primary assignment for the Group was the rail town of Tabor, Czechoslovakia, but cloud conditions turned the planes to the second priority target, the rail yard at Straubing, where a pathfinder run was made.

Bombs fell short of the rail yard and landed in the built-up area of town.

In the final days of the war the rôle of heavy bombardment was lost in the rapid advances of Allied ground troops.

From Holland to Austria the ground situation dictated not only the specific targets, but the type of targets as well.

In Holland, the Canadian First Army had sealed off four German divisions south of the Zuider Zee. Tactical bombers operated on this German pocket, but it was no territory for the employment of four-engine bombers. The big planes were used in May 1945 to carry large quantities of rations to the Dutch who had been isolated by flood waters.

The British Second Army had taken Bremen, and was approaching Hamburg. The Royal Air Force did some limited bombing on the northern ports, such as Kiel and Lübeck, but at this stage of the war this area was purely a British zone. The Eighth Air Force stayed out.

In central Germany the Russians had encircled Berlin, erasing that metropolis as a bombing possibility. Further south, the Americans had linked forces with the Red Army. In this area the great synthetic oil plants and aircraft factories had been written off.

Finally, in the south there were converging arrows. One was the Russian drive up the Danube River from Vienna. The other was the push by the American Third and Seventh Armies through Nürnberg, Regensburg and Augsburg toward Linz. The strategy of the moves was to cut Germany away from the "National Redoubt"—that area around Salzburg, Austria, which was to be a haven for the Nazi party.

In a radius of a hundred miles midway between the two arrows the 390th Group wound up its operations in the European Theater. There was nothing left to bomb in a strategic way—only railroad yards and airfields.

Aside from eliminating flak positions, the ground advances changed the complete complexion of bombardment planning. Regensburg was typical. In the first operational days of the Group, a mission to Regensburg meant hours of flying over enemy territory, evading flak batteries at every city on the way to the target. If Regensburg had been attacked in April of 1945 it would have meant being over enemy territory for only fifteen or twenty minutes. And instead of facing dozens of flak centers a formation could pick a safe course into the target, take only the flak at the target itself and get out in a hurry.

More than that, if a plane had trouble it was but a matter of minutes before it could make the safety of friendly lines.

Landshut marshaling yard was next on list.



At Straubing the bombs fell upon city only.




VIENNA
DANUBE
RIVER
ODER
ELBE
MECKLENBURG BAY
ZUIDER ZEE
SEA
NORTH
BERLIN
DRESDEN
HAMBURG
BREMEN
HANOVER
DORTMUND
COLOGNE
FRANKFURT
MUNICH
STUTTGART
NUREMBERG
LEIPZIG
BRESLAU
DANZIG
KOENIGSBERG
WARSAW
POSEN
HAVEL
SPREE
MOSELLE
RHINE
MAIN
NECKAR
WESER
EMS
ELBE
ODER
DANUBE
MAGDEBURG
HALLE
KASSEL
AUGSBURG
REGENSBURG
PASSAU
LINZ
SALZBURG
INNSBRUCK
KLAGENFURT
GRAZ
PRAGUE
BRUNN
OLMUTZ
BUDWEIS
PRESSBURG
BUDAPEST
MAINZ
WORMS
MANNHEIM
KARLSRUHE
FREIBURG
BASEL
ZURICH
BERNE
GENEVA
LAUSANNE
MILAN
TURIN
VENICE
TRIESTE
FIUME
AGRAM
BELGRADE
SARAJEVO
SPALATO
RAGUSA
CATTARO
SCUTARI
DURAZZO
SALONIKA
ATHENS
PATRAS
CORFU
CRETE
MALTA
TUNIS
BIZERTA
SFAX
GABES
TRIPOLI
BENGHAZI
DERNA
ALEXANDRIA
CAIRO
SUEZ
PORT SAID
ISMAILIA
GIBRALTAR
ALGIERS
ORAN
BONE
CONSTANTINE
BISKRA
TOULON
MARSEILLES
NICE
CANNES
MONACO
GENOA
LEGHORN
NAPLES
ROME
FLORENCE
PISA
SPEZIA
CORSICA
SARDINIA
BASTIA
AJACCIO
BONIFACIO
PORTO VECCHIO
CALVI
ILE ROUSSE
PORTO TORRES
CAGLIARI
SASSARI
NUORO
ORISTANO
OLBIA
ALGHERO
MADDALENA
CAPRERA
ELBA
PORTO FERRAIO
PIOMBINO
LEGHORN
GULF OF GENOA
GULF OF LYONS
GULF OF SPEZIA
GULF OF TARANTO
GULF OF SIDRA
GULF OF GABES
GULF OF HAMMAMET
GULF OF TUNIS
GULF OF BIZERTA
GULF OF ORAN
GULF OF ALGIERS
GULF OF BONE
GULF OF SALONIKA
GULF OF ATHENS
GULF OF PATRAS
GULF OF CORINTH
GULF OF CORFU
GULF OF VENICE
GULF OF TRIESTE
GULF OF FIUME
GULF OF CATTARO
GULF OF SCUTARI
GULF OF DURAZZO



Food instead of bombs spills from mercy B-17.



Bundles from Britain plunge earthward.

White crosses marked the dropping zones.



"CHOW HOUND"

"CHOW HOUND" was the code name for the missions run in the last few days of the war, when food supplies were dropped to the starving Dutch. The first shuttle mission had been "Frantic"; the supply missions to the Maquis had been "Buick, Cadillac, and Hippopotamus."

"Chow Hound" was the most descriptive term of all.

The Canadian First Army had driven from Arnheim to the North Sea, sealing off western Holland, and isolating several German divisions that had no intention of surrendering. As a vituperative measure alleged to be in the name of military necessity, the Germans blew canal dikes, and loosed upon the lowlands a flood which cut supply lanes to the outside world.

The atrocity stories of concentration camps were still fresh in the minds of all civilized people, so public opinion was aroused at this latest outrage. After considerable dickering, the German commander in Holland protested that supply missions by air would give the Allies a chance to photograph his situation, certain zones were laid out where food could be dropped.

Abandoned airfields and fields were selected, with large white crosses marking the dropping points. If Allied planes flew over territory out of bounds they were to be met with flak. The Eighth Air Force and Royal Air Force met the conditions of the truce, and no infringements were reported.

The crews were not credited with operational sorties, as the perils were not considered any more serious than long practice flights. The planes dropped their supplies from as low as a thousand feet.

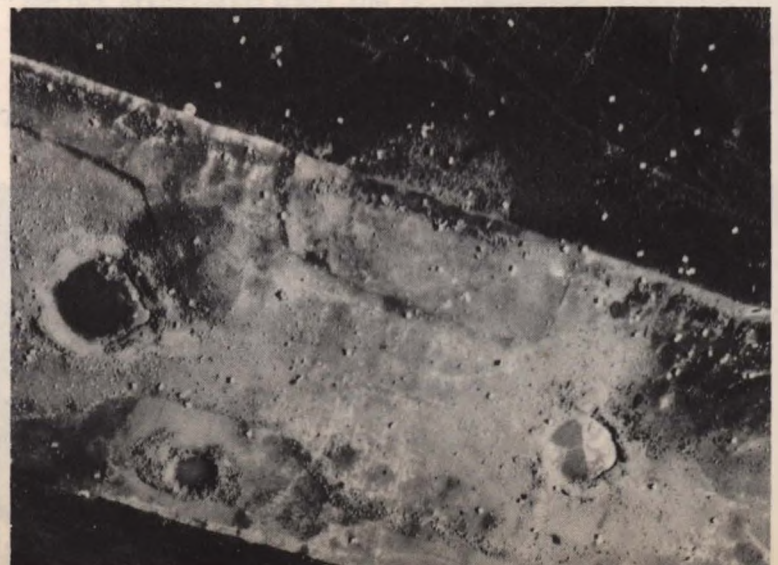
Soon these missions assumed the aspect of a Cook's tour. Ground personnel who had never been given a chance to fly operational missions were carried along as passengers.

In all, the 390th conducted five "Chow Hound" operations. They were:

1 May 1945—Valkenburg
2 May 1945—Amsterdam
3 May 1945—Vogelenzang
5 May 1945—Utrecht
6 May 1945—Utrecht

It was the final irony of the war. Together with a series of missions in which the planes brought back liberated prisoners of war from deep in Germany to France, the airplanes which had been designed as instruments of destruction ended their careers in the ETO as agents of good-will.

Parcels cover a runway the Germans had sabotaged.





THEY WERE THERE

These are stories of men who were in the thick of the battle and saw things happen. It has not been possible to record everything encountered by the crews of the 390th, but from these words, and from between the lines can be gleaned something of the fearlessness, abnegation of self, and devotion to duty with which they rode the skies in the Square J Fortresses. Far more than the analyzed and graded reports of higher command, these tell what the battle in the clouds meant for the flyers.

"A HUNDRED HEROES"

MUNSTER, 10 OCTOBER 1943

BACK from the fiery skies over ancient Münster, in the Ruhr, came 10 out of 18 390th Group Fortresses assigned to the target. Eight were gone, shot down by the enemy.

If the fighting men of the Luftwaffe had been less thirsty for the kill, they might have seen the price tags on those big Yank bombers. It was a fabulous sum—8 Nazi fighters for each Fort—the German Air Force paid, and with interest.

The heaviest price of the aerial war over Continental Europe was exacted by the hundred men who rode those 10 returning Forts. In a white-hot battle with the largest single concentration of enemy fighters ever encountered on an Eighth Air Force operation they conclusively proved the Fortress to be the greatest fighting machine of the war in Europe.

In forty-five minutes 10 Forts and a hundred courageous crewmen annihilated the equal of six German fighter squadrons, scoring the greatest bag by a single Bombardment Group on one mission in the war. Officially destroyed were 63 first-rate interceptors, while credit for the probable destruction of 6, and the damaging of 8 was announced with the confirmation from Bomber Division.

At that, the final count failed to include the several score of Hun fighters blasted into perdition by the guns of the ships which fell.

When the men who chronicle the great events of World War II tackle the history of the American Air Force they will be missing a great bet if they fail to dedicate a paragraph or two to those hundred heroes who came through the hell that was Münster 10 October 1943, and to the eighty who did not come back.

The battle wagons that weathered all the Luftwaffe could dish out and proved themselves worthy to carry the heroic men who brought them back from Münster were: "Betty Boop—The Pistol Packin' Mama," piloted by Captain James R. Geary, Jr.; "Rose Marie," piloted by 1st Lt. Kenneth E. Dougherty; "Eightball," flown by 1st Lt. William M. Cabral; "Cabin in the Sky," skippered by Captain Robert D. Brown; "Norma J.," piloted by 1st Lt. Bruce R. Riley; "Miss Carry," flown by 1st Lt. Paul W. Vance; "Spot Remover," with 1st Lt. Keith E. Harris at the helm; "Geronimo," piloted by 2nd Lt. Robert G. Schneider; "Rusty Lode," piloted by 1st Lt. Robert W. Sabel, and "Shatzi," flown by 2nd Lt. Harold W. Schuyler.

Missing at Münster were: "Tech Supply," commanded by 1st Lt. John C. Winant, Jr., son of the American Ambassador to Great Britain; "Blood, Guts and Rust II," flown by 1st Lt. Wade H. Sneed; "Short Stuff," flown by Captain Robert B. Short; "Kemy II," piloted by 1st Lt. William W. Smith; "Pinky," commanded by 2nd Lt. Frank E. Ward; "Bad Penny," with 1st Lt. Edward W. Weldon, Jr., at the wheel; "Cash and Carrie," piloted by 1st Lt. Robert A. McGuire, Jr., and a nameless ship flown by 2nd Lt. George E. Starnes.

Münster, the story of a hundred heroes, began like any other mission story—the roar of powerful engines at dawn, men shivering with the anticipation of combat.

But inside the Fortress "Miss Carry," as it circled to gain altitude over its station, two waist gunners and the radio operator were squinting into the sun, attempting to verify what they thought they saw there—an Me-110.

Staff Sergeant Ross W. Farris called the observation to the attention of Pilot Vance over the interphone, commenting "Two to one the fighters will be out on this run." Farris will never be certain about the enemy scout, but he was dead right about the fighters—they *were* out!

The first appearance of German fighters was spotted as the formation turned onto its bomb run. Escorting fighters, having reached the rim of their range, had left the bombers with the skies looking quiet over the target.

Then the interphone exploded as the tail gunner shouted: "Enemy fighters at five, six and seven o'clock, low, hitting the Group behind us!" The Germans had launched a coördinated attack, striking the moment our escort was out of sight.

"We caught the brunt of that first attack." Captain Gordon-Forbes related. "Second Lieutenant George Starnes was hit at the middle of his ship by a rocket, and the plane started to break in half. It nosed up and crashed into another, just above in the formation. Both planes fell away, and went down in a column of smoke. A ship on our right blew up with a great red flash. I saw the right waist gunner come out of his window in a grotesque swan dive. His chest was shot away."

All around them a great battle raged. The sky filled with the debris of men and planes. It ceased to be a battle in any organized sense, and became a nightmare of attacking fighters, and burning fighters and bombers. At one time close to 50 planes were burning and going down. The sky was so full of parachutes that it looked like a paratroop invasion.

As they neared the target, Colonel Dolan sighted a large formation of planes off to the right. At first he mistook them for Forts, because they were stacked up in a similar type of formation. But then, as they turned in and fanned out like an old Prussian infantry company charging, he identified them as twin-engine rocket planes.



"We had fought every inch of the way to the target after the bomb run had started," Gordon-Forbes said. "The railroad yards were wide open. Bombs splattered all over them."

After calling out "Bombs away!" Gordon-Forbes manned his gun. "I didn't have to look for targets," he recounted. "They were everywhere."

Until the formation was halfway home, under cover of strong fighter escort, its fate was in the balance.

"Münster was a nightmare of burning Forts and exploding fighters. I am confident that the men we lost were fully avenged. They must have taken a terrific toll before abandoning the fight." Group Combat Leader Major Ralph V. Hansel reported to his commanding officer, Colonel Edgar M. Wittan, shortly after the mission.

The men of "Rose Marie" evened an old score with the Luftwaffe at Münster. On 24 August they had watched their first ship, "Hot Rocks," sink out of sight in the English Channel, taking a dead comrade with it. They named their second ship after the wife of that comrade, killed by German flak over France, and came back to avenge him. Lieutenant Dougherty, whose skillful exhibition of flying is credited by the crew as the most important factor in bringing them through the great victory, was a flying mate and close friend of Lieutenant Winant.

Capt. Bill Cabral, pilot of the "Eightball," had a huge hole in his right wing, big enough for a couple of men to crawl through. The ship had been hit by a rocket, and was in plenty of trouble.

The crew of "Cabin in the Sky" defined the Münster battle as the "Battle of Britain wrapped up in thirty-four minutes." Skipper Brown told the story in a brief few sentences: "No one can say how many fighters we knocked down. If we had taken a scorekeeper along perhaps we could claim twenty. They fell fast, I knew that. The boys held their fire until the Huns got right on top of us, and then they blew 'em to bits. We're certain we got eleven—they exploded."

Brown asked his tail gunner how the Squadron was holding up, and the latter answered, "What Squadron, Captain? We're all alone up here!" They had lost 5 ships in about ten minutes. The other Squadrons had fared little better.

Seconds later, Brown spotted 36 enemy fighters just ahead. And for the first time Gordon-Forbes felt like throwing in the sponge. The cause seemed hopeless. They had been battling for what seemed like hours, though actually the fighting over Münster lasted just thirty-four minutes. The Group behind had been literally blown out of the sky.



The ammunition was almost exhausted, shell casings were piled up a foot deep on the floor. And still the Jerries came. Although they did not know it at the time, a pair of empty guns which the plane's ball-turret gunner was waving was the only protection left for the ship's belly. He kept off the attack by tracking the fighters.

Directly ahead, streams of white vapor trails appeared—P-47s charging in. "It's difficult to express the feeling that swept over me at that moment," Gordon-Forbes commented. "All the weariness of battle seemed to drain every ounce of strength I had. I felt like yelling and praying at the same time."

The battered German forces whirled in a hurry and high-tailed it in disorder. The Thunderbolts caught a few and shot them down. Then they returned to herd the remnants of the Bomber Formation home.

A landing through zero-zero fog, without radio aid, with both starboard engines dead, topped off the harrowing mission for the crew of the "Norma J." Only a few hours before, over Münster, the crew and "Norma J." narrowly escaped destruction when a live German aerial rocket whizzed through an open waist window and lay sputtering on the floor. Lightninglike action by Staff Sergeant George T. Rankin saved the day. Rankin, decorated with the DFC for extraordinary achievement on the Regensburg shuttle attack, grabbed the rocket and heaved it overboard, watching it burst below. To the gunner the rocket, a closely guarded German secret weapon, looked like an ordinary dry-cell battery, with about a foot of stovepipe stuck on one end.

The "Norma J." carried an enlisted man as its bombardier on the historic flight, an almost unheard-of procedure in the European Theater of Operations. Staff Sergeant James H. Shields was commended highly by Pilot Riley for laying his bombs "right on the button." Skipper Riley's landing was just short of a Hollywood take. With two engines useless, unable to bail out because of a wounded tail gunner, he came through a blanket of fog in a "field or nothing" try, and landed safely.

Meanwhile the curtain was falling on a private little drama in the cabin of "Miss Carry" as the returning bombers rolled in. Star performer was Pilot Vance, who, though seriously wounded over Münster, coached his co-pilot through the rough ride.

Hitler had scornfully said Americans were soft. He would have had acute indigestion had he been with Lieutenant Vance at Münster. When a heavy chunk of flak ripped through the left side of the plane and tore a jagged hole in his thigh, he motioned his co-pilot, Second Lieutenant Burgess W. Murdock, to take over.

Using the rubber extension cord from his interphone connection as a tourniquet, and wrapping his white scarf around the wound, he retained consciousness to direct Lieutenant Murdock through the bombing run, and aided him to hold the protective formation during the withdrawal from the target. During the run 4 Forts on "Miss Carry's" wing fell out and went down.

None of the other crew members knew that Lieutenant Vance had been hit. "It might disturb them," he told Lieutenant Mur-

dock. He left his position only after the arrival of fighter support assured him of the ship's safety.

"Rusty Lode" recorded the grimmest experience of all, landing in England with a two-minute fuel supply left, upward of seven hundred and fifty holes in its fuselage, yawning holes in both wings, with the rudder, left aileron and both flaps shot away, and all regular controls severed. Engineering officers shook their heads in agreement. To them, the return of the "Rusty Lode" was a miracle.

Only the courage and determination of Pilot Sabel and his crew were responsible for the miracle. Under violent fighter assaults shortly before reaching the objective, the plane sustained terrific damage, but Sabel dropped it out of formation, put it on automatic flight control, made a lone sweep over the target, and headed home through the fighter hordes that barred his way.

Staff Sergeant William L. Ellet, who described his experience on "Rusty Lode" en route home from Münster as "thirty minutes in hell," spoke slowly, in a low voice: "We had been battling fighter swarms for what seemed a lifetime. Suddenly, below, I saw three 'chutes open. I knew they must have come from our ship, so I climbed out of the ball turret to be certain. The waist guns were hanging limp, both gunners were gone.

"I listened for the sound of guns, but all I could hear was the grinding of our engines. It was a queer feeling, standing there—like being in another world. I walked over to the waist guns, and then looked back into the tail. The tail gunner was gone, also.

"I almost ran to the radio room, but when I reached the door I stopped short. Mac was hanging over his gun, it looked like a twenty mm. shell had burst in his face. I laid him on the floor and then kinda stumbled toward the waist door. All I could think of was getting out. I looked down at the flak suit on the floor. There was a big splotch of blood on it. Then I heard the guns going in the upper turret. I knew then that the fellows up front were still there, and that my place was with the ship. I went back to the waist guns and started firing again."

"Eightball" contributed its share of color to the Münster saga. With First Lieutenant Cabral at the controls, the Fortress, whose adventures on fifteen bombing attacks over Europe read like fiction, came in virtually on a wing and a prayer.

The action started when a German rocket all but sheared off the ship's right wing twelve feet from the tip. Cabral, using all his strength, and aided by the co-pilot and the bombardier, held the ship on course, and flew it home while his gunners held off the attacking swarms of fighters for nearly an hour.

Climax to the "Eightball" episode came over Britain. With his gas supply almost gone, Lieutenant Cabral arrived at his home station to find it completely fogged in. Climbing to two thousand feet, so his crew would have a chance to bail out if the gas were exhausted, he headed for another station. Finding it, he brought the battered "Eightball" rolling in for a crash landing which the crew termed "sensational" to add the happy ending.

The spotlight which flooded "Eightball" also fell on Second Lieutenant Dean C. Ferris and Staff Sergeant Joseph G. Pouling. Lieutenant Ferris, bombardier on the ship named after the black pool ball, saved the plane and crew from doom when he jumped from his guns in the heat of the fight, and with bare hands beat out a fire which threatened to set the nose ablaze. Flames had been sparked by red-hot shell casings falling on a pile of flying clothes.

Meanwhile, Sergeant Poulin stayed with an inoperative ball turret through most of the battle, waving his guns in a silent threat to protect the approach to the ship's belly.

SCHWEINFURT

Captain Earl E. Evans wrote of the Schweinfurt raid, "Most persons remember the terrific losses caused by the enemy fighters, but hardly any one seems to recall the terrible flak. I remember it as the most concentrated fire the Eighth was ever called upon to fly through. Indeed, most crewmen, on observing the dozens of great red flashes in the flak columns as we turned on the IP, called out that the enemy was using red flak, not realizing that what we saw was the explosion of many Fortresses in the Wings ahead."

COLLISION OVER HERTFORDSHIRE

Behind the injuries which cut short the combat career of Staff Sergeant Frederick O. Walsh, engineer and top-turret gunner on his third mission with the 390th, is one of the most dramatic escapes from death ever experienced by an Eighth Air Force flyer.

Walsh, an aircraft mechanic and instructor at Brookley Field, Mobile, before he became a combat airman, was one of four men who escaped when two 390th bombers collided in mid-air near London, taking fourteen flyers to their death.

"I was checking my gun turret as our formation swung in a wide arc across the sky over London, and headed for the Continent," Walsh explained. "Our bomb bay was filled with heavy explosives for a German target. Suddenly, as if warned by a sixth sense, I glanced up. Another bomber was slipping wildly down on us. There was only time to shout a warning into the interphone before it pancaked onto us with a grinding crunch. Almost immediately there was a sharp explosion, and I lost consciousness.

"When I came to I was lying at the base of my turret," he went on. "The whole cockpit was ablaze. I could see the skipper and the co-pilot slumped in their seats, their bodies burned almost black. I thought of getting out, but discovered that my 'chute was gone.

"It was a terrible realization—almost as if I were doomed to die. I glanced at the escape door leading into the bomb bay, and found myself looking into the sky. The plane had been blown in half by the explosion, and the wind was whistling through the opening.

"Then I saw my parachute dangling in space, held only by part of the harness, which had caught on a jagged edge of metal a few feet from me. I was almost afraid to reach for it, for fear it might slip out of my grasp. Finally I grabbed it, and slipped it on. The whole cockpit was flaming as I stepped out the escape door. My 'chute opened when I was only a few feet above the tree tops, and I landed on the ground with a rough jolt, too stunned and too exhausted to move. Villagers from a nearby English town gathered around and helped me up."



AUGSBURG, 18 MARCH 1943

Crewmen of the Fortress "Skippy II" told on 18 March 1943 how their wounded pilot, First Lieutenant Thomas Sutters, died on the cockpit floor, and a top turret gunner begged the radio operator to cut off his injured foot after flak had riddled their plane on a bombing mission over Augsburg, Germany.

"I took control of the plane after the skipper had been hit in the thigh," Second Lieutenant Paul R. Cooper, co-pilot, said. "He reached for a tourniquet, but before he could get it on he fainted. Sergeant Fugett lifted him from his seat and dragged him to the alleyway leading to the nose compartment."

As the gunner worked feverishly to apply a tourniquet and sulfa powder, another burst of flak ripped through the bottom of the plane, wounding the pilot a second time, and almost severing the gunner's foot at the ankle.

Second Lieutenant Alfred M. Dertel, navigator, and Sergeant Albert Selvidio, radio operator, went to their aid.

"I gave them both morphine," Selvidio said. "Fugett's foot was hanging by just a thread of flesh, and he asked me to cut it off. I propped it up instead, so it wouldn't hang down and hurt him so much. Then I fixed his tourniquet, and gave him sulfa powder."

The pilot died just before the plane landed. Physicians were forced to amputate Fugett's foot. The sergeant later received the Distinguished Service Cross for heroism and courage during the action.

KIEL

When the British mechanic at the R.A.F. base jogged up to the crew of the Flying Fortress "Hap's Hazard" and cried "Jolly good landing, matey!" he was showing more than the usual amount of English reserve, for "Hap's Hazard" had just made a crash landing that might easily be compared to the best emergency landing ever made.

On one sputtering engine and one wheel, with no instruments, no flaps, and most of the controls inoperative, "Hap's Hazard," piloted by Second Lieutenant Harry E. "Hap" Wight, had high-tailed into the British base, narrowly thwarting disaster for himself and his nine crewmen.

Like most narratives of its kind, the story of the great performance of "Hap's Hazard" began in the flak-filled skies over Germany. Its bombs had been dropped on Kiel, the important Baltic sea base, and the formation was turning for home when a heavy burst of flak hammered at the Fort's nose, knocking out



the two inboard engines. The same burst blasted the ship's electrical system, played havoc with the controls, and brought Second Lieutenants Douglas Herrick and Charles M. Heltsley, navigator and bombardier, respectively, face to face with death.

Losing altitude swiftly, Skipper Wight faced the broad North Sea with but two engines on an airplane that was almost out of control. One of the remaining engines developed trouble as "Hap's Hazard" left the Continent behind. The crew started jettisoning stuff, working from the tail to the nose. Ammunition boxes, guns and everything in sight went overboard as they began the battle to make it home.

Off the Dutch coast the crew saw a crippled B-24 also in the race against odds. Three Focke-Wulffs dived toward the bombers from high altitude—the "Hap's Hazard" crew prepared to ditch. To Lieutenant Wight it was suicide to attempt to fight off the enemy in a plane that was all but falling apart. The fighters selected the bomber behind them, however, and the Fort's crew held on. A Mustang appeared from nowhere, shot down one of the Nazi attackers, and went chasing the others.

The Fort's third engine quit as the coast of England loomed up, and the gas supply was exhausted. "The only things that were running as we came down toward land was the altimeter, the air-speed indicator and the clock," Wight declared. One wheel had been cranked down, and with no time left to roll the other one down Wight came flopping into the R.A.F. base on one wheel and an engine that was coughing for lack of fuel. There was not a chance to be choosy about his runway, and when he did pull the big bomber to a stop, after an unbelievably smooth landing, it was only a few feet from a bomb dump.

Other members of the crew were: Flight Officer Edward R. Cahill, Jr., co-pilot; Staff Sergeant Joseph S. Landowski, radio operator; Staff Sergeant Richard T. Baker, engineer; Sergeant Robert S. Bucey, ball turret gunner; Sergeants Alexander J. Strumack and Jim R. Ward, waist gunners, and Sergeant Homer G. Owens, tail gunner.





BERLIN

A flying Dutchman in a Flying Fortress brought his bomber safely back to its Base in England from an attack on Berlin after recording one of the most sensational feats of evasive action yet reported by an Eighth Air Force pilot.

Forced to "hit the deck" when an engine failed near the target, First Lieutenant Melvin Van Houten, aided by his co-pilot, Second Lieutenant William F. Hately, roared through the tree tops to escape cannon fire from Nazi guns on a canal southwest of Brunswick.

"They picked us up with twenty mm. shells as we came across the canal, and scored hits in the waist of the ship. We had to duck in a hurry. The skipper chose a clump of trees on the other side of the water. We plowed through them not more than fifteen feet off the ground. Foliage went flying everywhere," Hately declared.

The gunners evened the score minutes later when they shot up blockhouses of Nazi defenses along the Zuyder Zee.

Van Houten's plane, "Cabin in the Sky," landed at the Base looking like a Camouflage Corps dream, after hedge-hopping across most of the Reich, the Netherlands and the North Sea at an average altitude of twenty-five feet.

Green branches, ripped from the trees through which it flew, sprouted from the engine cowlings and from the wings of the ship. Blood and feathers from birds nesting in the trees were spattered over the nose and wings.

REGENSBURG, 17 AUGUST 1943

It was the morning of 17 August 1943. The shuttle attack on Regensburg lay just ahead. The tall, slim officer and the short sergeant walked out of the briefing room together. They headed for the truck which was to take them to their bomber.

"It looks like we're in the big time, Ed, doesn't it?" the officer said quietly.

"Yeah, this is it, Ash," the sergeant replied.

Fortress Pilot Lieutenant Ashbrooke W. Tyson and Fortress



Engineer Staff Sergeant Edwin A. Tyson, one of the few brother teams in the Heavy Bomber Division, had dreamed a lot about the big time when they were paired as an auto-racing team on the dirt tracks of the East Coast.

To Ash and Eddie Tyson, Regensburg was the big time. It was a great deal bigger than anything they might have attained behind the wheel of a racer. But fate played a low trick on the Tyson brothers. They did not come back from the Regensburg mission.

Flying mates of the Trenton brother team told how the Tyson ship, "All Shot to Hell," lived up to its strange name in the flak-filled, fighter-infested skies over Germany.

Clearest version of what happened to the Tyson ship was reported by Staff Sergeant William W. Adamson, tail gunner on the "Miss Carry," who claimed the Nazi fighter plane which shot "All Shot to Hell" out of formation.

"On the first pass, the fighter poured a stream of lead into the left wing of Lieutenant Tyson's ship. He came back in for



another crack, but my tracers found him and he blew apart. I looked over at Lieutenant Tyson's Fort, flames were licking out from one engine. He left the formation then. Later we saw the 'chutes coming out. I counted nine and waited. The tenth followed a minute later, indicating that the entire crew left the plane safely," Adamson recounted.

The gunner's observation was substantiated by many reports, but several crewmen declared that the Tyson ship, its left wing ablaze, leveled off over a German town, sighted a target and dropped its bombs before the crew baled out. Lieutenant Tyson received the Silver Star for gallantry in action in this engagement.

FRANKFURT

When death knocked for the second day in a row on the ball turret of the Fortress piloted by First Lieutenant Albert C. Rood, an alert tail gunner saw that the call went unheeded. A



day earlier, in an attack on Frankfurt, Staff Sergeant Joseph E. Trodglen, veteran gunner aboard Rood's plane, lost his buddy and flying mate when anoxia (lack of oxygen) snuffed out the life of Staff Sergeant Peter Kopernik. Trodglen made up his mind to keep an eye on the new ball turret gunner, Sergeant Vernon H. Bohn, when he came aboard for a mission against Luftwaffe bases near Paris.

When a routine oxygen check by the pilot failed to get response from Bohn, Trodglen took over. He directed the waist gunners to investigate, telling them how to open the turret door. In the turret the gunners found Bohn slumped over his gun handles, his face almost blue. They attempted to extricate him from the turret, but could not. Then Trodglen left his tail guns, and came to the waist. He pulled Bohn from the turret, and began respiration.

The ship was at twenty-four thousand feet, and at intervals while he worked over the stricken gunner, Trodglen was without oxygen himself. He revived Bohn after nearly an hour of respiration, thus sparing the crew its second tragedy in two days.

Trodglen, officially credited with destruction of an ME-109 over Bremen in October 1943, transferred to the Eighth Air Force in 1943, after serving nearly two years with the R.A.F. as a ground technician.

BREMEN

A great story of how American teamwork saved an entire Flying Fortress Group from annihilation in the skies over Bremen was told shortly after the Eighth Air Force bombers returned from the attack on the North Sea base.

A dramatic account of initiative and fast thinking under fire, the story was told by Captain Hiram C. Skogmo, pilot of the Fortress flagship "Six Nights in Telergma," which went through what the Eighth Air Force termed one of the most terrific aerial battles of the European war. Captain Skogmo's ship carried Major Robert O. Good, Group Combat Leader.

"Second Group in the Division formation, we watched the 100th Group literally blown apart by a concentrated onslaught of German fighters and flak over the target," Captain Skogmo declared. "It was apparent that the fighters were attempting to slice off the entire Group from the main formation." Major Good saw the Division leader and deputy leader knocked down, and watched as the unit's protective formation began to disintegrate. Then, to avoid a débâcle, Major Good radioed the other Group commanders that he was taking his Group into the lead slot. The answer came back from one command ship, "Take over. We'll cover you from above."

"We made our bombing run over the center of Bremen, and then, under Major Good's instructions, headed into the crippled Fortress Group ahead," Skogmo continued. "We had perfect fire cover from above as we banked into the frontal position, just as our formation reached the lead unit. The maneuver gave the bulk of the wavering unit an opportunity to slide into the rear of our flight as we passed by. They caught our plan immediately and fell in tightly at the rear. It was close, but it proved great strategy.

"The formation was then slowed down, giving stragglers of the 100th Group a chance to fall in. We must have picked up four or five Forts which otherwise might have fallen prey to the fighters," Captain Skogmo said.

Over the North Sea Major Good filed the report of the mission to Division headquarters, knowing that the Division Combat Leader had been downed. On the ground, he praised the leaders of the Group which had covered the formation. "It was a demonstration of the finest teamwork I have ever seen in the air," he reported.

BREMEN, 8 OCTOBER 1943

Playing tag with death on a narrow catwalk in the bomb bay of the Fortress "Six Nights in Telergma," Bombardier First Lieutenant Merle M. Cloud cleared a jam of nine dangerous incendiary bombs four miles above the target city of Bremen, on 8 October 1943, thus sparing himself, his crew and their Fortress possible destruction.

The account of Lieutenant Cloud's daring was reported by Captain Hiram C. Skogmo, pilot of "Six Nights in Telergma."

"I glanced back from the pilot's seat and watched Cloud wrestling with the touchy fire bombs. The wind was roaring up into the bay, and the engineer, Technical Sergeant Ralph Sindeldecker, held Cloud down to keep him from falling off. I kept yelling 'Are they gone yet?' and Cloud would answer back 'There go two.' Then 'There go two more.' Finally I heard 'Bombs away!' and knew that the bay was clear. The biggest danger was the possibility of flak entering the open bomb bay and exploding among the bombs. We'd have been so much confetti if that had happened," ended Skogmo.

"It really wasn't much," Bombardier Cloud reported. "Once I almost forgot where I was, and reached out a little too far. It was close, but after that I really hugged that little catwalk."

BREMEN, 20 DECEMBER 1943

When their Fortress fell away from the formation, with two engines shot up, over Bremen on 20 December 1943, the crew of First Lieutenant Philip J. Dower started another dramatic page in the saga of the men who flew and fought in the toughest aerial combat theater in the world.

Dropping from their element shortly after their bombs had gone crashing into the battered Nazi port city, Dower leveled off at an altitude of fifteen hundred feet and headed in the direction of England, strongly convinced that their chance of spending Christmas in Britain was pretty slim.

Halfway across an open field Lieutenant Dower discovered, when enemy gunnery crews opened fire, that it was a camouflaged German airdrome. The Fort was a big target at fifteen hundred feet, and the guns raked it from nose to tail with 20 mm.-cannon and machine-gun fire before Dower threw the ship into a dive that took it to tree-top height. The ship's bombardier was badly wounded by the gunfire, and in the dive the radio operator, ball turret, tail, and both waist gunners bailed out of the plane, believing it was on its way to a crackup.

Looking more like a flying sieve than an airplane, the ship came winging across the Netherlands at roof-top level.

Nearing the English coast, oil started streaming from another engine, and its power was lost. Just then Lieutenant Dower sighted an American fighter base nearby. Accomplishing the difficult feat of bringing the heavy plane in on a single engine,



Dower dodged a steam roller and other construction equipment on the runway and landed safely. The mission to Bremen was the crew's twelfth combat assignment, and its first meeting with trouble.

COLOGNE

First Lieutenant Douglas L. Johnson slipped his burning plane out of formation, and made a hasty dive over the freight yards at Cologne. As his bombs fell he shouted to his crewmen:

"I'm advising you boys to bail out. I'm sticking with the ship, but make your own decisions."

Eight parachutes blossomed out, and Johnson dived at high speed to four thousand feet. The speed of the dive put out the flames. He landed in Belgium, his controls damaged, instruments shot up, and more than two hundred holes in his plane.

Crawling from the bomber, he saw the tail gunner still at his post, the only other man in the plane.

"Some trip, wasn't it?" Johnson asked.

The gunner did not reply. He was dead.

REGENSBURG, 25 FEBRUARY 1944

Back from the large-scale assault on Regensburg's Messerschmitt factories on 25 February 1944, Flying Fortress crewmen of the 390th Group paid glowing tribute to an American flyer whom they called "The fightingest B-17 pilot" they had ever seen.

The gallant Fort skipper will never receive the plaudits of the men who cheered him as he battled with everything he had, until, with three engines knocked out and a Focke-Wulff pumping 20 mm. shells into him, he crashed in flames.

Second Lieutenant Robert V. McCalmont, bombardier, who picked up the unidentified hero's final radio message, had a ringside seat to the lost Fort's great fight.

"I watched this guy do everything but a snap roll to shake off four Germans who were out with everything they had to get him. He dived, climbed and banked, and one time went so close to the ground that plane and shadow seemed to converge. He headed back up again with one fighter still hugging his tail and leveled off below us. His last message came through our earphones—'That's all, brother, you're looking at my last engine!' The ship's nose pitched forward, and a minute later it crashed and burned," McCalmont reported.

Other crewmen reported that the fighter which finished the Fort was destroyed by the fire from sixty Fortress guns.

MERSEBURG, 28 JULY 1944

There were six less planes in the Luftwaffe fighter folder on 28 July 1944 as a result of a private little engagement which the Flying Fortress "Buckshot Annie," piloted by First Lieutenant Robert G. Ratcliffe, fought with an entire squadron of Nazi attackers in the smoke-filled skies over Merseburg, Germany.

Odds of almost thirty to one, favoring Goering's gang, backfired as "Annie," acting extremely unladylike, whaled the tar out of the German Air Force, which dived on her after flak had disabled an engine, and forced her from formation seconds after her bombs had been dropped on vital German oil plants. Her gunners saw six of the attacking aircraft blow up before their fire. Those were the only planes they claimed.

"Buckshot Annie" threw her hardest punch from the top turret, where Technical Sergeant Jules C. Miller, engineer, was behind machine guns which scored two M-109s. Other claims were registered by Second Lieutenant Harvey Engelbrecht, bombardier; Staff Sergeant Charles J. Marston, tail gunner; Staff Sergeant Roy J. Schumacher, left waist gunner, and Staff Sergeant James W. Barndollar, Jr.

In one of the outstanding victories to be chalked up by a bomber crew during the months of aerial combat over Germany, the crew declared the triumph was highlighted by the piloting of Lieutenant Ratcliffe.

DUSSELDORF

Three small holes in the fuselage of the bomber belied the drama of death taking place in its cockpit.

First Lieutenant Jack J. Wangelin, pilot, slumped back in his seat, with his life snuffed out by a chunk of shrapnel which tore through one hole in the bomber's windshield. Second Lieutenant John R. Matthews, co-pilot, hung grimly to the controls while blood from head wounds flowed into his eyes, and blinded him. The flak which hit him had driven through a second hole in the windshield. The sliver of steel which ripped through the third hole should have belonged to Technical Sergeant Edward Hudson, but it had missed him by inches.

With one arm around his dead skipper, Hudson read the instruments for his blinded co-pilot as the big plane came back from an attack on marshaling yards near Düsseldorf, Germany, and landed safely at its base.

Two weeks earlier, Lieutenant Matthews had brought the plane back from Hamburg, after Lieutenant Wangelin had been wounded in the face by an almost identical burst of flak. Hudson, the crew's engineer, was on his fifty-fourth mission. He had run up forty operations in the South Pacific against the Japanese. Lieutenant Matthews later received the Silver Star for gallantry in this action.

HEURINGHEM V-1, 21 JANUARY 1944

Lieutenant Richard G. Bennett, bombardier on the Flying Fortress "Cincinnati Queen," had trained, lived and flown with the crew of the "Shatzi," but late in the winter of 1943 he was forced by illness to remain behind while his crew took off for a deep penetration into the Reich. This mission left him the sole survivor of the original crew, for the "Shatzi" never returned.

Bennett continued his tour with another crew, completing sixteen assaults against the enemy. The bombardier climbed into the nose of the "Cincinnati Queen" in the early hours of 21 January 1944 with a load of bombs to destroy V-1 installations near Heuringhem, France.

As the force of bombers winged its way through clouds near the objective, Bennett listened for the command which would give him control of the Fortress. Hearing the signal, he started maneuvering the "Cincinnati Queen" down the bomb run. Savage ground defenses challenged the formation. Concussions from great bursts of shrapnel rocked the B-17s as they plowed through the flak. Two Fortresses faltered momentarily, then spiraled down in flames.

The bombardier was synchronizing his bombsight when a shell exploded directly beneath his ship. Knocked backward, Bennett struggled to get to his bombsight, but his leg had been shattered by the flying fragments of steel. Fighting off unconsciousness, he edged forward to the bomb-release switches, dropped the cargo on the strategic target, then collapsed from pain and loss of blood. This was the lieutenant's last mission; he was told after returning to the Base that he would be sent home to recover. He had done his job.

DUSSELDORF

A pilot and his crew went down in a blazing bomber over Düsseldorf, rather than abandon an assignment to attack the German Army opposite American ground troops driving Von Rundsted's forces back.

The pilot was First Lieutenant Horace M. Skinner. Anti-aircraft fire caught his Fort as it was going into the target, setting it on fire. Nevertheless, he kept on, with flak hitting his B-17 all the time, until the plane's bomb load was dropped on the communications center supplying Nazi front-line troops. Then, and only then, did the burning plane finally plummet down.

"We all said a prayer for that guy," said Captain Richard H. Perry, who was leading the Group. "Flak got his Fort as he went into the target, and I could see the flames licking back from one engine. When I glanced back at him again the left wing of his plane was wrapped in flames. When we were over the target the wing looked like a giant bonfire, but Lieutenant Skinner got his bombs on the objective. Then he pulled away and started down. We'll never forget his courage."

MERSEBURG, 30 NOVEMBER 1944

The luck which had been his closest companion on nearly every principal Eighth Air Force bombing attack in eighteen months deserted Lieutenant Colonel Louis W. "Lucky" Dolan on 30 November 1944, during a great flak storm over the jealously guarded Nazi oil refineries at Merseburg, Germany.

Colonel Dolan, one of the Eighth Air Force's most experienced and able combat commanders, was directing the attack on the vitally important oil target when his Fortress disappeared in a huge, black barrage of flak. It was 1 of 40 heavy bombers officially reported missing in action.

One of the most colorful figures in the 390th Group, the Denver flyer had led or taken part in assaults on nearly every major enemy target in Europe. He led his Group, of which he was Air Executive Officer, in the second attack by American bombers on objectives at Berlin, and recently had been in front of a formation which had hammered Nazi targets in four occupied countries while shuttling from England to Russia, to Italy, and back to England.

Colonel Dolan was deputy leader of his Group during a mission into the Ruhr Valley on 10 October 1943, when his formation of 17 bombers was attacked by more than 300 German fighters. In thirty-five minutes of white-hot fighting



his formation's guns destroyed 63 of the attackers, and were credited with the probable destruction of a dozen more, to score the greatest aerial victory of all time by a single bomber unit in one engagement. Four days later he flew in the historic attack on the German ball-bearing factories at Schweinfurt, which cost the Eighth Air Force 60 bombers, and won the 390th Group a Presidential Citation for "superb skill and daring in battle."

Strangely enough, Colonel Dolan's luck failed him on the thirteenth American bombing attack on the Merseburg refineries.

BERLIN

Lieutenant Emerson North's battle career was cut short by a chunk of German flak over Berlin, but the story of his courage and heroic devotion to duty lived on in the name of his crew's Flying Fortress, "North Star." With his right hand sheared off above the wrist, bleeding profusely, the New York flyer applied a tourniquet, fought unconsciousness, and carried on his share of crew responsibilities, staying at his post until his bomber had battled its way through flak along the road back from the German capital, and had landed safely at its Base.

The dramatic account of North's courage was told here by First Lieutenant Lawrence J. Gregor, pilot of the ship on which the former was co-pilot. "We were hit by a terrific flak barrage as we turned off the bomb run and started home. A burst hit us off the right wing, and I saw Lieutenant North slump over. He straightened up again in a minute, and looked down toward his right side. Then he lifted up his right arm. His hand had been cleanly shot away. He didn't speak, but pulled down the extension cord from his interphone, and tied a tourniquet on his arm. I called the bombardier and engineer, and they gave him what medical attention they could.

"The first thing I knew, he was checking the instruments again and computing the gas supply. I motioned for him to take it easy, and he just grinned back. He worked with me just as though nothing had happened, until we landed, going through regular landing procedure. He weakened and almost passed out when we got him into the ambulance," Gregor concluded.



Veteran of several of the Eighth Air Force leading attacks on Germany and occupied Europe, Lieutenant North had been awarded the Air Medal for achievement in aerial combat before he was wounded.

WILHELMSHAVEN, 3 NOVEMBER 1945

Five miles above Germany, in extreme cold that registered 50 degrees below zero, Staff Sergeant Peter Kopernik, twenty-three-year-old gunner, of Polish descent, joined the legion of American fighting men whose supreme devotion to duty has cost them their lives.

Kopernik died at his ball turret when his oxygen mask froze while he worked to free his frosted guns.

It was ironic that the hand of death reached for Kopernik during the Eighth Air Force attack on Wilhelmshaven, 3 November 1943, for it was the least eventful of the sixteen missions he had recorded. He had passed unscathed through the heavy flak over Bremen, the Ruhr, and Paris; he had come safely home many times after battling vicious Nazi fighter packs in the fiery skies over the Continent.

The story of Kopernik's death is the story of another heroic soldier who placed his duty before everything else, even his life. It was told shortly after the Wilhelmshaven mission by his pilot, First Lieutenant Albert C. Rood.

"Flak punctured Staff Sergeant Kopernik's turret over the target, but no one but he was aware of it. Despite the terrible cold which rushed through the opening, he remained at his guns to uphold his link in the ship's chain of defense against enemy fighters. As we neared the North Sea en route home, his guns froze, and he asked permission to come out of the turret. Once out, he insisted on working over his guns. Even then no one was aware that his face and his oxygen mask were frozen. He lay flat on the catwalk, and worked on the guns. Later one of the waist gunners discovered that he was dead. Life lasts only a fraction of a minute without oxygen at that altitude."

Kopernik, who transferred to Fortresses from attack bombers, had been credited with the destruction of a Messerschmitt 210 in a mission against German industries at Brunswick. He held the Air Medal with two Oak Leaf Clusters for achievement in battle.

BORDEAUX

Second Lieutenant Norman M. Palmer, Flying Fortress pilot, figured prominently in the concluding chapter of the history of the veteran bomber "The Bad Penny," which went down in the English Channel after a mission over Bordeaux, France.

Despite Lieutenant Palmer's heroism, one member of his crew died in the mishap when "The Bad Penny," which, like the proverbial coin, had bounced back from fifteen attacks against occupied Europe, did not come home from its sixteenth mission.

Joining the 390th Group early in 1944, Palmer and his crew had drawn the ill-fated "Penny" on their initial flight into combat. The original crew of "The Bad Penny" had been lost over Germany while flying another plane. All went well until the big ship neared the southwest English coast on the return from the target. Trouble developed in both engines on the right side, and they conked out just as land was sighted.

To make the situation critical, the gas supply was reported virtually exhausted. Realizing that the ship would not stay up long, Pilot Palmer asked the crew whether they wanted to bail out, or try for a crash landing. "Take 'er down, skipper, we're staying with you!" came back the answer. The mined beach was out of the question, and Palmer headed for a small pasture nearby, but high-power lines blocked the approach, and he swung the bomber out to sea, dropping the plane down five hundred yards from shore.

A waist gunner and the ball turret gunner, first out of the ship, were washed away by a strong offshore wind and tide. Palmer came out of the cockpit window, and saw the danger the two men were in, now fifty yards from the plane. Not hesitating, he peeled off his flight jacket and boots, and dived into the icy water. He saved the waist gunner from drowning, going beneath the surface to bring him up, but the gunner later died from shock and exposure. A fishing boat picked up Palmer and the other men shortly before "The Bad Penny" submerged. They were cared for by English civilians, and returned to their station.



EMDEN

The Fortress "Eightball," with Captain William M. Cabral at the helm, came skimming across the icy North Sea with one engine blazing and 20 Nazi fighters on its tail.

Using violent evasive action which took the big bomber close enough to the sea to catch salt spray through the open windows, Cabral shook off the wolf pack, blew out the engine fire, and "Eightball" came rolling home.

The curtain rose on this Eighth Air Force thriller over Emden, target city, when flak ripped into the Fort's No. 4 engine, and started a fire. The bomber fell out of formation, but Cabral leveled off, and went across the target to drop his bombs. With their assignment successfully carried out, Cabral and his crew started the dash for England.

"It looked like the whole Luftwaffe was waiting for us at the German coast," Lieutenant (later Major) Richard H. Perry, co-pilot, declared. "I started calling 'em, and our boys went to work at the guns. Three fighters went down in flames before the attacks ceased."

Terrific vibration from the damaged engine forced Cabral to suggest that the crew prepare for ditching, but the men came back unanimously. They wanted to ride the bomber home with their skipper. Cabral canceled his S O S to Air-Sea Rescue, and coaxed "Eightball" in for a smooth landing at an emergency base.

BREMEN, 8 OCTOBER 1943

By destroying 3 German interceptors in a great air battle over Bremen, Germany, on 8 October 1943, Staff Sergeant Louis Kiss established himself among the outstanding gunners of the Group.

Fighting from behind the twin .50 caliber machine guns of the tail position on the Fortress "Phyllis Marie," Kiss shot down 3 enemy planes within five minutes over the heart of the big Nazi industrial center.

"I never saw the Luftwaffe more bloodthirsty," Kiss reported. "They dove through their own flak to drive home their attacks. I waited until they were within three hundred yards before I fired at them. I couldn't miss." Kiss later scored his fourth kill over Emden.

FRANKFURT

When flak tore out his left eye and carried away the upper left side of his face, First Lieutenant Maurice G. Crosbie refused to die and quit, and his crew, fighting to take their battered airplane on to the target and home again, refused to let their pilot down.

Crosbie's ship was twenty-three minutes short of the target city of Frankfurt when suddenly it shuddered under the impact of three direct flak hits. Critically injured, the pilot turned over the controls to the co-pilot, Second Lieutenant John A. Flottorp, who immediately called the navigator, Second Lieutenant Richard W. Maddox, to give first aid to Crosbie.

"When I reached the cockpit," said Maddox, "the pilot had his helmet and mask off, and the oxygen hose in his mouth. He was trying to wipe the blood off the windshield and side window, but it just smeared and then froze. He lay his head back on his right shoulder for me to get at the wound, and when I saw it I thought he was dying."

Throughout the rest of the mission the badly wounded pilot remained conscious. "He wanted to help fly the airplane," said Flottorp. "He kept watching the instruments with his one good eye, and with his free hand he adjusted the RPM controls. Whenever I looked over at him he'd give me the thumbs up sign, signaling me not to worry about him."

Meanwhile, checking on the rest of the crew, Flottorp learned that the radio operator, Staff Sergeant Donald J. Wilson, had been hit. The co-pilot ordered the right waist gunner, Sergeant James P. Tracy, to the radio room to care for the second wounded man.

"I found him propped against the bulkhead, hanging on to his gun, and scanning the sky," said Tracy. "The oxygen system was out, but there was a large portable bottle there, and I plugged Wilson onto that. The top turret gunner kept me supplied with small bottles for myself. I got Wilson down on the floor, and wrapped him in a blanket. About that time another flak burst came in the bomb bay, and the fragments rattled around the radio room but didn't hit us. Then the co-pilot ordered me to take some oxygen back to the tail gunner, who had just phoned that he was fresh out. When I got back to the radio room I took the radio operator's dagger, and ripped open his right sleeve and pants leg. A chunk of flak had gone into his upper arm, and traveled down to the elbow. Another jagged piece, the size of your finger, was sticking in his thigh, and I pulled it out. A third had ripped up his calf. He was bleeding badly, though it didn't show much because the blood didn't run on the floor, just froze in dark, mushy little patches. I knew he was in terrible pain, but he didn't say a word. I stuck the morphine needle in his left leg, then dressed his wounds. His fingers were frozen, too, and I put them in my mouth to try to warm them."

At Frankfurt the ship poured its bombs on the city, then turned for home, fighting to stay with other ships of the Group. The rudder controls had been shot away, and the right aileron damaged, so holding the big plane in formation was a tough, two-handed job.

Over the Channel Flottorp finally left formation, dropping to six thousand feet. With the navigator's help, Crosbie left his seat and went down to the nose. "We had a bed ready for

him," said Maddox, "improvising it from flak suits, a biscuit mattress section, a blanket and a fur jacket. But it was only after quite an argument that we got the pilot to leave his place, and come down to the nose. He wanted to stay and help land the ship."

EMDEN

"We owe our being here now to Coons, his guns and his courage . . ."

Second Lieutenant Richard J. Parker, pilot of the Fortress on which Technical Sergeant Robert J. Coons was engineer and top turret gunner, heaped praise on the Rochester gunner shortly after his crippled bomber narrowly escaped destruction during a bombing attack on Emden.

Coon's outstanding gunnery is credited with bringing his ship safely through a dramatic escape from a Luftwaffe wolf pack.

Badly shot up when twin-engine German rocket planes swooped suddenly out of the sun in a head-on attack near the target city, raking the plane from nose to tail with cannon, machine-gun and rocket fire, Coons' ship fell out of its protective formation. One engine was useless, and another was in trouble. The left wing tip was sheared, and the ailerons were hit. The controls were partially jammed. The right waist gunner lay dying near his post, with machine-gun splinters in his head and chest. Then four Nazi fighters moved in for the kill . . .

Pilot Parker slammed the big bomber into a steep dive, the air-speed indicator passed the red line at 270, and moved up to 350 before he eased up on the throttle to keep the terrific vibration from tearing the ship apart. Somewhere on the descent, four gunners, believing the ship was heading for a crack-up, bailed out. But the fighters stuck with the crippled ship as it roared across Holland at a low level, ranging down to ten feet above the ground.

"It looked to me like the finish. But then Coons took over," Lieutenant Parker said.

Bringing his twin guns to bear on two of the attackers, Coons saw his tracers blow one apart. Another fighter went down, smoking and flaming. The bombardier accounted for still a third when he found the range during a pass at the nose of the Fort. The last of the quartet hung on like a vulture, apparently hoping to claim the Fort if it went down. Coons played tag with it for awhile, and finally sent it high-tailing away with a sharp burst. Then the gunner coolly went to work as an engineer to help the pilot bring the badly damaged plane home.

Hedge-hopping across Holland proved a memorable experience. Dutch civilians ran wildly for cover, or stood and gaped at the plane, which was all but knocking the chimneys off their roof tops. Once the ship banked just in time to avoid hitting a church steeple. German coastal patrols fired a volley from light guns as the plane jumped the dikes, and headed out across the Zuyder Zee.

Shortly after the co-pilot had sent an S O S, and preparations were made to ditch the ship in the North Sea, a pair of P-47s arrived and escorted the battered bomber safely to its base.

BERLIN, 14 JANUARY 1945

In his burning, bullet-riddled bomber twenty thousand feet over Nazi Germany, Sergeant John W. Porcher III wrote his name



on the lengthening list of Texas heroes of World War II with raw courage and hot lead.

Likely there will never be a medal to mark John Porcher's heroism that Sunday afternoon southwest of Berlin, but it will not be forgotten by the men of his crew who survived the hellish experience. Four of them told the story when they returned to England recently, after being liberated from a German prisoner-of-war camp.

With more than a hundred German fighters swarming around his battered plane, the young Texan hung calmly onto his twin .50-caliber machine guns, firing burst after burst into the waves of attackers as they swept in on the tail of the big ship. "We didn't have a chance, John knew that better than any one, but he was cool all the time, calling each attack over the interphone. I knew he had been hit the minute his guns stopped firing. No further sound came from the tail," one gunner reported. According to the crewmen, Sergeant Porcher ran his count to 4 enemy fighters destroyed before his guns were silenced. The pilot and three other crewmen were believed to have been lost with Sergeant Porcher.

PAS DE CALAIS/V-1

The jig was up for the Flying Fortress "Canadian Club." Her No. 1 engine knocked out by flak, her whole left wing ablaze, she dived wildly, out of control, likely to blow up any second. The pilot gave the bail-out order, and one by one chutes blossomed from the stricken ship. Halfway out, the tail gunner, Staff Sergeant Floyd F. Dougherty, stopped short. Over the interphone had come a sudden message of distress: "Ball turret gunner to crew: I'm stuck—can't get out of the turret!"

Without hesitation, Dougherty, together with the right waist gunner, Sergeant Murrell R. Reynolds, went to the aid of the trapped crewmate. The pilot, about to jump when the distress call came, returned to his controls. Diving at 350 miles an hour, almost crack-up speed, the ship plummeted from twenty thousand feet to ten thousand before it was under control. On the way down another engine went out—but so did the fire. And working heroically, Dougherty and Reynolds succeeded in freeing the ball gunner, Sergeant George Agiasottelis.

The episode occurred during an Eighth Air Force smash at V-1 installations in the Pas de Calais. With only its starboard

engines left, and rapidly losing altitude, the "Canadian Club" turned for the Channel and England. "All the way back to the coast we were dodging flak," said Dougherty, "and the ship was vibrating like it would tear apart. But somehow the pilot held it together."

The pilot, Second Lieutenant James C. Waggoner, told the ball gunner how to salvo the bomb load, and ordered Dougherty to the radio room. "I'd picked up just enough knowledge of radio at gunnery school to help out in an emergency," said Dougherty. "I called a neighboring formation for a heading home, shooting flares so they could tell which ship was calling. Then, as the altitude needle kept dropping over the Channel, I sent out a continuous S O S. It looked as though we were going to have to ditch."

But the bomber made England with fifteen hundred feet of altitude to spare, and after dodging a few barrage balloons, located her own Base. "We made a beautiful landing," said the flyer, "just about perfect . . ."

It was the third two-engine landing for Dougherty and his three surviving crewmates. Returning from an attack on Kiel, they had nearly run out of gas and had to jettison guns, ammunition and other equipment in the ship.

REGENSBURG TO AFRICA

To the sagas of Europe's battle skies add the flight of the "Rick-o-Shay," piloted by Captain Gerald F. Richter. For eleven solid hours he and his crew fought through the hell they found in the heavens over German-occupied Europe, to bomb the important Messerschmitt factories at Regensburg, Germany, and then for fifteen hours afterward they tended their wounded, and searched for comrades who were lost in the northern coastal hills of Africa.

First came the fighters, in swarms. Silver fighters and sky-blue fighters, fighters with black crosses and yellow spinners, fighters with hell-for-leather Luftwaffe veterans at the controls. "Fighters until you couldn't count them any more," said Richter. "Ganging up on us by the tens and twenties, and moving in with their wings sparking red. It was fighters all the way over the target, and then we got in a six-minute bomb run without interference."

"We circled Regensburg after the bombing," Lieutenant Ted Archeluta, bombardier, reported, "and the smoke had pillared up nearly ten thousand feet. It was a sweet piece of bombing."

The fighters were waiting for the bombers as they came out of the target area, and a running fight to the Alps saw the "Rick-o-Shay" battling desperately. "There were ME-110s and FW-190s," Richter reported, "but the ME-109s were the toughest. We had no protection from the tail. A twenty mm. shell had exploded in front of the tail gunner, and ripped up his arms and chest pretty badly. The waist gunner kept him alive."

"The flak wasn't bad, just a big black cloud over the target when I looked back," Archeluta declared. "It was the fighters that kept us worried—the 109s lined up and made rolling attacks through the formation, cork-screwing away at the end."

The "Rick-o-Shay" crossed the Alps with its oxygen system shot out, and several times Richter almost lost consciousness at the controls. Lieutenant Winfred W. Alfred, co-pilot, reported:



"We were both so groggy most of the time that we hardly knew what we were doing."

The formation headed out over the Mediterranean, bound for Bon, Tunisia. Gas became the problem then. Not a pilot in the Group was sure he could make Africa, and several plane commanders knew they could not. "One by one they started slipping out of formation, headed down to the water. I saw three splash in before I realized that we'd have to go too," Richter declared. "The crew threw everything overboard to lighten the plane. Guns, tools, ammunition, helmets, camera and anything else they could tear loose went over the side before we settled down to ditch."

Richter was watching the waves, looking for a trough to set the ship in, when Alfred spotted the African coast straight ahead. "I pulled up the nose, prayed a little, and gunned the engines," said Richter. "The funny part is that we made it, landing on a dry lake bottom. We turned to taxi off to the side and the engines quit—out of gas."

"There were Arabs all over the place, grinning, friendly and strong-smelling," Alfred continued. "They told us about ships cracked-up in the hills nearby. I got a few of the men together and we started out to find them.

"While Rich was getting things organized for the trip to Bon, we were having plenty of trouble with our search mission," Alfred recounted. "It was only five miles up to the hills where the planes were supposed to be, but we hadn't counted on the jungle underbrush, and it took us more than five hours to make it. When we finally made it, we discovered that they weren't our ships. What we found were the charred hulls of a Wellington and a Mitchell that must have collided. There were human bones strewn around, and a couple of letters with names on them. There were lion tracks all over the place, and we decided to get the hell out of there in a hurry. There was no path through the underbrush, and we didn't have the slightest idea of our direction. We were so tired that we just fell down on the ground. I don't know how much later it was, but I heard an Arab some distance away yelling 'Comrade!' I yelled back 'Mohammed!' and kept calling until I saw him break out of the brush. We were never more glad to see any one.

"It was nearly a week before Richter and his crew and other crews of the Group were assembled at Bon in shape for the return trip to England, which completed the first shuttle bomb-



ing operation of the war. Less than half the ships had been accounted for. We had lost a couple over Germany. One had landed in Switzerland, another was seen headed for Spain, and two had ditched in the Mediterranean. Later we learned that the rest of the planes had landed at intervals up to fifty miles along the African coast, and that the two crews which had ditched had been rescued." For men of "Rick-o-Shay" the historic mission had been their first—their baptism by fire.

THEY CALLED HIM THE "IRON MAN" OF THE EIGHTH AIR FORCE

Of all the fighting men the 390th Group boasted, none was more highly credited than Master Sergeant Hewitt "Buck" Dunn, six-foot, 200-pound flyer, who became an Eighth Air Force legend during seventeen consecutive months of battle. Dunn, who flew a hundred and four bombing missions against German installations to establish an all-time record for combat operations over Europe by a bomber crewman, won twenty decorations for outstanding achievement and courage in action.

Quiet, modest, likable Hewitt Dunn, former Bethany College student, and father of an infant daughter, joined the 390th in January 1944.

He completed his first battle tour, thirty missions, in April, but gave no indication of retiring to the United States for rest. Dunn's second tour took him past D-Day and into the late summer.

By that time his easy smile and his shuffling walk had acquainted him with most men of the Group. When he asked for the chance to fly his third tour of missions veteran airmen frowned and figured that "Buck" had seen too much flak. But that was not the case. "Buck" Dunn had a deep-rooted dislike for Germans. His father carried battle scars from World War I.

Dunn's twin tail guns caught a Focke-Wulff 190 over Leipzig, Germany, in May 1944, shortly before he was transferred to the nose of his Fortress as an enlisted bombardier. During a hundred and four combat flights the Norfolk flyer flew against targets at Berlin nine times, including the first daylight attack on 6 March 1944. He took part in assaults against practically every principal objective in the Reich.

Among awards held by "Buck" Dunn were the Silver Star, for gallantry in action; the Distinguished Flying Cross with one Oak Leaf Cluster, for outstanding achievement and courage in battle; the Air Medal with fifteen Oak Leaf Clusters, for meritorious achievement, and the Croix de Guerre of France, for meritorious contribution to the liberation of France.

TWO BOMBERS

THEY were "just two more bombers" as they rolled off the Boeing production lines at Seattle in the Spring of 1943, one right behind the other. Flying Fortress 42-30337 became the "Eightball" and its sister ship, 42-30338, was christened "Cabin in the Sky" by its crew. Together, they became one of the greatest fighting combinations in the Army Air Forces.

The brilliant battle record of the two bombers, both original planes with the 390th, won recognition when the "Eightball" failed to return from an attack on targets in northwest Germany late in 1943. It was last seen flying alone, and true to tradition, furiously fighting a swarm of Nazi fighter planes. For several months "Cabin in the Sky" carried on, until at last the strain of battle showed and she was retired as "war weary."

Three full German fighter squadrons were obliterated by the guns of the two bombers. Official confirmation, crediting the Forts with 33 fighters destroyed, and 3 probably destroyed, also listed 4 as having been damaged.

For more than six months Aircraft 337 and 338 flew in the same formation, battering vital enemy installations in Germany and occupied Europe. Both had recorded more than two hundred hours of combat when "Eightball" was lost. It is estimated that the two planes traveled thirty thousand miles, carrying close to a hundred and twenty-five tons of explosives for enemy objectives. They took part in the Eighth Air Force's outstanding operations from August 1943 to February 1944.

During most of their flights the bombers were piloted by Captain William M. Cabral, of San Francisco, who rode the "Eightball," and Captain (later Major) Robert D. Brown, of Houston, Texas, who made history with "Cabin in the Sky."

The Boeing bombers met their greatest test on a Sunday afternoon, 10 October 1943, when a 390th formation of 18 planes collided with one of the biggest Nazi fighter armadas ever dispatched to intercept Allied bombers. In a flaming battle that lasted thirty-five minutes "Cabin in the Sky" destroyed 11 attackers, while "Eightball" marked up 5 destroyed, 2 probables and 1 damaged. The crew of the "Cabin" fell just 2 planes short of establishing a new war record for destruction of fighters in a single engagement. "Eightball" limped home from Münster with its right wing all but sheared off twelve feet from the tip by a German aerial rocket.

THE CATERPILLAR CLUB

The Bailer-Outers

1st Lt. Alberts, Richard A.
S/Sgt. Anderson, C. L.
Sgt. Autry, R. L.
Sgt. Baldi, R. M.
Lt. Belgam, J. R.
Lt. Benton, G. R.
Lt. Biskofski, J.
F/O Brooks, Jonathan E.
Lt. Buckley, R. M.
Sgt. Burns, L. E.
Lt. Chandler, W. A.
Sgt. Collector, J. M.
S/Sgt. Conser, L. R.
Lt. Cooper, P. R.
Lt. Czemerde, J. J.
Sgt. DeMaise, V. J.
Lt. Denne, F. F., Jr.
Lt. Diamond, S. A.
Sgt. Dickerson, Arthur C.
Sgt. Dipietro, S. A.
Lt. Drew, R. E.
S/Sgt. Eason, T. E.
Sgt. Eickert, Lloyd E.
S/Sgt. Ellet, W. L.
Sgt. Flax, Herman
Sgt. Fugget, O. B.
Sgt. Galletta, M.
Sgt. Gates, J. A.
Lt. Gisiger, W. E.
Sgt. Glass, W. H.
2nd Lt. Hale, Glenn H.
T/Sgt. Hardy, Russell P.
S/Sgt. Harms, H. W.
Lt. Haynes, L. M.
Sgt. Hinkens, H. A.
Lt. Holmberg, L. J.
Sgt. Hood, Donald L.
Lt. Hoover, E. R.
2nd Lt. Huber, Robert T.
Lt. Jenkins, O. L.
Sgt. Jenson, B. J.
Sgt. Johnson, W. T.
2nd Lt. Johnston, Wayne L.
Sgt. Kick, W. J.
Lt. Klausing, R. A.
T/Sgt. Kovacik, S. H.
S/Sgt. Laubenstine, Richard W.
Sgt. Lauro, N. C.
Sgt. Leibler, T. S.
S/Sgt. Leone, Anthony J.
Sgt. Lockwood, J. D.
Sgt. Lubinski, Richard B.
Sgt. Luboff, A.
Lt. Lunden, W. C.
S/Sgt. Marizzaldi, P. J.
S/Sgt. Mars, L. E.
Sgt. Means, D. I.
Lt. Menadier, H.
T/Sgt. Miller, E.
2nd Lt. Mroz, Stanley J.
S/Sgt. McAteer, R. A.
Sgt. McCart, C. E.
Lt. McClintick, E. B.
T/Sgt. McDowell, J. W.
Sgt. Nicol, R. G.
Sgt. North, B. M.
S/Sgt. Parks, T. J.
S/Sgt. Parlier, R. E.
S/Sgt. Parsons, A. E.
Sgt. Peiffer, E. H.
Lt. Pelton, J. E.
Sgt. Pinkus, R.
Lt. Popelka, G.
Lt. Pote, L. R.
Lt. Raas, J. H.
S/Sgt. Rhoten, W, B.
Lt. Roche, D. M.
Sgt. Rodriguez, Alfonso
Lt. Sabel, R. W.
T/Sgt. Safford, E. R.
F/O Schuerman, Arthur A.
Sgt. Scymzcak, W. G.
Sgt. Selvidio, A. J.
S/Sgt. Shelley, R. E.
Lt. Sifford, C. M.
Lt. Sleeper, R. W.
Sgt. Smarr, Albert W., Jr.
Lt. Spangler, C. L.
Lt. Steiner, G. A.
T/Sgt. Stockman, K. E.
Capt. Stresing, P. W.
Lt. Sutters, T. J.
Sgt. Taylor, J. W.
Sgt. Wadlow, C. L.
S/Sgt. Walsh, F. O.
Sgt. Warren, Mark
Lt. Wenzel, J. E.
Lt. Wey, J. B., Jr.
T/Sgt. Woodcock, G. H.

A FEW EXPERIENCES

One gunner, knocked cold on hitting the ground, woke up in the arms of a pretty English Land Army girl, who was kissing him—he thought he was in heaven. "It was the craziest thing that ever happened to me . . . one of the nicest things, too," said Sgt. Bernard Jensen, tail gunner, who was kissed back to consciousness by a trim, young lady he'd never seen before. She insisted on taking him home, and Jensen was not the one to argue. The ball-turret gunner dropped into a marsh 500 feet from the sea and sank to his ears in muck. But for a regiment of British soldiers on maneuvers nearby, Sgt. Joseph Collector might still be trying to dig his way out.

Lt. Leo M. Haynes, navigator, was left dangling helplessly over the roof of a three-story house when his chute caught on the chimney. Sgt. S. M. DePietro, fell into a lake, got tangled in his harness, and thought he was drowning, only to discover that he was standing on the bottom. All he had to do was to wade out.

Sgt. Otto B. Fugett, of Orange, Texas, hit on a jagged ledge, and tumbled into a stone quarry, but escaped with only a pair of slightly sprained ankles.

Floating down dangerously close to a big harbor where everyone was suspicious, Lt. Paul R. Cooper, co-pilot, was taken aboard a British battleship for questioning, and later invited to an R.A.F. base as guest of an Air Vice Marshal.

Lt. Walter Lunden, Jr., bombardier, was the hard-luck fellow of the outfit. He fractured a leg on landing in the middle of a paved highway. The last two men out of the plane landed without incident. They were the pilot, Lt. Thomas J. Sutters, who stayed with the blazing bomber as long as possible to get it out to sea, and Sgt. Ernest Peiffer, waist gunner, who held the escape door open while his mates jumped.

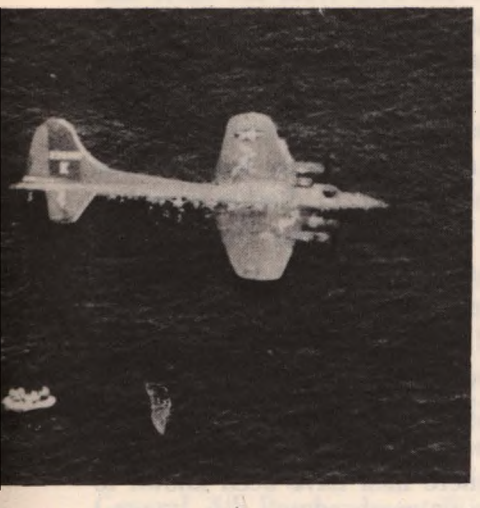
Pinned to the waist floor of his Fortress after it had collided with another plane, and broken in half, Sgt. Louis Conser grappled with death for long moments while the bomber section fluttered earthward from five miles up. "Everytime I stood up, the tail section would lurch and throw me to the floor again. Then the force of gravity would nail me there. I must have died five times before I finally crawled to where my parachute hung," he recounted.

Preparing to bail out, Conser suddenly remembered the ball-turret gunner and quickly opened the turret's escape door. The gunner was slumped over and Conser revived him and helped him out. Time was slipping away as the men crawled for the opening. Then it occurred to the ball-turret gunner that his chute was gone. There was no alternative for the men but to jump together. "I only remember the hard jerk as the chute opened. A second later I realized the other gunner was gone," Conser said. "He didn't have a chance."

Sgt. Conser made a safe landing. Three other men on his crew survived the crash, which claimed the lives of 14 flyers.

THE GOLDFISH CLUB

Into the Briny



S/Sgt. Ball, R. N.
Lt. Barrows, S. L.
Lt. Beckenridge, M. A.
Lt. Becker, R. A.
S/Sgt. Beeson, J. D.
S/Sgt. Bell, W.
S/Sgt. Bertch, D. B.
S/Sgt. Black, H. K.
Lt. Burke, W. G.

Lt. Cappozo, F. T.
S/Sgt. Carpenter, T. J.
Lt. Conner, W. A.

S/Sgt. Danielson, J. W.
S/Sgt. Dante, R. F.
Lt. Dinsmore, M. M.
Lt. Dougherty, E. E.
S/Sgt. Durfee, C. L.

Lt. Embree, G. R.

S/Sgt. Fagley, H. L., Jr.

S/Sgt. Gilmore, R. J.
S/Sgt. Graves, J. M.
S/Sgt. Gray, C. V.

S/Sgt. Hahn, C. E.
S/Sgt. Hardin, W. H.
S/Sgt. Haskell, D. W.
Capt. Hickey, J. J.
S/Sgt. Higgenbotham, J. C.
S/Sgt. Huhtala, T. L.

S/Sgt. Jeffers, R. S.
Sgt. Jennings, F. L.

Lt. Keema, J. M.

S/Sgt. Livingston, F. P.
S/Sgt. Lyman, G. E.

S/Sgt. Majka, I. B.
Lt. Malinsky, W. H.
Lt. Moody, E. W.
S/Sgt. Muir, J.

S/Sgt. Noble, C. L., Jr.
Lt. Nugent, W. H.

S/Sgt. Olsen, B. R.
Lt. Palmer, N. M.
Lt. Parkes, G. B.
Lt. Paul, H. A.
S/Sgt. Payne, C. E.

S/Sgt. Reading
S/Sgt. Reed, C. J.
S/Sgt. Riley, J. H.

Lt. Savage, E. R.
S/Sgt. Shermeyer, E. R.
F/O Simpson, D. R.
Lt. Sneed, W. H.
S/Sgt. Spirite, C. F.

S/Sgt. Ulven, V. B.

Lt. Von Schlegell, D.

Lt. Wenzel, J. E.

S/Sgt. Zanette, O. F.

A FEW EXPERIENCES

Floundering in dinghies 60 miles off the North African coast, the crew of the 390th Fortress "Blood, Guts and Rust" gave their ship a final salute as it nosed down and slipped beneath the surface.

"Blood, Guts and Rust" had taken them through one of the war's toughest bombing missions, then with one engine full of flak, and her gas gone, she had been forced down in the Mediterranean Sea. Even in her death throes, the bomber was great. The 30-ton plane set what is believed to be a new record for staying afloat, going down after remaining up for 51 minutes.

Five hours later, the crew, commanded by Lt. Wade Sneed, was picked up intact by a British Air-Sea Rescue party. When the crew returned to England several days later, they were intent primarily on one thing, the christening of "Blood, Guts and Rust II."

"It would have been easier dying, but something wouldn't let us quit. . . ."

First Lieutenant Edgar W. Moody, pilot, and his seven surviving crewmen told the harrowing story of their escape from death recently, after they had floundered for nearly four hours in the rough, merciless waters of the North Sea.

Suffering with cramps and numb from exposure, the American airmen were saved by a British Air-Sea Rescue party, after the first launch which had picked them from the sea near the spot where they had ditched their flak-battered bomber had been strafed, and set afire by Nazi planes.

Skipper Moody told how he and his men abandoned hope, and almost gave up after clinging to half submerged life rafts for what seemed "a lifetime."

"I wonder what that super-human something was that made us fight for life even though our legs and arms were almost paralyzed, and most of us were semi-conscious only," Moody questioned. Two of the bomber's crew perished, the ball turret gunner falling before the fire from the strafing planes, and the navigator dying from exposure.

Only the heroism of Staff Sergeant Donald J. Beeson, engineer and top turret gunner, prevented other deaths, the crew agrees. Although badly wounded in the back and left leg, Beeson helped hold his wounded bombardier afloat, and dove down to pull up another of his comrades who had slipped beneath the surface, exhausted.

In the savage North Sea, where breakers 12 feet high had been lashed by strong winds, death was waiting for the crew of the Flying Fortress "Blues in the Night."

Slashed by German shrapnel from coastal flak guns, and with three engines disabled, the big bomber crash-landed 85 miles from England in the sea, and sank in less than 30 seconds, taking its pilot to his death. The miraculous escape of the crew's other nine members was told by the navigator, Second Lieutenant Ernest R. Savage.

"We were headed for Berlin, when flak caught us just inside the enemy coast," Savage said. "Next thing we knew, we were losing altitude fast, and heading straight down into the white-capped sea. Our radio buzzed an SOS all the way down. The skipper made a great landing, but the plane broke up near the middle, and before we could rise to our feet, the radio room, where we were huddled together, was half filled with water.

"While one of the gunners went after the dinghies, the rest

of us dived into the water. The co-pilot squirmed out of his window just as the plane nosed up and went down. The skipper didn't have much of a chance. The gunner had managed to get one of the rafts inflated and we climbed into it, five in, and four hanging on the outside. The water was like ice, and in half an hour the exposure was beginning to tell. The men on the outside would keep slipping away, and the fellows on the inside would keep pulling them back up. It wasn't pleasant thinking of dying out there. Then an Air-Sea Rescue launch appeared in between the waves, saw us wave a paddle and picked us up."

Flyers saved were: Lt. Savage, 2nd Lt. Francesco T. Cappozzo, co-pilot; 2nd Lt. William N. Malinsky, bombardier; Staff Sergeant Charles L. Noble, Jr., engineer; Staff Sergeant Charles L. Durfee, radio operator; Staff Sergeant Thomas J. Carpenter, right waist gunner; Sergeant Floyd L. Jennings, left waist gunner; Sergeant Donald Haskell, ball turret gunner; and Sergeant Taisto L. Huhtala, tail gunner.

When First Lieutenant Ray Becker, skipper, and one of the 569th Squadron's original flight commanders, wheeled his Fortress over the vital Messerschmitt assembly plants at Regensburg, Germany, on 17 August 1943, he did so with the knowledge that he hadn't the slightest chance of landing safely in Africa. His fuel gauges told him that.

Two hours later, with his remaining engines sputtering, Lt. Becker prepared to land in the Mediterranean Sea. Sixty miles off the North African coast, he slid his bomber "Purgatory Pete" into the water. The big plane hit hard, and started to sink almost immediately. Becker's crew went through the ditching procedure smoothly and waited in dinghies off a wing tip for their pilot. The water line edge higher and higher, and still Becker failed to emerge from the ill-fated bomber.

What the crew didn't know, was that Skipper Becker was battling for his life in his cock-pit. One of his feet had been pinned among the floor controls when the plane crashed, and while the water gushed in, he fought to extricate it. At the crucial moment, the flyer tore his foot from his shoe, and climbed out of the plane through the cock-pit window.

For hours Lt. Becker looked after his crew, encouraged them, and directed rescue procedure. Radio operator, Herman Black, despite injuries sustained in the crash, sent out messages on his emergency dinghy radio. His efforts eventually led to rescue by an Air-Sea Rescue boat from Africa. Lt. Becker's conduct during the episode won him one of the first Distinguished Flying Crosses awarded to men of the 390th Group. Three months later his plane and crew were seen plunging into the Atlantic Ocean, off the coast of Norway.

For nearly two hours, until he was rescued by an amphibious plane of the Royal Air Force, 2nd Lt. James E. Keelan fought death in a sea where few men have lived longer than 30 minutes during winter, and where men have been known to succumb to exposure in less than five minutes.

Lt. Keelan, was the sole survivor when the bomber in which he and nine other airmen were returning from an Eighth Air Force attack on German installations, caught fire and plunged into the water.

He recounted how he parachuted from the burning plane only 1,000 feet above the water. His chute opened just above the surface. Aided by his "Mae West" Lt. Keelan stayed afloat. "It was the longest two hours I ever spent. Minutes dragged like hours and all the time I could feel my strength going. When they pulled me out, I was only semi-conscious," the officer declared.

THE EVADERS

Censorship forbade the details of how captured airmen made their escape. This was necessary to protect those who helped them. The names of some of those who got away are listed below.

S/Sgt. Belisle, C. O.
Lt. Birdwell, J. A.
Lt. Boyd, J.
Lt. Boyd, J. D.
Lt. Brigman, C. C., Jr.
Lt. Burke, J. G.

T/Sgt. Caldwell, M. A.
S/Sgt. Carter, W. R.
S/Sgt. Cassady, L. H.
Sgt. Converse, T. D.

S/Sgt. Doolittle, W. G.
S/Sgt. Dye, B. L.

T/Sgt. Embree, T.
S/Sgt. Engelman, A.
Lt. Estes, V. H.

Lt. Foley, D.
T/Sgt. Friuli, G. A.

Lt. Gallagher, T. F.
S/Sgt. Gallo, R. C.
S/Sgt. Goldstein, S.
S/Sgt. Goodling, D. E.
Lt. Grip, G. A.
S/Sgt. Grogan, W. S.
Lt. Harkins, F. Y.
Lt. Harms, J. G.
Lt. Hurst, J. K.

Capt. Jaspers, A. W.
Sgt. Jirik, D. E.
S/Sgt. Jones, W. P.

Lt. Kahn, B. H.
S/Sgt. Kolc, E.

S/Sgt. Lambert, E. S.
T/Sgt. Lewis, L. D.

Lt. Middledorf, W. F.
Lt. Mington, E. G.
S/Sgt. Mitchell, S. L.
Lt. Montrose, V. A.
Lt. Moore, W. J.

S/Sgt. Neal, B. C.

S/Sgt. Oge, W. W.
S/Sgt. O'Leary, R. E.

S/Sgt. Peterson, M. L.
Sgt. Powell, G. J., Jr.
Lt. Procopio, B. J.

S/Sgt. Rakes, G. E.
T/Sgt. Roberts, F. B., Jr.
Sgt. Robertson, C. A.
Sgt. Robinette, H. C.
S/Sgt. Rota, M.
Sgt. Russell, J. W., Jr.

S/Sgt. Sanderson, T. E.
S/Sgt. Scott, J. S.
Lt. Sechrist, E. G.
S/Sgt. Sentowski, W. J.
Sgt. Sharpless, W. E.
Lt. Shymanski, W. E.
Lt. Stock, E. J.
S/Sgt. Sullivan, D. C.

Lt. Tank, E. A., Jr.
S/Sgt. Tarleton, W. W.
Lt. Terrill, T. J.
S/Sgt. Tucker, R. F.
Lt. Turmenne, V. G. E.

Lt. Whitemore, T. R.
S/Sgt. Wilson, H. F.

Sgt. Young, D. D.

CITATIONS AND COMMENDATIONS

THESE ARE A FEW EXAMPLES SELECTED FROM AMONG MANY

RESTRICTED

HEADQUARTERS
A.A.F. STATION 153

26 August 1943

SUBJECT: Commendation
TO: All Members of This Command

The following teletype was received by the Commanding General, 4th Bombardment Wing, and has been forwarded to this headquarters:

"Restricted 8BC A124B. Your return today marks the completion of the greatest operational flight made in this war by the Army Air Forces. Your complete destruction of the Messerschmitt plant at Regensburg, your successful following out the prescribed plan, your attack on an objective en route back to the United Kingdom, is a remarkable achievement. I commend you, your gallant combat crews, and all of the staff and maintenance personnel of your command. The Eighth Bomber Command is especially proud of the 4th Wing. Signed Combomcom Eight."

EDGAR M. WITTAN,
Lt. Col., Air Corps,
Commanding

HEADQUARTERS
A.A.F. STATION 153
Office of the Commanding Officer

10 October 1943

SUBJECT: Commendations
TO: Commanding Officers, All Organizations
This Station

Following TWX message has been received by this headquarters:

"8BC 0597A In the past two days you have ripped the Hun apart. You have dug him out of his hole. You have shown him that no matter where he goes, Austria, Poland or Prussia, you will search him out and destroy him. My admiration, my congratulation and my appreciation is yours. I am proud to be one of you. Signed Anderson."

By order of Colonel WITTAN:

ROBERT A. BLAKESLEE,
Captain, Air Corps,
Adjutant

FROM: The 13/1600A
TO: US List-S
EXEMPT: Rat
RESTRICTED 3BD 0516G

The following message has been received this headquarters and should be brought to the attention of all combat crew members. Cite 8BG 0819B A132 12/10 13 Oct. 43

"Have just seen photographs of your bombing at Gdynia and Anklam and understand Marienburg even better. Please accept my heartiest congratulations to you and your pilots and air crews on your very great achievement of 9 October. To have carried out bombing of such precision, accuracy and weight at such a range in face of such opposition fills us with admiration here in R.A.F. No. 11 Fighter Group. We are only sorry we cannot go all the way with you when you carry out these exploits which are playing so great a part in history of air war. My pilots and air staff join me in congratulations on your truly magnificent effort. Bouchier."

BRIGADIER GENERAL LEMAY

FRA V HRM NR8 Deferred
T FRA

FROM: 13th Combat Wing 101200A
TO: FRA
CONFIDENTIAL O-250-E ATTN:

COLONEL EDGAR M. WITTAN, COMMANDING BT

In the raid led by this wing on Münster yesterday all of the bombs except those of one plane from aircraft in your Group attacking the city were dropped on the target. Preliminary evaluation places 76 per cent within a thousand feet of the ordered MPI. The bomb pattern was excellent.

Your Group underwent attack by intense heavy flak and vicious extended fighting by the greatest concentration of enemy fighter aircraft yet assembled by him. Your Fortresses destroyed 71 enemy fighters, not counting the unknown number shot down by the 8 bombers lost in your Group.

My most sincere congratulations are extended to you, your air crews, and to all those within your command who made this extremely successful raid possible.

COLONEL HAROLD Q. HUGLIN,
Commanding 13 C.W.

BT 101200A
AS

HEADQUARTERS
A.A.F. STATION 153

The following message has been received from the Commanding General of Bomber Command congratulating the Groups which participated in the raid on Schweinfurt. It consists of statements made by Air Chief Marshal Portal, General Marshall, General Arnold and General Eaker.

"AIR CHIEF MARSHAL PORTAL TO GENERAL EAKER: Please inform the Groups which raided Schweinfurt of the great admiration their work has aroused among the Royal Air Force and the Air Staff. Your crews, of course, realized the immense importance of the target, and they will be gratified to hear that heavy damage resulted from the raid. I am sincerely sorry to hear of the loss of so many of your courageous and heroic crews. But losses must be measured only in relation to the destruction caused by the particular raid concerned. In that respect the Schweinfurt raid was worth many times its cost. It will undoubtedly result in many saved lives by depriving the enemy of vital equipment.

"During the last week the Eighth Air Force has earned for itself an undying reputation with the Royal Air Force and the world."

"GENERAL MARSHALL TO GENERAL EAKER: My distress over the loss of so many of your gallant crews is surpassed only by my admiration for the success of the raid on Schweinfurt. What your crews have accomplished by their sacrifice will probably do as much harm to the German war effort as the raid on Ploesti. It is inevitable that losses be sustained in order to win great battles such as this. Your crews realize this and I know we can count on them to continue carrying the deadly might of precision bombing to the heart of Germany, thereby destroying the German fighting machine."

"GENERAL ARNOLD TO GENERAL EAKER: It is extremely gratifying to me to see that your fighting men are keeping up their morale and enthusiasm as well as continuing their great successes. It is apparent that the enemy will do everything in his power to keep our bombers from reaching and destroying their objectives. His life depends on it, for he cannot replace his losses. We must continue to change our ideas, methods and equipment as often as necessary to keep sending our bombers into Germany in ever-increasing numbers in order to carry out the precision bombing which Germany cannot stop. Please pass this message on to your command. The wolf fights hardest when he is cornered. The German Air Force is now in its last corner."

"GENERAL EAKER TO BOMBER COMMAND: I predict that the raid on the ball-bearing plants at Schweinfurt will remain as one of the most decisive aerial engagements of the war. Your combat crews should be proud, now and forever, of their part in destroying this vital target. Your fighting men undoubtedly comprise the finest combat organization ever known.

"I was very much impressed by two facts. First, that your crews have courage, heroism and self-sacrifice, demonstrated by the acts of many individual crew members. Second, that the Germans are incapable, despite every conceivable effort, of stopping our bombers from reaching and bombing their targets.

"The Prime Minister, with whom I spent a few hours yesterday, was greatly impressed with the success of the operation. He had talked to the crew of a disabled B-17 and he told me how much he was impressed with the skill and courage they, and others like them, had displayed."

This is a paraphrased version of the original message as received by this headquarters.

RESTRICTED

HEADQUARTERS THIRD BOMBARDMENT DIVISION
APO 634

28 January 1944

GENERAL ORDERS
No. 25

CITATION OF UNIT

As authorized by Section III, Circular 342, War Department 1942, and Section II, Circular I, Headquarters ETOUSA, 3 January 1944, the following named unit is cited, as public evidence of deserved honor and distinction:

The 390th Bombardment Group (H), United States Army Forces in the European Theater of Operations, is cited for conspicuous battle action and extraordinary heroism in connection with the highly successful bombing mission over Schweinfurt, Germany, 14 October 1943. Sixty aircraft of the United States Air Forces were lost that day. At the time of the mission, the ball and roller-bearing plant at Schweinfurt was designated as the most important target in Germany. The three plants, comprising the objective, accounted for over 50 per cent of Germany's entire supply of ball and roller bearings, which are essential to all makes of aircraft, tanks and other mobile military equipment. The operation involved a flight of seven hours and ten minutes' duration, and covered a total flying distance of 923 miles. Over 370 of these miles were flown without friendly fighter support. Carefully planned and savagely executed German fighter attacks persisted from the time the Group reached Luxembourg until it was over the Channel on the return trip. The 390th Bombardment Group (H) encountered as many as a hundred hostile aircraft, both single and twin-engined fighters, attacking singly, in pairs and five abreast simultaneously from all directions. The twin-engined fighters, screened by ME-109's and FW-190's, attacked with cannon and rocket projectiles. Fourteen enemy aircraft were destroyed and 5 additional were damaged. On this mission the 390th Bombardment Group (H) lost 1 of its own 15 aircraft, while each of the other 14 aircraft were damaged. Anti-aircraft fire ripped a hole in the left wing of the lead plane, damaged the windshield of the pilot's compartment, and put the automatic pilot out of commission, effectively preventing its use as an aid in the bombing

run. The excellence of the bombing pattern, set under these difficult conditions, and the precision with which it was followed by the other aircraft of this unit, testify to the skill and gallantry displayed. All aircraft bombed the target. Of the 94,000 pounds of bombs dropped by this unit, 36,000 pounds landed within a thousand-foot target area and 79,000 pounds hit within a two thousand-foot area. It is conservatively estimated that it would take from six to nine months for the enemy to restore the factory's normal rate of production, and the intervening lost production could never be made up. Despite the difficulties and dangers of the alerted enemy defenses this organization succeeded in attacking and seriously damaging a vital enemy war industry. The aggressiveness, courage, heroic determination and skill of the officers and enlisted men of the 390th Bombardment Group (H) on this occasion were largely responsible for the success of the mission with a minimum of loss. By the serious damage of the vital industrial plants at Schweinfurt, Germany, this unit rendered an invaluable contribution to the war effort of the United States.

By command of Brigadier General LeMay:

A. W. Kissner,
Colonel, GSC,
Chief of Staff

HEADQUARTERS EIGHTH AIR FORCE
APO 634

Office of the Commanding General

9 February 1944

GENERAL ORDERS
No. 35

CITATION

The Third Bombardment Division (H) [then the Fourth Bombardment Wing(H)] is cited for outstanding performance of duty in action against the enemy, 17 August 1943. This unprecedented attack against one of Germany's most important aircraft factories was the first shuttle mission performed in this Theater of Operations, and entailed the longest flight over strongly defended enemy territory yet accomplished at that date. For four and one-half hours the formation was subjected to persistent, savage assaults by large forces of enemy fighters. During this bitterly contested aerial battle, the Groups of the Third Bombardment Division maintained a tight, defensive formation and, coördinating as a perfectly balanced team, fought their way to the assigned target at Regensburg. Though weary after hours of grueling combat, the bombardiers released their bombs accurately on the target, and wrought vast destruction on an aircraft factory of of vital importance to the enemy's war effort. The high degree of success achieved is directly attributable to the extraordinary heroism, skill and devotion to duty displayed by members of this unit. Their actions on this occasion uphold the highest traditions of the armed forces of the United States.

By command of Major General Doolittle:

John A. Samford,
Brigadier General, U.S.A.,
Chief of Staff

HEADQUARTERS THIRD BOMBARDMENT DIVISION
APO 559

SUBJECT: Commendation Upon Completion of One Hundred Missions

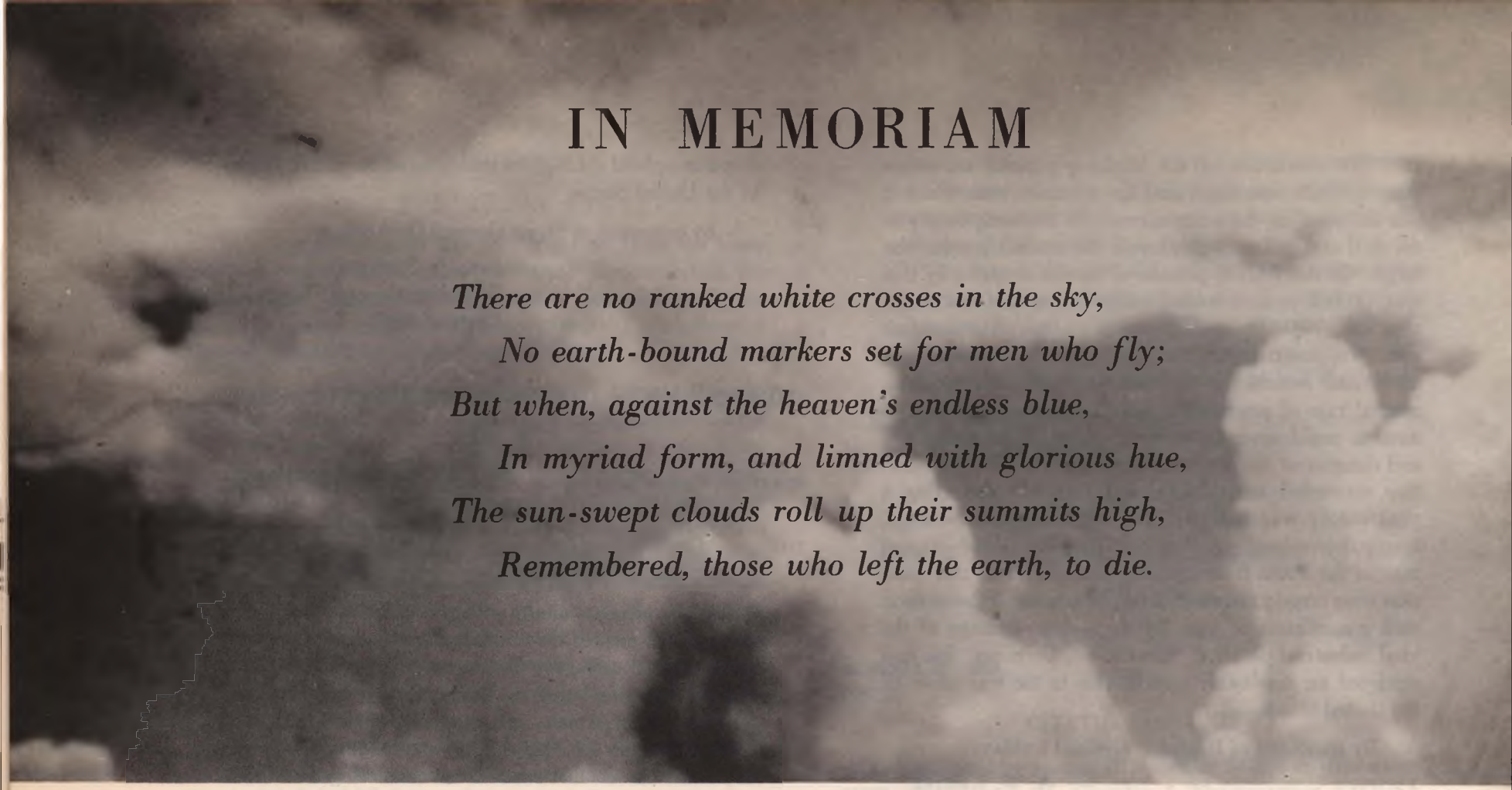
TO: Commanding Officer,
390th Bombardment Group (H), APO 559

It is my pleasure and privilege to commend the officers and enlisted men of the 390th Bombardment Group (H), and all allied units, for their outstanding achievement in successfully completing one hundred heavy bombardment missions over Germany and enemy-occupied Continental Europe between 12 August 1943 and 8 May 1944. Each day American combat crews are encountering the world's most concentrated anti-aircraft and fighter defenses in order to carry the war home to the enemy.

The achievement of the 390th Bombardment Group (H) in aiding in the destruction of vital enemy installations has been outstanding. At Regensburg, on 17 August 1943, the ME-109 plant, producing one-third of Germany's fighter planes, was destroyed, and the 390th had the best bombing record of the Groups comprising the air task force. Again, on 14 October 1943, when the ball-bearing plants at Schweinfurt were destroyed the 390th had the best bombing record in the Third Bombardment Division. On this mission devastation was wrought on the ball-bearing plants producing up to 70 per cent of the ball bearings used in German industry and approximately 50 per cent of all the fine ball bearings used by the German Luftwaffe. On 7 January 1944 the chemical town of Ludwigshafen was attacked, and on 25 February the Focke-Wulff plant at Regensburg was once again the target for our heavy bombers. After participating in four attacks on the Reich capital, Berlin, on 6, 8, 9 and 22 March 1944, the 390th proved its great endurance and fortitude by participating in eighteen missions in twenty-two days from 8 to 30 April.

The bombing operations of the 390th Bombardment Group have been planned and executed with meticulous care. The combat and ground personnel have carried out these missions with discipline, skill and gallantry. The officers and enlisted men, both absent and present, are to be commended alike. To you and to them I send my sincere praise for battles well fought. I am sure that the 390th Bombardment Group will in the days to come continue its fine record and important role.

Curtis E. LeMay,
Major General, U.S.A.,
Commanding



IN MEMORIAM

There are no ranked white crosses in the sky,
No earth-bound markers set for men who fly;
But when, against the heaven's endless blue,
In myriad form, and limned with glorious hue,
The sun-swept clouds roll up their summits high,
Remembered, those who left the earth, to die.

KILLED IN ACTION

This list of men Killed In Action is as accurate as it could be made by 17 August 1946. We have endeavored to eliminate all errors, but inasmuch as the War Department would furnish no information for Unit Histories we had to rely upon the information sent to us by relatives and friends.

Adams, Johnnie U. .....T/Sgt.
Anderson, Bernard A. .....Cpl.
Andrews, Leonard E. .....Sgt.
Alvestead, Donald E. .....2nd Lt.
Armstrong, Donald C. .....S/Sgt.
Armstrong, Harry .....2nd Lt.
Aulthouse, LeRoy E. .....Sgt.
Ayash, Alfred .....1st Lt.
Aycock, Theodore P. .....1st Lt.

Badock, James M. .....S/Sgt.
Baker, James W. .....2nd Lt.
Banning, Albert V. .....F/O
Baumgartner, Leonard A. ..S/Sgt.
Becay, Frank, Jr. .....T/Sgt.
Bean, Norman R. .....Sgt.
Becker, Raymond A. .....1st Lt.
Beckman, Roger H. .....1st Lt.
Behl, Roger K. .....2nd Lt.
Bellamy, Paul H. .....2nd Lt.
Belveal, Clyde S. .....Sgt.
Berryman, Richard C. .....1st Lt.
Biesecker, Robert W. .....1st Lt.
Blankenship, William L. ....T/Sgt.
Booth, Edwin C., Jr. .....1st Lt.
Bowman, Jay K. .....2nd Lt.
Bowman, Robert B. .....1st Lt.
Bracht, Herbert O. .....1st Lt.
Bradbury, Ralph J. .....2nd Lt.
Branch, Hugh W. .....1st Lt.
Breckenridge, Melvin H. .....1st Lt.
Breedlove, Floyd E. .....2nd Lt.
Brooks, Howard K. .....T/Sgt.
Brown, Andrew J. .....T/Sgt.
Brown, Charles .....S/Sgt.
Brubaker, Gus C. .....Cpl.
Bruton, William E. .....Sgt.
Budziak, Julian A. .....S/Sgt.
Bullock, Philip M. .....1st Lt.
Burcin, Michael J. .....2nd Lt.
Burd, Walter J. .....Sgt.
Burrows, Terrence M., Jr...2nd Lt.

Callahan, Owen E. .....Sgt.
Cameron, McKinnon .....2nd Lt.
Capek, Frank .....2nd Lt.
Carnes, Carl R. .....T/Sgt.
Caron, Patrick .....S/Sgt.
Carpenter, Dale A. .....S/Sgt.
Carroll, James D. .....1st Lt.
Caserio, Richard J. .....S/Sgt.
Casey, Irvin W. .....Sgt.
Chaneles, Benjamin R. .....1st Lt.
Chernick, Michael .....S/Sgt.
Clark, William J., Jr. .....S/Sgt.
Cobb, Clarence C. .....2nd Lt.
Colangelo, Edward J. .....S/Sgt.
Collins, Gregory W. .....2nd Lt.
Collins, Herman R. .....2nd Lt.
Condon, Pat T. .....2nd Lt.
Conrad, William M. .....Sgt.
Corkrean, William H., Jr.....1st Lt.
Craft, Clayton M. .....S/Sgt.
Crahan, John F. .....M/Sgt.
Creasman, Roy R., Jr. .....1st Lt.
Cribbs, La Rue F. .....2nd Lt.
Cullen, John W., Jr. .....S/Sgt.
Cummings, Athanasis, ...

Dahlin, Norman B. .....Sgt.
Daniels, Harry, Jr. .....S/Sgt.
Davidson, Quentin L. .....2nd Lt,
Davis, Robert L. .....T/Sgt.
Davison, Clinton .....Sgt.
Dean, Charles R. .....S/Sgt.
De Mayo, Vincent .....1st Lt.
Denny, James E. .....Sgt.
Dillow, La Verne J. .....Sgt.
Dinsmore, Malcolm M. .....2nd Lt.
Docker, Francis H. .....Sgt.
Dorn, Gene C. .....2nd Lt.
Dover, Grady E. .....1st Lt.
Downie, Donald S., Jr. .....Sgt.
Draggoo, Frank H. .....2nd Lt.
Dryden, John P. .....2nd Lt.
Dubin, Samuel M. .....1st Lt.

Easley, Joseph W. .....S/Sgt.
Eason, Thomas E. .....S/Sgt.
Eckerle, William C. .....S/Sgt.
Ekdahl, Theodore M. .....S/Sgt.
Elliott, Samuel R. .....2nd Lt.
Emerich, George H. .....S/Sgt.
Esselstine, William H. .....S/Sgt.
Evanovich, Joseph .....Sgt.

Fariss, Jack Price .....S/Sgt.
Farr, Rupert T. .....Sgt.
Ferguson, Everett J. .....2nd Lt.
Ferrill, William B. .....Sgt.
Fiffe, Romaine M. .....S/Sgt.
Fisher, Carlton D. .....Sgt.
Fjosne, Elmer .....S/Sgt.
Fleming, Thomas A. .....Sgt.
Forte, Anthony J. .....2nd Lt.
Fowler, Roland .....T/Sgt.

Gaile, Leonard J. .....Lt.
Gallant, Leonard .....2nd Lt.
Gardner, Lewis S. .....2nd Lt.
Gary, Dana E. .....Capt.
Gavin, William .....2nd Lt.
Gaylor, George Willard.....S/Sgt.
Genco, Samuel A. .....Sgt.
Gilkey, Leonard M. .....Cpl.
Gillenwater, Gayle C. .....S/Sgt.
Gillespie, Ward C. .....Sgt.
Glaser, Lester P. .....2nd Lt.
Goldberg, Alvin .....Sgt.
Goldinger, Wilmer R. .....2nd Lt.
Gouldthrite, George W. .....T/Sgt.
Graba, James J. .....1st Lt
Grace, Richard A. .....S/Sgt
Grady, Darryl J. .....S/Sgt.
Graff, Victor G. .....T/Sgt.
Gray, Verne R. .....Sgt.
Gristak, Henry T. .....S/Sgt.
Grubb, Frank .....S/Sgt.
Gruntmier, Herman E. .....Sgt.
Gunn, Dulanne P. .....S/Sgt.
Gurbindo, Julian J. .....Sgt.

Hale, Lisle A. .....Sgt.
Handley, James P. .....1st Lt.
Hanna, Everett T. .....S/Sgt.
Hansel, Ralph Vincent.....Lt. Col.
Harmon, Crackett L. .....1st Lt.
Harnish, James A. .....S/Sgt.
Harpster, Eugene J. .....S/Sgt.
Hatfield, Donald .....Sgt.
Hatten, Richard H. .....2nd Lt.
Hellyer, George W., Jr. .....Sgt.
Helps, David H., Jr. .....S/Sgt.
Hermenan, Walter E. .....S/Sgt.
Herricht, Albert E. .....Sgt.
Hersch, Leonard .....F/O
Hibbard, Payl R. .....1st Lt.
Higgins, Ned W. .....S/Sgt.
Hilsenhoff, Leonard L. .....1st Lt.
Hinckley, Bud H. .....2nd Lt.

Hobbie, Melvin D. .....1st Lt.
Hoffman, Allen C. .....Sgt.
Holder, Clyde .....Sgt.
Hole, Lisle A. .....Sgt.
Howard, Noel H. .....T/Sgt.
Hoyt, Robert T. .....2nd Lt.
Hughes, Hal K. .....1st Lt.
Hulme, Joe E. .....S/Sgt.
Hunter, Robert .....Sgt.
Hurles, Paul E. .....T/Sgt.
Hutson, John K. .....S/Sgt.
Hybarger, Robert E. .....2nd Lt.

Imblum, Edward L. .....2nd Lt.
Ingram, John H. .....1st Lt.

Jewell, Robert E. .....2nd Lt.
Johnson, Harry E. .....S/Sgt.
Johnston, Gerald W. .....1st Lt.
Jones, Covely .....S/Sgt.
Jones, Edward J. .....S/Sgt.
Jones, Robert E. .....S/Sgt.
Joyce, Albert C., Jr. .....2nd Lt.

Kasarda, Michael K. .....S/Sgt.
Kast, Willard W. .....2nd Lt.
Kaufmann, John J. .....2nd Lt.
Kay, Stanford A. .....2nd Lt.
Kegresse, Leon A. .....S/Sgt.
Kelley, Frank R. .....S/Sgt.
Kelley, Lowry E. .....S/Sgt.
Kelly .....S/Sgt.
Kelly, Dayton G. .....S/Sgt.
Kendall, Victor J. .....2nd Lt.
Kennedy, Cassius Bond .....1st Lt.
Kilbride, Martin L. .....S/Sgt.
Kincaid, Robert E. .....Sgt.
Knight, Daniel J. .....Sgt.
Knight, John E. .....1st Lt.
Kodis, Edward .....2nd Lt.
Kolmeier, Edward .....S/Sgt.
Kruger, Warren H. .....T/Sgt.
Kwoka, Walter J. .....Pfc.

Larson, Lyle L. .....T/Sgt.
Lawman, James S. .....S/Sgt.
Lee, Elwood J. .....1st Lt.
Lee, Joseph Y. .....1st Lt.
Lempka, Daniel B. .....S/Sgt.
Leonard, Edwin H. .....Sgt.
Lewis, Jack .....1st Lt.
Lewis, Joseph W. .....1st Lt.
Licata, Dominick .....T/Sgt.
Liederbach, Howard .....T/Sgt.
Look, Lester S. .....S/Sgt.
Lowrie, Donald A. .....S/Sgt.
Luedtke, Louis A. .....Sgt.
Lynch, Harold J. .....2nd Lt.
Lyons, Timothy J. .....2nd Lt.

Maitner, Philip G. .....S/Sgt.
Mallos, James P., Jr. .....S/Sgt.
Malone, Frank V. .....S/Sgt.
Mamula, Nick, Jr. .....S/Sgt.
Mann, Richard L. .....1st Lt.
Marizzaldi, Philip J. .....S/Sgt.
Martin, William J. .....1st Lt.
Massa, John S. .....T/Sgt.
Masters, William B. .....T/Sgt.
Maxwell, Billy T. .....T/Sgt.
Mayall, James S., Jr. .....2nd Lt.
McAllister, Joseph M. .....2nd Lt.
McAuliffe, James F. .....S/Sgt.
McCasland, Allen J., Jr.....1st/Sgt.
McClelland, Elmer L. .....S/Sgt.
McGregor, Harold C. .....S/Sgt.
McGuire, James E. .....F/O
McKalip, Charles T. .....T/Sgt.
McKinney, Daniel .....Sgt.
McKnight, James T. .....Capt.
McNally, John R. .....2nd Lt.
Means, Devere I. .....Sgt.
Meigide, Douglas .....1st Lt.
Michaels, Robert J. .....S/Sgt.
Michaelsen, Darwin F. .....2nd Lt.
Milazzo, James .....S/Sgt.
Miller, Jack D. .....T/Sgt.
Miller, Joseph P., Jr. .....2nd Lt.
Miller, Otis C. .....1st Lt.
Milligan, Robert .....Sgt.
Mohn, Jonathan V. .....2nd Lt.
Molans, John J. .....S/Sgt.
Monit, Walter .....2nd Lt.
Morman, Alvin J. .....1st Lt.
Morrison, Earl Y. .....Sgt.
Mosegard, Warren P. .....2nd Lt.
Moseley, Walterine A. .....Sgt.
Murdock, Devore .....Sgt.
Murphy, Neil P. .....2nd Lt.
Murphy, William C. .....S/Sgt.

Nelson, Rudolph C. .....2nd Lt.
Nesbitt, Carl .....1st Lt.
Newell, Ernest R. .....1st Lt.
Nielsen, Charles C. .....1st Lt.
Nordendahl, Irving M. .....2nd Lt.
Nunan, George A. .....2nd Lt.

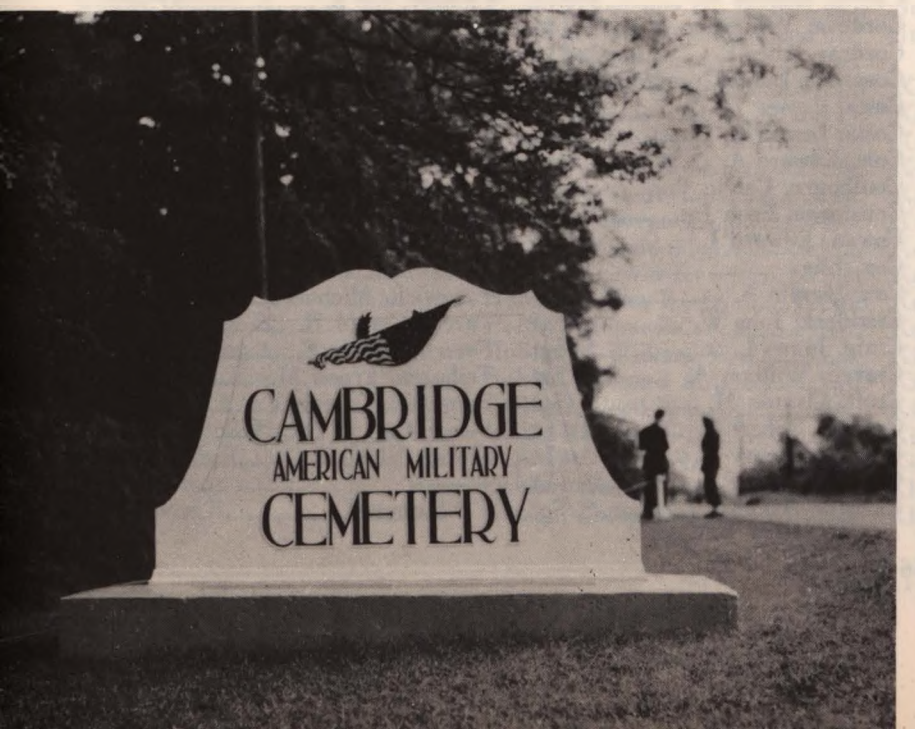
Olsen, Betril R. .....T/Sgt.
Overstreet, Mark I. .....S/Sgt.
Palombo, Anthony .....Sgt.
Pardridge, John R. .....1st Lt.
Parker, Jurl T. .....Sgt.
Parks, Byron .....
Parks, William J. .....T/Sgt.
Pasch, Charles F. .....S/Sgt.
Peabody, Charles E. .....Sgt.
Peternell, William F. .....S/Sgt.
Peterson, Forrest A. .....T/Sgt.
Peterson, Gene H. .....1st Lt.
Peterson, Robert G. .....2nd Lt.
Phillips, Carl J. .....S/Sgt.
Pickel, Keith M. .....2nd Lt.
Pilgrim, Gene R. .....S/Sgt.
Popesen, John S. .....Sgt.
Porcher, John W. .....Sgt.
Portier, Le Roy L. .....T/Sgt.
Powers, Robert F. .....Sgt.
Prangl, Louis S. .....S/Sgt.
Priest, Charles M. .....S/Sgt.
Prichett, Ira E., Jr. .....2nd Lt.
Pruitt, Boyce L. .....Sgt.
Putnam, Joy .....Sgt.
Pyle, Kenneth E. .....S/Sgt.

Raab, Harold F. .....1st Lt.
Rains, George .....1st Lt.
Ralston, Pleasant D., Jr. .....T/Sgt.
Randle, David M. .....S/Sgt.
Ratcliff, Victor B. .....Sgt.
Rayhawk, Pete N. .....Sgt.
Redpath, Joseph L. .....T/Sgt.
Reed, Arthur E. .....Sgt.
Repka, Peter .....T/Sgt.
Richardson, Robert D. .....Sgt.
Richter, Robert R. .....1st Lt.
Robbe, Dominick V. .....S/Sgt.
Roberts, Paul C. .....S/Sgt.
Rodda, Merrill F. .....2nd Lt.
Romkema, John R. .....2nd Lt.
Rooks, William E. .....S/Sgt.
Ross, Robert .....S/Sgt.
Runser, Eugene A. .....S/Sgt.
Ruth, Roy H. .....Sgt.
Rutherford, John T. .....2nd Lt.
Ruthowski, Victor L. .....1st Lt.
Ryon, Glenn E. .....2nd Lt.

Sacco, Carleton .....2nd Lt.
Salmons, Kenneth A. .....S/Sgt.
Santoriella, Mario A. .....S/Sgt.
Sarnowski, Leon J. .....Sgt.
Satterwhite, John F. .....Sgt.
Schlofner, Donald P. .....2nd Lt.
Scholl, Harlan B. .....T/Sgt.
Schwab, Le Roy Paul.....2nd Lt.
Seefeldt, Edward S. .....2nd Lt.
Sempepos, George N. .....2nd Lt.
Shaw, Forest D. .....2nd Lt.
Shepperd, Marshall M. .....1st Lt.
Sherman, Harry F. .....S/Sgt.
Shipman, Dorsett R. .....S/Sgt.
Shofstahl, Lavere G. .....2nd Lt.
Short, Robert B. .....Capt.
Siler, Ivor J. .....2nd Lt.
Sindeldecker, Ralph .....S/Sgt.
Sink, William T., Jr. .....1st Lt.
Skindingsrude, Eddie G. .....Sgt.
Skogmo, Hiram C. .....Capt.
Smart, Robert B. .....Sgt.
Smith, Alvin E. .....Sgt.
Smith, George E. .....1st Lt.
Smith, Henry E. .....S/Sgt.
Smith, Richard O. .....2nd Lt.
Smith, William W. .....1st Lt.
Sowers, Chester V. .....Sgt.
Spicer, Robert F. .....2nd Lt.
Spoor, Rosewell J. .....S/Sgt.
Stamirirs, Charles D. .....S/Sgt.
Stanford, Merwyn F., Jr. .....Sgt.
Starnes, George E. .....2nd Lt.
Steen, Loran A. .....1st Lt.
Stene, Peter E. .....1st Lt.
Stevens, Bernard E. .....S/Sgt.
Stevens, Robert .....Sgt.
Stitzer, Charles D. .....2nd Lt.
Stoliar, Norton .....2nd Lt.
Strate, Herbert V. .....2nd Lt.
Stuart, Robert W. .....1st Lt.
Stubbs, James A. .....T/Sgt.
Sucher, Paul W. .....S/Sgt.
Sulmasy, Daniel P. .....2nd Lt.
Sutters, Thomas J. .....1st Lt.
Swasey, Hamilton H. .....F/O
Swavel, Morris F. .....1st Lt.
Sweeney, Duane G. .....1st Lt.
Swiniuchowski, Walter J. ....S/Sgt.

Tabor, Lee J. .....S/Sgt.
Taylor, Philip B., Jr. .....2nd Lt.
Taylor, Robert G. .....2nd Lt.
Thumlert, Daniel A., Jr. .....1st Lt.
Tope, John L. .....S/Sgt.
Tornabene, Francis R. .....Sgt.
Trindle, Arthur L. .....
Trotter, James L. .....Sgt.
Tucker, Melbourne E. .....S/Sgt.

Vanderworf, Charles J. .....Sgt.





Vaughan, Clyde A. .....Sgt.
Vaughan, John E. .....2nd Lt.
Vermie, Layton P. .....2nd Lt.
Voss, Donald F. .....Sgt.

Wangelin, Jack J. .....1st Lt.
Warwick, Le Roy W. .....Sgt.
Watson, Robert J. .....2nd Lt.
Wedemeyer, Robert W. .....T/Sgt.
Welch, Patrick G. .....T/Sgt.
Wetzel, Louis E. .....2nd Lt.
Williams, Joseph F. .....T/Sgt.
Wilson, Jack R. .....Sgt.
Wilusz, Eugene .....S/Sgt.
Wirtz, Robert V. .....S/Sgt.
Wolf, Murray .....T/Sgt.
Wolfe, Marion D. .....T/Sgt.

Zanni, Claude J. .....S/Sgt.
Zediak, John M. .....S/Sgt.
Zetterberg, Swen A. .....S/Sgt.
Zollars, Don W. .....1st Lt.

MISSING IN ACTION

Abbot, Charles N.....T/Sgt.
Adler, Robert L. .....2nd Lt.
Ainsworth, Harvey A. .....2nd Lt.
Akins, Francis E. .....1st Lt.
Akosevich, Paul M. .....Sgt.
Alberts, Richard A. .....2nd Lt.*
Albertus, Theodore W. .....Sgt.
Alesiani, Herman .....S/Sgt.
Alicandro, Patsy .....S/Sgt.
Allen, Arthur G. .....Sgt.
Allen, Charles M. .....1st Lt.
Allen, Jack M. .....Sgt.
Allphin, Robert C. .....2nd Lt.
Amport, Ernest H. .....2nd Lt.
Anderson, Curtis T. .....S/Sgt.
Armstrong, Earl M. .....1st Lt.
Arnao, Charles C., Jr. .....2nd Lt.
Arns, Donald C. .....2nd Lt.
Aschendorf, Irving .....F/O
Aufdemorte, Frank L., Jr. .....Sgt.
Auger, Norman A. .....S/Sgt.

Baccaro, Victor L. .....T/Sgt.
Baggett, Daniel W. .....S/Sgt.
Baker, Donald G. .....2nd Lt.
Baker, John R., Jr. .....2nd Lt.
Baker, Victor P. .....2nd Lt.
Balducci, Leonard, Jr. .....S/Sgt.
Ball, Roy N. .....S/Sgt.
Ballard, Billy R. .....Pfc.
Banks, Douglas C. .....2nd Lt.
Barbarus, Clarendon M. ....2nd Lt.
Bare, Duward J. .....1st Lt.
Barker, Noble E. .....S/Sgt.
Barnes, Lloyd C. .....S/Sgt.
Barton, Samuel W. .....S/Sgt.
Bartram, John L. .....S/Sgt.
Bass, Quentin R. .....2nd Lt.
Bassi, Amerigo R. .....2nd Lt.
Battleson, Robert L. .....S/Sgt.
Baughar, Clyde J. .....1st Lt.
Beach, Walton W. .....S/Sgt.
Bean, Fenton H. .....S/Sgt.
Beard, John F. .....2nd Lt.
Becker, Joseph M. .....Sgt.
Becker, Theodore E. .....2nd Lt.
Beighley, Ralph G. .....T/Sgt.
Belisle, Carroll O. .....S/Sgt.
Bell, Harrison L. .....T/Sgt.
Belva, Frank J., Jr. .....2nd Lt.
Bennett, Lawrence A. .....1st Lt.
Berenson, Ely .....F/O
Bereschak, William E.....S/Sgt.*
Bergeman, Lester W. .....2nd Lt.
Bergholz, Robert F. .....1st Lt.
Bergin, Daniel J. .....Sgt.
Bernstein, Norman K. .....2nd Lt.
Best, Jesse V. .....S/Sgt.
Betz, George J. .....Sgt.
Birdwell, Joseph A. .....2nd Lt.*
Bivins, Eugene E. .....2nd Lt.
Bjorkstrom, Maurice .....2nd Lt.
Blackmer, Harold S. .....Sgt.
Blackmon, Charles W. .....T/Sgt.
Blaire, James R. .....1st Lt.
Blatt, Jerome .....Sgt.
Blickensderfer, John C. .....2nd Lt.
Bloom, Joseph E. .....2nd Lt.
Bobrowicz, Frank C. .....S/Sgt.
Bolig, Charles A. .....T/Sgt.
Bolton, Harold B. .....Sgt.
Bone, John W., Jr. .....Capt.
Bongard, William L. .....T/Sgt.
Bongiovanni, Frank P. .....S/Sgt.
Bonner, James A. .....2nd Lt.
Bowler, James T. .....2nd Lt.
Boyce, Harold A. .....S/Sgt.
Boyd, Grover D., Jr. .....2nd Lt.
Boyd, Harold B. .....2nd Lt.
Boyd, Joseph D. .....1st Lt.*
Braden, John W. .....S/Sgt.
Brady, Frank X. .....S/Sgt.
Brandenburg, Le Roy A. .....Sgt.
Brandt, William J. .....2nd Lt.
Breeding, Hertchel E. .....S/Sgt.
Brenizer, Chester D. .....2nd Lt.
Brigman, Campbell C., Jr. 2nd Lt.*
Broadrick, Harlan D. .....S/Sgt.
Brodzik, Francis J. .....2nd Lt.
Brooks, Francis E. .....S/Sgt.
Brooks, Jonathan E. .....F/O
Brooks, Raymond S., Jr. ....S/Sgt.
Brown, Arthur F. .....Sgt.*
Brown, Arthur H. .....T/Sgt.
Brown, Clarence .....Sgt.
Brown, Clarence W. .....T/Sgt.
Brown, Richard C. .....F/O
Brown, Richard K. .....2nd Lt.
Brown, Robert O. .....S/Sgt.
Bruce, Wilson F. .....S/Sgt.
Brushi, Caesar .....2nd Lt.
Buckley, Robert M. .....1st Lt.
Buckmaster, Calvin O. .....S/Sgt.
Buffington, Dale L. .....S/Sgt.
Bumbalough, James E. .....S/Sgt.
Bumgarner, William J. .....2nd Lt.
Buntin, William C., Jr. .....S/Sgt.
Burbank, Lyman B. .....2nd Lt.
Burger, Herbert F. .....S/Sgt.
Burgess, John O. .....1st Lt.
Burke, John G. .....1st Lt.
Burkhart, Alfred W. .....2nd Lt.
Burlingame, Eugene A. .....Sgt.
Button, Harry M. .....2nd Lt.
Byrne, Richard F. .....Sgt.

Cahill, Edward R., Jr. .....F/O
Caldwell, Merrill A. .....T/Sgt.
Callahan, Donald W. .....2nd Lt.
Campbell, Laughlin O. .....T/Sgt.
Cannon, Edgar A. .....2nd Lt.
Canora, Daniel C. .....Sgt.
Carbone, Frank J. .....Sgt.
Carbonneau, Edward .....Sgt.
Cardone, Cosimo A. .....S/Sgt.
Carini, Joseph M. .....S/Sgt.
Carlson, Harrd D. .....Sgt.
Carnahan, Claude A. .....Sgt.
Carr, John F. .....S/Sgt.
Carter, James A. .....Sgt.
Carter, Joseph E. .....2nd Lt.
Carter, William R. .....S/Sgt.*
Carver, Glenn M. .....Sgt.
Cascarino, Lawrence .....S/Sgt.
Cassady, Leonard H. .....Sgt.*
Cassidy, Donald G. .....S/Sgt.
Cederlind, John A. .....Sgt.
Cermak, Paul S. .....2nd Lt.
Cestaro, Patrick P. .....S/Sgt.
Chapman, Gaylon M. .....Sgt.
Chapman, Jack .....T/Sgt.
Chassaing, Joseph E., Jr. ....S/Sgt.
Chavet, Leslie C. .....Sgt.
Chermak, Daniel E. .....S/Sgt.
Chilek, Adolph B. .....S/Sgt.
Chin, Dick .....S/Sgt.
Christian, Purvis .....S/Sgt.
Christie, John T. .....2nd Lt.
Christy, James D. .....Sgt.
Cizek, Howard C. .....F/O
Clark, Daniel J., II .....2nd Lt.
Clark, Harold W. .....S/Sgt.
Clark, Raymond F. .....2nd Lt.
Clark, Robert G. .....2nd Lt.
Clausen, Myrle E. .....S/Sgt.
Clayton, Burleigh G., Jr. ....S/Sgt.
Cleary, John J. .....S/Sgt.
Clinkenbeard, Elvin E. .....S/Sgt.
Cloud, Merle M. .....1st Lt.
Coats, Basil A. .....S/Sgt.
Coburn, Walter J., Jr. .....2nd Lt.
Cockrum, Nelson G. .....1st Lt.
Coffey, Arthur J. .....S/Sgt.
Cohen, Joseph .....2nd Lt.
Cohen, Sylvan .....Sgt.
Colagiovanni, Nicola M. .....S/Sgt.
Colby, Richard H. .....S/Sgt.
Coleman, Donald P. .....1st Lt.
Coles, Robert S. .....S/Sgt.
Collins, Robert E. .....2nd Lt.
Collins, Wilbur H. .....2nd Lt.
Combow, William W. .....S/Sgt.
Comstock, Norman D. .....2nd Lt.
Conklin, Richard A. .....Sgt.
Converse, Theodore G. .....Sgt.*
Conwell, Cleon .....Sgt.
Cook, Ray E. .....S/Sgt.
Cooklis, John T. .....Sgt.
Cooper, Donald L. .....1st Lt.
Corbin, Eugene W. .....2nd Lt.
Cordova, Valdemar A. .....2nd Lt.
Cordray, Allen L. .....2nd Lt.
Cosgrove, Daniel Joseph B. 2nd Lt.
Costa, James J. .....S/Sgt.
Costa, Joseph A. .....Cpl.
Cote, Edward A. .....Sgt.*
Coulbourn, Calvin V. .....Sgt.
Cousineau, Leon J. .....S/Sgt.
Cowan, Edward L. .....S/Sgt.
Cox, Eliga .....S/Sgt.
Cox, Marvin A. .....Sgt.
Craddock, John W. .....Sgt.
Craig, James L. .....S/Sgt.
Craven, William A. .....S/Sgt.
Croft, Clayton M. .....S/Sgt.
Crouch, Robert E. .....1st Lt.
Crowley, Henry G. .....1st Lt.
Crowley, John P. .....2nd Lt.
Curiston, Thomas J. .....S/Sgt.
Curtis, Charles F., II .....2nd Lt.
Cusack, William J. Jr., ...S/Sgt.
Czemerda, John J. .....1st Lt.
Czerpak, Henry .....S/Sgt.
Czyz, Edward J. .....S/Sgt.

Dale, Cecil H. .....2nd Lt.
Dallenbach, John W. .....2nd Lt.
Damast, Lester .....Sgt.
Daniel, Clarence .....T/Sgt.
Danielson, John W. .....S/Sgt.
Daum, Charles .....S/Sgt.
Davis, Calvin C. .....T/Sgt.
Dawes, James E. .....Pvt.
De Ainza, Gerald J. .....Sgt.
De Cillis, Frank P. .....T/Sgt.
Dee, David E. .....T/Sgt.
De Filippis, Dominick .....S/Sgt.
Deighan, William .....Sgt.
De Long, Archie W. .....S/Sgt.
De Marco, Prospero L. .....2nd Lt.
Dente, Anthony E. .....S/Sgt.
Dentz, Edward J. .....1st Lt.
Denyer, James K. .....S/Sgt.
De Orsay, Robert J. .....T/Sgt.
De Salvo, Bennie T. .....2nd Lt.
Detwiler, Donald M. .....Sgt.
Devine, William C. .....T/Sgt.
De Vore, Kenneth A. .....S/Sgt.
Dickerson, Arthur C. .....Sgt.
Dinger, Vernon C. .....1st Lt.
D'Inzillo, Edmunds .....Sgt.
Di Schiavi, Armand C. .....Sgt.
Ditrapani, John E. .....S/Sgt.
Dixon, Roy E. .....2nd Lt.
Dobson, Kenneth H. .....T/Egt.
Doherty, John W. .....S/Sgt.
Dolan, Louis W. .....Lt. Col.
Doolittle, Wilfred G. .....S/Sgt.*
Drinkwalter, Roger W. .....2nd Lt.
Drouhard, Albert E. .....2nd Lt.
Drugan, Donald T. .....2nd Lt.
Du Bose, Carl .....Sgt.
Duncan, James H. .....2nd Lt.
Durrett, John M. .....S/Sgt.
Dycus, Grover L. .....Sgt.
Dye, Burless L. .....S/Sgt.
Dyer, Wayne L. .....2nd Lt.
Dymek, Anthony J. .....S/Sgt.

Eckman, James B. .....S/Sgt.
Eickert, Lloyd E. .....Sgt.*
Elhai, Abraham .....F/O
Elizondo, Antonio .....S/Sgt.
Elmer, Byron E. .....Sgt.
Embree, Grady R. .....2nd Lt.
Embree, Thaylus .....T/Sgt.*
Embrey, Joe B. .....S/Sgt.
Engelman, Alexander .....S/Sgt.*
Eppenberger, James .....2nd Lt.
Estes, Victor H. .....2nd Lt.
Evancho, George .....1st Lt.

Fabian, Paul K. .....2nd Lt.
Fackelman, Robert J. .....1st Lt.
Faire, Forrest G. .....S/Sgt.
Farber, Claude L. .....Sgt.
Farnsworth, Franklin .....S/Sgt.
Farowich, Michael .....S/Sgt.
Farris, Gerald H. .....1st Lt.
Feezell, Horace E. .....S/Sgt.
Feibusch, Ernest M. .....S/Sgt.
Ferguson, George V. .....S/Sgt.
Fessel, Carl E. Jr. .....S/Sgt.
Fieker, Virgil E. .....2nd Lt.

* Returned.

Fields, Carl T. .....S/Sgt.
Filippone, Peter M. .....S/Sgt.
Finch, James T. .....Sgt.
Finch, Joseph C. .....S/Sgt.
Finlayson, Dan W. .....2nd Lt.
Firof, Dale E. .....S/Sgt.
Fish, George W. Jr. .....2nd Lt.
Flanigan, Harold C. .....1st Lt.
Flax, Herman .....Sgt.*
Flewelling, Leslie A. .....S/Sgt.
Flotron, Paul J. .....2nd Lt.
Foley, Daniel, Jr. .....1st Lt.
Ford, Howard C., Jr. .....2nd Lt.
Formato, Anthony C. .....2nd Lt.
Fowler, Robert L. .....2nd Lt.
Fowler, Ronald F. .....T/Sgt.
Francis, Philip B. .....1st Lt.
Frawley, William T. .....Sgt.
Freeman, Eugene H. .....1st Lt.
Frey, John W. .....2nd Lt.
Freyland, Joseph P. .....2nd Lt.*
Friedman, Gene A. .....F/O
Frith, Robert E. .....S/Sgt.
Fritz. George E. .....Sgt.
Friuli, Gaetano A. .....T/Sgt.*
Fry, Ray C. .....Sgt.
Fugarazzo, Vincent R. .....T/Sgt.
Fura, Walter J. .....Sgt.

Gabel, Edmund R., Jr. .....S/Sgt.
Gaik, Leonard J. .....1st Lt.
Gaillard, William M. .....1st Lt.
Gallagher, Bernard T. .....2nd Lt.
Gallagher, Robert A. .....2nd Lt.
Gallagher, Thomas F. .....1st Lt.
Gallo, Russell C. .....S/Sgt.*
Gallupe, Donald E. .....Sgt.*
Gambino, Angelo .....S/Sgt.
Gannon, Thomas F. .....2nd Lt.
Garner, Charles P., Jr. .....2nd Lt.
Garner, John D. .....Sgt.
Garst, Theodore R. .....Sgt.
Gassman, George P., Jr. .....F/O*
Gates, Herbert B. .....2nd Lt.
Gaylord, Leonard E., Jr. .....Sgt.
Geerlings, Lambert J. .....S/Sgt.
Geiger, Don J. .....T/Sgt.
Gentille, Richard J. .....Sgt.
Georgia, Robert A. .....T/Sgt.
Gerald, Francis R. .....F/O
Gerards, Henry J. .....2nd Lt.
Getz, Fred K. .....2nd Lt.
Gibbs, Robert J. .....Sgt.
Gifford, Eugene A. .....S/Sgt.
Gilbert, Jerome J. .....2nd Lt.
Gilbert, Louis B., Jr. .....S/Sgt.
Gill, Clarence A. .....2nd Lt.
Gillen, Chester A. .....S/Sgt.
Gillmore, Carleton E. .....2nd Lt.
Glaman, Robert F. .....S/Sgt.
Goldstein, Solomon .....S/Sgt.*
Gonos, Joseph .....T/Sgt.
Goodling, Paul E. .....S/Sgt.*
Goodrich, Paul .....1st Lt.
Goodwin, Harry L. .....S/Sgt.
Gorden, Harry S. .....1st Lt.
Gordon, Virgil L. .....S/Sgt.
Goschka, James N. .....S/Sgt.
Gott, John B. .....Sgt.
Graber, Harvey H. .....S/Sgt.
Grafton, Robert A. .....S/Sgt.
Graney, John F. .....S/Sgt.
Grant, James F. .....S/Sgt.
Graves, Carroll E. .....S/Sgt.
Green, Custis R. .....2nd Lt.
Green, Hyman .....Sgt.
Green, John R. .....2nd Lt.
Greenleaf, Samuel A. .....Sgt.
Greeno, Bruce J. .....Sgt.
Gregor, Lawrence J. .....1st Lt.
Gregoris, Albert E. .....S/Sgt.
Grindstaff, Howard D. .....S/Sgt.
Grip, Gordon A. .....2nd Lt.*
Grogan, Walter S. .....S/Sgt.
Gronbeck, Romer H. .....Sgt.
Grove, Joseph E. .....Sgt.
Grubbs, Omar D. .....Sgt.
Gunther, Frederick W. .....2nd Lt.
Gursky, Mike .....Sgt.
Guthrie, Victor J. .....2nd Lt.
Gutov, Irving .....Sgt.
Gwazdosky, Alec .....S/Sgt.

Haas, William W. .....S/Sgt.
Hadfield, Charles A. .....2nd Lt.
Hadley, Paul C. .....2nd Lt.
Hahn, Clinton E. .....T/Sgt.
Hajduk, Edmund M. .....Sgt.
Hale, Glenn H. .....2nd Lt.*
Hale, James R. .....2nd Lt.
Hall, James C. .....2nd Lt.
Hames, Melvin J. .....S/Sgt.
Hammond, Thomas P. .....1st Lt.
Hampel, Henry R. .....S/Sgt.
Haney, Paul F. .....S/Sgt.
Hankey, John B. .....1st Lt.
Hannaman, James D. .....1st Lt.
Hanneke, Emory R., Jr. ....2nd Lt.
Hanrahan, Robert T. .....2nd Lt.
Hanselman, Elmer C. .....1st Lt.
Hansen, Robert J. .....S/Sgt.
Hanson, Charles R. .....2nd Lt.
Harames, Spiro J. .....S/Sgt.
Harding, William J. .....1st Lt.
Hardy, Russell P. .....T/Sgt.
Harkins, Francis X. .....2nd Lt.*
Harl, Vernon T. .....1st Lt.
Harms, John G. .....2nd Lt.*
Harms, Herbert W. .....S/Sgt.
Harris, Albert R. .....1st Lt.
Harris, Donald J. .....1st Lt.
Harrison, Jack S. .....1st Lt.
Hartman, George .....S/Sgt.
Hately, William F. .....1st Lt.
Hauskins, Charles A. .....S/Sgt.
Hauskins, George W. .....S/Sgt.
Hayes, Andrew F. .....Sgt.
Hays, William P. .....2nd Lt.
Heath, Thomas L. .....2nd Lt.
Hegenbotham, George W. .....Sgt.
Hehr, Robert G. .....T/Sgt.
Helms, James L. .....S/Sgt.
Heltsley, Charles M. .....1st Lt.
Hennessy, Robert A. .....1st Lt.
Herring, Lorenzo H., Jr. ....S/Sgt.
Herring, Paul L. .....2nd Lt.*
Hertz, Mark W. .....Sgt.
Hicks, Russell E. .....S/Sgt.
Hille, Oscar E. .....2nd Lt.
Hinckley, Charles T. .....2nd Lt.
Hinds, George H. .....T/Sgt.
Hire, Merrill, Jr. .....2nd Lt.
Hodgins, George T. .....S/Sgt.
Hodgson, Cloud .....2nd Lt.
Hodgson, Erwin E. .....Sgt.
Hodgson, John R., Jr. .....T/Sgt.
Hofer, William E. .....T/Sgt.
Hoffsetter, William V. .....S/Sgt.
Hokom, Lennard A. .....Sgt.
Holliday, Cecil S. .....Sgt.
Hollis, Norman J. .....S/Sgt.
Holloway, Elmer R. .....2nd Lt.
Holmes, Henry C. .....1st Lt.
Homan, Philip E. .....S/Sgt.
Hood, Donald L. .....Sgt.
Hopkins, Kenneth C. .....Sgt.
Hopwood, James Y. .....2nd Lt.
Horan, James M. .....S/Sgt.
Horst, Robert G. .....2nd Lt.
Hostter, Joseph .....Sgt.
Houck, Harry M. .....T/Sgt.
House, Robert .....T/Sgt.
Howell, Ben N. .....S/Sgt.
Howlett, Coolidge .....S/Sgt.
Huber, Kenneth E. .....S/Sgt.
Huber, Robert T. .....2nd Lt.*
Hudson, Frank H. .....T/Sgt.
Hughbanks, Arthur Euris B. S/Sgt.
Hughes, Edward E. .....Sgt.
Hughes, Lewis M. .....S/Sgt.
Hughes, Luther O. .....S/Sgt.*
Hurlburt, Richard N. .....Sgt.
Huron, Horace .....T/Sgt.
Hurst, John K. .....2nd Lt.*
Hutt, Raymond L. .....Sgt.

Israel, Lionel .....F/O

Jabara, Raymond M. .....2nd Lt.
Jackson, Joseph D. .....Sgt.
Jacob, Murray .....2nd Lt.
Jacobsen, Clinton N. .....2nd Lt.
Jahnke, George P. .....S/Sgt.
Jaime, Manuel M. .....S/Sgt.
Janish, Daniel A. .....S/Sgt.
Jarvi, Eino E. .....2nd Lt.
Jarzynka, Leonard J. .....S/Sgt.
Jaspers, Alvin W. .....Capt.*
Jenkins, Darold W. .....1st Lt.
Jenkins, Morris F. .....S/Sgt.
Jennings, Lowery B. .....Sgt.
Jensen, Dean W. .....2nd Lt.*
Jensen, Ray M. .....2nd Lt.
Jest, Marvin A. .....2nd Lt.
Jirik, Donald E. .....Sgt.*
Johnson, Arthur J. .....1st Lt.
Johnson, Daniel W. .....F/O
Johnson, Eugene M. .....Sgt.
Johnson, Howard L. .....S/Sgt.
Johnson, Joel F. .....S/Sgt.
Johnson, Melvin L. .....2nd Lt.
Johnson, Roger E. .....2nd Lt.
Johnson, Woodrow W. .....S/Sgt.
Johnston, Wayne L. .....2nd Lt.
Johnstone, Robert C. .....S/Sgt.
Jones, Richard G. .....Sgt.
Jones, Wilson P. .....Sgt.*
Jordan, Harmon G., Jr. .....2nd Lt.
Jordan, William W. .....2nd Lt.
Joseph, Ervin H. .....Sgt.
Joseph, Richard P. .....1st Lt.
Judd, Arthur W. .....S/Sgt.

Kahler, James R. .....Sgt.
Kahn, Bernard H. .....2nd Lt.
Karchner, Lawrence F. .....S/Sgt.
Karpetska, William .....2nd Lt.
Kast, Paul A., Jr. .....S/Sgt.
Katzman, Jerome J. .....F/O
Keck, Jack .....S/Sgt.
Keeler, Norman E. .....S/Sgt.
Kersten, Richard F. .....2nd Lt.
Keyes, David W. .....Sgt.
Kidd, James R. .....Sgt.
King, Homer C. .....S/Sgt.
King, James C., Jr. .....S/Sgt.
Kintz, Carl E. .....Sgt.
Kirschner, Edwin K. .....2nd Lt.
Klemenok, Mike .....1st Lt.
Klingenberg, Joseph J. .....2nd Lt.
Klutts, Boyce R. .....T/Sgt.
Knight, Forest L. .....T/Sgt.
Knobel, Robert P. .....S/Sgt.
Kohler, Anton J. .....S/Sgt.
Kolc, Eric .....S/Sgt.*
Kolker, John D. .....Sgt.
Kolmerer, Karle E. .....T/Sgt.
Koralewski, John J. .....Sgt.
Kotta, William .....1st Lt.
Krauser, Gerald N. .....Sgt.
Kreiner, Howard .....Sgt.
Krucek, John O. .....Sgt.*
Kruger, Charles B. .....2nd Lt.
Kuerten, Richard W. .....Sgt.
Kulakowski, Michael T. .....S/Sgt.
Kump, William E. .....S/Sgt.
Kuseck, Edward John J. .....Cpl.

Laible, Robert J. .....2nd Lt.
Laird, Marion E. .....S/Sgt.
Lambert, Earl S. .....S/Sgt.*
Lambert, Francis L. .....2nd Lt.
Lambert, Harold T. .....S/Sgt.
Lambson, Delbert D. .....S/Sgt.
Langan, Joseph J., Jr. .....2nd Lt.
Lanham, Raymond E. .....S/Sgt.
Lapina, Anthony .....Sgt.
Larsen, Carl D. .....2nd Lt.
Lash, Donald L. .....1st Lt.
Lashly, John A. .....1st Lt.
Latici, Bruno N. .....1st Lt.
Laubenstine, Richard W. ....S/Sgt.
Lawrence, Billy C. .....1st Lt.
Lawson, Tom C. .....2nd Lt.
Le Baron, Louis .....T/Sgt.
Ledford, Edward F. .....2nd Lt.
Ledford, Willis T. .....Sgt.
Lee, Charles L. .....2nd Lt.
Lee, Glenn E. .....1st Lt.
Lee, Herbert A. .....S/Sgt.
Leftwich, Robert E. .....T/Sgt.
Leggett, Elmer N., Jr. .....2nd Lt.
Leo, John A., Jr. .....2nd Lt.
Leonard, Elmer W. .....S/Sgt.
Leone, Anthony J. .....S/Sgt.
Lesac, John A. .....Sgt.
Less, Hymen .....Sgt.
Levin, Bernard L. .....S/Sgt.
Lewis, Carl R. .....S/Sgt.
Lewis, James J. .....S/Sgt.
Lewis, Louis D. .....T/Sgt.
Lewis, Samuel J. .....2nd Lt.
Lewis, Thomas H. .....S/Sgt.
Lifson, Irving R. .....Capt.
Lillard, Curtis T. .....S/Sgt.
Lincoln, Billy D. .....S/Sgt.*
Lindsay, David C. .....S/Sgt.
Link, Frank, Jr. .....S/Sgt.
Lipchitz, Theodore R. .....2nd Lt.
Lo Bue, Mario G. .....S/Sgt.
Loeser, Charles W. .....S/Sgt.
Long, William P. .....S/Sgt.
Losch, Leonard A. .....S/Sgt.
Love, Harry W. .....2nd Lt.
Lowrance, Gerald K. .....Sgt.
Lubinski, Raymond .....2nd Lt.
Lubinski, Richard B. .....Sgt.
Ludwig, Everett F. .....S/Sgt.
Lundberg, Albert A. .....2nd Lt.
Lundsford, Carter J. .....T/Sgt.
Lundy, James B. .....2nd Lt.
Lutzer, Erwin M. .....1st Lt.
Lyles, Earl S., Jr. .....Sgt.
Macledo, Joao .....S/Sgt.
Mac Phee, George A. .....S/Sgt.

* Returned.

Manfredini, Mario J. .....T/Sgt.
Marcello, Ray S. .....S/Sgt.
Marcus, Abraham .....S/Sgt.
Mariani, Frank .....Sgt.
Marino, Vincent W. .....S/Sgt
Marion, A. Louis .....1st Lt.
Markward, Thomas H., Jr...2nd Lt.
Marna, William H. .....T/Sgt.
Marshall, Ben .....S/Sgt.*
Marshall, Charles, Jr. .....T/Sgt.
Marshall, Edward J.....2nd Lt.
Marsini, Carl E. .....T/Sgt.
Martin, Albert W. .....S/Sgt.
Martin, Randolph M., Jr. ....2nd Lt.
Martin, William R. .....S/Sgt.
Massa, George A. .....1st Lt.
Matanle, Richard K. .....S/Sgt.
Mateyak, Emil .....S/Sgt.
Matlock, Clyde O. .....S/Sgt.
Matthews, William S. .....S/Sgt.
Matthias, Adolph J., Jr. .....1st Lt.
Matusow, Daniel B. .....Sgt.
Matyuch, William F. .....S/Sgt.
Mauceri, Anthony .....S/Sgt.
Maul, Raymond W. .....Sgt.
May, William L. .....Sgt.
Mayer, Earl J. .....Sgt.
Mayer, Walter M. .....Sgt.
Mc Breen, Robert E. .....2nd Lt.
Mc Carthy, Theodore R. .....Sgt.
Mc Clure, Joseph H. .....S/Sgt.
Mc Conkey, Dean C. .....S/Sgt.
Mc Cracken, Grant G. .....S/Sgt.
Mc Cracken, John H. .....S/Sgt.
Mc Dermott, Francis T. .....T/Sgt.
Mc Donald, Vincent J. .....2nd Lt.
Mc Entire, Elwood E. .....Sgt.
Mc Ewin, Fernie F. .....F/O
Mc Feeley, Charles D. .....Sgt.
Mc Feeley, Hershel N. .....S/Sgt.
Mc Ginnis, Gregory L. .....S/Sgt.
Mc Grady, Lloyd B. .....2nd Lt.
Mc Guire, Robert A., Jr. .....1st Lt.
Mc Intosh, Charles F. .....1st Lt.
Mc Kee, Arnold .....S/Sgt.
Mc Kee, Lee A. .....S/Sgt.
Mc Kinney, Daniel L. .....Sgt.
Mc Kinney, Joseph B. .....S/Sgt.
Mc Knight, Robert T. .....Sgt.
Mc Laughlin, Charles .....T/Sgt.
Mc Laughlin, Jerome F. ....2nd Lt.
Mc Laughlin, Thomas E. ....T/Sgt.
Mc Vay, Noel W. .....Sgt.
Mc Williams, Owen E. .....S/Sgt.
Mehl, Charlson I. .....Sgt.
Melnex, Charles .....Sgt.
Mercer, John S. .....Sgt.
Merge, James R. .....2nd Lt.
Merrick, Merrell G. .....S/Sgt.
Merrill, Myron S. .....2nd Lt.
Merrill, Orlando E. .....2nd Lt.
Metcalf, Arnold B., Jr. .....S/Sgt.
Metcalf, Ralph S. .....S/Sgt.
Meyer, Gilbert A. .....1st Lt.
Meyer, Melvin B. .....2nd Lt.
Meyers, Raymond C. .....Sgt.
Michalek, Maurice E. .....S/Sgt.
Michaelsen, Darwin F. .....2nd Lt.
Mickelson, Aaron E. .....Sgt.
Middledorf, William F. ....2nd Lt.*
Mihalik, Nicholas A. .....S/Sgt.
Miles, Eugene F. .....Sgt.
Miller, Daniel J. .....Sgt.
Miller, James L. .....Sgt.
Miller, Lester A. .....S/Sgt.
Millington, Eric G., Jr. .....2nd Lt.
Miner, Robert E. .....T/Sgt.*
Minor, Gale W. .....Sgt.
Misuraca, Angelo J., Jr. ....2nd Lt.
Mitchell, Shrader L. .....S/Sgt.
Mize, James R. .....T/Sgt.
Mniszewski, Irvin T. .....Sgt.
Molone, John J. .....S/Sgt.
Molenock, Edward D. .....Sgt.
Montello, Andrea .....2nd Lt.
Montrose, Vernon A. .....2nd Lt.*
Moore, William J., Jr. .....2nd Lt.*
Moran, Francis R. .....S/Sgt.
Moreau, Joseph Leo H. ....S/Sgt.*
Morgan, Edward F. .....2nd Lt.
Morreale, Anthony J. .....Sgt.
Morris, Joseph .....1st Lt.
Moyto, Anthony .....1st Lt.
Mrjenovich, Peter .....S/Sgt.
Mroz, Stanley J. .....2nd Lt.
Mullins, John A. .....Sgt.
Mulloy, Robert A. .....2nd Lt.
Murphy, Robert L. .....Sgt.
Murray, Glen E. .....S/Sgt.
Myers, Benjamin P. .....1st Lt.

Naeve, Daniel A. .....2nd Lt.
Nagle, Raymond J. .....S/Sgt.
Napier, Cecil K. .....Sgt.
Nash, Ronald J. .....1st Lt.
Neal, Blair C. .....S/Sgt.*
Nelson, John F. .....Sgt.
Neubauer, Kenneth L. .....2nd Lt.
Nicholls, Edwin H. .....2nd Lt.
Nichols, William C. .....S/Sgt.*
Niebergall, Louis F. .....1st Lt.
Nielson, Robert .....S/Sgt.
Nieman, Vincent C. .....2nd Lt.
Niller, Russell D., Jr. .....2nd Lt.
Nix, Francis J. .....S/Sgt.
Nolan, Patrick J. .....2nd Lt.
Noonan, John M. .....T/Sgt.
Norby, Charles A. .....1st Lt.
Norman, Leon H. .....T/Sgt.
Norrod, William B. .....S/Sgt.
Nosser, Jack E. .....2nd Lt.
Nye, Robert E. .....1st Lt.

O'Brien, Donel .....2nd Lt.
O'Brien, James T. .....Sgt.
Obsharsky, Theodore .....S/Sgt.*
O'Connell, Francis G. .....S/Sgt.
O'Connor, Laurence D. .....Sgt.
Oge, Wendell W. .....S/Sgt.
O'Hara, Robert M., Jr. .....T/Sgt.
O'Hare, John P. .....1st Lt.*
O'Leary, Rawlin E. .....S/Sgt.*
Oliver, Charles M. .....S/Sgt.
Olson, Bertil R. .....T/Sgt.
O'Neill, Frank D. .....1st Lt.
Onofrio, Louie R. .....S/Sgt.
O'Reilly, Edward L. .....Sgt.
Ortega, Paul, Jr. .....S/Sgt.
Oster, Bernhardt .....S/Sgt.
Oster, Glenn N. .....2nd Lt.
Otto, Carl J. .....2nd Lt.
Outman, Robert E. .....2nd Lt.
Ovadal, John J. .....Sgt.

Pace, William A. .....Sgt.
Packer, Carl F. .....Sgt.
Palmer, Jack C. .....Sgt.
Parsells, Dana E. .....2nd Lt.
Pasovich, Stanley .....S/Sgt.
Patterson, James W. .....2nd Lt.
Patterson, Robert Eugene..2nd Lt.
Patterson, Robert Edgar ....2nd Lt.
Payne, Clarence E. .....S/Sgt.
Peck, Marshall C. .....T/Sgt.
Pearce, Edwin A. .....S/Sgt.
Pedersen, James C. .....Capt.
Peiffer, Ernest H. .....S/Sgt.
Pelka, Alfred F. .....2nd Lt.
Pendell, Earl W. .....2nd Lt.
Pennick, Alphonsus A. .....S/Sgt.
Peragallo, Leon J. .....S/Sgt.
Percinal, Raymond A. .....Sgt.
Perrotta, Victor J. .....S/Sgt.
Perry, Clay L., Jr. .....1st Lt.
Peterson, Elmo O. .....2nd Lt.
Peterson, Maynard L. .....S/Sgt.*
Peterson, Robert G. .....2nd Lt.
Pettinelli, Eugene G. .....2nd.Lt.
Pfeil, Harry W. .....Sgt.
Pflug, William D. .....2nd Lt.
Philip, Alan G. .....2nd Lt.
Phillips, Ernest .....S/Sgt.
Phillips, Glen A. .....Sgt.
Phillips, Paul S. .....S/Sgt.
Pickard, Sherman S. .....S/Sgt.
Pickell, Hugh A. .....1st Lt.
Pillow, Weldon A. .....T/Sgt.
Piston, Frank H., Jr. .....S/Sgt.
Pledger, Coy D. .....T/Sgt.
Plouff, Vincent J. .....Sgt.
Plume, Henry H. .....2nd Lt.
Polak, Walter J. .....S/Sgt.
Poliak, John, Jr. .....T/Sgt.
Poling, Melvin J. .....S/Sgt.
Polly, Vernise G. .....2nd Lt.
Porras, Jesus .....T/Sgt.
Porter, Charles G. .....Sgt.
Porter, Paul P., Jr. .....Sgt.
Powell, George J., Jr. .....S/Sgt.*
Powell, Randell L. .....Sgt.
Powers, Harry D. .....S/Sgt.
Poythress, Whitney F., Jr. ..2nd Lt.
Prater, Harvey J. .....Sgt.
Preusser, Herman H. .....2nd Lt.
Proch, Richard A. .....Sgt.
Procopio, Bernardo J. .....1st Lt.
Procopio, Samuel A. .....S/Sgt.
Prophett, James H., Jr. .....2nd Lt.
Putt, Robert J. .....S/Sgt.

Quakenbush, Max J. .....2nd Lt.
Quale, Ernest E. .....S/Sgt.
Quast, Norman Arthur E. ..2nd Lt.
Queener, Robert N. .....S/Sgt.
Quillin, Paul J. .....1st Lt.
Quimby, William D. .....T/Sgt.
Quinn, Raymond E. .....Sgt.

Raas, Jean H. .....Capt.
Rakes, Guy E. .....S/Sgt.*
Rapp, Harry W. .....1st Lt.
Rapp, John R. .....1st Lt.
Rapport, Stephen P. .....2nd Lt.
Rasco, Hershel T. .....S/Sgt.
Ratz, Willard F. .....S/Sgt.
Rayburn, Robert W. .....1st Lt.
Read, Russell L. .....Sgt.
Reams, Patrick P. .....2nd Lt.
Redding, Robert C. .....S/Sgt.
Redeagle, John L. .....S/Sgt.
Redwine, Albert H. .....T/Sgt.
Reed, Charles J. .....S/Sgt.
Reeve, John R. .....2nd Lt.
Regan, James R. .....2nd Lt.
Reich, Harold E. .....1st Lt.
Rennels, Arlin, Jr. .....1st Lt.
Reulbach, William E. .....Sgt.
Rhoades, Robert C. .....S/Sgt.
Rhoades, Robert W. .....2nd Lt.
Rhodes, Henry C. .....S/Sgt.
Richardson, Charles A. .....F/O
Richardson, Howard E. .....2nd Lt.
Richardson, Kenneth G. .....S/Sgt.
Richey, Thomas G. .....S/Sgt.
Riley, Michael J., Jr. .....Sgt.
Riley, William L. .....2nd Lt.
Rivers, Earl H., Jr. .....2nd Lt.
Roberts, Chester H. .....S/Sgt.*
Roberts, Fredrick B., Jr...T/Sgt.*
Roberts, Harold S. .....S/Sgt.
Roberts, Jessee W. .....T/Sgt.
Roberts, Loren S. .....T/Sgt.
Roberts, William E. .....S/Sgt.
Robertson, Charles A. .....Sgt.
Robinette, Howard C. .....Sgt.*
Robinson, Matthew R. .....1st Lt.
Robledo, Richardo .....S/Sgt.*
Rocchio, George F. .....S/Sgt.
Rodriguez, Alfonso .....Sgt.
Rogers, John C. .....S/Sgt.
Roock, Harold R. .....S/Sgt.
Rose, Mario .....S/Sgt.*
Roseberry, C. L. .....S/Sgt.
Ross, Ralph N. .....Sgt.
Roth, Charles, Jr. .....S/Sgt.
Roth, John Louis .....S/Sgt.
Roy, Willis P. .....S/Sgt.
Ruane, Ellis E., Jr. .....2nd Lt.
Ruane, John V. .....Sgt.
Rudman, Samuel .....1st Lt.
Rudolph, Donald F. .....S/Sgt.
Russell, Joseph W., Jr. .....Sgt.
Russell, Stephen O. .....Sgt.
Ruta, Michael .....S/Sgt.
Ryan, Charles E., Jr. .....2nd Lt.
Ryan, Charles O. .....2nd Lt.*

Sabel, Ervin A. .....S/Sgt.
Sala, Joseph I. .....S/Sgt.
Salviani, William E. .....S/Sgt.
Samsel, Harold C. .....Sgt.
Samsel, John R. .....S/Sgt.
Sanchez, Placido L., Jr. .....S/Sgt.
Sanders, Clyde H., Jr. .....2nd Lt.
Sanders, Soldier .....S/Sgt.
Sanderson, Thomas E. .....S/Sgt.*
Sansone, Anthony J. .....2nd Lt.
Sawyer, Edward W. .....Sgt.
Sawyer, Richard D. .....T/Sgt.
Scarborough, James B. .....2nd Lt.
Schapiro, Leon .....2nd Lt.
Schierloh, Paul C. .....S/Sgt.
Schmidt, Robert L. .....S/Sgt.
Schmidt, William P. .....S/Sgt.
Schnee, John F. .....2nd Lt.
Schneller, George L. .....S/Sgt.
Schoenig, John R. .....1st Lt.
Schuerman, Arthur M. .....F/O
Schumacher, George F. .....Sgt.
Schuyler, Harold W. .....1st Lt.
Schwankl, Elmer W. .....2nd Lt.
Schwartz, Martin .....T/Sgt.
Schwartz, James P. .....S/Sgt.
Schwermer, Milton C. .....S/Sgt.
Scott, Iran W. .....2nd Lt.
Scott, John S. .....T/Sgt.
Seaborn, Douglas K. .....1st Lt.
Sechrist, Edwin G. .....1st Lt.
Seeger, Olin A. .....Pvt
Sell, Raymond C. .....Sgt.
Selridge, Thurman P. .....Sgt.
Sennatt, George M. .....2nd Lt.
Sentkoski, Walter J., Jr. ....S/Sgt.*
Severson, Elmer D. .....2nd Lt.
Sewell, John E. .....Sgt.
Shafer, Basil L. .....2nd Lt.

* Returned.

Shaffer, Dorsey O. .....S/Sgt.
Shanholtz, Oliver S. .....Sgt.
Sharpless, Wallace E. .....Sgt.
Shaver, Dale A. .....1st Lt.
Shea, Warren R. .....S/Sgt.
Shecter, Fredrick .....2nd Lt.
Shelby, Joseph F. .....S/Sgt.
Shimshock, Walter P. .....S/Sgt.
Shipplett, Wallace B. .....1st Lt.
Shook, Marcus L. .....T/Sgt.*
Shymanski, Wallace E. .....1st Lt.*
Sideroff, Stephen C. .....Cpl.
Silke, Frank .....2nd Lt.
Simon, Jack A. .....1st Lt.
Simmons, Wallace A. .....1st Lt.
Simonitsch, Jake M. .....2nd Lt.
Sinclair, Raymond B. .....S/Sgt.
Skarenski, John S. .....S/Sgt.
Skinner, Horace M. .....1st Lt.
Skrzyniecki, Louis C. .....Sgt.
Slay, Earl W. .....S/Sgt.
Smarr, Albert W., Jr. .....Sgt.
Smart, Fred B. .....S/Sgt.
Smeltzer, Warren L. .....S/Sgt.
Smith, Cecil F. .....S/Sgt.
Smith, James B. .....2nd Lt.
Smith, John S. .....F/O
Smith, Osie I. .....Sgt.
Smith, Owen G. .....2nd Lt.
Smith, Robert L., Jr. .....S/Sgt.
Snater, Harold R. .....S/Sgt.
Sneed, Wade H., Jr. .....1st Lt.
Snelgrove, Herbert .....2nd Lt.
Snideman, Charles W. .....Sgt.
Solarz, Florian F. .....S/Sgt.
Son, James F. .....1st Lt.
Sorenson, Philip E. .....S/Sgt.
Sozanski, Steven J. .....S/Sgt.
Spacil, Albert A. .....S/Sgt.
Spann, Earl R. .....S/Sgt.
Spann, George Henry B. .....1st Lt.
Sparks, Alvin D. .....S/Sgt.
Spector, Charles .....Sgt.
Spence, Ralph K. .....S/Sgt.
Spencer, Laurene W. .....S/Sgt.
Spiker, James S. .....S/Sgt.
Spirito, Carl F. .....S/Sgt.
Spoor, Roswell J. .....S/Sgt.
Spotanski, Alexander .....Sgt.
Spradlin, Simon B., Jr. .....S/Sgt.
Spragins, William E., Jr. ....2nd Lt.
Springborn, Robert G. .....Sgt.
Sproul, Harold R. .....2nd Lt.
Staebell, Louis J., Jr. .....2nd Lt.
Standard, Joseph S. .....S/Sgt.
Stanphill, Odell .....2nd Lt.
Starks, Robert F. .....1st Lt.
Starr, Ernest .....S/Sgt.
Stearns, John W. .....1st Lt.
Steck, Walter .....1st Lt.
Steele, Richard N. .....2nd Lt.
Stefanic, Eugene R. .....T/Sgt.
Stephens, Warren F. .....S/Sgt.
Stetler, Robert D. .....S/Sgt.
Steuck, Gerald E. .....2nd Lt.
Stewart, Ennis L., Jr. .....T/Sgt.
Stewart, Harold P. .....2nd Lt.
Stieg, James F. .....S/Sgt.*
Stock, Ernest L. .....2nd Lt.*
Stokes, Frank T. .....T/Sgt.
Stoy, Edward C. .....S/Sgt.
Strait, Clarence B. .....1st Lt.
Straney, Calvin E. .....1st Lt.
Strang, Clifford E. .....S/Sgt.
Strickhart, Frederick C. ....T/Sgt.
Striffler, William J. .....S/Sgt.
Stubbs, Beverly W. .....F/O
Stump, Robert E. .....T/Sgt.
Sullivan, David C. .....S/Sgt.*
Sullivan, George M. .....2nd Lt.
Sullivan, John L. .....2nd Lt.
Sutton, Clyde J. .....S/Sgt.
Swain, Charles E. .....Sgt.
Swearingen, Grover L. .....T/Sgt.
Swope, Alonzo J. .....S/Sgt.

Tabeling, Robert G. .....2nd Lt.
Talbot, Henry W. .....S/Sgt.
Tank, Frank A., Jr. .....2nd Lt.*
Tannehill, Richard M. .....2nd Lt.
Tarleton, Woodrow W. ....S/Sgt.*
Teaman, Edward J. .....Sgt.
Teel, William L., Jr. .....T/Sgt.
Tennant, Leon P. .....S/Sgt.
Terrill, Thomas J. .....2nd Lt.*
Thalman, George L. .....S/Sgt.
Thorpe, Eugene W. .....T/Sgt.
Thomas, David J. .....T/Sgt.
Thomas, Earl M. .....Sgt.*
Thomas, Howard M. .....Sgt.
Thomas, Jim K. .....T/Sgt.
Thomas, Raymond E. .....1st Lt.
Thomasson, Herman S. .....S/Sgt.
Thompson, Earnest L. .....Sgt.*
Thompson, Oral G. .....1st Lt.
Thornberg, William A. .....Sgt.*
Tillison, Howard R. .....Sgt.
Tobias, Richard O. .....Sgt.
Todd, Morris S. .....2nd Lt.
Tolan, Joseph S., Jr. .....Sgt.
Torrance, Robert N. .....1st Lt.
Tredinnick, Robert W. .....2nd Lt.
Tucker, Robert F. .....S/Sgt.
Tureman, Ben M. .....S/Sgt.
Turetsky, Samuel .....S/Sgt.
Turmenne, Vital G. E. .....2nd Lt.
Turner, Charles W. .....S/Sgt.
Turner, Raymond .....Sgt.
Tutino, Dominick J. .....2nd Lt.
Tyson, Ashbrooke W. .....2nd Lt.
Tyson, Edwin A., Jr. .....S/Sgt.

Underwood, Walter L. .....2nd Lt.
Urban, Michael A. .....T/Sgt.

Valente, Mario J. .....2nd Lt.
Valonis, Edmund J. .....Sgt.
Vance, Alfred W. .....T/Sgt.
Vance, John B. .....T/Sgt.
Van Hoose, Warren R. .....T/Sgt.
Van Houten, Melvin P. .....1st Lt.
Vannoy, Howard H. .....Sgt.
Van Pelt, Albert W. .....S/Sgt.
Veale, Roy E. .....Sgt.
Veasey, Hubert L. .....1st Lt.
Vega, Julio G. .....Sgt.
Verfurth, Francis T. .....1st Lt.
Vevle, Floyd M. .....1st Lt.
Vilk, Jerome A. .....S/Sgt.
Vlahos, Paul G. .....T/Sgt.
Volk, Lawrence J., Jr. .....T/Sgt.

Wade, Philip W. .....2nd Lt.
Wahl, Russell F. .....2nd Lt.
Walker, David C. .....S/Sgt.
Walker, Leon C. .....S/Sgt.
Walker, Richard F. .....2nd Lt.
Walker, William L. .....Sgt.
Wallace, Grover F. .....S/Sgt.
Walsh, John E. .....S/Sgt.
Walsh, Thomas J., Jr. .....Sgt.*
Walterscheid, Alfred J. .....1st Lt.
Wanke, Hugo C. .....S/Sgt.
Ward, Frank E. .....2nd Lt.
Ward, John B. .....T/Sgt.
Warren, Donald L. .....Capt.
Warren, Mark .....Sgt.*
Wassell, Ben C. .....2nd Lt.
Wasserman, Gerald M. .....2nd Lt.
Watson, Frank R. .....S/Sgt.
Watters, Ronald A. .....2nd Lt.
Webb, James A. .....2nd Lt.
Weber, Ronald E. .....1st Lt.
Weidemann, Walter E. .....T/Sgt.
Weigle, Walter P. .....2nd Lt.
Weimer, Frank E. .....Sgt.
Weishan, Eugene L. .....2nd Lt.
Weiss, Newton .....F/O
Weldon, Edward W., Jr. .....1st Lt.
Weldon, King M. .....Sgt.
Weltman, Marvin .....Sgt.
Wenckens, William E. .....Sgt.
Werby, Walter C. .....2nd Lt.
Westell, Dale T. .....S/Sgt.
Wetherill, David W. .....2nd Lt.
Whaples, Verial E. .....S/Sgt.
Whitehead, Frank R., Jr. ....S/Sgt.
Whitling, James L. .....Sgt.
Whitmore, Thomas R. .....2nd Lt.*
Whitney, Peter B. .....Sgt.
Whittmore, Leo W. .....S/Sgt.
Wicker, James R. .....1st Lt.
Widman, Albert C. .....S/Sgt.
Wiegand, Walter R. .....1st Lt.
Wieigos, Frank A. .....Sgt.
Wilkinson, William H. ....2nd Lt.*
Williams, Griffith M., Jr. ....S/Sgt.
Williams, Jack E. .....Sgt.
Willoughby, Jack D. .....Sgt.
Wilson, Francis G., Jr. .....S/Sgt.
Wilson, George F. .....2nd Lt.
Wilson, Henry F. .....S/Sgt.
Wilson, Ray .....2nd Lt.
Wilson, Robert F. .....S/Sgt.
Winant, John G., Jr. .....1st Lt.*
Wishart, Francis G. .....Sgt.
Withers, Jerimiah A. .....Sgt.
Withrow, Robert W. .....2nd Lt.
Witthuhn, Charles W., Jr. ....S/Sgt.
Wolf, Jerry .....T/Sgt.
Wolf, Murray .....T/Sgt.
Wolosin, Harold J. .....2nd Lt.
Wood, James M. .....S/Sgt.
Woodcock, George H. .....T/Sgt.
Woodland, Fred R. .....Sgt.
Woodman, Forest .....S/Sgt.
Woolfolk, Robert L. .....2nd Lt.
Wright, Theodore T. .....Sgt.
Wright, Wayne .....F/O
Wrubleski, Stanley V., Sr.....S/Sgt.
Wyatt, Jesse L. .....2nd Lt.
Wylie, William H. .....S/Sgt.

Yandell, Charles R. .....2nd Lt.
Young, Paul D. .....Sgt.*
Yount, Junius H. .....2nd Lt.

Zadzora, George J. .....T/Sgt.
Zander, Roland L. .....S/Sgt.
Zieff, Saul P. .....2nd Lt.
Ziemirowski, William W. ....S/Sgt.
Zimnewicz, Vincent S. .....2nd Lt.
Zito, John .....S/Sgt.
Zmudka, Francis J. .....2nd Lt.
Zucco, Raymond .....S/Sgt.

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* Returned.

KILLED IN LINE OF DUTY

Alford, William M. .....2nd Lt.
Appel, Meyer .....Sgt.

Bluhm, William N. .....Sgt.
Broers, Fredrick M. .....2nd Lt.
Brown, Norman T. .....2nd Lt.
Burton, James C. .....M/Sgt.

Catania, Philip .....S/Sgt.
Conaway, Raymond W. .....S/Sgt.

Fleck, Jack C. .....1st Lt.

Giddings, Judson R. .....Sgt.

Ihde, Roger E. .....2nd Lt.

Johnsen, Erik C. .....Sgt.
Johnson, Bernie W. .....Cpl.

Kilgore, Howard C. .....Sgt.
Kistner, Henry V. .....S/Sgt.
Kleintank, William J. .....2nd Lt.
Kopernik, Peter .....S/Sgt.

Lomden, George S. .....Sgt.
Long, Clarence H. .....T/Sgt.

Mac Kay, Alexander D., Jr. ....Sgt.
Margiotta, Joseph R. .....Cpl.
Mason, Stanley B. .....S/Sgt.
Mathews, Louis G. .....2nd Lt.
Merino, George V. .....Cpl.
Monson, Alfred C. .....S/Sgt.
Moore, Frank G. .....2nd Lt.
Murrian, James A., Jr. .....S/Sgt.

Odstrom, Nils H. .....2nd Lt.
O'Sullivan, Vincent L. .....Sgt.

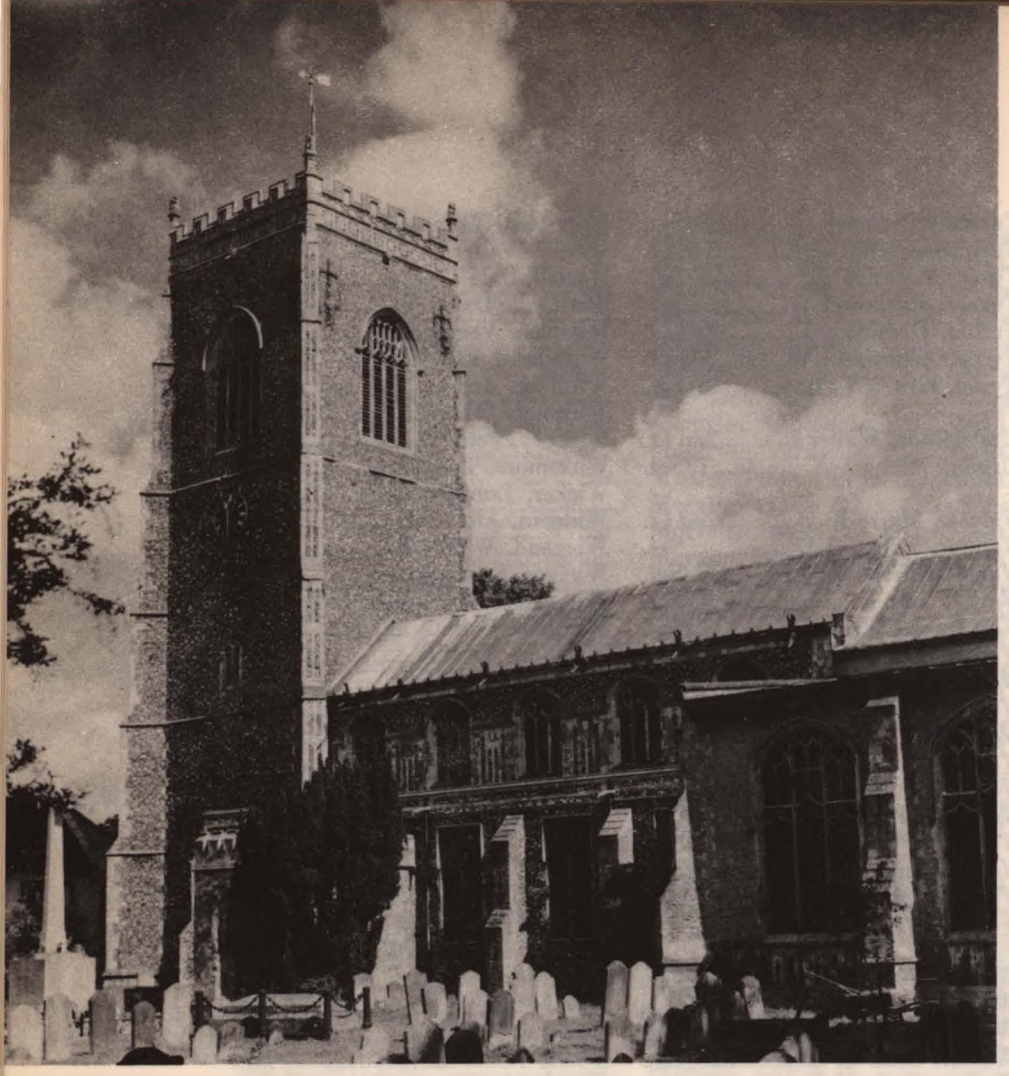
Peterson, John J. .....S/Sgt.
Pratt, Fred .....S/Sgt.

Rambo, Sherman E. .....S/Sgt.
Rosenberg, Alvin .....S/Sgt.

Santry, Dennis J. .....Sgt.
Schanen, Robert L. .....2nd Lt.
Seaquist, Albert J. .....Sgt.
Simpson, Donald C. .....Sgt.
Statler, Joe S. .....2nd Lt.

Tofte, Orval .....2nd Lt.
Turner, Herbert I. .....1st Lt.

Williams, St. John T. .....2nd Lt.
Winter, Okey L. .....S/Sgt.
Wittan, Edgar M. .....Col.



FRAMLINGHAM CHURCH

THE ancient parish church of St. Michael the Archangel, in common with so many historic buildings, was not built all at one time, but by the erection of certain parts in different periods. A church at Framlingham was mentioned in the Domesday Book of nine centuries ago, and foundations of a south wall discovered beneath the nave indicate the existence at one time of a small, aisleless Norman church. The nave of the present building, in the Late Perpendicular style, is considered to have been built wholly or in part shortly before 1476. The chancel, in the Decorated style, was erected prior to 1554 by Sir Thomas Howard, third Duke of Norfolk, whose tomb stands just south of the altar.

In the southwest end of the chancel, just above the Howard tomb, is the window in which the stained glass memorial to the heroic 390th dead will be placed by the Group.

Of greatest interest to Americans is the link with the Colonies through Nicholas Danforth, a churchwarden of this parish, who migrated to Massachusetts in 1634, and in 1638 founded the "plantation" of Framingham, giving it the name of its first inhabitants' Suffolk home. The letter "l" in Framlingham was often omitted in writing three hundred years ago, and often even now is omitted in local usage. Nicholas Danforth's eldest son, Thomas, born in Framlingham and baptized in this church, was one of the founders of Harvard University. Another of his descendants was President Garfield.

PARHAM CHURCH

GATE No. 2 was at the base of the hill which led up to the Base from Parham. The M.P. sentry box stood against a garden wall which surrounded a black and white thatched cottage, at one time the vicarage. Down a lane past the wall was the thatched lychgate of the churchyard, where the fourteenth-century tower of the fifteenth-century church rose among enormous elm trees.

It was a small church, built of "flints," rounded flint stones, set in lime mortar, trimmed with limestone. It was a construction which would never have withstood one winter in the northern part of the United States, but which had endured here for more than six hundred years. On the outer wall a canopied niche, where statues once had stood, was wearing away; below it two quaint heads looked out. Above, two stone wild men stared from the tower wall. In the spring the whole churchyard, among the ancient tombstones, was starred with hundreds of daffodils. Inside, on the squared stone floor, were traces of brass, long since disappeared. The carved pews were old and worn. There was a fourteenth-century screen with traceried panels, and a battlemented cornice, bright with color. Painted shields adorned the chancel roof.

Here, in this ancient setting, on Christmas Eve in 1944, Chaplain Davis held services for the men of the Base and the villagers. It was impressive: the ranks of Yankee soldiers in the dim candlelight, the Christmas greens, the shields of medieval warriors above, the Eighth Air Force patches on the uniforms below, heraldic devices of two far separated times.

The church at Parham was a favorite of all who flew from Framlingham. There was good reason for this. Many of the days, especially when the weather was a little on the poor side, the little church at Parham was probably the last thing seen as the planes climbed into the overcast. Very often it was one of the first landmarks picked up and recognized as the ships came down through the overcast at the completion of a mission. It could not be called a lighthouse or a beacon, because it was not so good a landmark, but it certainly was a friendly looking place.





FRAMLINGHAM CHURCH

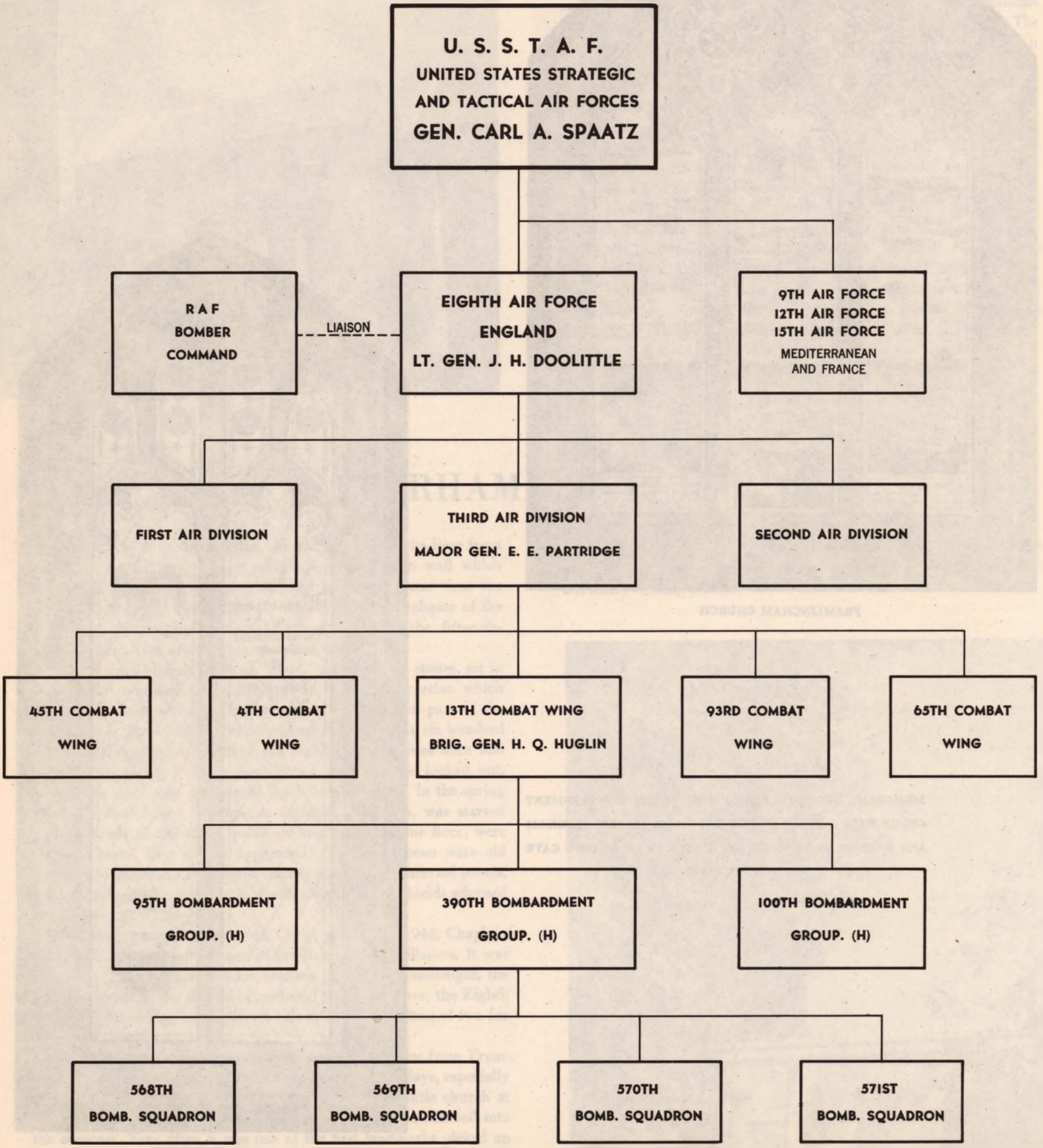


PARHAM CHURCH

MEMORIAL WINDOWS WHICH THE 390TH BOMBARDMENT GROUP WILL INSTALL IN THE CHURCHES AT FRAMLINGHAM AND PARHAM IN MEMORY OF THEIR COMRADES WHO GAVE THEIR LIVES

THE CHAIN OF COMMAND

UNITED STATES STRATEGIC AND TACTICAL AIR FORCES IN EUROPE





390TH BOMBARDMENT GROUP (H)

COMMANDING OFFICERS

390TH BOMBARDMENT GROUP



COL. EDGAR M. WITTAN



COL. FREDERICK W. OTT



COL. JOSEPH A. MOLLER



COL. JOSEPH A. MOLLER

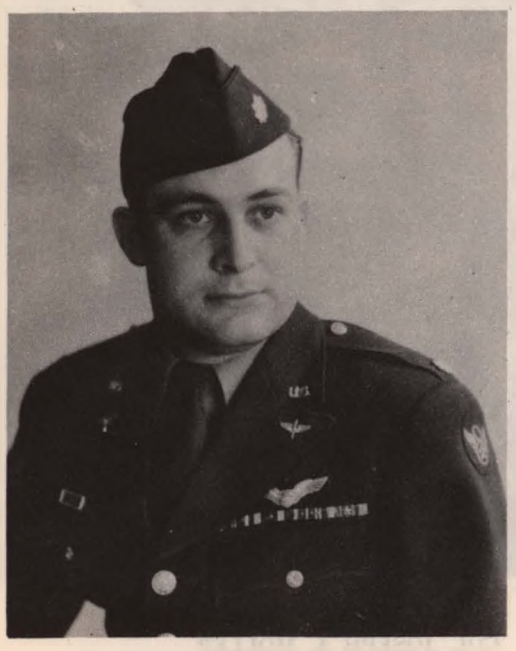


COL. THOMAS S. JEFFREY



LT. COL. ROY L. SORRELLS

AIR EXECUTIVES



LT. COL. ROBERT W. WALTZ



LT. COL. LOUIS W. DOLAN



LT. COL. ROBERT O. GOOD

GROUND EXECUTIVES



LT. COL. ROY L. SORRELLS



LT. COL. DONALD W. GRAHAM



COL. THOMAS S. JEFFREY



LT. COL. GEORGE W. VON ARB



LT. COL. ROBERT M. TUTTLE



LT. COL. WILLIAM F. PENNEBAKER



MAJ. ROBERT A. BLAKESLEE
(Group Adjutant)



MAJ. JOHN A. WILLIAMS
(Group Adjutant)



MAJ. ALBERT E. ENGLER
(Group Engineering Officer)



MAJ. MARSHALL B. SHORE
(Group Navigator)



MAJ. JOHN J. HICKEY
(Group Navigator)



MAJ. GENE O. WILLMS
(Group Bombardier)



MAJ. JOHN L. JENKINS



MAJ. OLLIE A. DAVIS



MAJ. WALDO E. HARDELL



MAJ. LAWRENCE F. McCAFFREY



MAJ. HARRY PRICE



MAJ. CLYDE R. SCOTT



MAJ. JULIUS ZELMAN



CAPT. KENNETH J. BINDER



CAPT. RUSSELL F. BRANNEN



CAPT. GEORGE W. BUNN



CAPT. FLETCHER F. CONN



CAPT. HARRY M. DAVIS



CAPT. SIDNEY GLICKMAN



CAPT. MILTON S. HOUSER



CAPT. ROBERT M. HORNING



CAPT. ABE M. KALAF



CAPT. IRVING L. KERR



CAPT. KENNETH L. KLIPPEL



CAPT. ROBERT E. LAMB



CAPT. ROBERT W. MALMQUIST



CAPT. EDGAR W. MOODY



CAPT. GEORGE B. NELSON



CAPT. CHARLES L. NEVAS



CAPT. HAROLD W. PURDY



CAPT. NORVIN H. SELL



CAPT. CHARLES B. TILTON



CAPT. DONALD L. WARREN



1st LT. HYMAN B. FINE



1st LT. ROBERT D. FOSTER



1st LT. FRANCIS H. GRANT



1st LT. PATRICK H. HODGKIN



1st LT. JACK H. LEWIS



1st LT. ROBERT H. PADBURY



1st LT. LOUIE J. SCHROYER



1st LT. PERRY A. SEBRENY



1st LT. MOSLEY H. WEBB



W.O. KENNETH C. ROWLAND

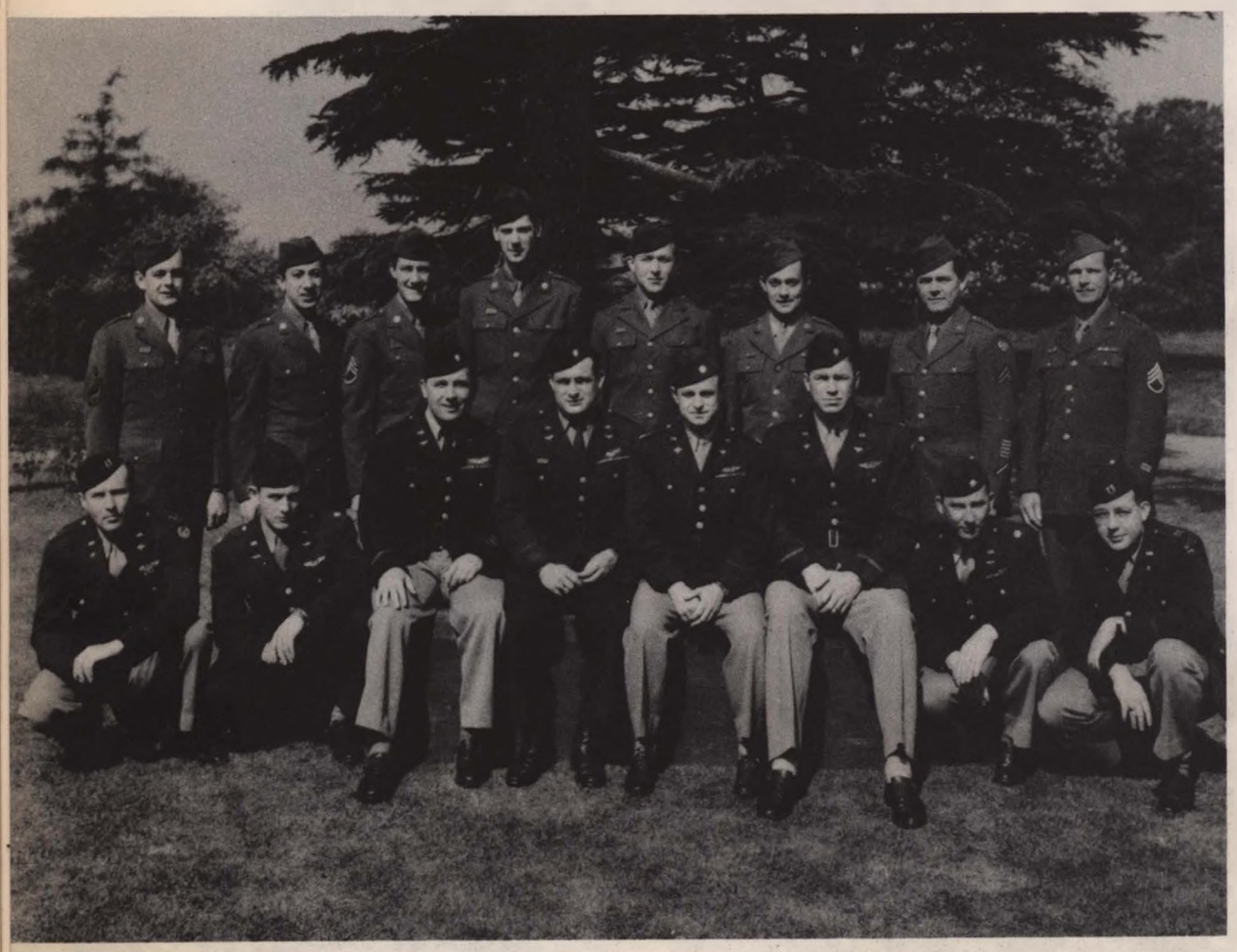


W.O. EDWARD A. SHAND
(Royal Engineers)



390TH HEADQUARTERS SQUADRON

HISTORY OF THE
390TH HEADQUARTERS SQUADRON

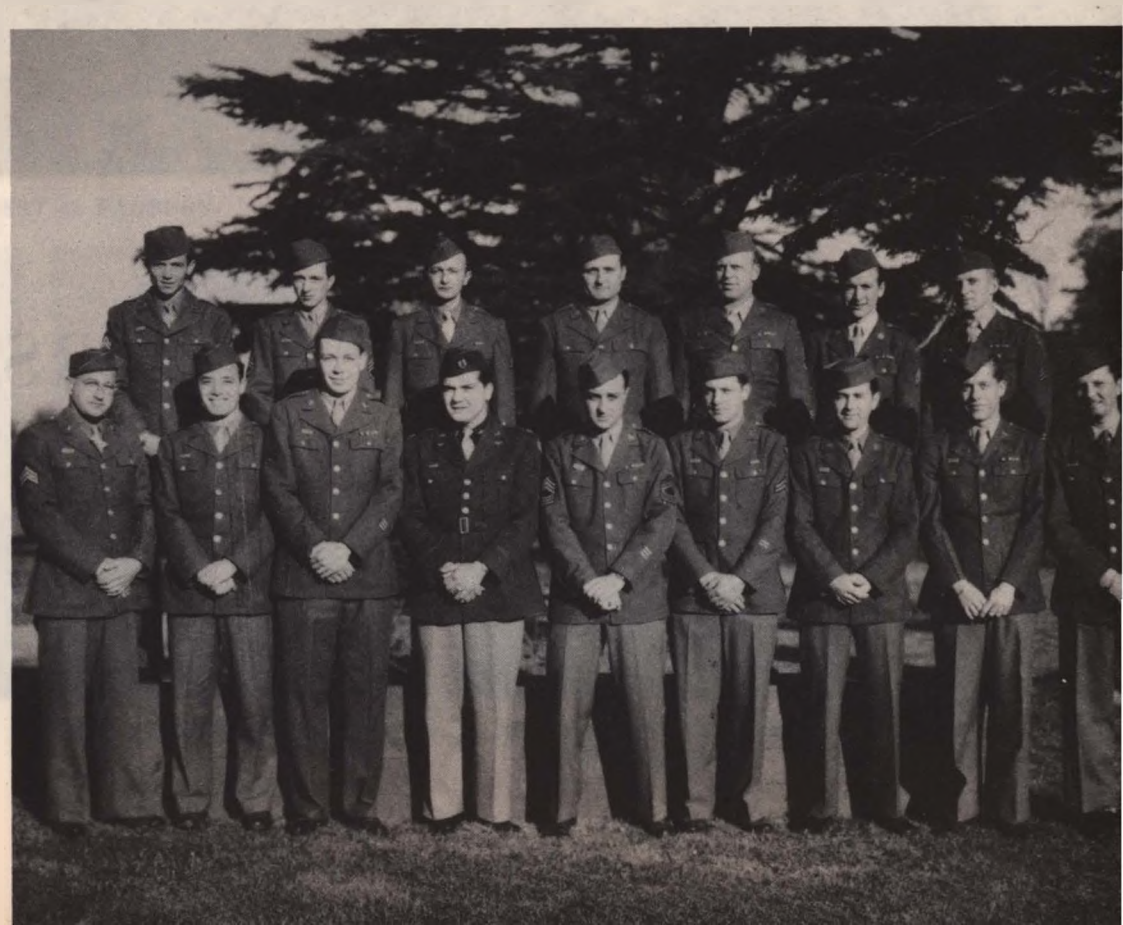


Front row (left to right): Capt. Fletcher F. Conn, Maj. James O. Gross, Maj. John J. Hickey, Lt. Col. Robert W. Waltz, Lt. Col. William F. Pennebaker, Maj. Gene O. Willms, Maj. William H. Breeze, and Capt. Robert E. Lamb. *Back row (left to right):* M/Sgt. Clarence G. Sievers, T/Sgt. Isaac Cohen, S/Sgt. Frank C. Clarke, Sgt. William M. Oakley, S/Sgt. Royal D. Rivers, T/Sgt. Cecil C. Thompson, Cpl. Joseph Nester, and S/Sgt. Frank G. Elegy.

ON 26 January 1943 Headquarters 390th Bombardment Group (H) was activated on General Order 14, issued by Headquarters Second Air Force, Fort George Wright, Washington.

About a month later, far to the south, at Blythe Army Air Base, California, several hundred members of the 34th Bombardment Group (H) received orders to form part of a cadre for the 390th Bombardment Group (H). The cadre was formed on Special Order 54, Paragraph 3, dated 23 February 1943, with Lieutenant Colonel Edgar M. Wittan commanding. Colonel Wittan, one of the finest heavy bombardment men in the United States Air Forces, surrounded himself with such competent and successful officers as Major Thomas S. Jeffery, who later became Commanding Officer of the 100th Bomb Group; Major Ollie Davis, Intelligence Officer, Captain Ralph V. Hansel, Operations Officer; and Captain Albert E. Engler, Group Engineering Officer. These officers and the cadre of hand-picked enlisted men became known officially as Headquarters 390th Bombardment Group (H).

On 1 March this cadre started the training



Front row (left to right): Sgt. Mason R. Corpening, Cpl. Sidney Korsh, Sgt. Lester F. Kupsch, Maj. John A. Williams, M/Sgt. Morris H. Shlien, Cpl. Paul A. Moose, Cpl. Walter J. Tyskewicz, S/Sgt. William R. Harvey, and Cpl. Ronald L. Yorizzo. *Back row (left to right):* S/Sgt. James V. Robinson, S/Sgt. Nelson E. Bowen, Cpl. Samuel Geffner, Cpl. John D. Fogle, T/Sgt. Raymond W. Fox, Sgt. Philip A. Bourgeois, and Sgt. Raymond P. Akin, Jr.

which would make the 390th one of the outstanding Heavy Bomber Groups in the Eighth Air Force. The first phase was at the Army Air Force School of Applied Tactics, Orlando, Fla. Every one of the men taking this training at Orlando had a background of substantial service in parent training groups, and all were graduates of the Army's specialist schools. This brought about an amusing situation, for the instructors, thinking that the "students" were totally inexperienced, instructed them as newcomers to bombing. When the 390th had completed the course, it was concluded that the instructors had learned as much as the students.

When the original cadre arrived at its new headquarters at Geiger Field, Washington, it found that the rest of the Group was busy getting things in order to take care of an incoming cadre from the South. There was little activity other than the administrative details necessary to keep the records straight and prepare to receive coming cadres which were to be the nuclei of the four Bomb Squadrons comprising the Group.

On 12 April the first combat crew arrived from Gowen Field, Idaho, and was assigned a crew number. The distinction of being the first in the 390th Bomb Group went to Lieutenant Kenneth E. Dougherty and crew. The following day crews headed by Lieutenant Skogmo, Lieutenant Peterson, Lieutenant Raymond Becker, Lieutenant Cartwright, Lieutenant Robert Waltz, Lieutenant James R. Geary, Lieutenant William Cabral, Lieutenant Robert B. Short, Lieutenant Gerald F. Richter and Flight Officer Robert D. Brown put in their appearance.

The training program at Geiger Field officially started when the officers and men discovered that they had been restricted to the Base, effective 15 April, with one twenty-four-hour pass a week authorized. As the month sped by the Group continued to grow, and on 26 May had 26 "overseas" aircraft in operation.

On 2 June the third phase of training started, and on 6 June the Group left Geiger Field for Montana bases where training was continued, with Headquarters and the 571st Squadrons located at Great Falls, the 568th Squadron at Glasgow, the 569th at Cutbank and the 570th at Lewistown. Here crews continued to have instilled in them the wisdom of Colonel Wittan's long experience in heavy bombardment and the essentials of combat flying. The ground crews witnessed with awe the tight formations at high altitudes flown by the Group, not once realizing that because of this training the 390th would suffer less losses, and on one occasion, 10 October 1943, would destroy more enemy aircraft in a single engagement than any other Group. The personnel left Geiger Field and Spokane with reluctance, for Spokane had been a good "soldiers' town." Most of the married officers had brought their wives to Spokane to live soon after the Group arrived, while not a few romances culminated in marriages at the Station Chapel, and in Spokane churches.

On 10 June the air inspectors arrived to check on the Group



Front row (left to right): Sgt. Rocco J. Caruso, Cpl. Samuel B. Ray, Cpl. Ernest F. Oppliger, Sgt. Joseph A. Mullin, Sgt. Murray A. Rothstein, and Sgt. Robert J. Walsh. *Second Row (left to right):* Sgt. William A. Scorzari, S/Sgt. Stephen I. Fenney, M/Sgt. Donald D. Douglas, 2d Lt. Patrick H. Hodgkin, Maj. Clyde R. Scott, Capt. Kenneth L. Klippel, S/Sgt. Frank E. Wirt, and Cpl. George P. Forteville. *Back row (left to right):* Cpl. Cletis D. Glasson, Cpl. Chester W. Raymond, Cpl. William W. Gordinier, Jr., Sgt. William E. McNealy, Cpl. Alexander Shkerich, Cpl. Joseph D. Melera, and Cpl. Earl R. Plambeck.

Front row (left to right): Cpl. John F. Molander, S/Sgt. Carroll J. Manning, S/Sgt. Charles M. Freeman, and Pfc. Isadore M. Ibarra. *Back row (left to right):* Pfc. Shuck Y. Jeong, Cpl. Richard B. Marlow, Pfc. Johnny E. Driggers, and Pfc. Kwock Gee.





Front row (left to right): 2d Lt. Louie J. Schroyer, Capt. Irving L. Kerr, Maj. Julius Zelman, and 1st Lt. Hyman F. Fine. *Second row (left to right):* Cpl. Chester J. Kopacz, Pfc. Lawrence A. Johnston, Cpl. Joseph W. Holmes, Pfc. Kermit Pinkerton, Cpl. Maxwell D. Ingram, Cpl. William M. Whitworth, Sgt. Richard C. Sprague, Cpl. Clarence Hayse, and Cpl. Robert Super. *Back row (left to right):* Pfc. Joe E. Coleman, Pfc. Raymond A. Dicks, Sgt. Harshel Sallengs, Sgt. John M. Dowe, Pfc. James A. Penley, Sgt. Willard Sharitz, and Sgt. Joseph S. Halsey.

to see if it were in shape to proceed overseas. The following morning a practice mission was flown for the inspectors, who seemed to be more than satisfied with the results.

In the middle of June the air echelon went on its longest training maneuver. Security regulations would not permit the route to be known at the time, but rumor had it that it was on the east coast of the United States. When the Group returned it was found that it had gone the rumor one better, and had flown to Bermuda, six hundred miles out in the Atlantic Ocean.

While this last training flight was taking place the ground crews were preparing to leave, and on 4 July, after the combat crews had flown the first leg of their air journey to England, were assembled in formation at nine o'clock in the morning, heavily laden with carbines, tommy guns, gas masks, steel helmets and "A" bags. Marching behind the station band to the railway station, they boarded the train for the port of embarkation, Camp Shanks, New York.

This Group, like every other organization going overseas, suffered the same rumors of all types, shapes and degrees: at first wild and scattered, then crystallizing into reasonably accurate predictions of what was to happen. After the general P.O.E. procedure —checking, re-checking and issue of clothes, and the overseas physical exam by a bored medical officer—the Group marched what seemed miles over railway tracks to a waiting ferry. The ferry ride was short, and took them to the U.S.S. James Parker. They boarded the former Panaman luxury liner, sailing at 0614 hours on the morning of 17 July.

The trip across the Atlantic was like all others in wartime convoy—personnel jammed in, with little room even to sit down, and little or no recreation. The slow, tedious days on endless seas, with the constant strain of hazardous travel, made the green hills of Ireland and England seem as welcome as home.

On 27 July the U.S.S. James Parker docked at the quayside in Liverpool. The next day the group arrived at Framlingham, East Suffolk, England, their home for the next two years.



Front row (left to right): T/Sgt. Jack H. Morrison, S/Sgt. George J. Oelkers, T/Sgt. Paul L. Crouch, S/Sgt. Edwin I. Congleton, and Sgt. John D. Sharkey. *Back row (left to right):* Sgt. Morris G. Robison, Sgt. Thomas E. Starry, Jr., Sgt. John J. Stickney, and Cpl. Henry B. Wichern.

568TH BOMBARDMENT SQUADRON (H)



MAJ. BERNARD M. CAMPBELL



LT. COL. RAY ARMSTRONG

COMMANDING OFFICERS



LT. COL. ROBERT O. GOOD



MAJ. THOMAS E. FENTON



LT. COL. RAY ARMSTRONG



MAJ. BERNARD M. CAMPBELL



MAJ. EDGAR C. ENGELBRECHT

OPERATIONS OFFICERS



LT. COL. RAY ARMSTRONG



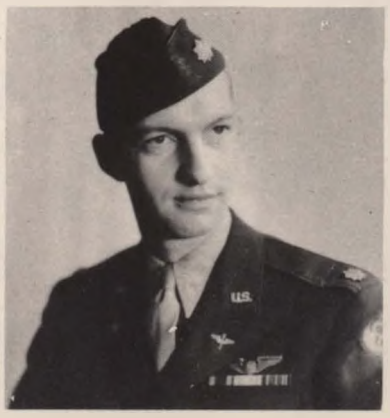
CAPT. ROBERT W. WALTZ



CAPT. ALVIN W. JASPER



MAJ. ROBERT McHENRY



MAJ. VINCENT A. BLACK



MAJ. JAMES O. GROSS

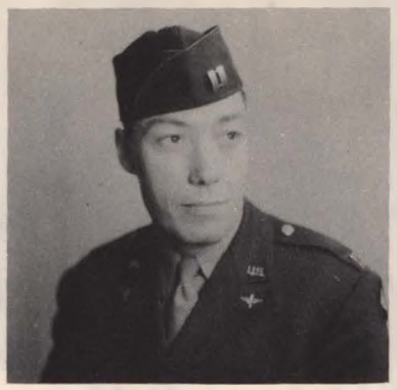


MAJ. EDGAR C. ENGELBRECHT

SQUADRON ADJUTANTS



CAPT. JOHN A. WILLIAMS



CAPT. VERNON K. HANSEN



1st LT. WALTER J. McCANN

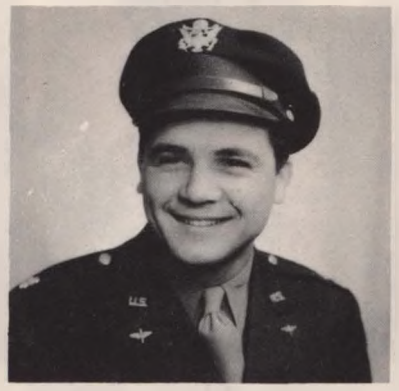


CAPT. SAUL COOPERSTEIN

SQUADRON EXECUTIVE OFFICERS



MAJ. ALBERT E. MILBURN



CAPT. JOHN A. WILLIAMS



1st LT. ROBERT W. MALMQUIST

SQUADRON NAVIGATORS



1st LT. IRVING W. LIFSON



CAPT. ROBERT REDLINGER



CAPT. GEORGE E. MacINERNY



CAPT. RICHARD A. FOSTER

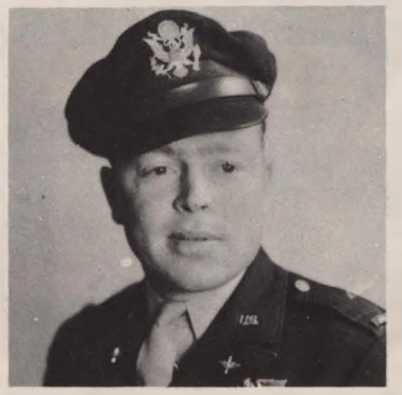
SQUADRON BOMBARDIERS



CAPT. EDWIN C. McMICHAELS



CAPT. WILLIAM M. BOWMAN, JR.



1st LT. STERLING H. STAMPS



CAPT. FLETCHER F. CONN



MAJ.
JULIUS ZELMAN



CAPT.
WALTER B. EAGER



CAPT.
HENRY S. JONES



CAPT.
EDWIN J. LIPINSKI



CAPT.
HAROLD E. VAN HORN



CAPT.
CHARLES C. WATTAM, JR.



CAPT.
ROBERT W. WATTS, JR.



CAPT.
CARL W. WHISTLER



1st LT.
LUTHER D. CARSON



1st LT.
SILVIO J. CIPRIANO



2d LT.
THOMAS G. GREENE



1st LT.
HUGH H. HARDWICKE, JR.



1st LT.
WARREN A. IRVING



1st LT.
FRANCIS G. KNUDTSON



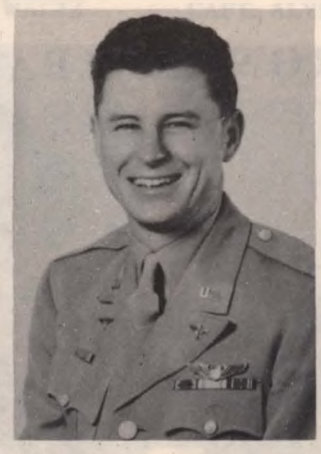
1st LT.
ALBERT E. MOORE



1st LT.
EDWIN M. PATTERSON



1st LT.
GREGORY SCHULTZ



1st LT.
WALTER L. SLOAN



1st LT.
JACK WANGELIN



1st LT.
JOHN M. GREEN



Bushman and Crew



Nicolas and Crew



Peters and Crew

568TH COMBAT CREWS



Winant and Crew



Sneed and Crew



Shaver and Crew



Parry and Crew

Berryman and Crew



Datz and Crew

Haug and Crew



Regan and Crew

Bright and Crew









Daugherty and Crew



Reavis and Crew



Dotter and Crew



Nolan and Crew



Skogmo and Crew



Coffin and Crew



Cordor and Crew



Stutzman and Crew

Everly and Crew



Miller and Crew

Tracy and Crew



Dinwoodie and Crew

Pederson and Crew









Yuenger and Crew



Winant and Crew



Jaeger and Crew



Mazzechelli and Crew



Evercy and Crew



Cline and Crew



Englebreck and Crew



Johnston and Crew



Shaw and Crew



Tyson and Crew



Tuck and Crew



Seip and Crew



McDonald and Crew



Specht and Crew



Armstrong and Crew



Miller and Crew



Hayward and Crew



Sloane and Crew



Sweeny and Crew



Gilcrest and Crew



Schroy and Crew



Williams and Crew



Mitchell and Crew

Watt and Crew



Mathews and Crew

Yeager and Crew



Jenkins and Crew

Whitehead and Crew

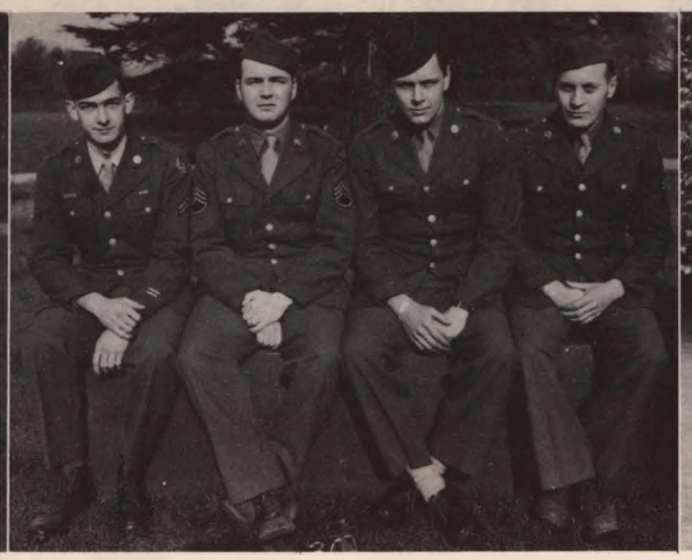








OPERATIONS: *Front, left to right:* Capt. Watts, Maj. Black, 1st Lt. Heim. *Rear, left to right:* S/Sgt. Hollenbeck, Sgt. Stefanek, S/Sgt. Fast, Sgt. Cohee.



S-2: *Left to right:* Cpl. Balke, S/Sgt. Molloy, Pfc. Warren, Cpl. P. A. White.





TURRET SECTION: *Front, left to right:* Cpl. Averill, Sgt. Dermond, S/Sgt. Malone. *Rear, left to right:* Cpl. Hardy, Sgt. Roberts, Sgt. Vineklasen.



568TH BOMBSIGHT: *Front, left to right:* Sgt. Miller, Sgt. Egge. *Rear, left to right:* S/Sgt. Zupan, Sgt. McGee, T/Sgt. Edwards.



568TH PHOTO SECTION: *Front, left to right:* Lewis Cusano, Alexander Greenberg. *Rear, left to right:* Burton C. Wall, Joseph C. Hannum, Earle M. Van Vranken.



MEDICS: *Front, left to right:* Pfc. Pearson, Capt. Whistler, S/Sgt. Morris. *Standing:* Sgt. Meneely.



568TH MISCELLANEOUS ASSIGNMENTS: *Front, left to right:* Pfc. Bonner, Pfc. Campbell, Cpl. D. Smith, Cpl. Stout. *Rear, left to right:* Sgt. Steward, Cpl. Hallas, S/Sgt. Martin, Pfc. Hoggle.



RADAR: *Front, left to right:* S/Sgt. Britton, Lt. Patterson, Sgt. Bender, Sgt. Naylor. *Rear, left to right:* Sgt. Ajjan, Cpl. Lutinski, Sgt. Wright, Sgt. Cunningham, Cpl. Raymond, Cpl. Resnick.



ENGINEERING: *Front, left to right:* S/Sgt. Kurtz, Sgt. Fuerinann, M/Sgt. Erickson, M/Sgt. Shaw, Sgt. Bogart, Sgt. West. *Center, left to right:* S/Sgt. Salarno, Pfc. Brown, Cpl. Smoots, Sgt. Gibeault. *Rear, left to right:* Sgt. Rasmussen, M/Sgt. Kaufman, Cpl. Burke, Cpl. Bratcher, Cpl. Moyor, Cpl. Miles.



ENGINEERING: *Front, left to right:* Cpl. Bata, Pfc. Morgan, Pfc. Carpenter, Cpl. Shalat, M/Sgt. Turner, M/Sgt. Joe White, Cpl. Eiler. *Center, left to right:* Sgt. W. H. Smith, Sgt. Vincent, S/Sgt. Agee, Cpl. Seibert, Sgt. J. B. Johnson, Sgt. Praytor, Sgt. Burachio. *Rear, left to right:* Cpl. Walbeck, Cpl. H. Stewart, Pfc. Tribbia, Sgt. Carroll, Cpl. Black, Sgt. Bachman, Cpl. Sopko.



ENGINEERING: *Front, left to right:* Cpl. Wiggins, T/Sgt. G. Smith, M/Sgt. Speer, M/Sgt. Greenwold, Sgt. Younkin, Cpl. Emmons, Pfc. Hutchison. *Center, left to right:* M/Sgt. Tapley, S/Sgt. McDonald, S/Sgt. Poppe, Sgt. Bogusy, M/Sgt. Blumberg, Cpl. Jorgensen, Cpl. Butler, Cpl. Scott. *Rear, left to right:* Cpl. Walrath, S/Sgt. G. White, Cpl. Thorp, S/Sgt. Garis, Pfc. Dove, Cpl. Ednuston, Sgt. Breekey, Cpl. Brewer.



ENGINEERING: *Front, left to right:* S/Sgt. Werkheiser, Cpl. Stout, Pvt. Stewart, Sgt. Malinowski, M/Sgt. Klingenstein, Sgt. Willbright, Sgt. Corn. *Center, left to right:* Pfc. Baldwin, Sgt. Aiken, S/Sgt. Clark, Sgt. Autry, Capt. Wattam, M/Sgt. R. Smith, S/Sgt. Karges, Sgt. Hener, Sgt. Shollenberger. *Rear, left to right:* Pfc. Mikitin, S/Sgt. Turkett, Sgt. McQuade, Cpl. Ronan, Sgt. Belusar, Sgt. Breeland, Sgt. Webb, M/Sgt. Myers.



ARMAMENT: *Front, left to right:* Pfc. Schrager, Cpl. Studnek, Sgt. Haessig, S/Sgt. Sheley, Cpl. Crabb, Pfc. Schaeffer. *Center, left to right:* S/Sgt. Harvey, S/Sgt. Kuncho, Capt. van Horn, M/Sgt. Fournier, Cpl. Maxberry. *Rear, left to right:* Pfc. Cruz, Sgt. B. S. Smith, Pvt. Leach, Sgt. P. Johnson, Cpl. Acosta, Cpl. Battle, Cpl. Anderson, Cpl. Kinney.



ORDNANCE: *Front, left to right:* Pvt. Minis, Sgt. Reuter, Cpl. Sentz, T/Sgt. Centanni, Cpl. Sandford, Pvt. Crawford, Sgt. Apanasewicz, Cpl. Brouderick. *Center, left to right:* Pvt. Summ, Cpl. Besenti, Sgt. Shabowski, Capt. van Horn, Cpl. Ryempala, Cpl. Salamon, Cpl. La Manna. *Rear, left to right:* Cpl. Pickelsimer, Pvt. Boget, Pvt. Rollison, S/Sgt. Gobel, Sgt. Olson, Sgt. Buck, Cpl. Fink, Sgt. Stark, Sgt. Swain.



RADIO: *Front, left to right:* Cpl. Walczak, Cpl. Richards, Cpl. Lees, Sgt. Wallenstein, Sgt. Goble. *Center, left to right:* Sgt. Perkins, Sgt. Woodbury, Cpl. Quinn, Cpl. Melendez, 1st Lt. Moore, Cpl. Herrera, Cpl. De Vore, S/Sgt. Frazee, Cpl. D'Amella. *Rear, left to right:* S/Sgt. Andrews, T/Sgt. Hartnoll, Sgt. Runer, S/Sgt. George, Sgt. Tucker, Cpl. Monaghan, Sgt. Oredale.



TRANSPORTATION: *Front, left to right:* Cpl. Griffiths, Pfc. Tavano, Pfc. White, S/Sgt. Bonzilleri, Pvt. Eiden, Sgt. Elliott, Pfc. Motacki. *Rear, left to right:* Cpl. Lima. Pfc. Koetsier, Pfc. W. Morris, Cpl. Small, Pfc. C. D. Morris, Pvt. E. G. French.



MESS SECTION: *Front, left to right:* Pfc. Dunbar, Pvt. Allen, Pvt. Cassel, Sgt. Caton, Sgt. Spinelli, Pvt. French, Pvt. Nester. *Rear, left to right:* T/Sgt. Hanson, Cpl. Stegiel, Sgt. Roesch, Cpl. Clayton, Cpl. Rolnick, Sgt. LaRose, Sgt. Guin.



Front, left to right: Capt. Walter B. Eager, 1st Lt., Silvio J. Cipriano. *Rear, left to right:* M/Sgt. H. Fulwider, S/Sgt. Robert G. Molloy, Sgt. Wong Jee, Cpl. George A. Balke.



SQUADRON SUPPLY AND AREA PERSONNEL: *Front, left to right:* Cpl. Jack Greene, S/Sgt. Caba, Pfc. Kinney, Pfc. Ross. *Center, left to right:* Pvt. Ramirez, Pvt. Sarmiento, Pfc. Nash, Pfc. Cassidy. *Rear, left to right:* Cpl. Riebanowitz, 1st Lt. Schultz, Pvt. Duarte.



ORDERLY ROOM: *Front, left to right:* Pfc. Chiarello, Pfc. Curson, Cpl. Chavez, Sgt. Venezia. *Center, left to right:* 1st/Sgt. Forrest, Capt. Cooperstein, S/Sgt. Rooney. *Rear, left to right:* Cpl. Gutman, Pfc. Hartman, Cpl. Connors, Cpl. Coffman.





ORDERLY ROOM. Center of Squadron administration. Cpl. Sam Gutman receives instructions from the Adjutant, Capt. Saul Cooperstein, and at the right 1st/Sgt. Robert D. Forrest discusses a Squadron matter with S/Sgt. Walter Rooney.



PAY DAY. T/Sgt. Gene Pearson, aerial gunner, is receiving an envelope with pound and ten-shilling notes, half crowns, florins, sixpences and pennies from Capt Cooperstein while 1st/Sgt. Forrest checks his name off the pay record.

HISTORY OF THE 568TH BOMBARDMENT SQUADRON

AT the Army Air Forces School of Applied Tactics, Orlando, Fla., Robert O. Good, the commanding officer of the 568th Squadron, first met his officers and enlisted men. Ray Armstrong was operations officer, Oarland G. Wier, intelligence officer, Robert Donahue, ordnance officer, Howard Grant, armament officer, John Williams, adjutant, Charles Wattan, engineering officer, James Goddard, communications officer, and Gregory Schultz, supply officer. All were from the Second Air Force and had been through the first training phase.

By 1 April 1943 they were ready. The Squadron became a tactical unit at Geiger Field, Spokane, Washington. With the AAFSAT personnel came a cadre from Blythe, California, and then followed a stream of men from the replacement center at Salt Lake City, and specialized training schools of the Air Force. Tables of organization and strength reports began to show some similarity. The first combat crews arrived from Walla Walla, Washington, Euphrata and Boise, Idaho. Captain Good made plain the fixed policy of the Squadron—to keep the planes flying.

There were other occurrences which were a part and parcel of training for war. Geiger was the place where Lt. Zelman conducted his seven-day-a-week butchery, stabbing all arrivals with his variety of serums. It was the place where the Squadron unofficially adopted Ann Sheridan as mascot, and, failing in a mutual adoption, had to settle for Margie at the P.X.; and where the commanding officer and the first sergeant were subjected to evasive action on Monday mornings when Group reviews were held.

On 5 June the ground echelon entrained for Glasgow, Montana, and was followed the next day by the air echelon. Thirty-nine airplanes of the 390th flew first to Great Falls, Montana, location of Group Headquarters, then split up, and each Squadron's planes went to its respective satellite bases.

For the uninitiated Glasgow was the oasis of northeast Montana, and oasis means wet spot. Glasgow was superlative in this respect. The working day was hampered by torrential rain and Missouri River mud, and the working night was hampered by internal wetness, as distributed over the bar of the Glasgow Hotel, access to which was easily established over the Burma Road, a handy, unwatched thoroughfare over the plains of Montana.

Third phase training at Glasgow consisted of local flights, training missions, instrument checks, link-trainer instruction, ground school, and all other finishing touches to a crack outfit destined for early combat. Superimposed on this scene of battle school was the administrative clean-up for men bound overseas Wills and powers of attorney were manufactured by the dozens, while insurance and allotment difficulties were cleared up.

Finally came the mission that tempered the steel created by this combination of men and machines. From Montana the

Group executed a flawless trip eastward to Chanute Field, the east coast, and Bermuda.

Contrary to the adage of "when the cat is away, the mice will play," the ground echelon did not play while the flying personnel were on the maneuver. Instead, the 568th abandoned its Air Corps rôle, and became an infantry outfit. Men received carbines and tommy guns, and learned to handle them. They experienced a bivouac and Montana mosquitoes, brushed up on drill, learned how to make up a field pack, and found out that lectures on camouflage, security and first aid had more meaning at this stage of their training than had similar talks given during basic training days.

By 1 July the 568th was a Squadron ready for overseas service. The combat crews, with key ground officers and men, flew to Salina, Kansas. Crews had their final furloughs and processing for departure. Planes got their last lick and shine. Equipment was checked for shortages. By the middle of the month all was ready, and the air echelon took off for England and the war.

The ground echelon, left behind at Glasgow, had a different and more tedious route to follow. On 4 July the Squadron personnel clambered aboard a troop train, and barged across the nation, arriving at Camp Shanks three days later. Every one had his prediction of what life had in store for them in a port of embarkation, and each was a hundred per cent wrong. There were no rigorous physical exercises or exams, nor were there any mental strains, except for the clerks in the orderly room who sat and made rosters for the port officials. Camp Shanks was entirely a quartermaster show, where shortages were made up gratis, and every one was urged to think of something else he might need. These were lush days of loafing, waiting for something to happen, the most consistent happening being changes in the contents of barracks bags.

This started back in Glasgow and never ended on the west side of the Atlantic. Instructions listing the contents of the "A" bag were issued. Instructions listing the contents of the "B" bag were issued. Some things were in both bags. So the instructions were changed. Bags were repacked and all was ready—until some one decided that another change should be made in the "A" bag. The theory was that the "A" bag would be with the soldier throughout the trip, and should contain all essential clothing. Finally, every one was satisfied that compliance with this idea had been achieved. Then both bags were taken up and stored, not to be seen again until the ocean had been crossed.

Between packing the bags there were a few brief hours of sightseeing in New York City for most of the men, but otherwise it was a P.X. holiday.

Following the alert there followed a few days of packing and repacking; shuffling and marking a mountain of boxes containing the Squadron equipment. Numbers were chalked on helmet fronts, erased and chalked again. The individual was confused; the Squadron, however, had its work completed and listened calmly to the familiar "Fall in!" which began the long trip. On 16 June the personnel of the ground echelon left Camp Shanks, and from Weehawken were ferried to the waiting transport.

For the most part good weather prevailed. It was a small convoy, well protected by the biggest cruiser in the United States Navy, the *Augusta,* with numerous destroyers and cor-



OPERATIONS OFFICE. Combat men in the Operations Office sweating out the list of those who fly tomorrow's mission.



OPERATIONS AGAIN. Some time between 10 P.M. and midnight these air crewmen will know whether they are scheduled to fly in combat the following day. If their names are on the list, they will be awakened between 2 and 5 o'clock in the morning; otherwise, they may have an undisturbed night's sleep. Almost without exception the combat men wanted to fly their missions as close together as possible. At first 25 missions constituted a tour, upon completing which the flier was relieved from further combat duty in the ETO, but the number was later increased to 30 and eventually to 35 missions.



BIG B. 1st Lt. Proffatt points to the enemy capital on the large map covering one entire end of the Ops. Office.



GROUND CREWS. Squadron ground crews at ease in the Engineering Office after their Fortresses had taken off on the day's mission. The ground crews, who became deeply attached to their aircraft and the combat men who flew them, anxiously sweated out the return of their bombers. The most tragic day for the 568th was 14 January 1945, when seven of its combat crews flew in their Fortresses to attack vital enemy targets at Derben, Germany, and none returned.



"THEY NEVER HAD IT SO GOOD." Maj. Campbell and Capt. Cooperstein are relaxing in front of a roaring fireplace in their "home in the ETO."

vettes. The second night out was characterized by a brilliant moon that silhouetted each ship. If any danger existed from lurking submarines, it was this night. There was some gunfire from one of the escorting destroyers, and speculation ran high as to whether or not action was imminent. Every one on deck and in the holds had the latest information which Navy men were willing to give to any one who would lend a semi-attentive ear.

Landfall was made off the Irish coast, and on the afternoon of 28 July the *James Parker* docked at Liverpool. The next few hours gave most of the men their first feeling of realism as to what war means and the part they were to play in it. The sight of barrage balloons, whole city blocks lying in rubble, a railway station in operation without a roof, fighter planes droning overhead. There was the woman who was given candy, oranges and soap by some of the soldiers in the Liverpool station. The manner in which she held up these articles for inspection, and even to smell the soap, changed many an attitude. The feeling was furthered on the train ride to the Squadron's destination, Framlingham. Camouflaged airdromes, anti-aircraft emplacements in grain fields, Anderson shelters covered by flower gardens, gave evidence that a peaceful landscape could be the scene of violence and destruction.

All existing doubts were removed when Capt. Good addressed the Squadron upon its arrival in Framlingham. He had just returned from a raid on Kiel.

"Believe me," he said, "it's rough over here. These Germans are good; don't let any one tell you otherwise. I saw a single fighter attack a formation of forty planes and knock one of them down. You're only about ten minutes from the coast, so keep awake." His words were supplemented in the afternoon by a talk to the entire Group by Col. Wittan. The colonel said in blunt terms that the playing days were over, and that work would be the rule for the future. There would be but one objective for every man—to keep the planes over Germany. Shortages of equipment would be no excuse. If the tools were not available, improvise.

The 568th became operational at a time when the Eighth Air Force was completing its experimental stage, and was applying the knowledge it gained therefrom. It had been found early in



ENLISTED MEN'S QUARTERS. These Nissen huts were their homes for almost two years at the Framlingham Air Base.

1943 that huge fleets of bombers must be sent against one target at a time; the Squadron was too small a unit to operate alone. The Group, with the combined force of four Squadrons, also was too small. Eventually, as the Eighth Air Force expanded, Combat Wings of three to nine Groups each were joined to form Bombardment Divisions. Therefore, although the Squadron remained the basic unit, and the 568th, with its scores of sister Squadrons, made the Eighth Air Force the powerful offensive weapon it was, the story of the Squadron can best be understood by viewing it as a part of the whole. From August 1943 the history of the 568th became merged with the history of the Group.



ALERT FLAG





MAIL CALL. Cpl. John Coffman, mail clerk, is distributing the mail.



VOLLEY BALL.



HANDBALL.

PRE-INSPECTION. One of the routine features at Station 153 was the regular Saturday morning inspection.



FAIR WEAR AND TEAR. S/Sgt. Marion Salerno attempts to pass a worn-out fatigue suit for salvage, while the supply officer, 1st Lt. Gregory Schultz, holds his head in amazement.



FUEL. 1st/Sgt. Forrest personally rationed the coke for heating the barracks.



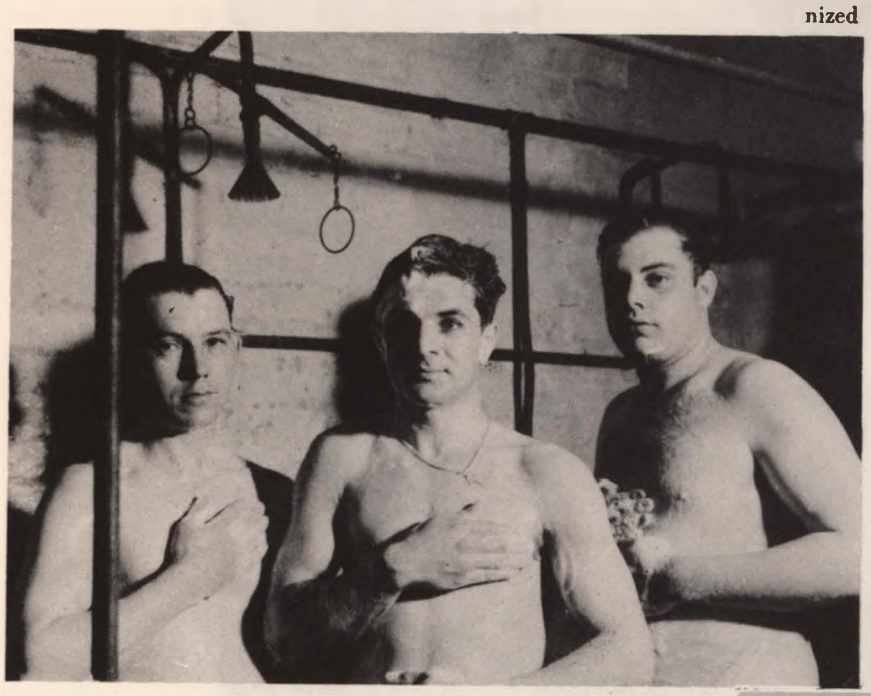
AIR-RAID SHELTER. Slit trenches were provided for protection from enemy aircraft attacks.



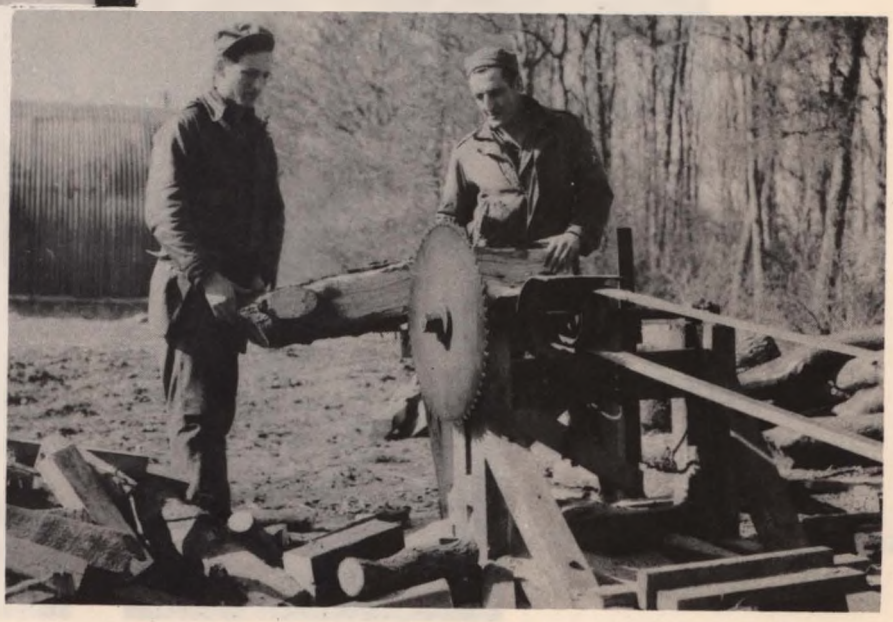




ABLUTIONS BUILDING. Original equipment consisted of the concrete sinks and the faucets shown in the picture at the left, with small galvanized iron basins In October 1944 mirrors, better wash basins and brighter lights were installed.



REAL SHOWERS. Up to November 1944 all enlisted men in the Group used the poorly lighted and unheated shower room at the Communal Site. Then the 568th installed showers for its personnel in the Ablutions Building in the Squadron area, and the other bomb squadrons soon followed suit.



THE WOODPILE.

569TH BOMBARDMENT SQUADRON (H)



LT. COL. JOE P. WALTERS

COMMANDING OFFICERS



LT. COL. ROBERT M. TUTTLE



LT. COL. RAY ARMSTRONG



MAJ. BERNARD M. CAMPBELL



LT. COL. JOE P. WALTERS

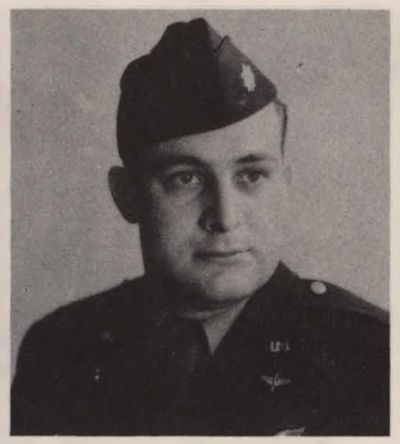
OPERATIONS OFFICERS



LT. COL. Wm. F. PENNEBAKER



MAJ. BERNARD M. CAMPBELL



LT. COL. ROBERT W. WALTZ



LT. COL. JOE P. WALTERS



CAPT. HAROLD W. PURDY



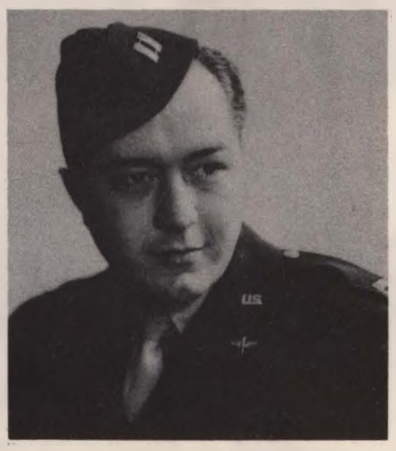
CAPT. JEROME J. HOWE

EXECUTIVE OFFICER



MAJ. CLARK R. MORGAN

ADJUTANT



CAPT. CHARLES B. BRAME, JR.

SQUADRON NAVIGATORS



CAPT. RICHARD A. FOSTER



CAPT. HERBERT C. SPISELMAN

1st LTS. BENJAMIN P. MYERS *and* JEAN H. PAAS (No Photos)

SQUADRON BOMBARDIERS



1st LT. EARLE E. EVANS

CAPT. RAYMOND D. BUCKLES (No Photo)



MAJ. CLIFTON S. PHIPPS



CAPT. JOHN D. COCHRANE



CAPT. GORDON L. GAYLORD



CAPT. MAX K. NAUMAN



CAPT. GEORGE B. NELSON



CAPT. VERNIE L. RODGERS



CAPT. GORDON W. WORMLEY



1st LT. ROBERT E. DREW



1st LT. WALTER P. SEIDL



1st LT. HOWARD L. WOOD



1st LT. PAUL HERBERT BELLAMY



2nd LT. ROBERT A. SCHAEF



Osadnick and Crew



McGuire and Crew



Waltz and Crew

569TH COMBAT CREWS



Cartwright and Crew



Johnson and Crew



Mann and Crew



Lawrence and Crew

Steele and Crew



Harmon and Crew

Royal and Crew



Griswold and Crew

Asmussen and Crew









Lackey and Crew



Thomas and Crew



Hastie and Crew



Nauman and Crew



Dinwoddie and Crew



Scheinder and Crew



Shepard and Crew



Becker and Crew



Rapport and Crew

Garlitz and Crew



Flottrop and Crew

McIntee and Crew



Ford and Crew

Showers and Crew









Weaver and Crew



Obermaier and Crew



Stump and Crew



Baldwin and Crew



Walters and Crew



Thompson and Crew



Jenkins and Crew



McKinney and Crew



Papport and Crew



Potter and Crew



Morris and Crew



McKee and Crew



McAfee and Crew



Welt and Crew



Kossin and Crew



Meyers and Crew



MacVicar and Crew



Woodward and Crew



Goolsby and Crew



Bjornebo and Crew



Brower and Crew



Baker and Crew



Andrews and Crew



Beazley and Crew

Torrance and Crew



Chandler and Crew

Larson and Crew



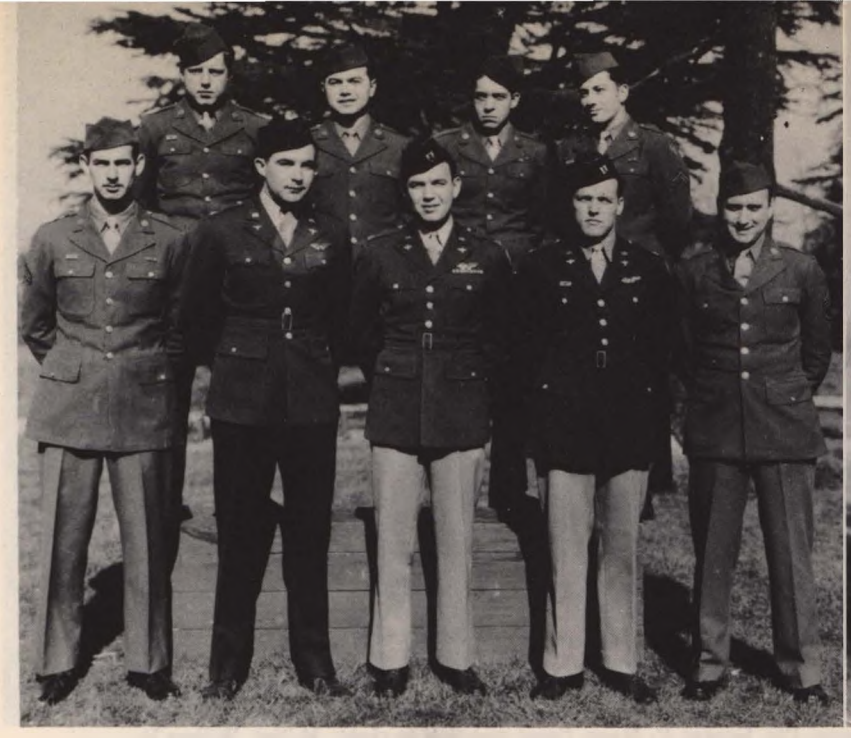
Ratcliffe and Crew

Davis and Crew









OPERATIONS: *Rear row, left to right:* Cpl. Julius Shinsky. Jr.. Cpl. Johnnie L. Moore, Sgt. Franklin A. Clark, Cpl. Henry R. Cohen. *Front row, left to right:* Cpl. Norman P. Dymanski, Capt. Burton E. Lewis. Capt. Vernie L. Rodgers, Capt. William F. Maddron, S/Sgt. Richard R. Folkerth.



TRANSPORTATION: *Rear row, left to right:* S/Sgt. Francis M. Lagana, Cpl. George C. Grogan, Pfc. Robert W. Carmon, Cpl. Andrew J. Kapusta. *Front row, left to right:* Cpl. Murray G. Barnes, Cpl. James A. Fay, Sgt. Edward W. Behnke, Cpl. Frank M. Grooms, Pfc. Donald R. Clough.



SQUADRON ARMAMENT: *Rear row, left to right:* S/Sgt. Earl Harwig, Pfc. Jack S. Willburn, Cpl. James J. Doyle, Pfc. Richard E. Hudson, Pfc. Weston F. Murrian. *Middle row, left to right:* S/Sgt. Lawrence W. Houghton, S/Sgt. Bryce E. Miller, S/Sgt. Clarence C. Kietzman, Pfc. Clayton W. Stinson, Pvt. Donald E. Moore. *Front row, left to right:* 1st Lt. Howard L. Wood, Sgt. Ernest L. Thompson, Pfc. Felman P. Mahurin, Sgt. Peder A. Smedsmo.



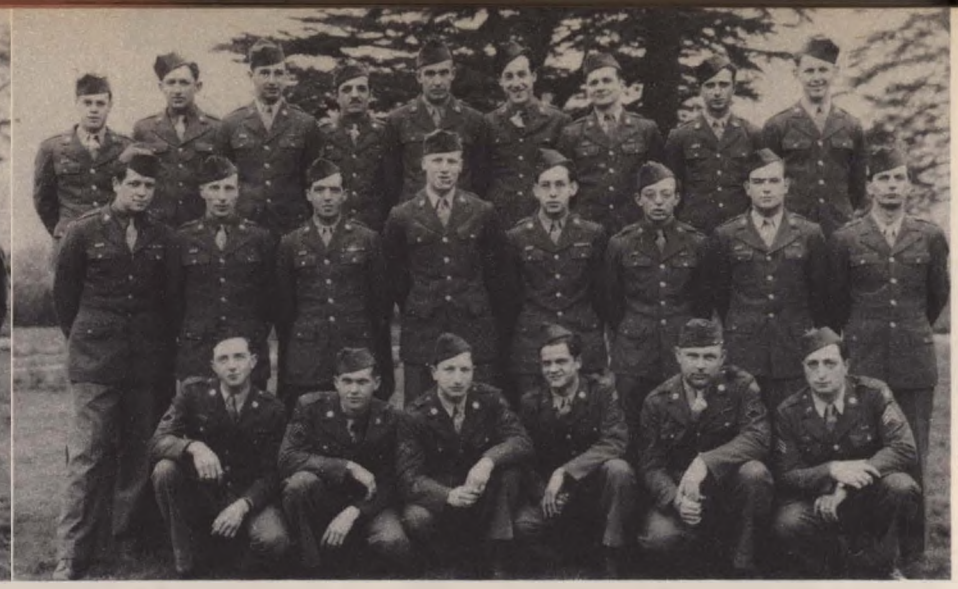
SQUADRON HEADQUARTERS: *Rear row, left to right:* Capt. Charles B. Brame, Jr., 1st/Sgt. Raymond G. Reedy, S/Sgt. Philip R. Shadburn, Sgt. Harold C. Hicks. *Front row, left to right:* Pfc. Roy B. Witt, Jr., Sgt. Joseph F. Moran, Sgt. George H. Gilbert, Sgt. Guy P. Burdette.



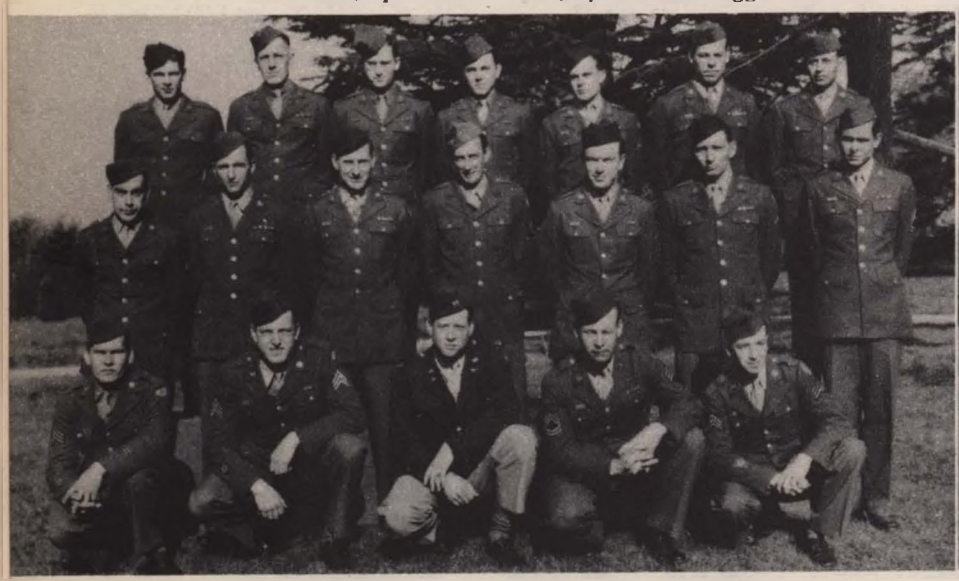
ORDNANCE: *Rear row, left to right:* Cpl. James R. Kirby, Cpl. Larry Y. Lockhart, Cpl. Owen E. Charlton, Sgt. Howard C. Seif, Pfc. John M. DeChiara, Cpl. Leo E. Shipeck, Cpl. George McNeely. *Middle row, left to right: S/Sgt.* Philip A. Klopp, Sgt. Donald A. LaLonde, Pfc. Wiley A. Jones, Jr., Cpl. Milford J. Timbrook, Sgt. Jesse W. Patten, Pfc. Henry L. Andres, Pfc. Robert P. Steffen. *Front row, left to right:* Pfc. Howard C. Testa, Sgt. Wilbur D. Sommers, Pfc. James C. Kirkley, Capt. Vernie L. Rodgers, T/Sgt. Joseph J. Evinsky, Cpl. Harold L. Moerles, Pfc. Ishmael Sturgell.



ENGINEERING: *Rear row, left to right:* Sgt. Louis R. Moreau, Sgt. Foster I. Lindenmuth, Pfc. Laurie G. Krysa, Cpl. Willard I. Blomquist, Sgt. Leonard Campione, Cpl. Henry L. Thomas, Sgt. Anthony R. Cancro, T/Sgt. James I. Gaines. *Middle row, left to right:* Sgt. Carl M. Striplin, S/Sgt. Harry H. Huntley, Sgt. Frederick A. Hollins, Sgt. Carl E. Carothers, Sgt. William J. Parish, M/Sgt. Billy B. Blakey, Sgt. Wilbur T. Welsh, Pfc. Hubert D. Cox. *Front row, left to right:* Cpl. Benjamin A. Warren, Jr., Pfc. James E. Clay, Sgt. William J. Ronan, M/Sgt. Edwin O. Conrad, Cpl. Alvin I. Corra, Cpl. Glen E. Boggs.



ENGINEERING: *Back row, left to right:* Cpl. John J. Bruno, Cpl. Jack F. Cline, Sgt. Joseph A. Demmerle, Sgt. John Dutka, Sgt. Robert N. Stafford, Jr., Pfc. George E. Lyman, Cpl. John Coban, S/Sgt. Malcolm E. Gayler, Sgt. Roger U. Acuncius. *Middle row, left to right:* M/Sgt. William F. Cole, Pfc. Wesley E. Matson, Sgt. James H. McClung, Sgt. Paul B. Seaton, Sgt. James W. Gilberson, Pfc. Paul Oberlander, Sgt. James J. Herman, Pfc. George P. Maar. *Front row, left to right:* M/Sgt. Wilbur D. Hill, T/Sgt. Glen E. Burnett, Cpl. Joseph Klein, Sgt. Otto A. Indermaur, S/Sgt. Andrew C. Cummings, Sgt. John E. Minich.



SQUADRON ENGINEERING: *Rear row, left to right:* Pfc. Lee R. Schoonover, S/Sgt. Gus W. Rosen, Pfc. John W. Boyer, Cpl. Wendell E. Burbee, Sgt. Murray G. Torrance, M/Sgt. John C. Owens, M/Sgt. Herman O. Butler. *Middle row, left to right:* Cpl. William C. Wise, M/Sgt. William G. James, M/Sgt. Alfred H. May, M/Sgt. James G. Brown, Cpl. Allen A. DeGough, Pfc. Robert D. Penny, T/Sgt. Cecil M. Peoples. *Front row, left to right:* Sgt. Stephen E. Roberts, Sgt. Louis C. Horvath, Capt. Louis M. Clay, T/Sgt. Curtis O. Larson, Sgt. Raymond J. Delmage.



ENGINEERING: *Rear row, left to right:* Sgt. Raymond A. Miller, Sgt. Robert B. Lewis, M/Sgt. Roy L. Blackmon, S/Sgt. Joseph B. Brown, Sgt. Bernard K. Kent, Sgt. Lawrence T. Smith, S/Sgt. Paul V. Alfonsi, Pfc. Louis Petrone. *Middle row, left to right:* Cpl. Myron L. Barnhart, Sgt. Arthur W. Dix, Cpl. Wilbur Johnson, S/Sgt. Frederick O. Walsh, S/Sgt. Clifton D. Kizer, Cpl. William H. Waltrip, Pfc. Kenton Hersman, Sgt. Richard O. Jones. *Front row, left to right:* M/Sgt. Dwight E. Eales, M/Sgt. John W. Parker, M/Sgt. Wilbur H. Hendrix, Sgt. Irving Karp.



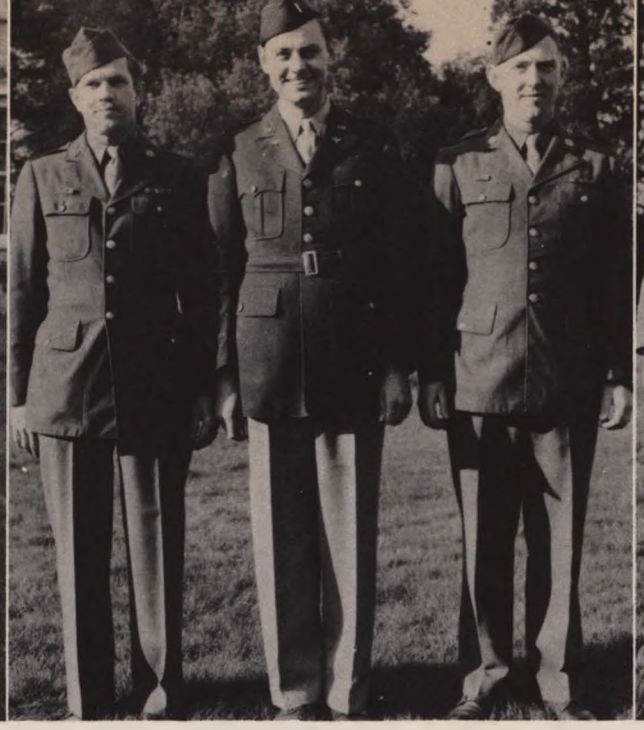
MESS SECTION: *Rear row, left to right:* Pfc. Edward L. Morris, Sgt. Clyde W. Pleasant, Cpl. Miles R. Melton. Pfc. John W. Walters, Cpl. Alvin I. Evans, Pfc. Clem J. Materie, Cpl. Robert W. Kerr. *Middle row, left to right:* Pfc. Paul G. Ransom, Cpl. Edwards M. Britton, Pfc. George F. McCue, Cpl. Anthony Rogala, Sgt. Thomas S. Gunn, S/Sgt. Melvin H. Hartman, Sgt. George E. Ehret, Cpl. Hugh McGrath. *Front row, left to right:* Cpl. Lawrence P. Blatz, Sgt. Lester S. Rich, Cpl. Joseph W. Wargo.



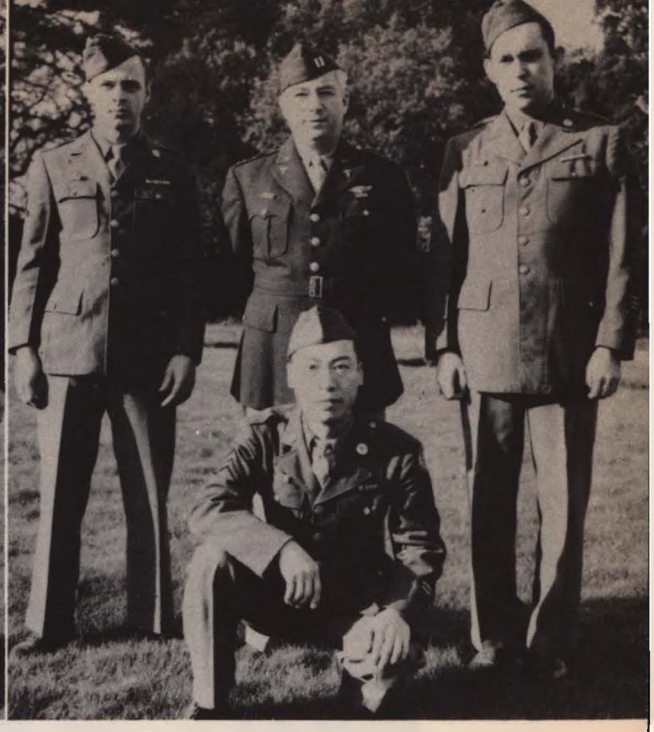
COMMUNICATIONS: *Rear row, left to right:* Pvt. Nicholas W. Samson, Cpl. Catalino P. Trujillo, Cpl. Francis I. Bourque, Pfc. Burton S. Shew, S/Sgt. Marco P. Pietrangelo, S/Sgt. Harry E. Ensminger, Cpl. James W. Lehman. *Middle row, left to right:* Sgt. Martin F. Connollan, S/Sgt. Richard B. Erb, Sgt. Robert M. Mitchell, Cpl. Myron B. Finkelstein, Pfc. William R. Nash, Pfc. John L. Douts, Sgt. Freeman F. Armstrong, Pfc. Vincent J. Salerno. *Front row, left to right:* T/Sgt. Edmund Garcia, Sgt. Barat F. Ellis.



INTELLIGENCE SECTION: *Rear row, left to right:* T/Sgt. Charles G. Wilton, Capt. Carl C. Machemer, Pfc. William E. Steele. *Front row, left to right:* S/Sgt. John J. Murray, Cpl. Bernard A. Mangan.



SUPPLY SECTION: *Left to right:* Cpl. Woodrow H. Wilson, 1st Lt. Walter P. Seidl, S/Sgt. Robert J. McIntosh.



MEDICAL SECTION: *Rear row, left to right:* Pfc. Harry Johnson, Capt. Gordon W. Wormley, S/Sgt. Marvin W. Pepples. *Front row:* Cpl. Jing G. Wong.



RADAR SECTION: *Rear row, left to right:* S/Sgt. William D. Haines, Cpl. Conrad A. Matson, Cpl. Edwin B. Brown. *Front row, left to right:* Cpl. Kenneth W. Sager, S/Sgt. Ralph S. Whitmire. Sgt. Clarence J. Droba.





MISCELLANEOUS: *Rear row, left to right:* Cpl. Blaine L. Nelson, Pfc. James A. Amerosa, Sgt. Frank Horak. *Front row, left to right:* Pvt. Lewis C. Cosmen, S/Sgt. Frank Phillips, Pvt. Winthrop E. Butland.



BOMBSIGHT MAINTENANCE SECTION: *Rear row, left to right:* Capt. John D. Cochrane, Sgt. Thomas B. Davis, S/Sgt. James S. Andrews, S/Sgt. William V. Jameson. *Front row, left to right:* S/Sgt. Russell W. Douglas, S/Sgt. Walter F. Sampson, Cpl. Ned C. Sack, Cpl. Robert L. Johnson.



MURAL. On the Operations Room wall a mural painting depicted in realistic manner the bombing of Fortress Europe.

HISTORY OF THE 569TH BOMBARDMENT SQUADRON

THE desert sun was drawing the chill from the early morning on 18 February 1943 when the cadre of the 569th Bombardment Squadron, twenty-five enlisted men and eight officers, gathered in the day-room hut of the 7th Squadron Area at the Army Air Base, Blythe, Calif.

The undertone of conversation died abruptly as the men came to attention for 1st Lt. Robert Tuttle, West Point graduate, of San Anselmo, Calif., who was to be the Squadron's commanding officer for more than eighteen months.

Lt. Tuttle's remarks to his men were brief. "We will work hard to become a hard-hitting team," he told the cadre. Later, orders splitting the cadre, and sending department chiefs and key personnel to the Army Air Force's School of Applied Tactics, at Orlando, Fla., and the remainder to the 390th Group Activation Point, at Geiger Field, Wash., were read by 2nd Lt. Charles B. Brame, Jr., adjutant, who became a strong force behind the development of the Squadron's spirit and traditions.

The men who were to be the backbone of the '69th got acquainted on the long rail trip from California to Florida. Among the more colorful leaders were 2nd Lt. Earle E. Evans, forty-two-year old Squadron bombardier, who had been commissioned from master sergeant at Blythe, and T/Sgt. James A. Pierce, an enlisted bombardier back from the Galapagos Islands and Panama, who was assigned as enlisted head of the Squadron armament section. Sgt. Francis Lagana, transportation chief, came from Brooklyn, and there was M/Sgt. Dwight Eales and Sgt. Billy Blakey, among the engineers. Bill Cameron was first sergeant.

The model crew which composed the combat nucleus of the 569th Squadron included Lt. Tuttle as first pilot; 2nd Lt. William F. Pennebaker, co-pilot and the Squadron's operations officer; 2nd Lt. Ben Myers, navigator, and Lt. Evans; Sgt. Carl

Sears, engineer; Sgt. Claude Farber, radio operator; Sgt. Robert Fry, ball-turret gunner; Steve Barone, waist gunner; Sgt. James Walker, waist gunner, and Sgt. Ben Williams, tail gunner.

The month spent at Orlando developed into a royal vacation, although it got away to a bad start when a permanent party man at the Orlando Base shook Sgt. Pierce brusquely at 5 o'clock the first morning. Pierce looked at his watch, "What in hell is going on?" he asked. "You fellas are on K.P.," the soldier answered. Pierce drove him out the door with words which were well chosen, but a few minutes later a first sergeant appeared and with words perhaps better chosen ordered all men to report for kitchen detail. A few men reported, but they were relieved a short time later by order of the Group commander.

Promotions for officers of the model crew, including the advancement of Lt. Tuttle to captain, were announced shortly before the cadre left Florida.

The vacation ended on a bleak day in early April, when two G.I. trucks plunked the men down at Geiger Field, Spokane, Wash. Geiger Field was familiar to a number of them; some had been there only a few months before, in 1942, training with the 34th Group. The men of the 569th, tired of inactivity, and sensing the importance of their assignment, were eager to go to work.

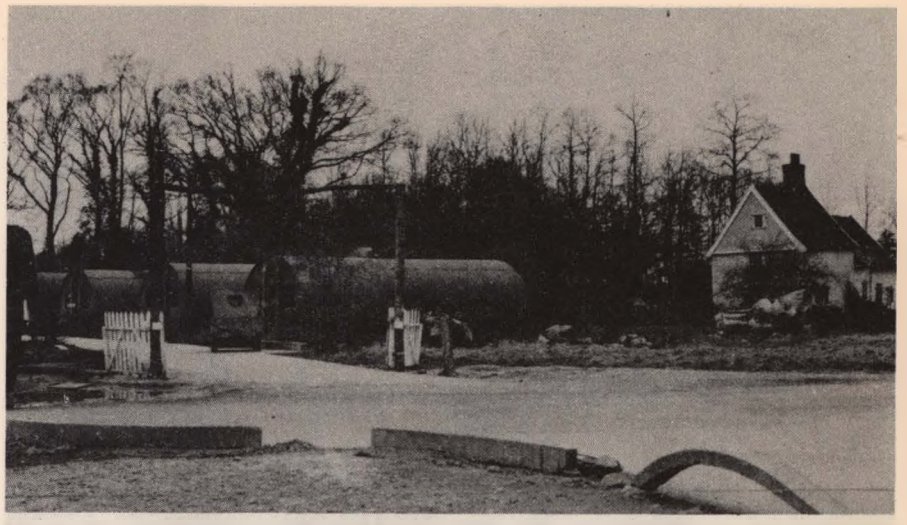
Two shipments of men arrived from the pool at Salt Lake City in the week that followed, and on 15 April 2nd Lt. Robert W. Waltz, of Akron, Ohio, reported with the Squadron's first legitimate combat crew. Lt. Waltz was destined to rise to the rank of lieutenant colonel and position as 390th Group operations officer, which he held at the cessation of the war in Europe.

Other original crews included those commanded by 1st Lt. Roger Cartright, 2nd Lt. Raymond Becker, 2nd Lt. John Asmussen, 2nd Lt. Marshall Shepherd, 2nd Lt. Billy Lawrence, 2nd Lt. Stephen Rapport and 2nd Lt. William Royal.

Processing for overseas duty began at Geiger Field, with lectures and classes filling out the training program. Men checked out on the gunnery ranges at Seven-Mile Camp and Fort George Wright. Frequent restrictions went into effect as Capt. Tuttle clamped down on training in May, but the men of the 569th still found time for their share of night life at Joe's Place, the Cat and Fiddle, the Green Mill and other Spokane hot spots.

On 6 June 1943 the 569th left Spokane for the Air Base at Cut Bank, Montana, where final combat training was slated. In a month's time the Squadron had taken the little Montana town to its heart. Warm Western hospitality and the seventeen bars which lined Cut Bank's main street were responsible for that. The most popular oases were Joe's Bar and the Hy Miller Tavern, but a few of the smart boys ducked into the Cut Bank USO Club, where a soldier could stuff himself with homemade pie, cake and coffee every night of the week, and just chat with Cut Bank's leading citizens.

Men left and returned from final leaves, and the orderly room staff worked overtime to see that furloughs were made available to all. The clerks ground out the bulk of the paper work which preceded shipment overseas. More than a few men drew Squadron punishment after reporting back late from leaves, but for the most part reprimands were light. Capt.

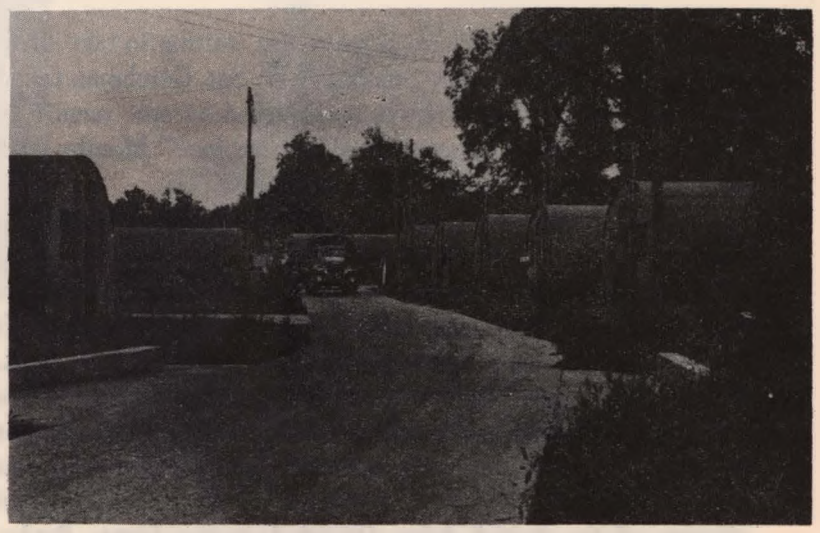


ENTRANCE GATE. The 569th Area faced on the main crossroads, shown on the maps as "Silverlace Green." Civilians had been permitted to remain in the houses and farms within the limits of the Base, and in the cottage on the right lived the 569th's nearest neighbors.

Tuttle and eleven other officers were inducted into the Blackfeet Indian tribe during a big powwow one Saturday afternoon.

On 30 June Lt. George Nelson, of the Intelligence staff, brought Roscoe into camp. This brown bear cub—later named Roscoe Ann when its sex had been scientifically discovered, red-facedly for some—became the Squadron mascot, and in the months that she served became widely known and won for the Squadron the name of "Bombing Bruins." In the radio room of Lt. Becker's fortress, Roscoe Ann flew the Atlantic, to be with the 569th for six months—until her cavorting through the English countryside necessitated her being put to death. The Squadron mascot had her day, delighting many English children who never had seen a bear. It was not unusual for a man to discover Roscoe Ann in his bunk at night. Then there was the Sunday morning that Roscoe Ann slipped into Parham Church, quietly plodded down the aisle and stopped before the pulpit to stare inquisitively up at the vicar—but, then, her escapades would fill a volume.

On 4 July, four days after the air echelon had left Cut Bank for final processing at Salina, Kans., men of the 569th, helmeted and under full field pack, stood before the headquarters shack



MAIN STREET. Looking down the main drag in the 569th Area, toward the Squadron Orderly Room.



SQUADRON SUPPLY.



BULLETIN BOARD. Outside the Squadron Orderly Room the bulletin board was the source of constant interest.

at Cut Bank Air Base. A troop train was waiting to take them to the staging area at Camp Shanks, N. Y. Sgt. Gerchman faced the ranks with a long check list and uttered an epic remark—"Is there any man who hasn't fired the carbine?" Months later the men were still laughing about that one.

Most men spent the twelve-hour passes they received at Shanks in Times Square, New York City.

On 16 July 1943, with pack straps biting into their shoulders and with a bright sun bringing sweat to most faces, the men left Camp Shanks by train, headed for the Staten Island ferry dock. An hour later they were introduced to the *James Parker*, a converted pleasure cruiser. For the ten days of the trip overseas the men of the 569th lived like dogs, in Hold 1-B, yet there was little grumbling. It was a great day when they caught their first glimpse of the British Isles. On 26 July the *James Parker* docked at Liverpool. From the dock a loudspeaker carried band music and announcements of welcome. T/Sgt. LeRoy Winchester launched the Squadron's bid to strengthen Anglo-American ties when he started pitching oranges and apples over the side of the ship to British tugboat sailors below. "Ta, Yank!" they yelled back.

First impressions of the grimness of the war in Europe came on the march through the blitzed streets of Liverpool. Battered buildings made the men conscious for the first time of the destructive power of air bombardment, the same power they had come to exert against the German war machine.

The following morning, after an all-night train trip which ended at Wickham Market Station, Suffolk, East Anglia, men of the Squadron were shaking hands with the airmen who had flown to England two months earlier.

Before the Squadron became operational a combat insigne designed by Lt. Lewis S. Gardner, of Charlotte, N. C., showing a bear crouched on a cloud and hurling a bomb earthward, was adopted. Lt. Gardner, affectionately called the "Sheriff" by the men he flew with, was later killed in action over Münster, Germany, on 10 October 1943.

If there were individuality in any of the 390th Group's subordinate units, it was lost when combat operations were begun on 12 August 1943, for Groups, and not Squadrons, as had been anticipated, proved to be the basic operational units of the Eighth Air Force.

A few days after its battle baptism, the 569th Squadron suffered the Group's first loss when Lt. Lawrence's crew went



BLANKETS WILL BE AIRED EVERY WEDNESDAY..

down in France after a mid-air collision. Later losses among original crews included: Lt. Shepherd, down at Bremen, Germany, on 8 October 1943; Lt. Rapport, interned in Switzerland on 17 August, and Lt. Becker, down in the Atlantic Ocean, off Norway, in November.

Crews which rounded out a full battle tour were those of Lt. Royal, Lt. Cartright, Lt. Waltz, and Lt. Asmussen. Lt. Royal's men were the first in the Group to finish twenty-five missions, ending their tour in November 1943. Lt. Asmussen's crew finished as a pathfinder—one of the first crews used to direct "through the clouds" bombing technique for the Eighth Air Force.

In his first bombing mission over Germany, Lt. Evans, Squadron bombardier, helped to hammer installations at Bonn, where he had served on occupational duty with British infantry in World War I.

Promoted in September 1943 to major, Squadron Commander Tuttle led more than twenty attacks with the '69th before being advanced to Group operations officer. He was succeeded by Captain Ray Armstrong, operations officer of the 568th Squadron, who served for eight months. When Captain Armstrong left to return to the United States for a rest leave in August 1944, Major Bernard Campbell replaced him. Major Campbell was succeeded a few months later by Captain Joe P. Walters, who won the post with an outstanding combat record. When the war in Europe ended Squadron Leader Walters was a lieutenant colonel.



HAUL OUT! An orderly breaks into the sack time of some hard-sleeping Joes with clock in hand to prove that it really is that time.



THE BATHS. Known in England as the "Ablutions Building," this housed the showers and washing facilities.



SQUADRON SUPPLY.



570TH BOMBARDMENT SQUADRON (H)



COL. WILLIAM J. JONES



MAJ. LINN E. WILDE, JR.

COMMANDING OFFICERS



LT. COL. JOSEPH R. GEMMILL



LT. COL. WILLIAM J. JONES



MAJ. LINN E. WILDE, JR.

OPERATIONS OFFICER



LT. COL. WILLIAM J. JONES



MAJ. RICHARD H. PERRY

EXECUTIVE OFFICER



MAJ. JOHN A. ANGOTTI

ADJUTANT



CAPT. LEWIS H. CRAGER

SQUADRON NAVIGATORS



MAJ. MARSHALL B. SHORE



MAJ. JOHN J. HICKEY



CAPT. JOHN A. ARVIN

SQUADRON BOMBARDIERS



CAPT. DONALD E. VENTRISS



CAPT. FLETCHER F. CONN



MAJ. WILLIAM H. BREEZE



CAPT. EDWARD J. DWYER

1st LT. JOHN D. PHALEN *and* 2nd LT. FRANCIS C. BUCK (no photos)



CAPT. ELBERT J. HAGIN



CAPT. MARVIN S. MINICK



CAPT. J. M. PERMAN



CAPT. T. F. ROBINSON



CAPT. B. SCHWARTZ



CAPT. C. C. STRAWN



1st LT. M. J. AHLSTROMER



1st LT. F. T. HENDRICKSON



1st LT. S. M. NEHEZ



1st LT. E. F. PAYNE



1st LT. C. A. PECORELLA



1st LT. W. H. QUINN



1st LT. H. L. SCHUBERT



2nd LT. B. EPTON



W/O MELVIN D. BROWN



Cabral and Crew



Carter and Crew



Bowman and Crew

570TH COMBAT CREWS



Longardner and Crew



Warren and Crew



Geary and Crew



Rennels and Crew



Pepper and Crew



Penovich and Crew



Marsh and Crew



Adams and Crew



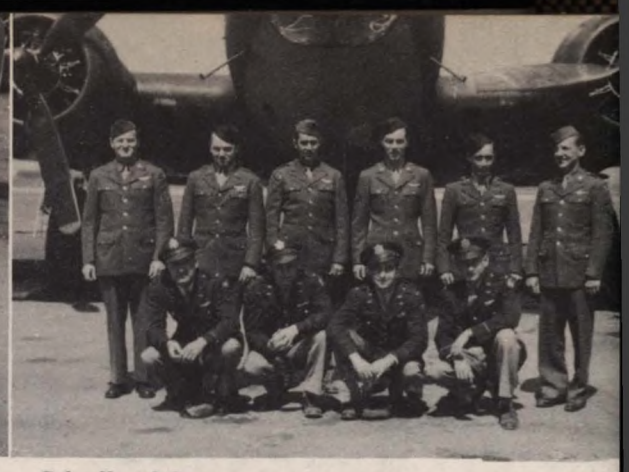
Hayward and Crew



Meyers and Crew



Koozer and Crew



Cabrall and Crew



Harmon and Crew



Temple and Crew



Vance and Crew



McGuire and Crew



Rowland and Crew



Swafford and Crew



Harris and Crew

Kenny and Crew



Dennis and Crew

Kotta and Crew



Sutters and Crew

Settle and Crew









Flotron and Crew



Hendricks and Crew



Simmonds and Crew



Jefferson and Crew



Schubert and Crew



Branum and Crew



Sutters and Crew



Albert and Crew



Young and Crew



Sterr and Crew

Jennings and Crew



Burns and Crew

Hetchcock and Crew



Cole and Crew

Bell and Crew









Wilkens and Crew



Ratcliffe and Crew



Dognibene and Crew



Scott and Crew



Babbitt and Crew



Combs and Crew



Conan and Crew



Allen and Crew



Whitelock and Crew



McKnight and Crew



Brown and Crew



Livingston and Crew

Bouton and Crew



Wilkenson and Crew



Hassig and Crew





OPERATIONS: *1st row, left to right:* Cpl. Herbert Dorfmeyer, S/Sgt. Robert Binkley. *2nd row, left to right:* Capt. James Wilkenson, Capt. John Arvin, Maj. Richard Perry, Capt. Fred Stokes.



ORDERLY ROOM: *1st row, left to right:* Capt. Lewis H. Crager, 1st/Sgt. Jerome F. Milder. *2nd row, left to right:* S/Sgt. William G. Parsons, Cpl. Merle E. Thompson, Sgt. Thomas M. Adams, Cpl. Morris S. Marks. *3rd row, left to right:* S/Sgt. Lloyd C. Hoffman, Sgt. Eugene C. Kazner, Pfc. Albert F. Kesterson, Pfc. Meyer S. Rosenthal.



INTELLIGENCE: *1st row, left to right:* Sgt. Max Henderson, S/Sgt. Warren Katz, Sgt. William Mellville, S/Sgt. Charles Loomis. *2nd row, left to right:* Capt. Adrian Levy, Capt. Benjamin Schwartz, 1st Lt. Charles Davis.

TRANSPORTATION: *1st row, left to right:* Pfc. Ester McFarland, Cpl. Edward W. Texter, Cpl. Russell McCormick. *2nd row, left to right:* Pfc. Theodore Napier, S/Sgt. Wilfred Hanson, Cpl. Melvin Hawkins, Pfc. Donal Netz, Pfc. Bill Rurosky, Cpl. Harold Jorgensen. *3rd row, left to right:* Pfc. Robert Goodwin, Sgt. Oswald La Cour, Pfc. Orvel Gottfried, Pfc. Raymond Rice.



RADAR: *Sitting, left to right:* Cpl. Oliver Cobine, Capt. Edward Dwyer, Cpl. Howard Bode. *Standing, left to right:* S/Sgt. Edward Hoey, Sgt. James Bloom, Cpl. Bernard Johnson, Cpl. Leonard Chalmers, Sgt. Cedric Lavalla, T/Sgt. James Moriak, S/Sgt. Edward Masters.







ENGINEERING: *1st row, left to right:* Cpl. Maurice Christenson, Sgt. Wayne Otis, Sgt. Albert Porebski, Cpl. Robert Bielman, T/Sgt. Robert Veasey, Capt. Marvin Minick, Pfc. William Gebbers, Cpl. Louis Kranz, M/Sgt. Cletus Warden. *2nd row, left to right:* Cpl. Harold Iverson, Sgt. Mildred Mock, Cpl. Joseph McIntyre, Sgt. William Winkworth, M/Sgt. Russell Axtell, S/Sgt. Emmard Fruchtnight, M/Sgt. George Gear, M/Sgt. Lake Bolton, Cpl. Richard Edwards, Pfc. Joseph Mayes. *3rd row, left to right:* Sgt. Robert McRea, Cpl. Guy Dadario, M/Sgt. Chester Guffey, S/Sgt. Joseph B. Hanson, Sgt. Albert Whipple, Sgt. Charles Runyon, M/Sgt. Edwin Collum, Cpl. Herbert Gould, Sgt. Earl Pettibone, Sgt. Everett Cook.



ENGINEERING: *1st row, left to right:* M/Sgt. Ralph Mann, Sgt. James La Barr, Sgt. Carl Elges, Sgt. David Clark, Sgt. Claude Vance, Sgt. James Smith, Pfc. William Hannon. *2nd row, left to right:* Pfc. Clayton Smith, M/Sgt. Clyde Love, Sgt. Madison Chesbro, S/Sgt. John Kodzis, Cpl. Lowel Ross, Cpl. Ernest Rush, Pfc. Uno Leed, Cpl. Edward Rowley. *3rd row, left to right:* Cpl. Riley Stone, Cpl. Charles Cowan, Cpl. Stanley Potaczala, Sgt. Raley Henderson, Pfc. Bernard Kam, Sgt. William Marsh, Sgt. Clarence Lord, Cpl. Allen Bates.



ENGINEERING: *1st row, left to right:* Pvt. Harry Melnick, Cpl. James De Benedictus, Cpl. Raymond Strong, Pfc. David Kanter, Sgt. Ivan Douglas, Cpl. Samuel Fisher, Cpl. Leon Burgess, Cpl. Joseph Alldread. *2nd row, left to right:* M/Sgt. Casmo Oliverio, M/Sgt. Lester Gale, M/Sgt. Charles Korb, Sgt. Raynald Ouellette, Sgt. Ferdinand Erker, Sgt. Floyd Giegor, S/Sgt. Henry Arens, Sgt. Frank Halal. *3rd row, left to right:* M/Sgt. Earl English, T/Sgt. Franklin Waters, Cpl. John Caballero, Sgt. Paul Gregoire, Cpl. George Kalapach, Sgt. Adelbert Leutbecher, Cpl. Charles Brumbaugh, Sgt. Herbert Grundy.



ENGINEERING: *1st row, left to right:* Sgt. Earl Reeves, Sgt. Ascension Oroseo, Pfc. Carl Renfro, Cpl. James Crager, Cpl. Preston Geiselman, Pfc. Harold Waddle. *2nd row, left to right:* T/Sgt. James Bounds, S/Sgt. Philip Chute, Pfc. Edward Christofferson, Cpl. Nicholas Viggiano, Sgt. Rudolf Segovich, Cpl. Maurine Hanson, Sgt. Edward Sector, Sgt. Howard Duffield. *3rd row, left to right:* Sgt. George Ramacorti, Cpl. Edward Conlon, Cpl. Othmar Middendorf, Cpl. Guy Moore, M/Sgt. Athanasis Cummings, M/Sgt. Forest Holt, S/Sgt. Charles R. Rank, Cpl. John Alexander.



ARMAMENT SECTION: *1st row, left to right:* Cpl. Harold Murphy, Pfc. John Neilis, Cpl. Forest Gay, Cpl. Salvatore Stella, Pfc. Irving Wexler, Pfc. Isaac Johnson, Pfc. William Trantham, Pvt. Walter K. Edwards, Cpl. James Naughton. *2nd row, left to right:* Cpl. Wallace Boortz, Cpl. Robert M. Sorenson, Sgt. Neils C. Nelson, 1st Lt. Elbert Hagen, Sgt. Joseph Long, Pfc. Frank Smoczynski, Pfc. Elmer Puff, Cpl. William Cira. *3rd row, left to right:* S/Sgt. Archie Keeler, Pfc. Louis Taylor, Sgt. Albert Roberson, Cpl. Richard Luke, Pfc. Herbert Hall, S/Sgt. Ralph O. Miller, M/Sgt. Richard A. Jarrard, S/Sgt. Hoke Simpson, Cpl. Donald Michael, Pfc. William Braddock.



COMMUNICATIONS: *1st row, left to right:* Sgt. Charles Tannenbaum, Sgt. Richard George, Pfc. Daniel Quinn. T/Sgt. Edwin Lucey, Capt. Charles Strawn, Cpl. George Gardner, Pfc. Harold Varner. Cpl. Eugene Ranallo, Cpl. Stanley Feldman. *2nd row, left to right:* S/Sgt. Robert Reagh, S/Sgt. Harold Howland, Sgt. Ernest Vogt, S/Sgt. Thomas Powers, S/Sgt. Albert Lansing, Sgt. James Kent, Sgt. Aubrey Whittmore. *3rd row, left to right:* Sgt. Vernon Palmer, Cpl. Clyde Towery, S/Sgt. Ardell Passell, Cpl. Norman Kimbal, Sgt. Frank Guertin, Cpl. Rafael Rodriguez, Cpl. Michael Sikora.



COOKS: *1st row, left to right:* T/Sgt. Carmelo Pinzino, T/Sgt. William Montgomery. *2nd row, left to right:* Sgt. John Mayfield, Sgt. William Newcomb, Cpl. Edward Krawczyk, Sgt. Donald Johnson, Cpl. August Gilbert, Sgt. Paul Pironi, Cpl. Robert Putman, Sgt. Lawrence Gibbs. *3rd row, left to right:* Cpl. Alejandro Ortega, Cpl. Frank Nine, Pfc. Jacinto Machado, Sgt. John Neita, Cpl. Lawrence Tobias, Sgt. Melvin Lawson.



ORDNANCE: *1st row, left to right:* Cpl. Robert Lynn, Pfc. John Amato, Sgt. Patsy Spero, Cpl. Clyde Staub, 1st Lt. John Oravetz, Sgt. Emerson A. Smith, Cpl. Willie Craft, Cpl. Aster Adams, *2nd row, left to right:* T/Sgt. Howard Thoet, Sgt. Bernard Tarochione, Pvt. George Hoyster, S/Sgt. Joseph Wagner, Pfc. Joseph Russo, Pvt. Emory Harden, Pfc. William Holdeman. *3rd row, left to right:* S/Sgt. Thomas Perrotti, Cpl. Donald Schrier, Pfc. Angelo Valvo, Cpl. James Peacock, Sgt. Walter Schafer, Sgt. Lloyd G. Hanson, Pfc. Robert Le Van, Sgt. Robert Leidel.



SUPPLY: *1st row, left to right:* Pvt. Serapio Mata, Pfc. Clifford Givens. *2nd row, left to right:* Pfc. James Lesley, Pfc. Leonard Talluto, Pfc. Daniel Ramirez, Cpl. John Shelton. *3rd row, left to right:* Cpl. Joseph Moore, Pfc. Santiago Lopez, Pfc. Joseph Veltrie, Pfc. Ralph Rinkenberger, S/Sgt. Morris Sideman.





TURRETS: *1st row, left to right:* S/Sgt. Michael Murphy, S/Sgt. Leroy Keeping. *2nd row, left to right:* Sgt. Peter Burak, Sgt. Russell Wickstrom, S/Sgt. Edward Harris.



MEDICS: *Kneeling:* Pfc. Arthur W. Reder. *Standing, left to right:* Cpl. Leon R. Rich, Jr., Capt. Joshua Perman, S/Sgt. Donald A. Lockwood.



BOMB SIGHT SEC.: *1st row, left to right:* Cpl. Dilmer Overholser, S/Sgt. William Richardson. *2nd row, left to right:* Sgt. John Cave, Cpl. Edwin Keeney, T/Sgt. John A. Davis.

HISTORY OF THE 570TH BOMBARDMENT SQUADRON (H)

ON 24 February 1943, under the able leadership of Capt. Joseph K. Gemmill, pilot, operations officer and Squadron commander of the old 34th Bombardment Group (H), the 570th Bombardment Squadron (H) was formed at the Army Air Base at Blythe, Calif.

As commanding officer, Capt. Gemmill served the Squadron for a year and a half, rising to the rank of lieutenant colonel.

Well-trained officers and enlisted men, all specialists in their field of endeavor, were assembled at the Army Air Forces School of Applied Tactics at Orlando, Fla., 1 March 1943. On 18 March the Battle of Orlando ended and the Squadron was moved to the satellite air base at Brooksville, Fla., by a B-17 shuttle service. It was here that the first operational training flights took place, specially prepared flights simulating actual combat missions.

The first day of April found the ground and air echelons of the Squadron at a new training station, Geiger Field, Washington, a large, well-equipped air base situated about six miles from Spokane. The first two weeks were filled with intensive training and feverish activity. More personnel were added from Army Air Forces Specialist Schools and training centers to bring the unit up to fighting strength.

At the first Squadron briefing, 16 April, Lt. William J. Jones, operations officer, who later commanded the Squadron as lieutenant colonel, sounded the keynote of combat training—formation flying. The Squadron started operating on a round-the-clock basis, day and night missions, low and high altitude missions, short hops and long cross-country hops, bombing missions, navigation missions, gunnery missions. When the combat crews did not fly, they went to ground school. All the while the ground personnel kept pace with them, the engineering crews under the supervision of their line chief, M/Sgt William C. Ingalls, working to keep the planes in the air, while down in the orderly room 1st/Sgt. Jerome F. Milder and his men were performing other necessary functions of the Squadron.

In spite of all the hard work and training, there were lighter moments in the life of the 570th members in Washington—the Davenport Hotel, the Coeur d'Elaine, Kegler's, the Washington State Women's College, and the never-to-be-forgotten farewell binge for the officers at the Spokane Hotel.

Then came the orders for the outfit to move to Montana for the third and final phase of training. On 4 June the advance party, headed by Lt. Marvin S Minick, engineering officer, left Geiger Field for Lewistown. Training continued in the air and on the ground, and the outfit was brought further into line as an effective fighting unit.

The "law firm" of Lts. Schwartz, Adrian F. Levy, Jr., assistant intelligence officer, and Lewis H. Crager, cryptographic officer, made and witnessed wills and powers of attorney for every man. Lt. Dean V. Spahr, adiutant, and his staff got the Squadron records in shape. Lt. Louis C. Wampler and his supply section issued equipment. Lt. John J. Oravetz, ordnance officer, and Lt. Thomas F. Robinson, armament officer, readied their sections and materiel for the big move. Lt. ("Doc") Samuel O. Marcum worked with great enthusiasm, giving shots and getting medical forms in order. Capt. John A. Angotti, executive officer, readied the ground echelon, while Capt. Gemmill, Lts. Jones, Marshall B. Shore, squadron navigator, and Donald E. Ventriss, Squadron bombardier, readied the air echelon for combat.

Finally the crews took off on the evening of 20 June for their graduation exercises, flying a series of cross-country hops from one end of the United States to the other. The return of the planes on 25 June signaled the end of the overseas preparation. Farewells were said, and wives and families, sadly, were sent home from the little Western town.

The air echelon, plus Lt. Minick and Lt. Charles C. Strawn,

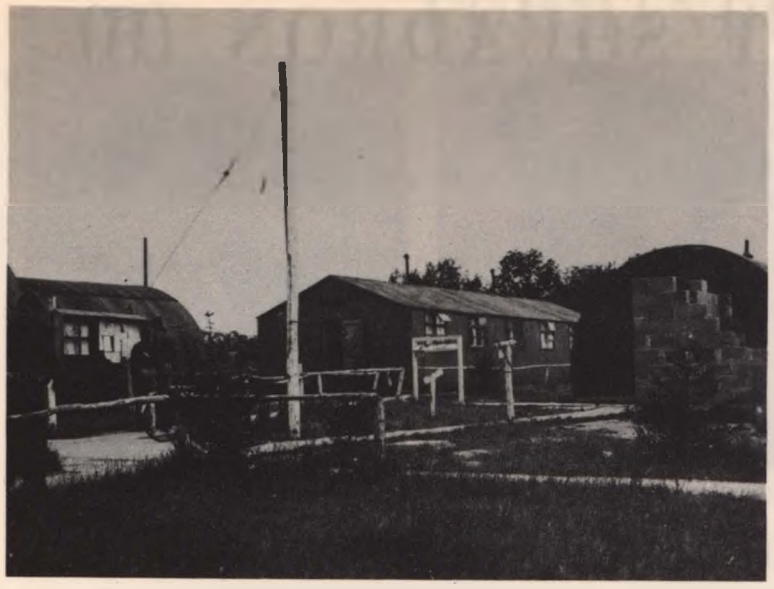


Main Street

communications officer, left for the staging area at Salina, Kansas, 1 July. It was fitting that the remainder of the Squadron, going off to war to help free the world of dictators and oppression, should leave on Independence Day.

On the morning of 7 July the train pulled into Camp Shanks, N. Y., and the final staging for the ground echelon began. Capt. Angotti, who commanded the Squadron during the move, set up a training program for the period—there were hikes, calisthenics, drill, sports. On 17 July, as the combat crews were landing at Prestwick, Scotland, the ground echelon embarked on the *James Parker*.

It would be putting it mildly to say that quarters on the ship were cramped. Everywhere one looked, in the hold, between decks, in the alleyways, bunks were set in tiers, three deep. Ten days later, after plenty of rough riding, the docks of Liverpool were reached. And no one will forget the greeting on the shores of England, "Any gum, chum?"



Orderly Room—Jones' Folly



The Campus

The air echelon landed in B-17's at its permanent base, near Framlingham, on 18 July, and the ground echelon followed on 28 July, together again for the first time since leaving Montana. While the planes were being modified for combat the crews went to ground school taught by combat veterans from other Groups. In the first part of August combat tactics were practiced in the air, and pattern bombing was introduced.

The fact that the Squadron become operational shortly after its arrival in the ETO, despite certain shortages for the repair of aircraft, indicated a well-trained and disciplined outfit in the air and on the ground. An excellent job of maintenance was accomplished throughout the many months, with fewer abortions due to mechanical failure than any other Squadron in the Group—despite the fact that when more planes and combat crews were added the ground personnel remained at its original strength.

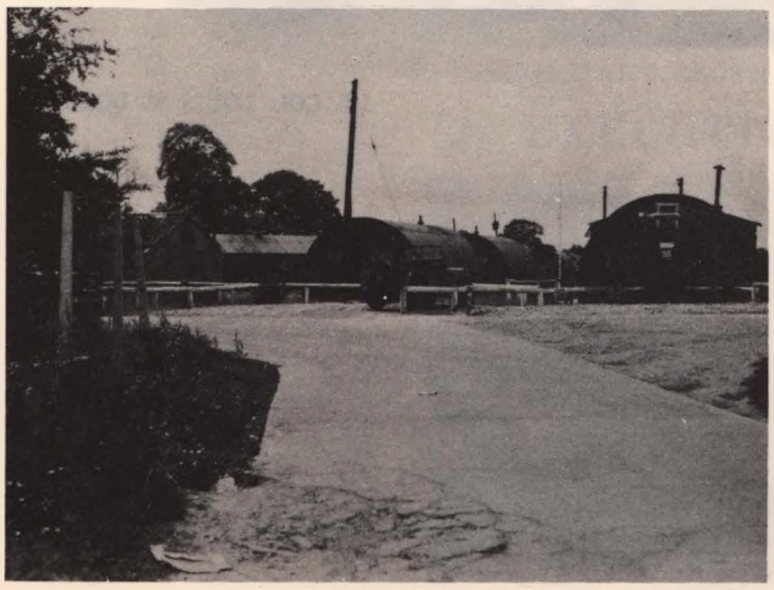
The armament and ordnance sections worked all hours of the day and night, and under all kinds of weather conditions, to load and fuse the bombs. The engineering section did an outstanding job of getting the aircraft ready for take-off, changing engines and making major repairs during the night. The radar and communications sections kept the complicated radar, radio and navigational equipment in excellent shape. The men knew that an airman's life depended upon their work, and they strived to provide the best.

Life at the station provided many activities, and the men will never forget the liberty runs to Framlingham and Ipswich, passes to London and furloughs to Scotland.

Lt. Richard H. Perry, who became the first assistant operations officer in November 1943, and later rose to the rank of major as operations officer, was the only original combat member to remain with the Squadron during its entire operations.

Two of the Squadron's navigators became Group navigators —Maj. Marshall B. Shore and Maj. John J. Hickey. In November 1944 Capt. John A. Arvin, Jr., assumed position as Squadron navigator.

Capt. Lewis H. Crager replaced Lt. Spahr as Squadron adjutant in September 1944, and at the same time W/O Melvin D. Brown took over Lt. Wampler's duties as supply officer. Lt. Elbert J. Hagin replaced Capt. Thomas F. Robinson as armament officer when he was transferred to Group. Maj. Linn E. Wilde, Jr., assumed command February 1945.



Entrance to 570th Area



Site Three

571ST BOMBARDMENT SQUADRON (H)



LT. COL. ROBERT W. McHENRY



LT. COL. LOUIS W. DOLAN



LT. COL. GEORGE W. VON ARB

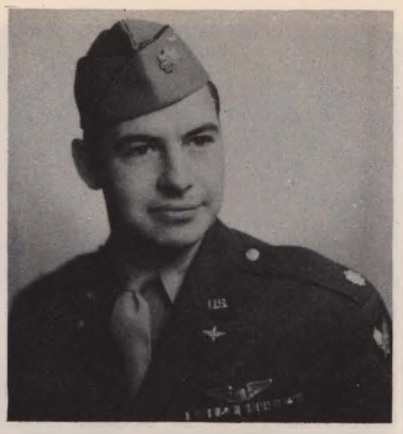
COMMANDING OFFICERS



LT. COL. GEORGE W. VON ARB



LT. COL. Wm. F. PENNEBAKER



LT. COL. JOE P. WALTERS



LT. COL. ROBERT W. McHENRY

OPERATIONS OFFICERS



MAJ. LOUIS W. DOLAN



MAJ. THOMAS E. FENTON



CAPT. DONALD S. WATKINS



MAJ. ROBERT D. BROWN



MAJ. WILLIAM BREEZE

EXECUTIVE OFFICERS



MAJ. L. W. McCAFFREY



MAJ. ALBERT E. MILLIKEN

ADJUTANT



CAPT. DENNIS L. SLOAN

SQUADRON NAVIGATORS



1st LT. HOLLIS TERRY



1st LT. LEON A. HALL, JR.



CAPT. WILLIAM NORDLING

SQUADRON BOMBARDIERS



CAPT. D. I. GORDON-FORBES



CAPT. FLETCHER F. CONN



1st LT. JOHN J. LIANA

1st LT. LAWRENCE A. BENNETT *(No Photo)*

CAPT. ROBERT C. FREGASI *(No Photo)*

1st LT. GEORGE W. PEGUESSE *(No Photo)*



MAJ. JAMES G. BEGLEY



CAPT. GEORGE W. BUNN



CAPT. LESTER M. BURTON



CAPT. GEORGE P. LAUREN



CAPT. THEON T. LANEY



CAPT. FRANCIS W. MAHER



CAPT. JAMES O. SANDE



CAPT. LYNDON H. STEVENS



1st LT. DANIEL CONSTANT



1st LT. JOSEPH J. FOSTER



1st LT. HOMER J. HAMMOND



1st LT. ROGER P. HOWELL



1st LT. WALTER J. McCANN



1st LT. EDWARD D. SHAW



2nd LT. RAYMOND W. RALSTON



Hesse and Crew



Gilbert and Crew



Klar and Crew

571ST COMBAT CREWS



Landers and Crew



Roberts and Crew



Damar and Crew



Seigel and Crew

Swift and Crew



Gregrow and Crew

Bleak and Crew



Dennis and Crew

Riley and Crew









Horton and Crew



Biesicker and Crew



Weldon and Crew

571ST COMBAT CREWS



Rood and Crew



Olmstead and Crew



Mitchell and Crew



Burch and Crew



Rohr and Crew



Erickson and Crew



Sorenson and Crew



Moody and Crew



Wickheiser and Crew



Turner and Crew



Gilbert and Crew

571ST COMBAT CREWS



Brown and Crew



Smith and Crew



Short and Crew



Robison and Crew



Brannen and Crew



Evans and Crew



Sardon and Crew



Vilt and Crew



Campbell and Crew



Silk and Crew



O'Conner and Crew

571ST COMBAT CREWS



Rayburn and Crew



Goodwin and Crew



Maher and Crew



Galletti and Crew

Thompson and Crew



Lewis and Crew

Miller and Crew



Welton and Crew

Wentling and Crew









HEADQUARTERS: *Top row, left to right:* Lt. Col. McHenry, Maj. A. E. Milliken, Capt. D. Sloan. *Front row, left to right:* 1st/Sgt. James J. McCarron, Sgt. Henry L. Gee.



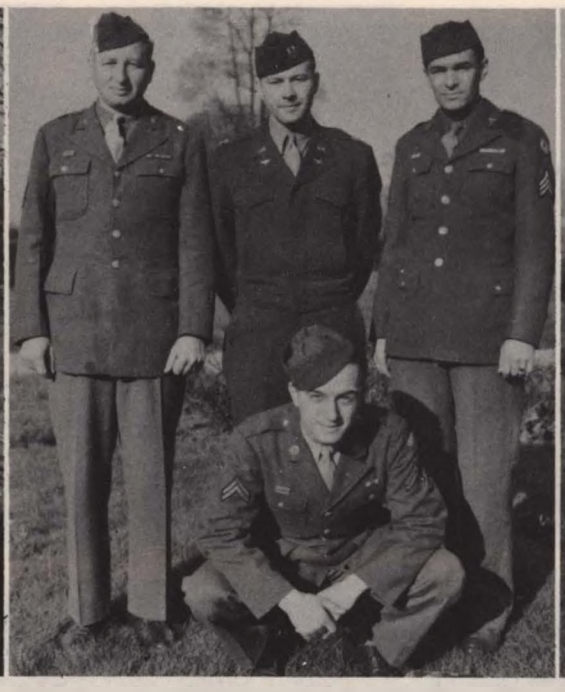
ORDERLY ROOM: *Top row, left to right:* Lt. Col. Robt. W. McHenry, Maj. Albert E. Milliken, Capt. Dennis T. Sloan. *Front row, left to right:* Sgt. Richard Kilton, Sgt. Henry L. Gee, 1st/Sgt. James J. McCarron, Sgt. Henry Ford.



OPERATIONS: *Top row, left to right:* Maj. Robert D. Brown, Sgt. David M. Bivens, Capt. Edison K. Maxwell. *Front row, left to right:* S/Sgt. Kay L. Ryalls, Sgt. Francis J. Connolly.



BOMBSIGHT: *Top row, left to right:* Robert W. Clark, Lt. Daniel Constant. *Front row, left to right:* Erwin R. Arend, Robert L. Dunkel, Frank Goodon.



S-2: *Top row, left to right:* S/Sgt. John P. Klein, Capt. Lyndon H. Stevens, Sgt. Clifton W. Powell. *Front row:* Cpl. Harry W. Darlington.



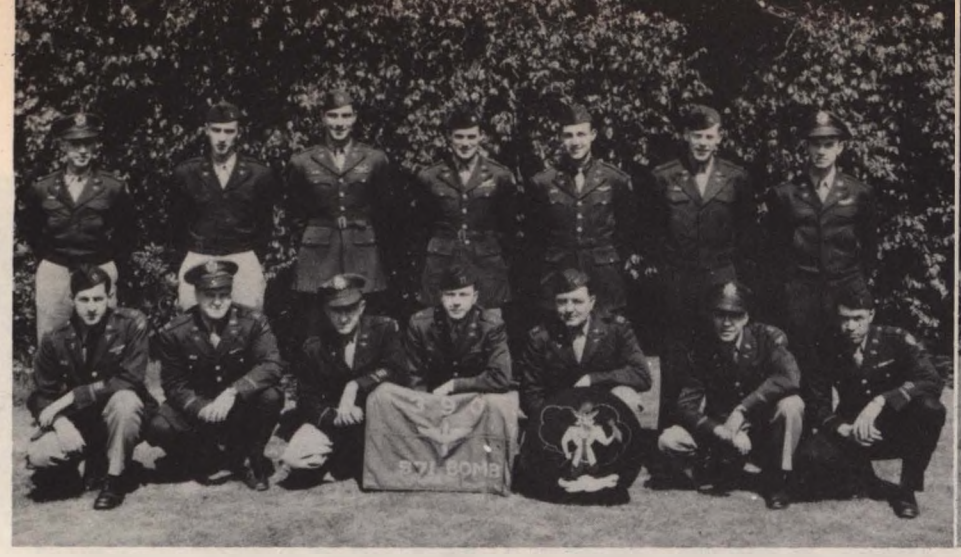
ORDERLY ROOM: *Top row, left to right:* Capt. Dennis L. Sloan, 1st/Sgt. James J. McCarron, Sgt. Richard C. Patten, Cpl. Thomas J. Barry. *Front row, left to right:* Sgt. Richard W. Kilton, Sgt. Allie C. Mobley, Sgt. Henry L. Gee.

SUPPLY AND ORDERLY ROOM: *Top row, left to right:* S/Sgt. Walter J. Van Steenburgh, 1st. Lt. Walter J. McCann, Sgt. Floyd L. Jennings. *Front row, left to right:* Cpl. Jess K. Gibson, Pfc. Leroy J. Baylie.

RADAR: *Top row, left to right:* S/Sgt. Alfred Van Eenwyk, Cpl. Joseph C. Leitch, Cpl. George W. Bonnett. *Front row, left to right:* Sgt. Irwin S. Lowitz, Sgt. Walter Vogel, Sgt. Anthony G. Aluska.



MEDICS: *Top row, left to right:* Capt. Geo. P. Lauren, S/Sgt. Clayton Heyen. *Front row, left to right:* Cpl. Benito Fernandez, Pfc. Joseph Wentz.



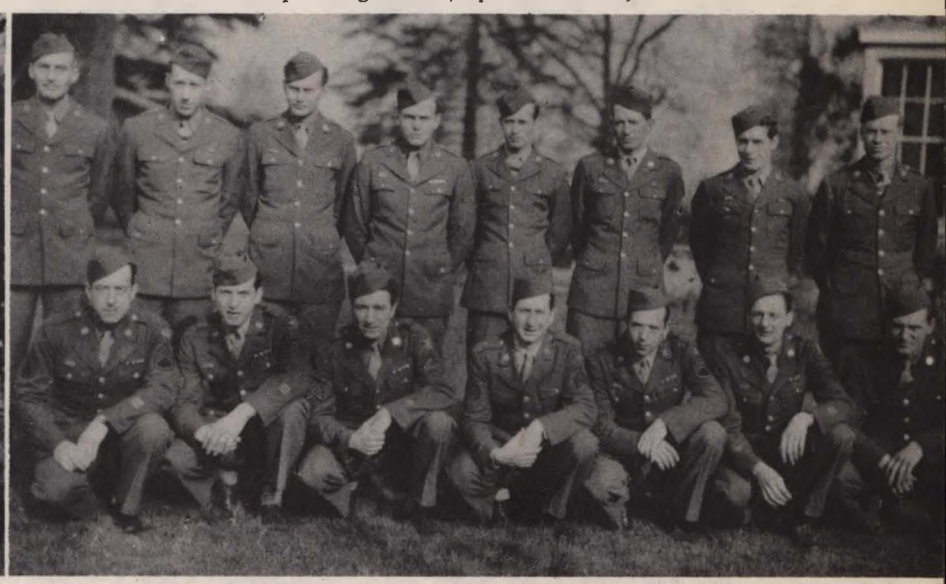
Top row, left to right: Maj. James G. Begley, 2nd Lt. Raymond W. Ralston, Capt. Edison K. Maxwell, Maj. Robert W. McHenry, Capt. Bernard E. Epton, 1st Lt. Magnus J. Ahlstromer, 1st Lt. Leon A. Hall. *Front row, left to right:* Capt. George P. Lauren, Capt. Theon Laney, Capt. Lester M. Burton, Capt. Lyndon H. Stevens, Capt. James O. Sande, Capt. Dennis L. Sloan, 2nd Lt. Daniel Constant.



ARMAMENT: *Top row, left to right:* Pvt. Glenn E. Paul, Pfc. Richard R. Dalton, S/Sgt. Joseph J. Savaet, Sgt. Henry Piolunek, Sgt. Louis E. Evans, Cpl. Edward R. Samuel, Cpl. Raymond J. White. *Middle row, left to right:* S/Sgt. Francis F. Green, S/Sgt. John Dunbar, S/Sgt. John G. Keller, T/Sgt. Robert T. Bartlett, Cpl. Frederick M. Peterson, Pfc. James C. Whitney, Pfc. David G. Jones. *Front row, left to right:* Sgt. Harold Lankenau, Pfc. John L. Clark, Cpl. Andrew B. Kelly, Pfc. Louis Borrego, Cpl. Douglas Roll, Cpl. Walter Krzysik.



ORDNANCE: *Top row, left to right:* John M. Alvarez, Paul N. Myers, Leo J. Nangle, David L. Horn, Yaro O. Hunek, Harold McNicholas. *Middle row, left to right:* Donald J. Morris, Richard G. Falls, Emil W. Wetzel, Jimmie D. Cook, Theodore J. Lasinski, Wallace L. Reed, Morton Roth. *Front row, left to right:* Theon Laney, William S. Klemcke, George W. Beavers, William J. Maki, Donald R. Berkel, Jessie H. Burnett.



COMMUNICATIONS: *Top row, left to right:* Sgt. Wilbur L. Hoffman, Cpl. Alvin D. Bontrager, Sgt. Frank R. Kauffman, Cpl. Richard H. Burns, Pfc. Clarence R. Howe, S/Sgt. Orville R. Hill, Cpl. Ralph R. Wolfe, S/Sgt. Alfred Van Eenwyk. *Front row, left to right:* S/Sgt. Donald W. Yeager, Sgt. Anthony G. Aluska, Sgt. Mario J. Valentino, Sgt. Walter Vogel, S/Sgt Justin L. Altenhofen, Cpl. Joseph E. Chuhay, Sgt. James A. Anderson.



ORDERLY ROOM: *Top row, left to right:* Charlie Sansone, Joseph Lavalle, Clarence M. Stephenson, Glenford L. Taylor, Hal B. Briand. *Middle row, left to right:* Ellis R. Oliver, Laurence Childs, Nelson L. Courtney, Edward R. Christiansen, William A. Douglas, James E. Shook. *Front row, left to right:* Capt. Theon Laney, William F. Kloeblen, Alfred E. Chambers, Thomas W. Converse.

COOKS: *Top row, left to right:* Cpl. Edward Tarpinian, Cpl. James J. Smith, Cpl. Nic Nazdrovaty, Cpl. John A. DiCiurcio. *Middle row, left to right:* Sgt. Mike Demkowitz, Sgt. James V. Morris, Cpl. Robert E. Kessie, S/Sgt. Edward C. Johnson. *Front row, left to right:* Pfc. James C. Whitney, Pfc. Lawrence Childs, Pvt. Joseph M. Zupancich, S/Sgt. Coon C. Lee





Top row, left to right: Clemens G. Snider, Allen W. Carrow, Elmer R. Lindsey, Milton J. Goldy, Clarence D. Tingley, David F. Imler, William P. Scully. *Middle row, left to right:* Antonio Hernandez, Henry Brown, William K. Dixon, Alvin W. Beebe, Walter J. Moczydlowski, Roland E. Hackett, Harry A. Gray, Blaine D. Carver. *Front row, left to right:* Frank Flanigan, Robert A. Holtman, Howard M. Jackson, Stephen W. Pruszinski, Clyde R. Schroeder, Robert W. Spruill.



Top row, left to right: Russell E. Conley, Henry W. Ereaux, Edward M. Burke, Robert Brown, Jr., John J. Adams, Benjamin Cantor, Bert B. Acosta. *Middle row, left to right:* Ray Baxter, Robert B. Carr, Stanley A. Stasiulewicz, James O. Sande, John R. Rising, Russell Hutnik, John F. Krook. *Front row, left to right:* James A. Parsons, Albert L. Hrabos, Marcos D. Villanueva, Emerson L. Landsmann, Albert Heiserman, John H. Tomasko, Walter Ancell.



Top row, left to right: Joseph L. Maffie, Samuel M. Shaefer, Ralph S. Bowie, John F. Golden, James A. Allen, Robert S. Rutsky, Donald A. Maisonnueve, Forrest D. Brown. *Middle row, left to right:* Curtis J. Peterson, Robert C. Hossner, Dale Swartz, Lawrence R. Bock, Lee M. Sales, Clarence O. Davis, William Wilson, Wilbur B. Godwin. *Front row, left to right:* Jerome Bagner, Eloy J. Fuentes, Stanley E. Ficke, Charles Jones, Robert L. Evans, Samuel O. Keithline.



Top row, left to right: Louis C. Eldredge, James W. Huggins, Adrian A. Jones, Jackson P. Bucci, Elmer C. Holmes, Dominic C. DiGennaro, Anthoney F. Bancale. *Middle row, left to right:* Robert Pratt, George P. Toms, Stanley K. Olsen, Bedford F. Hinson, Elmo Byrd, William E. Allen, Willard J. Tamminga, Gregg J. Mahynski, Harold C. Kelly. *Front row, left to right:* Harold G. Coenen, Kenneth L. Decker, Duane D. Davis, Ralph D'Ambrosi, Melvin R. Paull, Lawrence E. Smith.



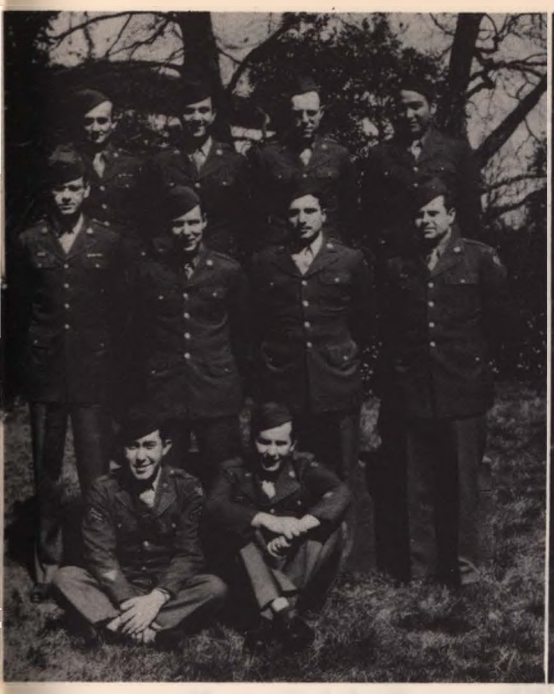
TRANSPORTATION: *Top row, left to right:* Cpl. Glen V. Boyer, S/Sgt. Victor A. Engstrom, Pvt. John E. Knapp. *Middle row, left to right:* Pfc. Ernest J. Tourangeau, Cpl. Jesus R. Aleman, Cpl. Armando A. Belli, Sgt. George H. Reid. *Front row, left to right:* Cpl. Elmer W. Lutz, Pfc. Thomas J. Byrnes.

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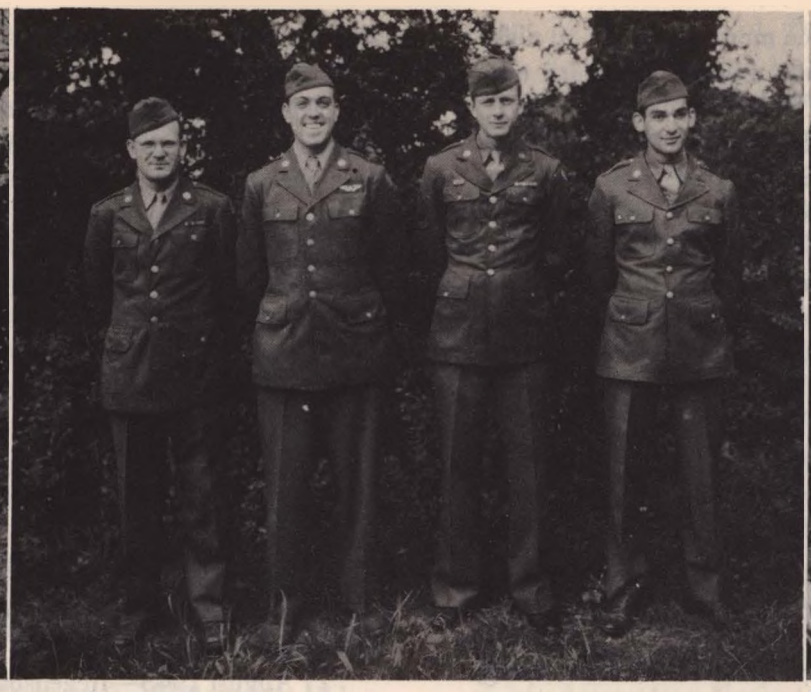
Top row, left to right: Sgt. Irwin S. Lowitz, S/Sgt. Justin L. Altenhofen. Sgt. Mario J. Valentino, Pfc. David Thomson, Jr. *Middle row, left to right:* S/Sgt. Robert M. Scott, Sgt. Wilbur L. Hoffman, S/Sgt. John Wagner, Cpl. Alvin D. Bontrager, S/Sgt. Orville R. Hill. *Front row, left to right:* Cpl. Ralph R. Wolfe, Capt. Lester M. Burton, Cpl. Malcolm B. Gardner.

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ORDNANCE: *Top row, left to right:* James C. Smith, Alex J. Paoloni, John W. Jared, George Buckheart. *Middle row, left to right:* Arthur D. Gerson, William R. Mobley, Joseph A. Levi, Carl E. Owens. *Front row, left to right:* George C. McGue, John Klus.





ENGINEERS: *Top row, left to right:* Lawrence A. Wise, Blaine D. Carver, Donald E. Carlson, Antonio Hernandez. *Front row, left to right:* Adrian A. Jones, John J. Adams, David F. Imler, Gregg J. Mahynski.

HISTORY OF THE 571ST BOMBARDMENT SQUADRON

THE war was over. The sergeant made an entry in his diary: "On board ship. Going back to the States. We're finally on our way home."

Laying down his pen, he began thumbing through the dog-eared pages. . . .

"27 February 1943—571st Squadron activated out of 391st Squadron, 34th Bomb Group, Army Air Base, Blythe, California."

How long ago it seemed. How much had happened since then. Now it was all over. For once in his life he forgot the old gripes: "Lousy chow" . . . "No T.O. vacancies" . . . "Routine" . . . "Chicken" . . . suddenly he realized how attached to the old Squadron he had become.

He recalled the first hectic days at Geiger Field. The Section heads of the original cadre had gone to AAFSAT at Orlando for a month, while the rest of the Squadron, forty-odd men, had been sent to Geiger Field, Wash., six miles from Spokane. Spokane—a soldier's town! The Coeur de Lane Hotel and the Old Dutch Mill, the Joe's Club, the Old Mint Cafe, the Cat and the Fiddle, Keggler's, the Natatorium and the Davenport. Almost as good a soldier's town as Denver!

But what a bunch of headaches during those first few days at Geiger Field! Every one was new at his job, and the pile of work connected with the formation of a new Squadron was terrific. The Orderly Room had run around in a lot of circles in its day, but the route circumscribed those first few days at Geiger Field took the cake. Capt. Von Arb, Lt. Dolan, Lt. Sloan and 1st/Sgt. McCarron were at AAFSAT. So as the newly assigned men began rolling in from Salt Lake City there were no officers available to give the orders. What a relief when the AAFSAT gang returned!

"7 April 1943—First combat crews arrive."

The sergeant remembered the orders assigning them. New names to him then: 1st Lt. Robert B. Short, 1st Lt. Gerald F. Richter, F/O Robert D. Brown. He could picture each one of them as they reported to the Orderly Room, and he remembered clearly each crew member. (Quite a difference from the later replacements! He hardly got to know them at all.) Over the next few days the rest of the original crews had arrived: Smith, Turner, Erickson, Riley, Weldon, Rood, Dennis, Olmstead, Robinson. Naturally, he knew that first bunch well. For three months he had watched and helped them train.

"14 April 1943—Moved down to new area just vacated by the 385th Group. First phase training begins in earnest."

He recalled the single plane the Squadron then had—42-29543, "Old Fearless." Funny how clearly he remembered Lt. Larry Bennett. The plane had derived its name from an amusing incident involving Larry. Then, during April and May, four other ships had been added. Training was on a twenty-four-hour schedule at that time, since four Squadrons had to

use the same planes. Flying formation morning, noon and night —high-altitude missions, low-altitude missions, gunnery missions, bombing practice at Sprague. "What's your CE, Forbes?" Keen competition to see who would become flight leaders. Close calls several times. "Riley just had his tail chewed off by Dennis." A sickening feeling in his stomach. Thank God they got down all right. "You ought to see Riley's tail."

What a jumble the various sections had been in during those first few weeks. Green as grass, inexperienced; hours to load practice bombs, ammunition, fill gas tanks. Hours on the rifle range, instructions at Seven Mile. Work, work, work! But as the formation improved, so did the work of the ground crews.

"12 May 1943—Squadron holds its first party."

He didn't remember that party very well. But the hangover next morning taught him that it definitely wasn't worth it. . . . She sure was a cute little kid.

"5 June 1943—Moved to Great Falls, Montana, for third phase training."

More missions, more ground school, more formation flying, more high altitude. Shots for typhoid, typhus, cholera and tetanus. And for relaxation, The Mint, Brass Rail, Jockey Club, Palm Gardens and, of course, the inevitable PX. "Wittan's Wallopers" were breaking all training records. Almost before you knew it, third phase was ending, and spectacularly. The 390th had put on a real show when all the ships flew formation from Spokane to Great Falls. It put on a bigger one when the planes flew to the east coast and to Bermuda at the end of third phase. It definitely was a hot outfit, an outfit which, if the record meant anything, would blaze a name for itself against the Hun.

"4 July 1943—We're on our way East to the POE."

The crews had left on their furloughs a couple of days before. Wouldn't see them again until the ETO. What a train trip that was! Couldn't they feed us anything but pork? The trip wasn't too bad, though, and some of the boys caught up on their sleep—and geography. Montana . . . North Dakota . . . South Dakota . . . Minnesota . . . Wisconsin . . . Iowa . . . (only half way. Seemed as if he'd been on the train forever) . . . Illinois . . . Indiana . . . Michigan . . . Canada . . . New York. It would be a long, long time before he saw those States again.

"8 July 1943—Arrive at Camp Shanks, N. Y."

That was a hot day! And the hike from the train! Whew! The biggest camp he'd ever seen. Processing! "Fall out for inspection!" . . . "How many pairs of shoes have you got?" . . . "How many shirts?" . . . "That barracks bag is torn. Get it replaced." . . . "Get your shoe impregnate" . . . Inspections, lists of names, drawing GI equipment. For once the QM gave the boys a break. After a week Lt. McCann was ready for the showers

"14 July 1943—Processing completed. My first pass to New York."

The sergeant chuckled and thought, "Guess I didn't learn my lesson at the Squadron party in Spokane after all."

"16 July 1943—The last day in the U.S.A. We are now on the *James Parker*."

Sardines, standing in line for hours for those two meals a day. Surprisingly good food—if you could eat standing up and being shoved around by the KPs. "Move along!" . . . "Hurry up!" . . . "Snap it up!" On the deck for twelve hours—the magnificent skyline of other ships in the convoy . . . twelve hours below—alternating bunks with some other guy you never saw. Rumors of submarines lurking nearby. God, what a trip!

"27 July 1943—Docked at Liverpool."

Liverpool! The cheering crowds as the Squadron marched singing to the station. . . . Seeing blitzed buildings for the first time out of the corner of his eye. . . . Friendly, smiling faces, shouts of "Thumbs up!" . . . Broad daylight at 2300 hours when they reached the station.

"28 July 1943—Arrived at Wickham Market Station, Suffolk."

How green the countryside was, and how neat and clean! Thatch-roofed cottages, rose-covered gates — just as he'd imagined England. The truck ride to the base, Station 153. Thirteenth century churches at each crossroad. "A sixpence is worth a dime." . . . "The hottest day in years." . . . "The picnic's over!" Col. Wittan was right.

"2 August 1943—First operational mission to Bonn."

The crews really sweated that first one out! But it went off O.K., for every one got back.

"17 August 1943—Regensburg."

The 571st sure was lucky! Didn't lose a ship! Regensburg had proved that the 390th was a hot Group.

"20 August 1943—My first pass to London."

That pass stood out in his memory, for he'd been thrilled by the big city. And there had been novelty to Piccadilly Circus. After that first one, they all seemed to blend together and he couldn't single them out.

The sergeant skipped over page after page of his diary. "Evreux-Conches," "Watten," "Kerlin-Bastard," "Stuttgart," "Bordeaux-Merignac." He paused a moment. Herb Turner and the crew of "Ascend Charlie" were killed coming back from Bordeaux, the first crew of the Squadron lost. He remembered Ed Weldon's joke about Turner which only those who knew Herb would understand: "He flies just like he talks."

"10 October 1943—Münster."

The letters rushed up and hit him in the face. Short, Smith, Starnes, Ward, Weldon—six crews from the 571st had gone down. Only Brown and Riley got back—Riley landing on two engines in the heavy haze. Brown's crew destroyed eleven enemy fighters on Münster. Every time he heard that name he bowed his head. It was the end of the old 571st. New crews came and left after three or four months. . . . But he never got to know many of them.

Mission after mission. Target after target destroyed. From October until the end he had difficulty in thinking of missions individually. He vaguely remembered the jobs that had been done. . . . Loading bombs. . . . Lt. Patterson's voice: "They've changed the load again. Put on the thousand pounders." Loading and reloading. Sweating and straining in the night. . . . "Love to Adolf." Other phases flashed through his mind . . . "Intercom on 048 went out" . . . "Malfunction in the racks" . . . "Better check up on the VHF" . . . "My oxygen system had a leak." Over and over again. Work like hell to get the planes in shape. "2800 topped off." . . . Wouldn't Jerry ever cry "enough?"

The sergeant thought about the 571st Engineering Section. Certain airplanes came to mind:

048—Well over a hundred missions, more than ninety without an abort. . . .

932—First ship in the group to fly a hundred missions without an abort. . . .

505—Better than ninety missions before she aborted. . . .

338—Fifty-nine of the roughest missions any airplane ever flew before she was taken off OPS as a "war weary."

Engineering's job, without a doubt, had been the biggest single ground job of the Squadron. More than a hundred men, including two officers, sixteen master sergeants, four technical sergeants, seven staff sergeants—they'd been busy day and night to maintain seventeen to twenty airplanes. Engine changes, battle damage repairs, inspections. After rough missions every available man had worked twenty-four to thirty-six hours straight. There had been a job to do and the 571st engineers had done it.

He thought about the Ordnance and Armament Sections. Loading bombs, ammunition, cleaning guns. "Guess I'll catch an hour's sleep. Wake me up when the load comes in." They'd done their bit all right!

He recalled the Communications Section. What a bewildering assortment of radio types and frequencies they'd had to maintain! VHF with its A, B, C and D channels, interphone, radio compass, command set and liaison set, G set, carpet, HFDF, Mickey—to a layman they meant nothing. But to the boys in the airplanes good communication meant everything. In addition to keeping the various sets in shape, there had been the job of running signal supply, the buncher station, keeping telephones in order, handling teletype machines. Communications had been a tremendous job in itself. Yet it was only a small part of the Group effort.

The Operations staff, S-2, Medics, Supply, Photo — he thought about friends in all of those outfits. In addition to their primary job of camera maintenance and installation and development of "strike" photos, Photo's job had been complicated by work for PRO and the Group history.

The sergeant came to an entry which made him smile.

"28 November 1944—Transferred to Orderly Room because I'm too old to work on the line."

That was a good one! Not old enough to be sent home, though. The Orderly Room, the hub around which the Squadron revolved. Sit down to do a job and have some bird come in and ask for a pass. Jump up from what you're doing. Or some one come in and wanted to see Major Mac. Or somebody had a rush typing job to be done. And then that damned phone was always ringing. "Tell Lieutenant Smith he's to report to the Training Center immediately" . . . "Wake me at 0715" . . . "Ask Berry if I've got any mail." . . . Busy as beavers all day long, and when the day was over, what had you accomplished? But at least the time had gone fast.

"1 December 1944—Lt. Col. Von Arb transferred to Group to become Air Executive."

The entry started him thinking about who'd been in the Squadron and what changes had been made. Most of the men who came overseas with the Squadron had been with it to the last. But among the officers there had been many changes. He thought about the original staff: Lt. Col. "Lucky" Dolan, original Operations officer, now MIA, transferred in April 1944 to become Group Operations officer and later Air Executive. Squadron Ops officers who followed him had been Maj. Fenton, Capt. Watkins, Lt. Col. Pennebaker and Maj. Brown. When Col. Von Arb became Group Air Executive, Maj. McHenry became Squadron CO. Both of them had been square shooters and much respected.

The sergeant thought about the other major changes:

Capt. Bunn, S-2, transferred on 4 August 1944 to become Group S-2, and Capt. Stevens took his place. . . . 1st Lt. Patterson transferred 10 March 1945 to Ground Forces. "Pat" had been the only man in the Squadron to win the coveted Soldier's Medal for heroism. . . . Capt. Van Horn, AFCE officer, transferred to the 568th Squadron on 16 August 1944. . . . Maj. McCaffrey, executive officer, was transferred back to the States in October 1944 and later assigned to the Group headquarters, where he'd been S-1 most of the time anyway. . . . He was replaced as Squadron executive officer by Capt. Milliken. . . . Lt. Larry Bennett, original Squadron Bombardier was MIA on the Schweinfurt mission, 12 October 1943. He'd been followed by Capt. Gordon-Forbes, Capt. Fregosi, Lt. Peguesse, Capt. Conn, Lt. Madison and Lt. Liana. . . . Capt. Johnny Clark, original Squadron Navigator, transferred to the ZI 6 October 1944. Succeeded by Lt. Terry, Capt. Hollopeter, Lt. Rawlins and Lt. Hall. . . . Two other staff officers came to mind: Lt. Neubauer and Lt. Bone, both assistant Operations officers, both MIA. Ken went down on the Münster mission and was a P.W. John went down on Derben, 14 January 1945.

The sergeant turned several more pages of his diary and noticed that he was getting near the end.

"10 February 1945—First batch left for the infantry."

Once again he smiled. He remembered the bull sessions when practically every one had said he'd rather be in the infantry than a "ground gripper" in the Air Corps. Then, when a request came for infantry volunteers, there was plenty of back-tracking. The funniest effect of the infantry scare was that for a few weeks griping was practically non-existent. Every one suddenly realized that things could have been a lot worse

The sergeant reflected what a strange sensation it was, after dreaming of this day for two years, to have a feeling of nostalgia about the old Squadron. He wondered what Site 1 looked like now. Empty Nissen huts, stripped except for a stray pin-up here and there. He wondered if Farmer Gray's daughter still stood by the gate across the road from the Orderly Room, or took her dog for walks along the road.

He was suddenly wakened from his reverie by a loud tanoy announcement, the voice of none other than T/Sgt. Gerald Johnson: "All personnel will fall out at their respective stations for lifeboat drill." The sergeant closed his diary, placed it carefully in his barracks bag and went out on the deck.





ORDERLY ROOM



571ST AREA





571ST BOMBARDMENT SQUADRON (H)



MAIL CALL



THE FIRST SERGEANT



ORDERLY ROOM



CAPT. SLOAN, LT. COL. McHENRY





OPERATIONS





SUPPLY ROOM

30TH STATION COMPLEMENT SQUADRON



MAJ. JAMES G. BEGLEY



MAJ. HAROLD F. SLOAT



1st LT. BENJAMIN P. STECKEL
(Adjutant)



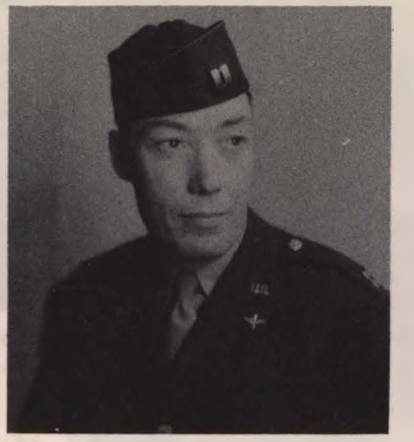
CAPT. DANIEL F. LENAHAN



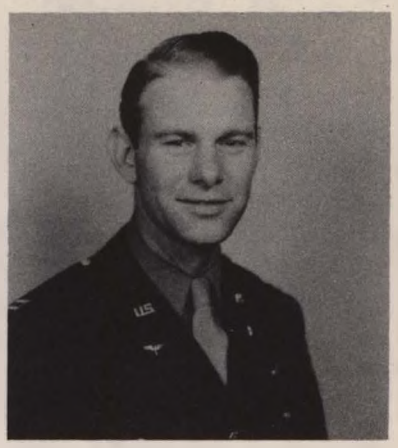
CAPT. JEROME R. FERBER



CAPT. LUCIAN S. ALGEE



CAPT. VERNON K. HANSEN



CAPT. JOHN A. HOLZHAUER



CAPT. RICHARD R. KETCHUM



CAPT. R. H. MORRISON



CAPT. FRANK S. OLMES



CAPT. HAROLD M. TURK



1st LT. KENNETH ALLEBACH



1st LT. THADDEUS W. BUCKMAN



1st LT. JOSEPH J. FOSTER



1st LT. RUBEN GOLDSTEIN



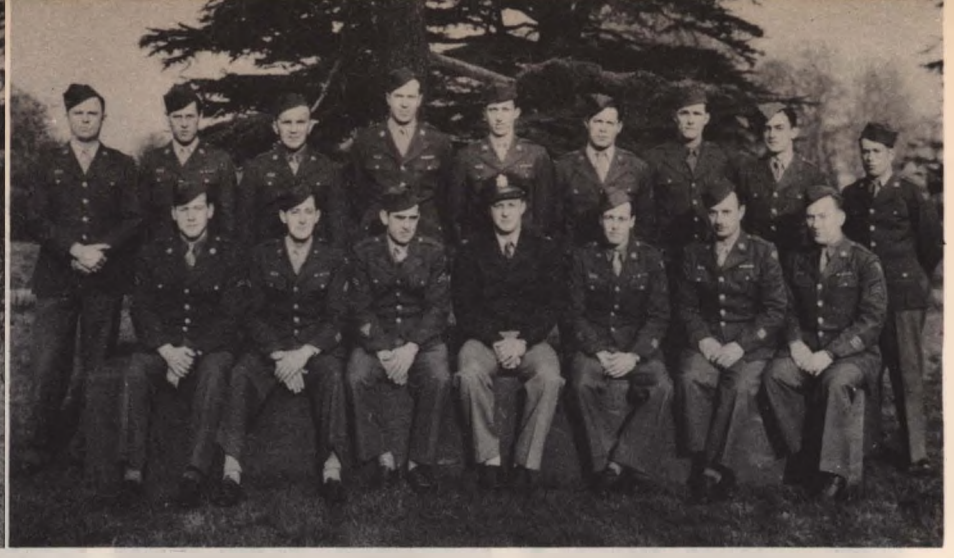
1st LT. JOHN H. STAFFORD



1st LT. T. C. STOUDEMAYER



Top row, left to right: Sgt. James H. Kroft, Pfc. Anthony J. Reforgiato, Cpl. John B. Couty, Pvt. Frank Rodriquez, Pvt. William S. Tucker, Cpl. Carl E. Behm, Cpl. Ralph W. Pouk, Jr., Cpl. Castranzo J. Gergenti. *Middle row, left to right:* Cpl. Henry E. Hebert, Pfc. Keefer G. Keys, Sgt. Paul E. Tanis, Pfc. Glenn C. Grimes, Pvt. Robert L. Hecker, Sgt. Rudy A. Minor, T/Sgt. Samuel E. Peeler. *Front row, left to right:* S/Sgt. Thomas C. Childers, Capt. Jerome Ferber, 1st Lt. Tullious C. Stoudemeyer, Maj. James G. Begley, 1st Lt. Benjamin P. Steckel.



Top row, left to right: S/Sgt. Robert F. Weldon, Cpl. Robert S. Walker, Pfc. Kenneth P. Bailey, Sgt. Lloyd H. Knutson, Sgt. James H. White, Sgt. Edward E. Hodgson, Cpl. John F. Broome, Cpl. Joseph C. Murray, Pfc. Richard E. Ekberg. *Front row, left to right:* Cpl. Winston M. Foss, Cpl. Camille R. Tourville, Cpl. Daniel E. Steinmeier, Capt. Harold Turk, Cpl. Harold W. Thomas, Pfc. Albert Debauche, Sgt. James H. Dervis.



Top row, left to right: Cpl. Winston B. Baker, Cpl. Edward P. McGraw, Pvt. Baz W. Rogers, T/Sgt. Enoch W. Holland, Cpl. John F. Eudy, Sgt. Henry R. Coleman. *Front row, left to right:* Pvt. John J. Pesente, Sgt. Kenneth R. Rogers, Sgt. Joseph T. Holder, S/Sgt. Marvin D. Stephenson. Cpl. Stanley A. Pridachuk, Cpl. Earl G. Gober, Pfc. John Ancell.



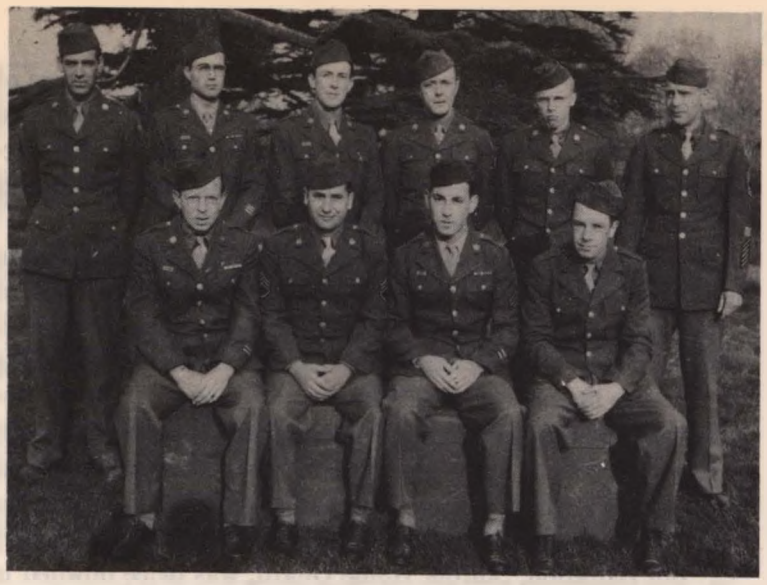
Top row, left to right: Cpl. Walter Weisbrod, Pfc. Chester Rolka, Sgt. William H. Miller, Pvt. Royal S. Buyer, Pfc. Santiago Z. Quiroz, S/Sgt. Norman A. Sorenson, Pfc. Eugene Manino, Pfc. John C. Martinez. *Front row, left to right:* Pvt. David Mortimer, Cpl. Marvin E. Via, Sgt. Cecil D. Stewart, Cpl. John W. Spille, Cpl. Joseph Grande, Cpl. Joseph Catropa, Pvt. Newell S. Townsend. Pfc. Frederick Thaver. Pfc. Neal E. Goodwin.



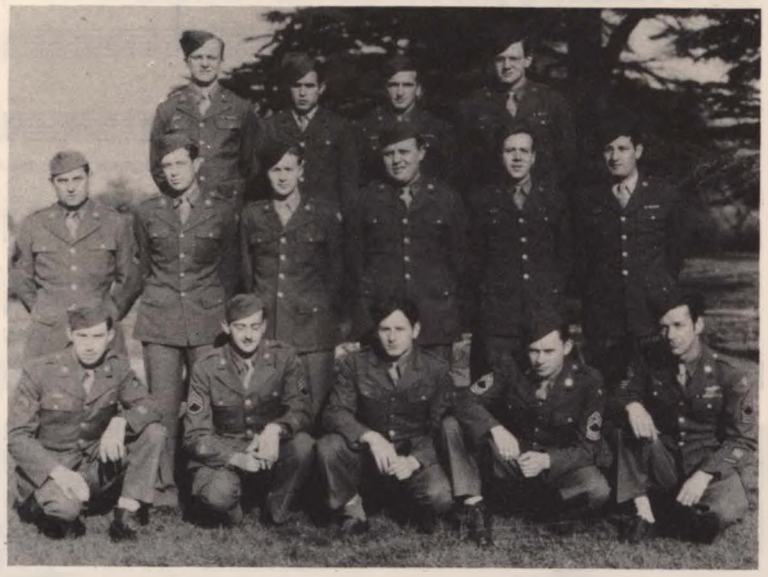
Top row, left to right: Cpl. Glen F. Francis, Pvt. John C. Wischnewskey, S/Sgt. George Hennes, Capt. Vernon K. Hansen, Pfc. Leroy J. Falgot, Pvt. Vonley Blankenship, S/Sgt. Elo F. Wenske. *Front row, left to right:* Pvt. Marcial Barioss, S/Sgt. James H. Bentley, Sgt. Howard E. Trexler, Cpl. William C. Carothers.



Top row, left to right: Cpl. Ralph I. Cohen, Sgt. Saul Schapiro, Pfc. Joseph E. Wiedmann, Pfc. Alexander Herent, Jr. *Middle row, left to right:* Cpl. George Pozwilka, Cpl. Leonard W. Schultz, Pvt. Will D. Cunningham, Pvt. James F. Overby, Cpl. Lawrence D. Smith, Pfc. John Jennings. *Front row, left to right:* Sgt. Edwin N. Harder, Cpl. Robert L. Pike, Pfc. Lawrence F. Lewis, Cpl. Charles D. Winningham.



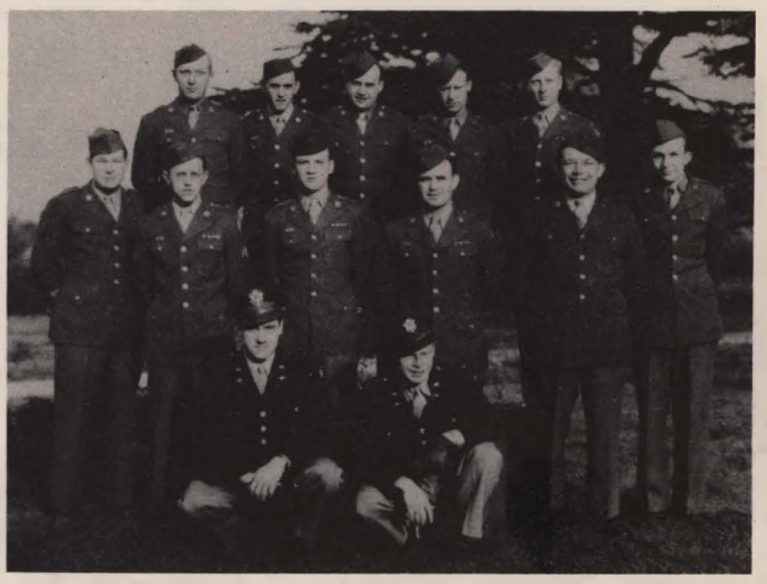
Top row, left to right: Cpl. Foster McGowan. Sgt. William H. Clark, Sgt. William A. Frye, S/Sgt. Robert A. Frank, Pvt. Hamilton M. Huff. M/Sgt. Kenneth H. Cunningham. *Front row, left to right:* Sgt. Leonard E. Burton, S/Sgt. Pasquale Dilorenzo, Sgt. William C. O'Donnell, Sgt. William C. Powell.



Top row, left to right: Cpl. Harold W. McGrath, Pvt. Nicholas Sanobria, Pfc. Alvin C. Choffin, Sgt. James H. Mayo. *Middle row, left to right:* T/Sgt. Thomas P. Krause, Sgt. Richard E. Harkins, Pfc. John King, S/Sgt. Donald V. Meis, S/Sgt. Thomas F. Bond, Cpl. Stephen R. Madish. *Front row, left to right:* Cpl. Edwin M. Lants, S/Sgt. Donald E. Gosline, Cpl. John C. Ely, M/Sgt. Cecil W. Hancock, M/Sgt. Harrison G. Adams.



Top row, left to right: Pfc. Everette E. Sifferson, Pfc. John Colucci, Cpl. Alvin H. Webb, Sgt. John E. Cosley. *Middle row, left to right:* Cpl. Paul F. Schnurer, Cpl. Peter Spargo, Sgt. Joe S. McCroskey, Pfc. Charles R. Rustin. *Front row, left to right:* Pfc. William Klaus, Cpl. Chester Gould, Sgt. Walter F. Hughes. S/Sgt. Robert P. Hilson.



30TH STATION COMPLEMENT HISTORY

THE organization departed Kellogg Field on 27 July 1943 amidst a chaos of brass bands, civilian cheers and permanent party "kitbitzing," but it was a "secret" departure, so that only a few thousand knew it. The Unit was off for a pleasant journey from Battle Creek, through Ontario and back into the United States at Niagara Falls, N. Y., thence across New York and down the Hudson River past West Point to Camp Shanks, N. Y. This trip proved to be a very pleasant one for all concerned. The weather was fine, and the train good (for a troop train).

The evening of 3 August 1943 found the Squadron on the docks of the Port of New York, Brooklyn.

The Unit went aboard the *Aquitania* at about 0100 the next day, after a two hour wait. Since the 30th was the last Unit to board the ship, there wasn't sufficient room in the provided quarters for the men. Most of the command ended up on "G" and "F" decks. Three men slept on canvas cots in the gangway of "G" deck, while the first sergeant and two others were quartered in the brig (without restraint).

The Unit landed at Greenock, Scotland, on 11 August 1943 and boarded a train for the south of England. At about 0900 hours of 12 August 1943 the Squadron arrived at AAF Station 153, and became solid citizens of Suffolk. Men of the Unit were assigned to duty in organized functions of the 390th Bombard-

ment Group (H), which was already established at the station, and became a part of the Group insofar as duty was concerned.

The first place of abode on the station for the 30th was "Tent City," which had sprung up across the road from the officers' club. Leaving the tent area for barracks necessitated movement to "Hatcheson Heights," or Site 4, which was regarded alternately as "Siberia" and "A Hidden Paradise." After altering the appearance of Site 4 favorably, another chance to change the landscape was given the Unit when it moved to the Communal Site.

From a mountain of mud the area gradually resolved itself into a habitable cluster of Nissens surrounded by English greenery.

With its Flying Control, Communications, Transportation, Utilities and Headquarters Personnel the Squadron was capable of the maintenance of an airfield in the absence of larger Units, but the greatest value of the Complement Squadron lay in its ability to supplement the personnel of the 390th Bombardment Group by furnishing trained and willing personnel in the many diverse functions of an AAF station. The failure of the T.O. to furnish the necessary man power for the operation of an Air Force Base became only too evident in actual practice, and the Squadron was called upon continuously to fill spots that the T.O. makers hadn't thought of.

The 30th was active in sports, starting the soft-ball season in 1944 by winning ten straight games. In the second half of league play two teams were entered. Early in June the Squadron ran away with the Station track and field meet, scoring 47 points to the nearest rival's 25.

Interest in rifle competition was always high in this unit, and in addition to affording each member an opportunity of firing the .03 rifle for score, a ten-man team was formed for competition with British Home Guard Detachments. Company "C," 8th Battalion, Suffolk Home Guard, was twice downed in the summer of 1944, but the Leiston Home Guard Detachment took first place in a later meet, although Sgt. McCroshey of the 30th scored high in individual honors. These meets went a long way in establishing good relations with our Allies.
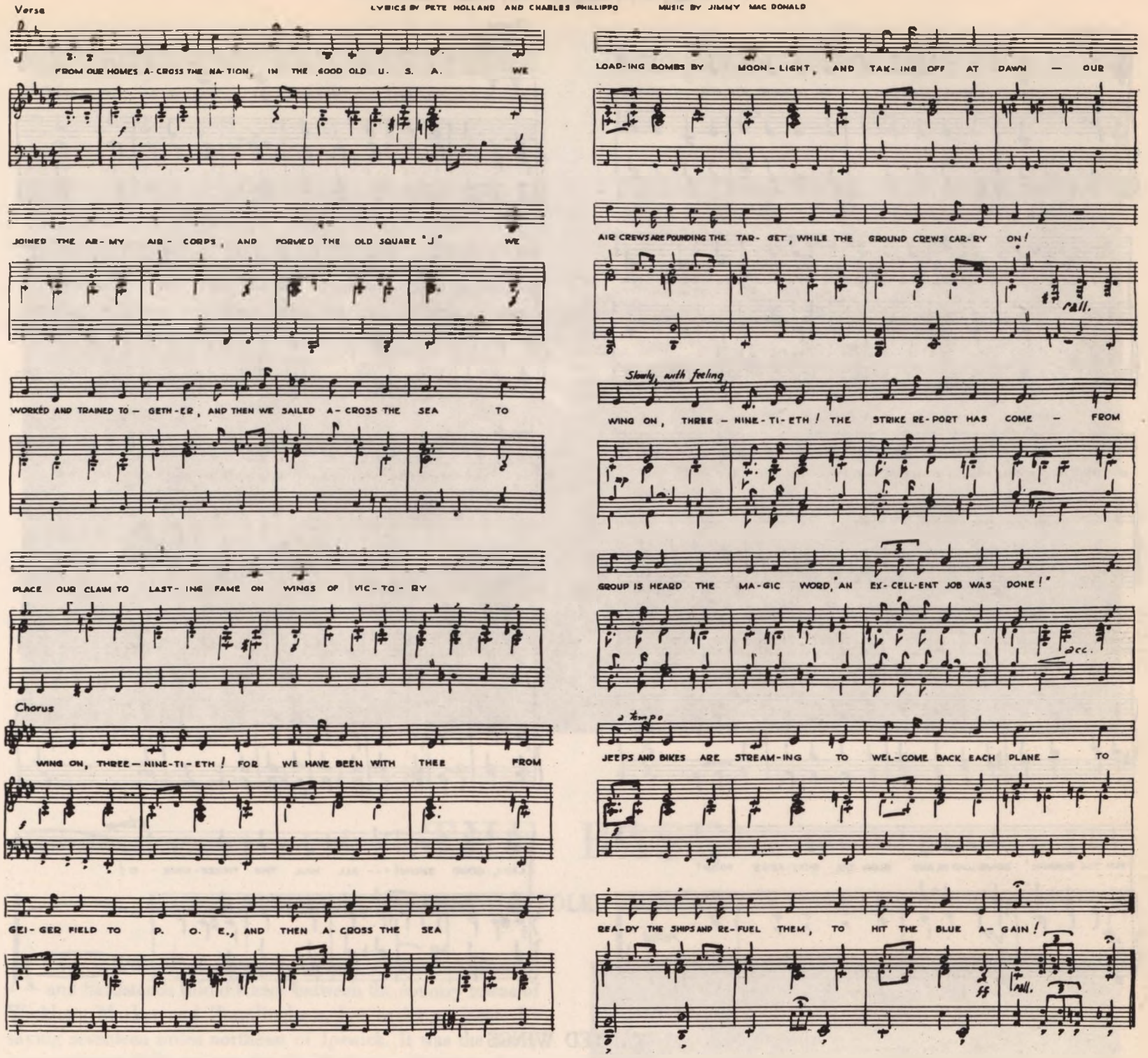


PARHAM STATION

STREET IN FRAMLINGHAM



WING ON! THREE NINETIETH!

LYRICS BY PETE HOLLAND AND CHARLES PHILLIPPO MUSIC BY JIMMY MAC DONALD



COME ON AND JOIN THE AIR CORPS

Come on and join the Air Corps,
It's a grand branch, so they say;
You never do any work at all,
Just fly around all day.
While others work and study hard,
And so grow old and blind,
You take the air without a care,
And never, never mind!

Come on and get promoted
As high as you desire,
You're riding on a gravy train
When you're an Army flyer.
But just when you're about to be
A General you will find
Your ship folds up, your wings fall off,
But you will never mind!
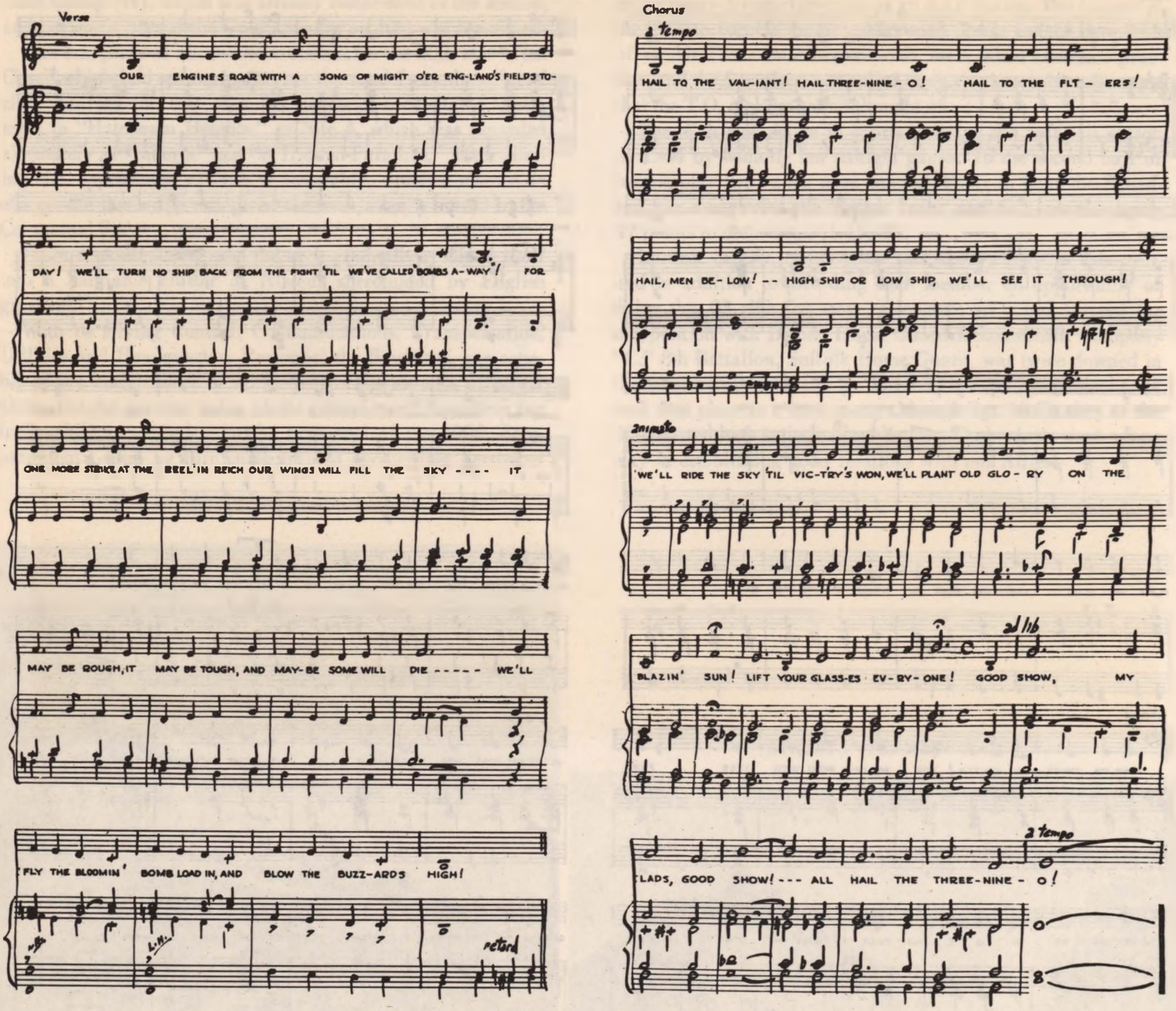
You're flying o'er the ocean,
You hear your motor spit,
You see your prop come to a stop,
The God-damn motors quit.
You cannot swim, the ship won't float,
The shore is miles behind!
Oh, what a dish for crabs and fish!
But you will never mind!

You take her up and spin 'er,
And, with an awful tear,
You ship folds up, your wings fall off,
But you will never care!
For in about two minutes
Another pair you'll find,
And dance with Pete, in angels' suits,
And never, never mind!

Chorus:

You'll never mind! You'll never mind!
Come on and join the Air Corps,
And you will never mind!

HAIL, THREE-NINE-O!



I WANTED WINGS

I wanted wings, now I've got the God-damned things,
Now I don't want them any more.
They taught me how to fly, then they sent me here to die!
I've got a belly full of war.
You can save those zeros for the God-damned heroes,
For Distinguished Flying Crosses will not compensate for losses!

I don't want to tour over Berlin or the Ruhr!
Flak always makes me part my lunch.
For me there's no "Hey-Hey" when they holler "Bombs Away!"
Things always happen in a bunch!
There's one thing you can't laugh off, and that's when they shoot your pants off,
And I'd rather get home, Buster, with my pants than with a cluster!

I'm too young to die in a damned old P.B.Y.,
That's for eager, not for me;
And I don't trust to luck to be picked up in a duck
After I've crashed into the sea.
Oh, I'd rather be a bell hop than a flyer on a flat top,
With my hand around a bottle, not around a God-damn throttle!

They filled me full of poop, then they sent me to this Group,
That's where my troubles all began.
If I had stayed at home, instead of crossed the foam,
I'd have my tail out of this jam.
When the rockets start a-bustin, and the gunners start a-cussin'
Then I wish that I were back in Wichita or Hackensack!

Chorus:

I wanted wings, now I've got the God-damned things,
Now I don't want them any more.



THE BASE

STATION 153—EAST SUFFOLK, EAST ANGLIA, ENGLAND

A CROSSPATCH of wheat fields and woods and runways and hardstands mid-distance between the country towns of Wickham Market and Framlingham, but easier to locate by saying seventeen miles northeast of Ipswich. It was the heavy bombardment field nearest the North Sea, a distance of ten miles.

This was the Base upon which the four Squadrons of the 390th Group lived, and from which they operated against the enemy. A community whose one business was war.

The map shows how Station 153, a typical heavy bombardment base, was laid out, with the living sites well apart from the airfield, and each site dispersed so that a bombing raid could not wipe out the entire base at one blow. The communal site held the officers' club, Red Cross Aero Club and the mess halls. Adjacent to the airfield was the technical site, and under the woods in the far eastern corner, was the ammunition area, or bomb dump.



PARHAM

SICK QUARTERS

458th SUB DEPOT

1689th ORDNANCE O.S.& M. CO.

SITE 5

WAAF SITE 1

SITE 6
569th SQUADRON

WAAF SITE 2
1145th M.P.

COMMUNAL SITE

30th STATION COMPLEMENT SQN

GROUP OPERATIONS

HEADQUARTERS

TECHNICAL SIT

SITE 1
571st SQUADRON

SITE 4

SITE 3
570th SQUADRON

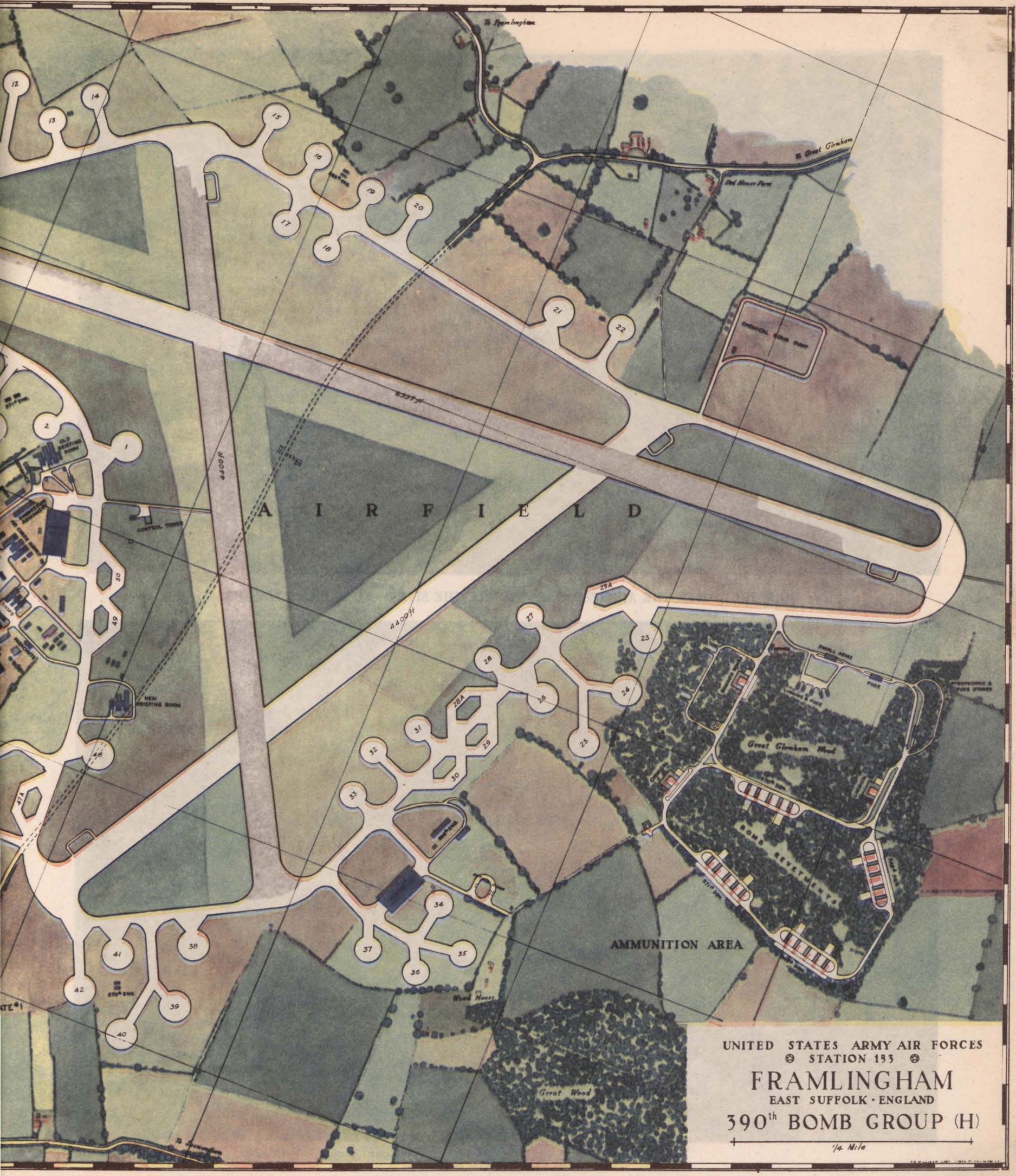
SITE 2
568th SQUADRON

N

W

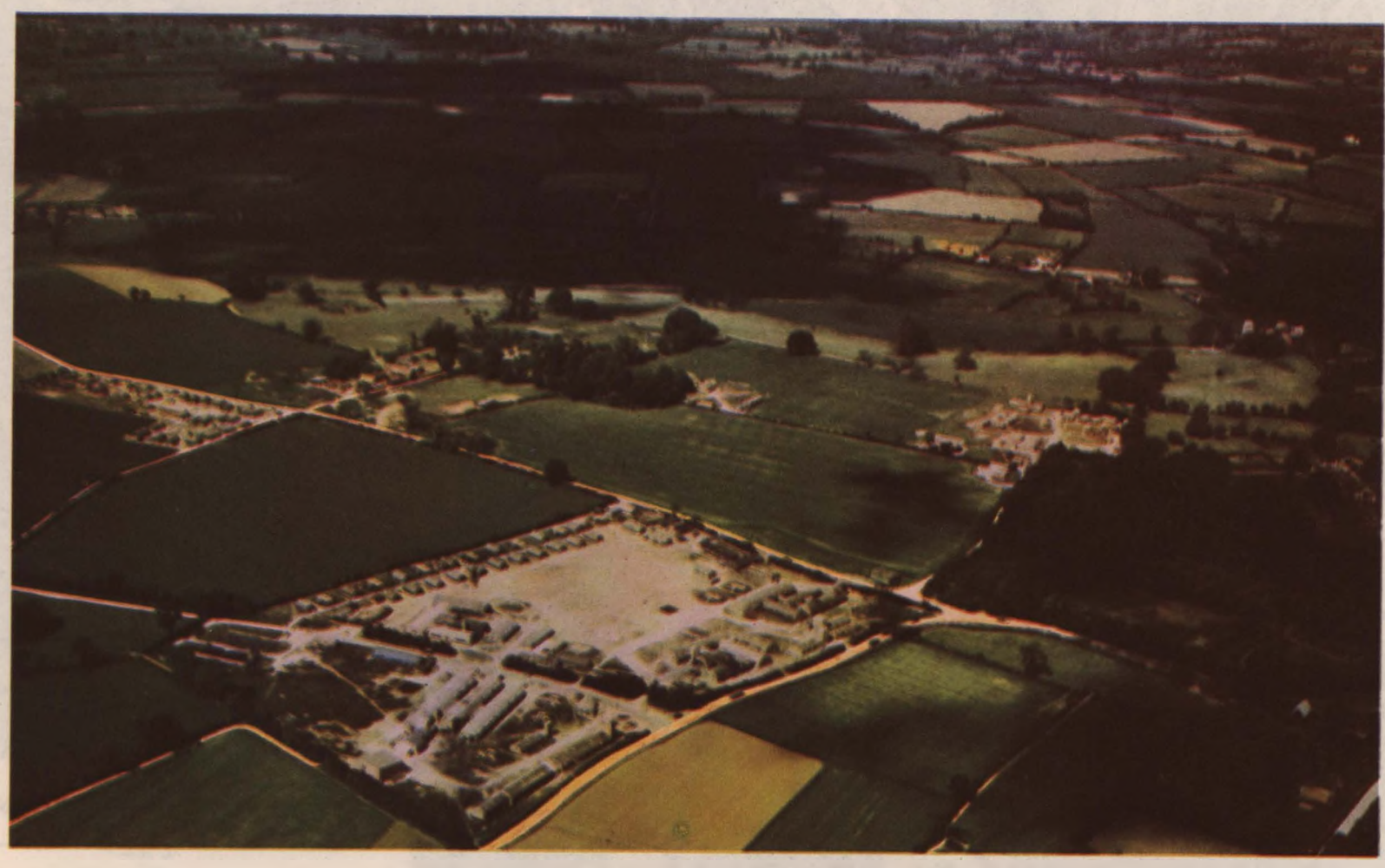
E

S


To Framlingham
To Great Glemham
Red House Farm
CHEMICAL BOMB DUMP
6337 ft
4400 ft
4400 ft
AIRFIELD
CONTROL TOWER
OLD BRIEFING ROOM
NEW BRIEFING ROOM
Great Glemham Wood
BOMB REVETMENTS
AMMUNITION AREA
Wood House
Great Wood
To Framlingham
UNITED STATES ARMY AIR FORCES
STATION 153
FRAMLINGHAM
EAST SUFFOLK · ENGLAND
390th BOMB GROUP (H)
1/4 Mile



VIEW FROM OVER THE AIRFIELD, SHOWING ALL THE SITES, AND PARHAM VILLAGE.



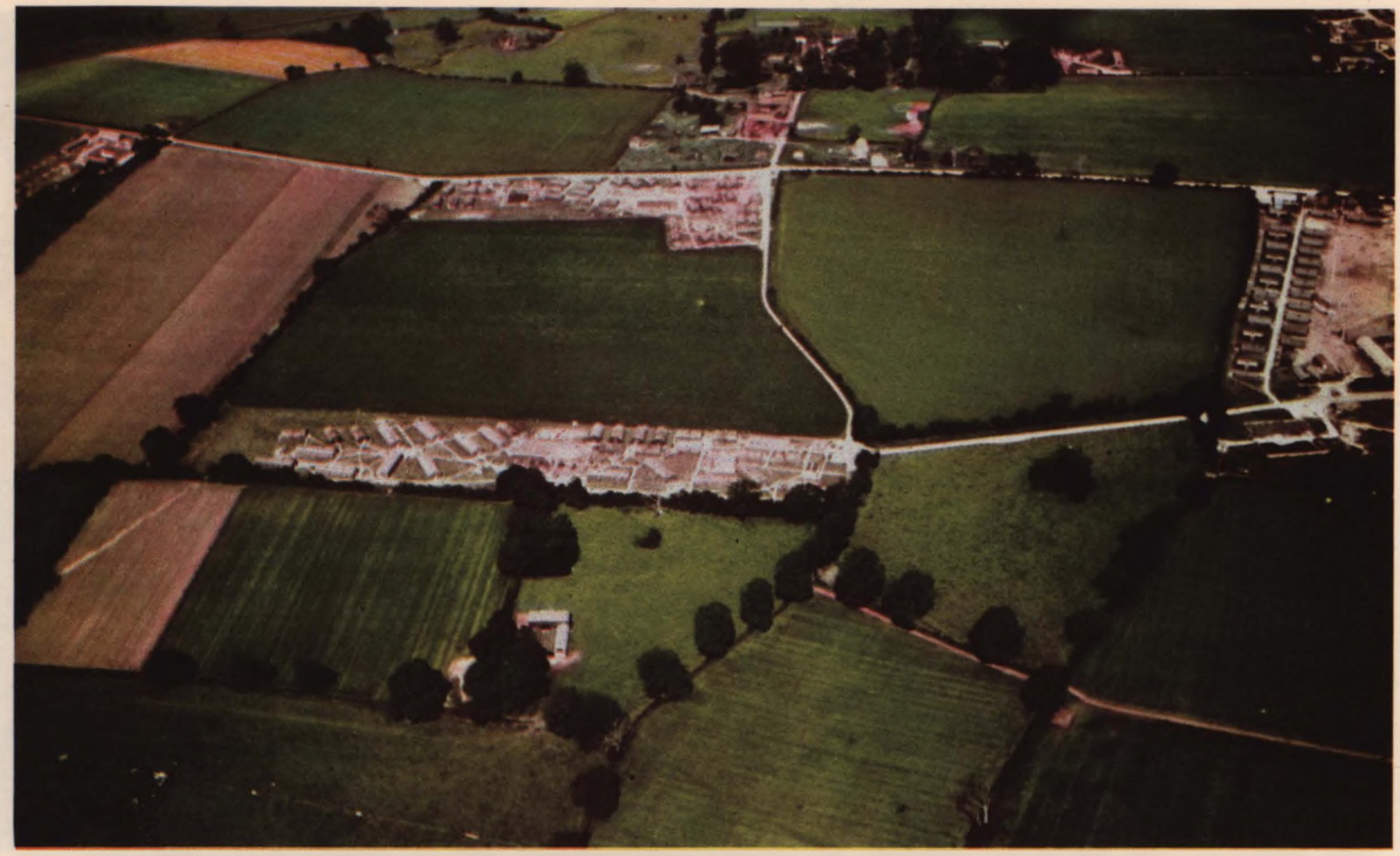
THE COMMUNAL SITE.



568TH AREA.



569TH AREA, PARHAM HALL, SITE FIVE.



570TH AREA.



WAAF SITES
MOAT FARM

COMMUNAL SITE
571ST AREA



PANORAMA OF AIRFIELD FROM SHOOTING-IN BUTTS.



SITE FIVE

458th Sub-Depot,
1689th Ordnance,
Sick Quarters and
Parham Hall.

HANGAR No. 2 AND BOMB DUMP.





END OF DAY



BUZZ BOMB

German V-1 wings its way over the base. British anti-aircraft tracers and searchlights ten miles away on the coast.

MORNING LIGHT.



DISPERSED HARDSTAND.



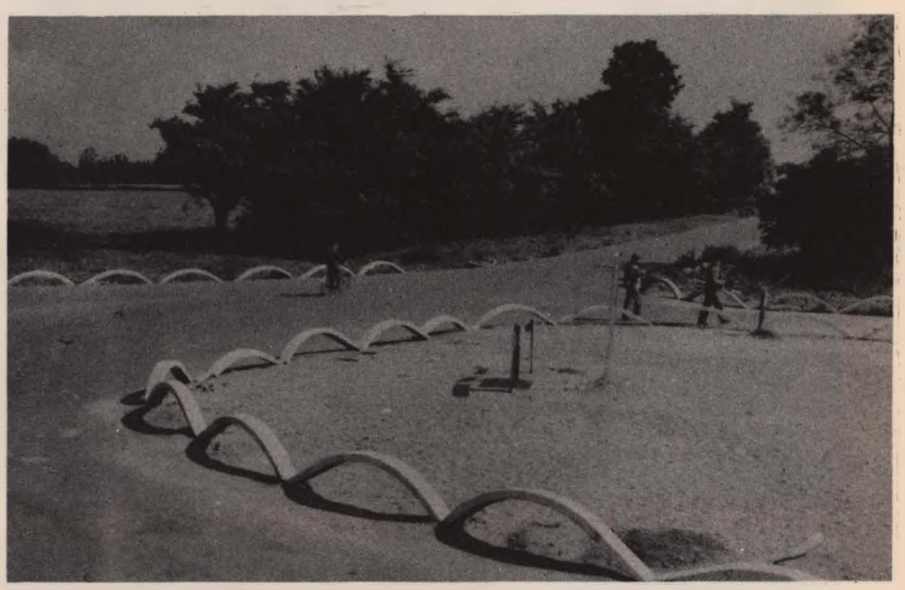


STATION HEADQUARTERS

STATION HEADQUARTERS, ON ITS OWN DISPERSED SITE, HOUSED THE ADMINISTRATIVE SECTIONS OF THE GROUP, AND THE OPERATIONS BLOCK.



FOUR CORNERS.



FOUR CORNERS.



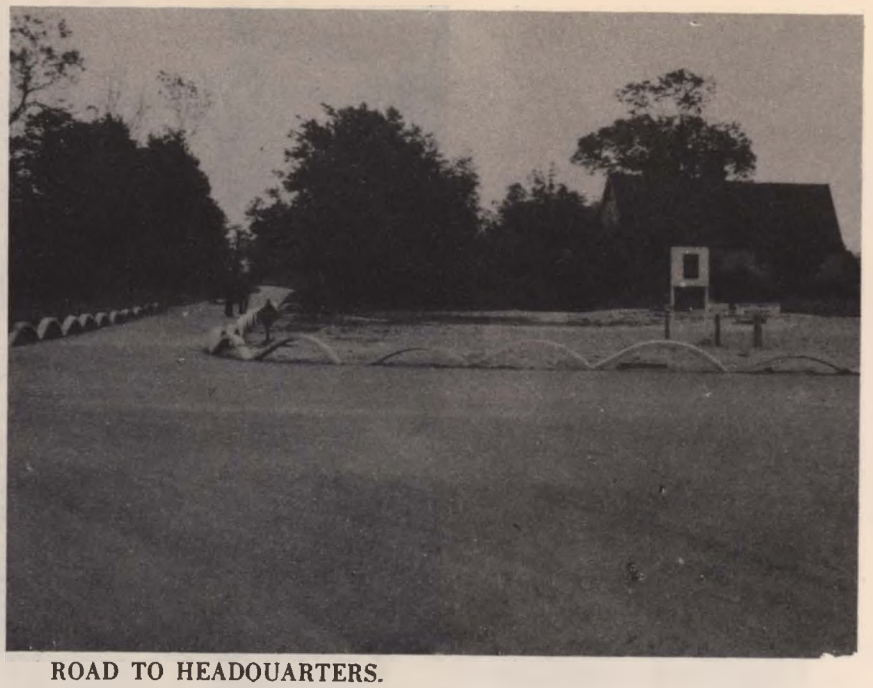
569TH ENTRANCE.



ROAD FROM PARHAM.



PASTORAL.



ROAD TO HEADOUARTERS.



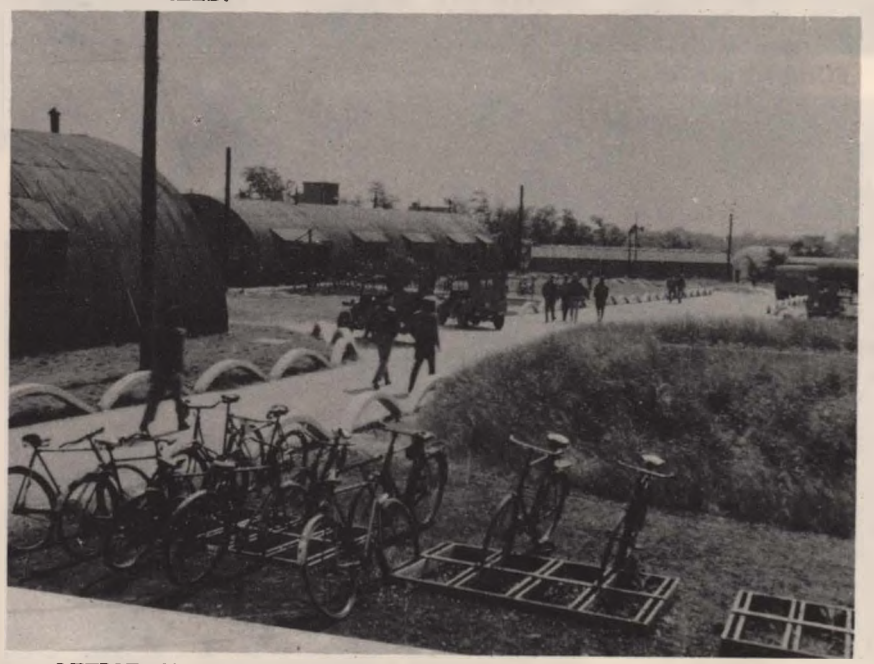
FRAMLINGHAM FLYER.



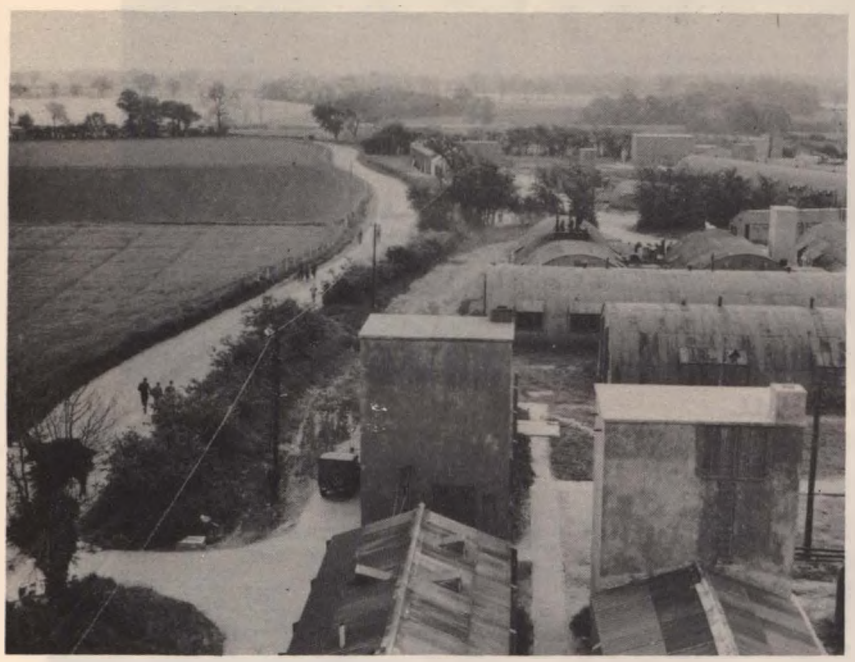
POPPY FIELD.



COMMUNAL SITE SOUTHEAST FROM WATER TOWER.



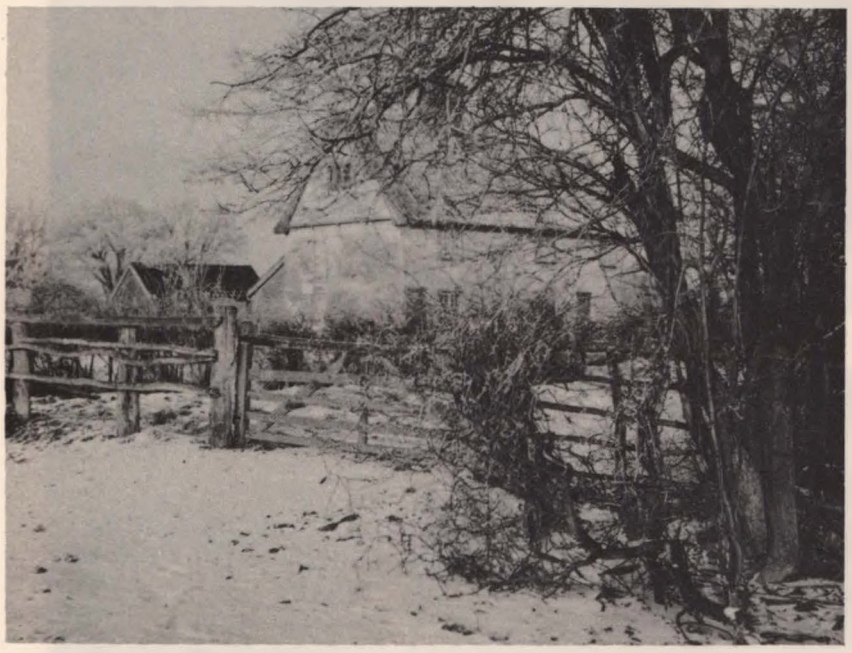
OFFICERS' CLUB—COMBAT MESS.



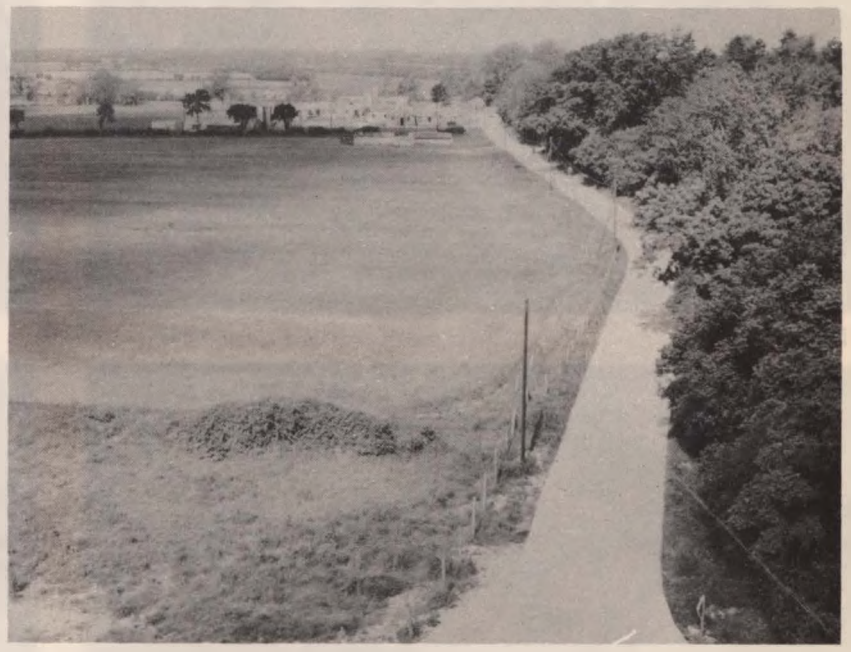
EAST FROM WATER TOWER.



SNOW IN SPRING.



FARM ON THE BASE.



WEST FROM WATER TOWER.



PARHAM HALL.



568TH CORNER.



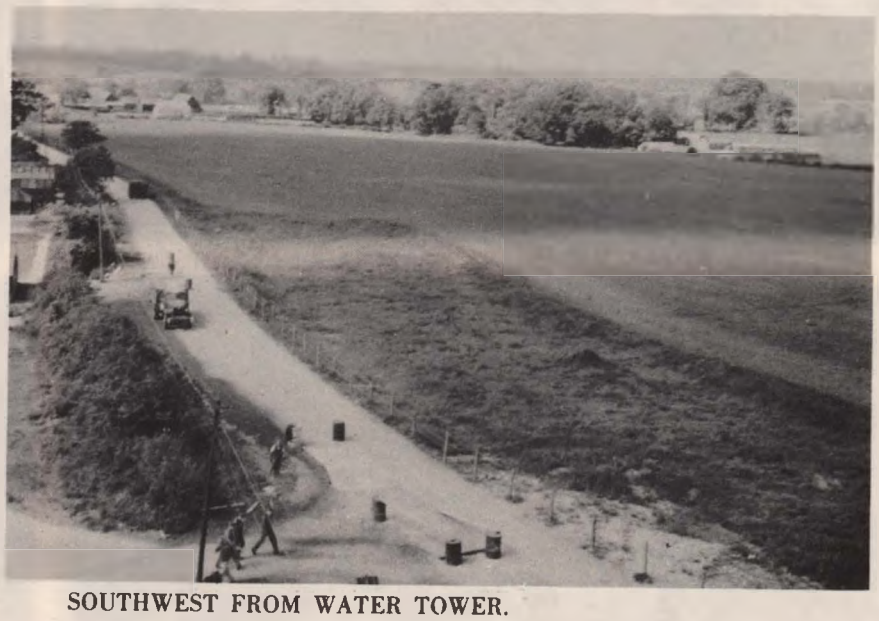
568TH CORNER.



PARHAM HALL.



NEIGHBORS.



SOUTHWEST FROM WATER TOWER.



TECHNICAL SITE–SUB-DEPOT SHOPS.

ENGINEERING–ARMAMENT–RADIO SHOP.



TECHNICAL SITE.

HEADED FOR THE AIRFIELD.







NORTH FROM THE WATER TOWER.



TECHNICAL SITE.



FLYING CIRCUS



HAPPY LANDING.



MIGHT NEED SOME WORK.



BICYCLE BUILT FOR THREE.

LOADING COMBAT CREWS.



HOME AGAIN.



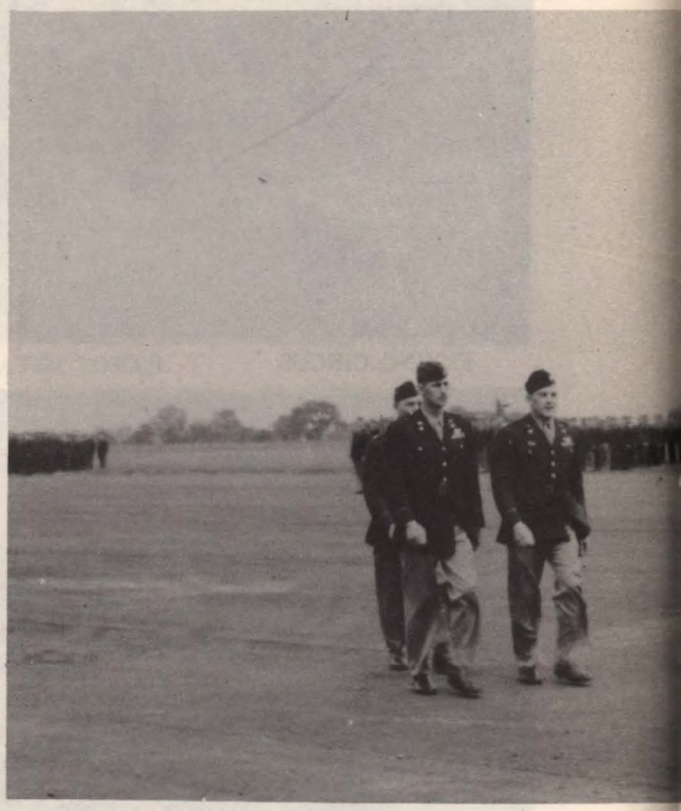


REVIEW AND INSPECTION

Band, Headquarters Squadron, 568th Squadron,
571st Squadron,



COL. SUTHERLAND
LT. COL. VON ARB
LT. COL. SORRELLS
LT. COL. WATTS
MAJ. ANGOTTI
MAJ. WILLIAMS



INSPECTION

Col. Sutherland,



PASS IN REVIEW.





29 MAY 1945

569th Squadron, Colors, 570th Squadron,
423rd Air Service Group

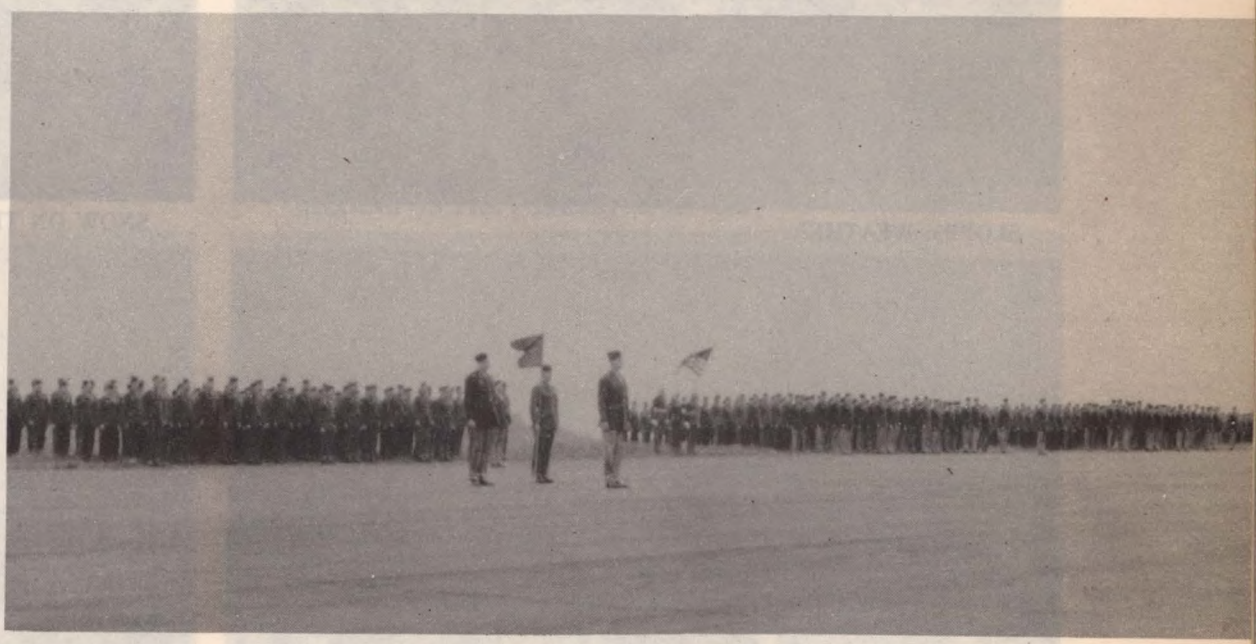


COL SUTHERLAND
LT. COL. VON ARB
LT. COL SORRELLS



PARTY

Lt. Col. Von Arb



THE LAST FORMATION.





"PEELING OFF" OVER THE FIELD.



GRAVEYARD.



SLOPPY WEATHER.



SNOW ON THE WINGS.



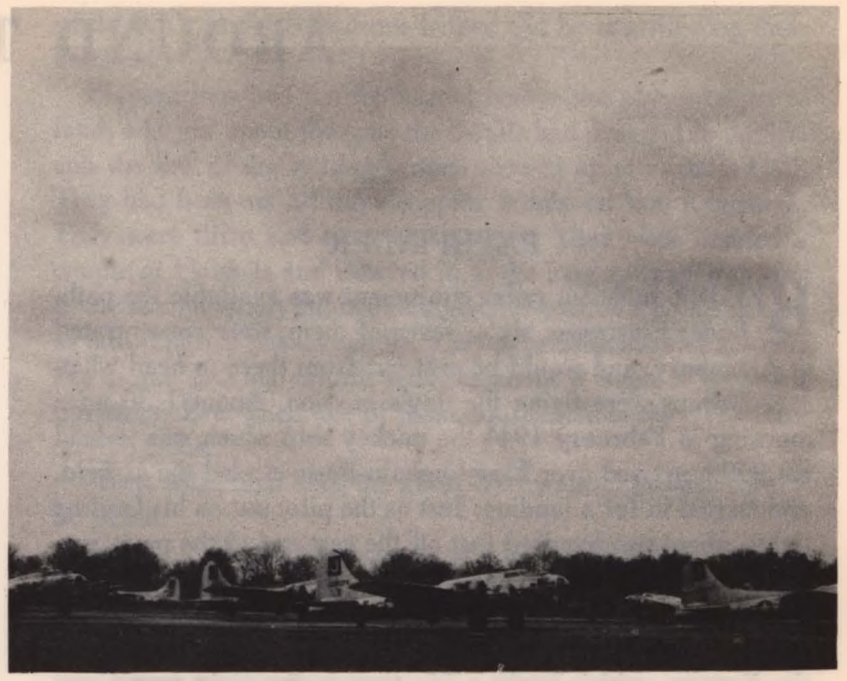
WET SNOW.



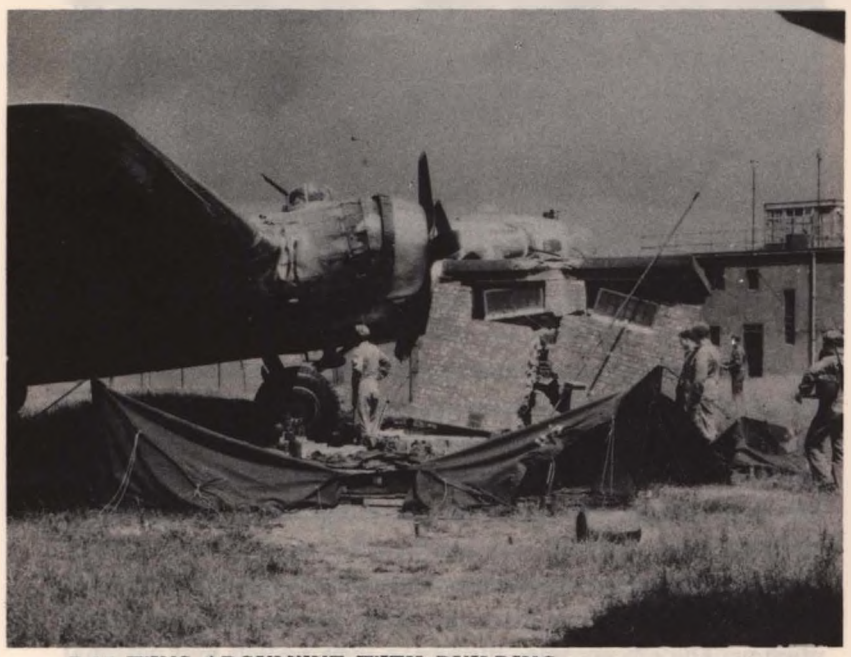
FIGHTER BUZZES THE FIELD.



WINGS OVER 153.



LINE UP FOR TAKE OFF.



B-17 WINS ARGUMENT WITH BUILDING.



TAXIING ON THE PERIMETER TRACK.



SWEATING OUT THE DEPARTURE.



THE LAST TAKE OFF.

AROUND THE BASE

PATHFINDER

BEFORE sufficient radar equipment was available the pathfinder Fortresses, six or seven of them, were concentrated at Alconbury, and would be sent out from there to head whatever Groups were flying the day's mission. About 1:30 on a morning in February 1944 the mickey ship which was to lead the 390th arrived over Framlingham Base, circled the airfield, and started in for a landing. Just as the pilot put on his landing lights, about two hundred feet off the east end of the main runway, there was a burst of shots from a JU-88 which had sneaked in on his tail. The Jerry let him have it, and continued on across the field, strafing as he went. The controls were shot away from the Fortress, which made a big turn to the right past Great Glemham Church, crashed into the brick wall surrounding Glemham House, and immediately burst into flames. British soldiers quartered in Glemham House got to the wreck as fast as they could and, without regard to the fact that the ship had a full bomb load aboard, began to carry out the wounded, and roll the bombs away. After the survivors were pulled out things began to get too hot, and the rescuers were warned back just before several of the remaining bombs exploded. Out of the thirteen men aboard three were killed. The pilot and co-pilot were among those saved.



PILOTLESS PLANE

There was the Fortress which came winging over the Base one morning in the summer of June 1944, with bomb-bay doors open. Miles behind, up in the sky, could be seen the white specks where the crew had baled out. Those gaping from the ground would have made tracks for somewhere else if they had known there was no one aboard. Without crew or pilot, the big plane crossed the communal site at only a few hundred feet, made a 360 degree turn over the airfield, cut a swath through a patch of woods, and blew up in a grain field. It turned out to be the weather ship for that day.

The pilot, Capt. Percy W. Stresing, of the 569th, reported that the oxygen tanks behind him had caught fire. He had tried to make a landing, but had been forced away from the controls by the flames, with nothing left to do but jump. Lt. Diamond, bombardier, had been asleep in the nose, and they had to wake him and get him into his harness.



BRIEFING ROOM FIRE

There were only a few fatal accidents on the Base. Luck was with the 390th in this respect, considering the conditions, and the amount of gasoline and explosives handled. Constant inspections by the technical inspector, administrative inspector and fire department seemingly caught things before they could happen.

One of the worst occurrences took place one morning in the old briefing room, just after the crews had been briefed for a mission. The officers were turning in their wallets and personal papers, and were receiving escape kits and flares. They had queued up for this in front of a window which opened into the room where the articles were stored. Lt. Garland Wier and an enlisted man were inside, handing out and receiving.

There were hundreds of flares behind the counter, some in open boxes. Possibly because a flare was dropped, or was tossed to the counter, it went off, igniting others in an open box, and before anyone could make a move the place was filled with smoke and exploding flares. The two men in the room got out, and quick. Shelving, clothing and walls were instantly afire, with multi-colored flares constantly popping off, adding to the flames. Soon a dense, choking smoke filled the corridors.

The officers lined up at the window had made a break for it, and were backing away from the fumes when someone said there was a man inside—an officer, attempting to put out the fire, had been overcome. Others crawled in, and succeeded in pulling him out, but he succumbed later at the Station Hospital.

The Fire Fighting Platoon was on the job within minutes, and got the fire under control, confining the damage to the P.W. room.

SPRINGTIME IN ENGLAND

You stayed on the Base, sweating out the time between passes, and sometimes it would seem as if the succession of damp, chilling days would never end. The long winter nights, the short daylight hours, and the sun which had no warmth if it ever came out, did everything to increase the dullness.

Then, about Eastertime, you would notice that the days were beginning to lengthen out. Primroses filled the woods, and sweet-scented English violets. The hedges seemed always in bloom through the spring and early summer, white hawthorn blossoms covering them like a sprinkling of snow, and later on the roses, like our wild roses at home, lined every lane. The cottage gardens would be bright with flowers, the grass would be greener, and after the sun had been up several hours there would be warmth, real warmth, in the air.

It was a time for romance—springtime in England! You had read about that in books, but the books had not known about British double summer time. Even with all the rural charm of East Suffolk, the thatched roofs, and the picturesque haystacks dotting the countryside, an afternoon that lasted until eleven at night was enough to put a damper on any romance. An evening of dancing that ended at half past ten in broad daylight left many wishes unfulfilled, and those heart-to-heart friendships born in the blackout (which had its aspects, after all!) were prone to fade away in the glare of the midnight sun.

PARHAM HALL

'Twas the night before Christmas (1944) and all over the Base guys were hanging up chaff requisitioned from different places on Christmas trees requisitioned from different places. The different clubs had got up parties for those who could attend, but it came at a busy time. Field Marshal von Rundstedt's desperate attempt to crash through the American lines, the Battle of the Bulge, was under way. On 24 December the Eighth Air Force had dispatched two thousand bombers, the greatest force of heavy bombers ever sent out by any air force anywhere.

Some high brass were seated at the officers' club phone making frantic call to the Squadrons to see if they had any empty bunk space. Word had come in that the returning planes of several other Groups were unable to land on their own fields because of fog and that about two hundred airmen would shortly be dropping in on Station 153. What to do with two hundred or more unexpected guests?

Then someone who had seen that movie "The Canterville Ghost," where a lot of Yanks had been quartered in an English castle, thought of Parham Hall, the big gray brick manor house which stood practically on the Base. British troops had been in it, but had moved away. It had been requisitioned and rerequisitioned, requested and refused, until no one knew to who it rightly belonged. But this was no time to be bothered by a minor detail, such as who owned it. A scouting party was dispatched to rouse the startled caretaker and his wife, and tell them the Yanks were moving in. Q.M. phoned neighboring airfields for cots and blankets, only to find that the same thing was happening all over, unexpected airmen coming down from the skies onto half the bases in East Anglia—but kept at it, and trucks were dispatched in all directions to all likely sources of supply, while G.I.'s in the Squadrons helped out by contributing their blankets.

Preparations had hardly started before the planes began to land, and just about the time the details had dragged in the last cots the first of the visiting airmen showed up at Parham Hall. They had been out all day dropping bombs on Von Rundstedt. They were dirty and tired and hungry. They were handed a couple of blankets and ushered in to the long rows of iron cots in the barren, dimly lit, high-ceilinged rooms, in a house as cold as only English houses can be. They sat on the edge of the cots and began making caustic remarks about it being a hell of a Christmas Eve. Then one of them, too, remembered "The Canterville Ghost."

"Hey, what time does the ghost start walkin' around here?" he yelled.

And they all started whooping and hollering and laughing—just another bunch of Yanks.

Parham Hall came in handy like that on more than one occasion. Even the R.A.F. started dropping in. There never was any official sanction for entering the place, but the caretakers were outnumbered, and would readily step aside for a coupla quid and a nip o' whisky—always for the missus, of course. It would have been simple to leave the beds and blankets there, but this was the Army, so the things were dispersed after each visit, and had all to be sought for and placed anew for each occasion.

The hall served a similar but quite different purpose for the 200th and 300th mission parties, when it was set up as the Hotel de Sorrells, lodging de luxe for invited lady guests, complete with manager, room clerk and house dicks furnished by the 1143rd M.P.'s. 390th courtesy and thoughtfulness was to the fore on these occasions, for sheets were provided. True, there were about only half enough to go around, but some thoughtful G.I. found that by doubling them end for end you could make one look like two on a bed, and the effect was very pleasing to the eye.

PROJECT PERILOUS

An article with this title was published in the *Saturday Evening Post* while the 390th book was in the making. It described how, in the summer of 1944, two Flying Fortresses appeared over East Anglia, in England. In one of the bombers the pilot feverishly pulled at a row of special switches. The radio operator gave his dials a final twirl, then sprinted for the open door at the back of the plane, with the pilot right behind him. They leaped out, and as they floated down toward the green English countryside the empty bomber flew serenely out across the Channel, still in perfect formation with the other plane. Several hours later the empty Fortress dived at an enemy target, hit, and exploded with terrific force. The lone bomber circled once, then flew back to England.

The plane that exploded was a war-weary Fortress packed with ten tons of Torpex, a new explosive with greater blast power than T.N.T. The pilot of the plane would take off, make certain it was on its course, arm the explosive, then bail out over England. Thereafter, the plane would be radio-directed by the following bomber In all, twenty-five were dispatched in the experiment by the Third Air Division.

This answer to the buzz bomb was not too successful. In August 1944 one swept near Station 153 en route to the Continent, but something went haywire, and after the pilot and radio operator had jumped the Fort nose-dived to the ground in Watling Wood, about six miles away. The Torpex went off as scheduled, and the terrific rip of the blast cut twenty-inch oaks as if they had been snipped with scissors from a circular area five hundred feet in diameter, leaving a deep crater about a hundred feet across. Shreds of aluminum and parts of the engine blocks were all that could be found of the plane.

Very high brass from very high headquarters came down to inspect the result of this venture in warfare by remote control, and undoubtedly cogitated on what might happen if a sacrificial Fortress landed in an inhabited area—anyway the project was not heard of again.

AIRBORNE INVASION

Twice during the spring of 1945 there were shows put up the like of which no man ever will see again. These were the airborne invasions on D-Day, and the later attempt to turn the German flank at Arnhem.

Planes were always going over the Base, so there was nothing new about that, but at these times there was a difference. They came in formation, transports in threes until the sky was full of them and their roar. From west to east they came in an unbroken line, and to the right and left as far as eye could see the American and the R.A.F. paralleling each other on unseen aerial highways that stretched from one horizon to the other. And after them came the tow planes pulling the gliders, and more transports, and more gliders, until you knew that what you were looking at was history—the mightiest airborne invasion of all time.

It took them almost three hours to go over, and all the while swarms of fighter planes were passing them, going the same way, or coming back. On D-Day what room there was left in the sky was taken up with bombers. The big ships would get back to their bases, load up with bombs, refuel, and be off again, not only the daylight-flying Forts and Libs, but the R.A.F. Bomber Command, too, dropping everything they had on the Krauts.

PARHAM VILLAGE

On 27 December 1945, on a cold, foggy morning, one of the 390th planes failed to take off, and crashed on the main highway in Parham Village. The exact cause was never determined, but it was undoubtedly due to icing or, perhaps, freezing of the controls. It was just after daylight in the midst of the take-off for a mission. Most of the ships had already roared westward down the main runway, disappearing in the fog as they lifted from the end. This one barely got off the ground. It just cleared the first trees, drove downward at tree-top height, following the dip of the land; cleared one house by inches, came close over the railroad tracks, and then dove full tilt across the highway and into an earth embankment on the far side. A first explosion was that of the gas load, spraying everything with flames, followed, as the fire reached them, by the popping of .50 caliber cartridges. Then five-hundred-pound bombs started to go off, first one, and then what sounded like two together. M.P.'s and the fire department were on the spot within seconds, warning the villagers back, and fighting to extinguish the blazing gasoline. Luckily, no more bombs went off, the first explosions having scattered the remaining seven far and wide, well away from the fire.

The crew had not had a chance. All ten were killed instantly. It was remarkable that no one in the village was hurt beyond the few who suffered from minor scratches. Most fortunate were a loaded school bus that had just passed the spot and a Framlingham train that had not left the station. Both missed being in the path of the plane by seconds. Among the families whose houses suffered the most damage were some who had been bombed out in London and had sought the quiet of East Suffolk.

There were deep craters in the road. The small Methodist chapel was completely demolished. Every house in the village had cracks and fallen plaster and broken windows. Ordnance spent most of the day looking for the remaining bombs, the last one, buried in the earth at the side of the road, was not found until evening.

LAST BLITZ

The last bombing of Station 153 had its humorous aspect. Jerry planes had been reported in the vicinity one evening, and the red alert had been sounded. In the darkness the distinctive sound of German motors hummed overhead.

Base defense had been alerted, the gunners were at their pits around the perimeter track, and the 827th Engineers were on the ball with their quadruple-mounted .50's on an armored half-track. It must be noted that the boys were ready for anything that might happen, except what actually did happen, also that signal for the dismissal of the defense troops after an alert had been set was to be a green flare from the control tower.

The German circled overhead, and apparently went on. There was a short interval of silence, then, over the tannoy, came the announcement, "This is the all clear!" The green flare went up —then wham! Down came Jerry and laid a string of bombs aimed for the control tower. Even with all the assistance given him he did no better than plant them in the open fields behind the ordnance and radio buildings. R.A.F. Bomb Disposal spent several happy days on the base digging them up and exploding them. The dismissal signal for Base defense was changed to something else—and quick!

AS OTHERS SAW US

The following commentary on the Yanks at Station 153 was taken from a record kept by an English girl who lived in one of the farms on the Base. It is a valuable contribution representing as it does a point of view which could have been obtained in no other way.

On the evening of Wednesday, 12 May 1943, we saw a truck with a white star on it come down our road, followed by another and then another. We ran outside, and began to count them. We were very excited and amazed; they just kept coming and coming, with the dust flying up behind them. From our garden we watched the boys get out, while the roadway beside the huts

became one great mass of khaki, kit bags, helmets, mugs and blankets. The Yanks had arrived!

The Base was not finished, and many of them had to sleep in tents. They had no water or lighting for the first few days, and some of them brought their tin helmets to get water from our house. At mealtime they had to march up to the mess hall. We could hear them singing and whistling, banging on their mess kits as they went along.

They were not allowed off the Base for the first two weeks, so many of them roamed around our house and farm. We tried to make them understand our English money, and gave them our English newspapers to read.

When they first arrived their uniforms looked so much alike to us that we did not know which were officers and which were enlisted men, but we soon found out who was who, and what all the various bars and stars meant. It was queer for us to see stripes stitched on upside down.

It was some days before the first planes arrived, which we learned were called "Flying Fortresses" or "B-17's." The boys began flying practice missions every day, and then they began the actual bombing raids. We used to watch them take off, and count them. Then we waited for their return, and counted them to see if they were all there. There were not many bombers to go out in those early days of 1943. On 12 August about one hundred and sixty went on a raid. This was considered a great number then, but was only a fraction compared with the hundreds and thousands that were to go out in the following years.

All through the night there would be planes warming up, but we soon got used to that. In the morning when they began to taxi out the sound changed.

I remember being awakened about half past four one morning by the roar of the ships taking off. It was still quite dark, and I could only see them by their lights. Others were going up from airfields all around, and the sky was filled with hundreds of colored lights. As dawn began to break I heard our cowman calling in the cows, and everything began to wake up all around, while way up above the ships were getting into formation. They would circle round and round, gaining altitude before starting east toward the coast. Then, the planes gone, the Base would wake up to the work of the day.

We generally knew when the boys were returning from a raid, for two or three fighters would arrive and fly around, then we would hear the bombers coming. They would come right over our house in perfect formation. Then away would go the flares, and the planes would begin peeling off to land. We never felt at ease until they all had landed. We called those boys "our boys," and their ships "our ships." Many a time we knew that some of the planes were missing, and we could see others with holes in them. On Sunday, 10 October 1943, our boys raided Münster. Nearly all the planes came home rather badly shot up, and several were only flying on three engines.

Thursday, 23 December 1943, the Americans gave a party for all the school children in the district between the ages of five and eight. It was held in the Red Cross Club on the Base. The children had a wonderful time, and I know the boys did, too. The boys saved up their candy rations so that every child could have something to take home.

The year 1944 became a year of continuous missions. Day after day the boys went out, and night after night the fight was kept up by our R.A.F.

The 571st Squadron was just across the roadway from our farm, and we got to know almost everyone in it. Soon after the boys arrived names began to appear on the doors of the huts. There was "The Sleepy Lagoon," "Ye Olde Pig Sty," "Consumption Center 3rd," "The Dog House," and several names of night clubs.

At harvest time the boys used to ride on our empty wagons, and some of them came and helped us in the fields. They were interested in our farm and our work, and the neat way we made our stacks. We exchanged ideas about farming in America and England.

Our shooting days puzzled the Americans. I remember the first shooting day we had in October. We were walking across the fields, about nine of us all lined out, to frighten the birds from in front of us and over the hedge where the men with guns stood. The boys all came dashing out of the huts to see what was happening, and climbed up on the fences and concrete blocks to get a better view.

Almost every evening there would be a game of baseball going on. We never could make out why they had to make so much noise while they were playing. We English may get very excited over some of our games, but I do not think we ever do quite so much shouting or cheering. They played volley ball, and throwing horseshoes, too, but they did not make so much noise over these games.

I must not forget to mention all the dogs that lived on the Base. There were dogs everywhere, big ones, little ones, all colors, and every kind, chasing trucks, riding in jeeps, following the boys to eat, and always around somewhere.

The Germans were sending buzz bombs across all during the summer, winter and spring of 1944. We hardly missed a day or night for quite a long while without having at least one over. Most of them went past us, and crashed inland, being aimed for London, but several came down very close to the Base, damaging houses.

The boys had to fly twenty-five missions before they were sent home, and later it was raised to thirty, then thirty-five. When one crew left a new one moved in, so there was always a continual coming and going; boys going on flak leave, some going on pass and others returning. The train from Framlingham to Wickham Market was always packed. They made jokes about our train, as it is only a small branch-line train, with three coaches and a small engine. It amused us to see the boys get on when they first came. They clambered on from both sides, and some even rode in the engine—they just seemed to swarm onto it like a bunch of ants, but they soon learned the right way.

Many of them also learned to ride bicycles, and we thought it awfully funny to see some of them learning. They mostly landed on their knees with the bike on top of them. When they could ride quite well they carried others on the crossbars, and one often saw two or three on one bike. They found it difficult to remember to cycle on the left side of the road.

We always knew when it was eleven o'clock, for there was a daily tannoy test—"Report any failures to Extension 1-O." Shortly after that the boys all went to eat, and the roadways were packed—truck loads and jeeps, too. It was surprising the number of persons who could ride in one jeep.

At five o'clock a bugle was sounded, and the colors were

lowered. Everyone was supposed to stand at attention and salute, but if they were anywhere near the barracks they made a dash inside and shut the door.

Many times, during the night, we would be awakened by a voice over the tannoy announcing "This is a red alert! All personnel take cover!" The sirens would start up in the villages near the Base, and then in the towns farther away. They filled the night with that horrible wailing. The boys would come out of their huts to see if there was anything exciting going on. They generally made a terrific amount of noise, shouting, singing and throwing stones on the huts to sound like the noise of bombs coming down.

Every Tuesday afternoon was gas-mask practice, and they had to go around driving trucks and jeeps and cycling with the queer-looking masks on.

The boys liked to tease us. There was always something being said about our "limey" weather, and they teased us about the way we talked, and tried to copy us. It sounded funny to hear them say "I cawn't." I expect we were just as funny when we tried to talk through our noses like them.

On 23 August 1944 a big party was held to celebrate the 100th Mission, although the hundredth mission had been flown some time before. Hangar Number 2 was beautifully decorated with bracken, with bales of straw around the side to sit on, and a great many blue lights. There were thousands of persons there from neighboring villages, British service girls and American WAC's. Glenn Miller's band played for the dance.

The 200th Mission party was held on Sunday, 8 October, with civilians again invited to attend. The afternoon began with a religious service, followed by a football match, and then an open-air performance by a variety show from London. In the evening there were four dances to choose from—at the officers' club, the Rocker Club, the combat mess and the Red Cross.

V-E Day was officially announced on 8 May 1945. In the evening bonfires were lit, blackouts torn down, and lights turned on everywhere. The American boys were restricted to the Base, but they made up for it by making all the noise they could, blowing whistles, motor horns, sounding the sirens and fire alarms, and sending up hundreds of colored flares. The tannoy would announce (in a very stern voice) "There will be no more flares sent up on this Base!" and straightaway about a hundred more would go off. The searchlights all along the coast were making V signs in the sky, the guns were banging, and all around we saw flares and rockets from other airfields. It was a wonderful feeling to be free from Jerry raids, and to show our lights again!

On 13 May the 300th Mission party was held. The hangar was beautifully decorated, this time with parachutes of all colors hanging from the roof. There were thousands of persons invited again, the entertainment consisted of variety shows and dancing, and we ate with the boys in their mess halls.

On 29 May we saw the review of the 390th and all attached units on the runway in front of the control tower. This was the last parade, and the last time they all appeared together. The practice missions were still kept up, and night flying was started. Then the boys flew food over to the starving people in the countries which had been occupied.

In June the boys who were to fly home began to get ready, and after several delays they finally got away, the last ones going on 26 June. Quite a lot stayed behind, to go home by boat after the tasks of cleaning up and packing were completed. On Thursday, 2 August, the 570th and 571st Squadrons left, and on Sunday, 5 August, the 568th and 569th. They went off shouting and singing and waving. We could hear them as they went along the road to the station, until they got farther and farther away, then everywhere became silent. The Yanks had come—and now they were gone!

I shall always remember that vast contrast when the boys left. One moment it was all noise, shouting, trucks starting and stopping, and then dead silence, with everything deserted. We walked back home across the runway. There was no one in sight, it was just as if everyone had fallen asleep. We shall never forget the 390th, the boys who had come so far from their homes in America, many of them never to return. For more than two years they lived in and were a part of our countryside, and we missed them sincerely when they were gone.



COMBAT JACKETS.



V-E NIGHT.

THE COUNTRYSIDE



East Suffolk was farm country, flat and rolling, the fields neatly divided by hedges, with here and there a squared patch of woodland. From the marginal land along the seacoast the rise was gradual, attaining an elevation of a little over a hundred feet in the vicinity of the Base, a distance of ten miles from the North Sea. The airfield was on the high ground. At the foot of the slope to the west was the small village and railway station of Parham. About three miles to the north was the larger village of Framlingham, from which the Base obtained its name.

The land had been requisitioned from the farmers who owned it by the British Air Ministry in January 1942, and work was started in March of that year. Trees were pulled down, hedges disappeared, ditches filled in. The people where the airfield was to be laid out had to leave their houses, which were later blown up and the ground flattened out. The field was intended for the R.A.F., but was turned over to the Americans, and on 12 May 1943 the 95th Bombardment Group took possession. They had extremely bad luck. On one raid only three out of eighteen planes returned, and the commanding officer went down. A few days later they were moved to another Base. In the first part of July the 390th arrived and took over.

FRAMLINGHAM TOWN AND CASTLE.



FRAMLINGHAM.



PARHAM VILLAGE



AIR VIEW OF PARHAM VILLAGE.



PARHAM STREET.



COTTAGE GARDEN,
PARHAM.



FIR TREE FARM,
NEAR EARL SOHAM.

EAST SUFFOLK FARM YARD.



WICKHAM MARKET.



HELMINGHAM HALL.





HELMINGHAM HALL.

WHITE CLIFFS OF DOVER.





MOAT FARM.



FRAMLINGHAM CASTLE

LITTLE is known of the earliest castle at Framlingham, which is said to have been founded thirteen hundred years ago, perhaps in the early part of the seventh century, by one of the Saxon kings of East Anglia. Over a long period this section of the country was subject to invasions by the Danes, who returned again and again to make war, to loot and to pillage. In the year 870 Edmund, king, saint and martyr, was besieged by them in Framlingham Castle, and eventually put to death. In 991 they sacked Ipswich, and massacred many of the inhabitants.

After the Norman Conquest, in the first half of the twelfth century, Hugh le Bigod built "a great and strong castle" at Framlingham, in which parts of the Saxon castle on the same site were incorporated. In the year 1190, in the reign of King Richard (Cœur de Lion), it was rebuilt by Roger le Bigod, Earl of Norfolk.

For more than five and a half centuries, with occasional interruptions, Framlingham was one of the principal possessions of the Earls and Dukes of Norfolk—the great families of le Bigod, de Mowbray and Howard.

In 1174 King Henry the Second set out for Framlingham at the head of troops recruited at Colchester, Bury St. Edmunds and Ipswich, but the then Earl of Norfolk surrendered without waiting to be besieged. During the conflict between King John and the barons, in 1216, the castle was again surrendered to the King and his forces without battle.

In 1386 the garrisoning of the castle was ordered by Richard the Second, when news came that King Charles of France was preparing to land an army on the Suffolk coast.

Sir Thomas Howard, third Duke of Norfolk, was one of the foremost counselors of King Henry the Eighth. Two of the king's wives, Anne Boleyn and Catherine Howard, were nieces of his. He was condemned to death for high treason in 1547, but the sentence was not carried out.

On the death of King Edward the Sixth, in 1553, the throne was claimed by Princess Mary, daughter of Henry the Eighth and Catherine of Aragon. She went to Framlingham, and from the castle was proclaimed Queen. Supporters from the eastern



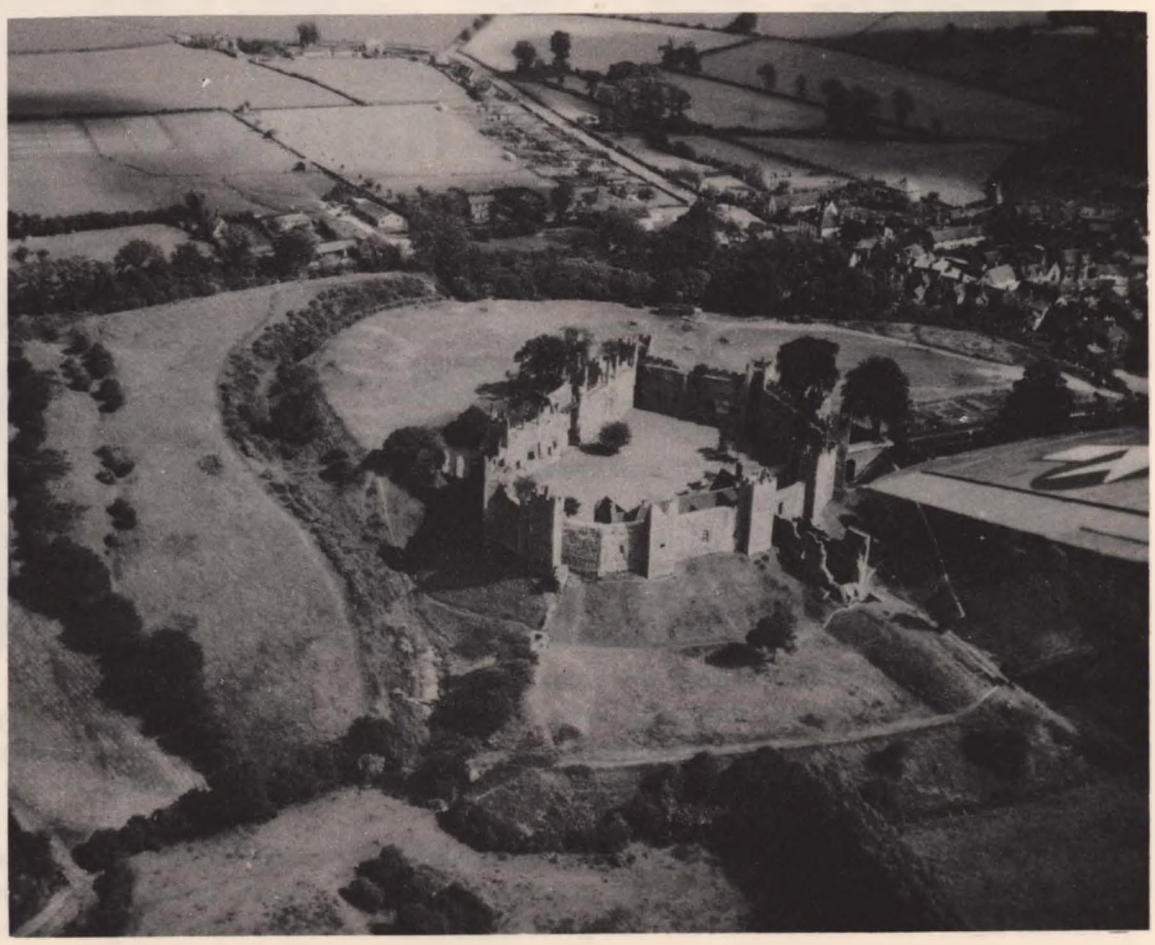
In 1943 the Yanks invaded East Suffolk, and were frequent visitors at the castle, marveling at the massive walls, the double moat, and the earthworks. If it is true that castles have ghosts, then the warriors who have haunted Framlingham through the ages—Saxons, Danes, Normans, Englishmen — must have looked with amazement, if not awe, at the invaders from another age, whose Flying Fortresses in their thundering formations shook the ancient walls to their very foundations.

The 390th airfield was named from Framlingham. In the bottom half of the Group's coat of arms Framlingham Castle is represented.

counties came to her in such numbers that she soon had thirteen thousand men garrisoned in the castle and encamped in the adjoining park of about eight hundred acres. When the success of her claim was assured she set out for London.

During the three weeks of the Queen's stay in Framlingham the Bishop of London was arrested for having denounced both Mary and her sister, who was afterwards Queen Elizabeth, as being illegitimate. He was sent from Framlingham to the Tower of London, and two years later was burned at the stake at Oxford.

In 1635 all the Howard possessions in and about Framlingham were sold for £14,000 to Sir Robert Hitcham, who made provision in his will that the castle be destroyed, save for its outer walls. Thus it is that the walls of Framlingham Castle are all that remains above ground of a great baronial fortress, once one of the largest castles in England. The curious chimneys of elaborate brickwork, no two of which are alike, are of the early sixteenth century. The present buildings within the walls were built as a poorhouse about 1650, with an extension made in 1729.



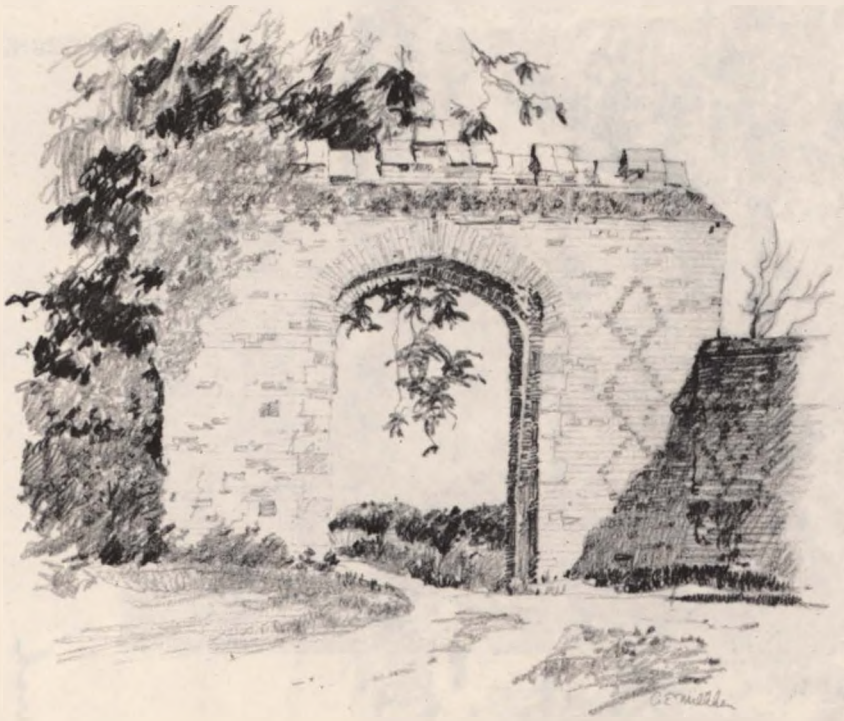


Hacheston Village



Moat Farm

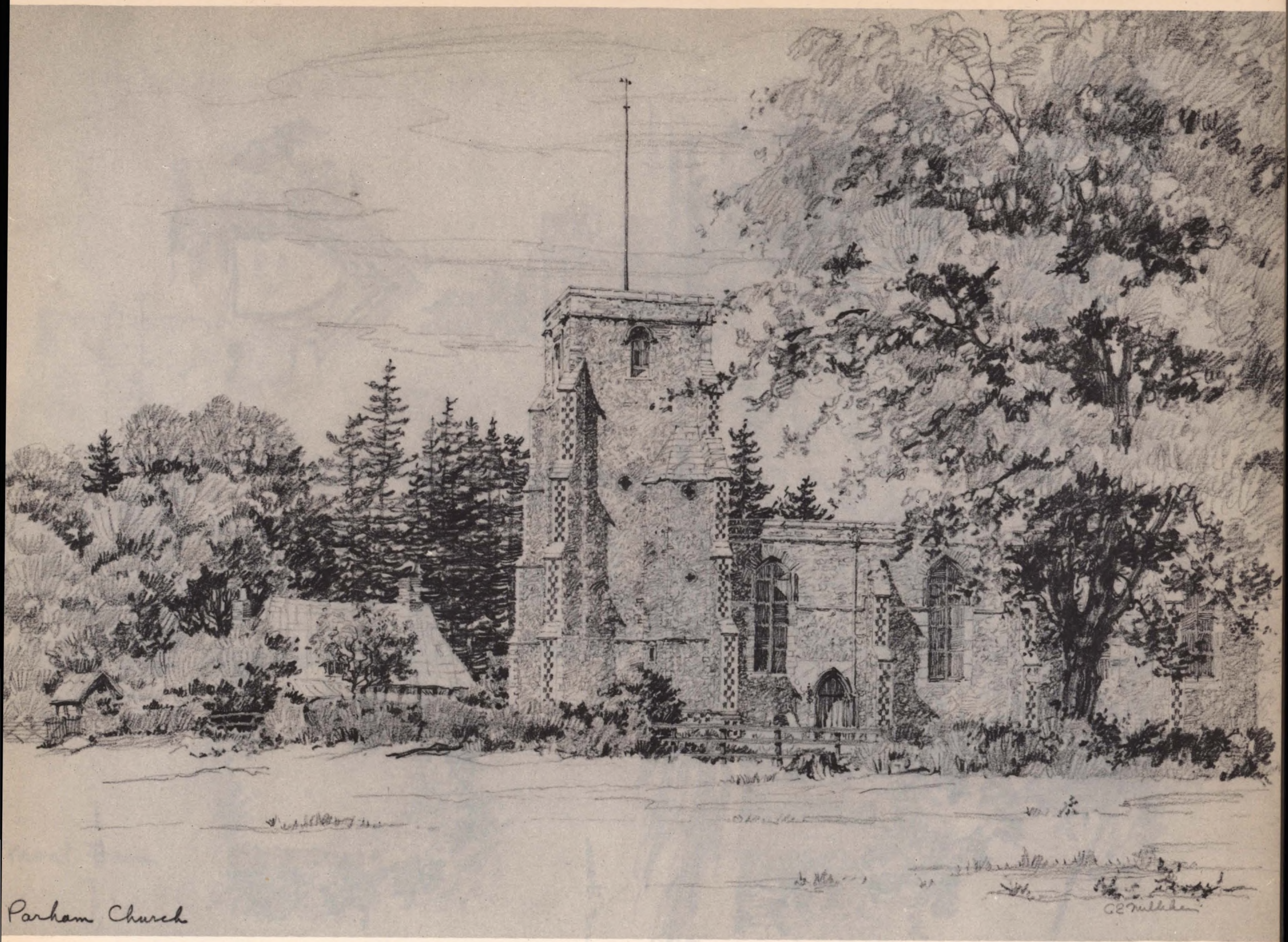
Moat Farm



Gateway, Moat Farm



Gateway, Parham Church



Parham Church



Merry Christmas

CHRISTMAS CARD 1945.



"MILLY THE MERMAID"
Mural painting in Officers' Club.



Archibald Rose Farm



Brandeston Village



Cottage Near Otley



Otley Hall



Brandeston Hall



Helmingstone Hall



Moat Farm



Weir Farm



Broadwaters



Sedgford Hall



Clopton Hall



Marlesford Hall



Earl Soham Church



Cottage near Clopton



Nether Hall, near Otley



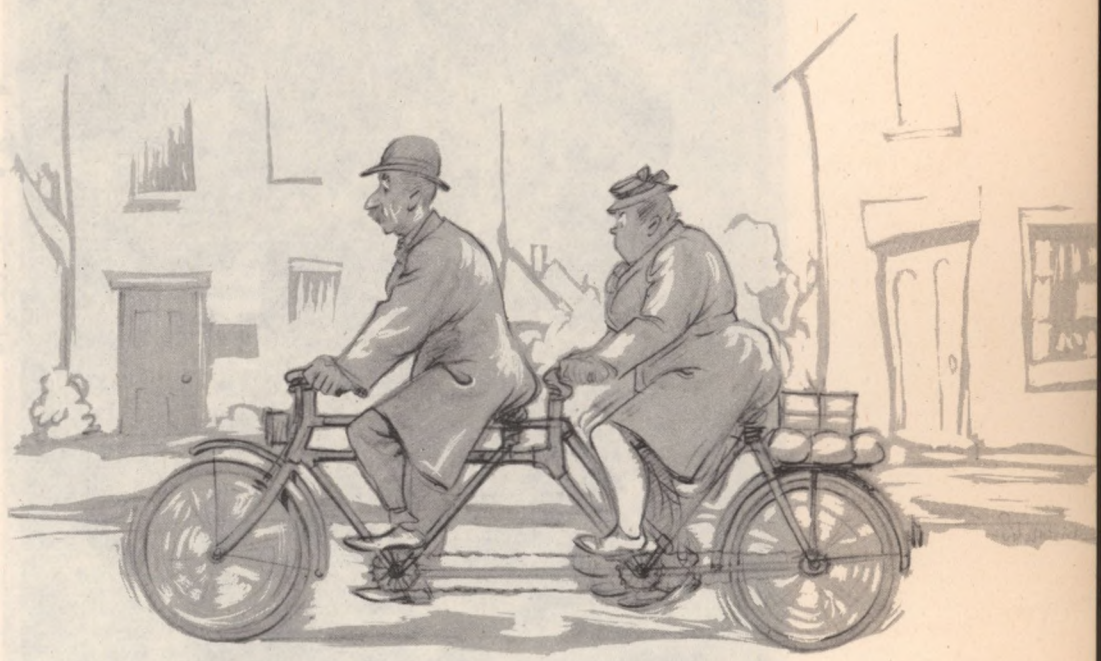
Pasture near Framlingham





"OH I'M GETTING BACK TO THE POST ALL RIGHT — BUT I DONT KNOW HOW I'M GOING TO GET BACK ON THE ROAD WHEN I GET THERE!"





ULA — THE BROAD FOUNDATION OF BRITAIN'S FARM ECONOMY

ye Pubs
















THE
CHEQUERS
TOLLY
ALES


Ye
PLOUGH
AND
SAIL


BELL INN


CROWN HOTEL


LION INN

Ye


ANGEL



Pubs


THE WHITE HART HOTEL
COBBOLD



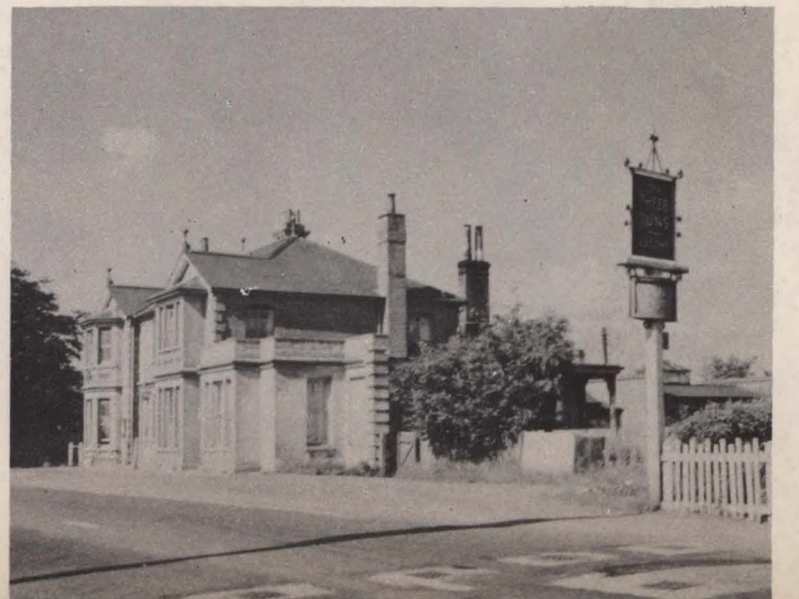



TOLLY
ALES & STOUT




The
RAILWAY
INN


EAST SUFFOLK HOTEL
LIGHT
COBBOLD
DARK









ANTI-INVASION DEFENSES











PICCADILLY CIRCUS—Yank car going wrong way.

LONDON

LONDON was ninety miles from the Base, three hours by the L. N. E. R., whose trains ran close to schedule despite V-bombs and rockets. If they were late it was always for a good reason. True, one could usually expect to stand most of the way, jammed in with Tommies and R.A.F., A.T.S. and W.A.A.F.'s on leave, but it was a means of getting to the metropolis, and there were few who did not grab at the chance when pay day and passes happened to coincide.

War had left its mark on the center of the Empire. We saw for ourselves examples of the power of aerial bombardment. We saw, too, how a determined people could take everything the enemy could throw against them, and live to see the day when they, with our help, could repay the Hun a thousandfold. You grasped a little of what the war meant when you saw the children of families who took to the shelters in the Underground stations every night lying in the triple-decked bunks along the platforms while the crowds surged past. Some of them had never known any other home.

We were not long in discovering Piccadilly and other places to go to or stay away from. The crooked streets, which changed name every block or so; the low, soot-darkened buildings, the half empty shops, everything about the place was different from the cities we had known at home. We saw London at its worst, in wartime and in blackout, but there was plenty to do, enough to satisfy all tastes, whether it be Phyllis Dixey or the British Museum.

The oldness of London was strange to us. It was difficult to realize that since the year 486 there had been a city where we stood. After a few visits the names of St. Paul's, Waterloo Bridge, Trafalgar Square, the Strand, all became as familiar to us as Broadway, Market Street or Constitution Avenue, and we got to know—after rubbing shoulders in Leicester Square with Norwegians, Greeks, Belgians, French and Yanks, all in uniform—that you might even get to see an Englishman there some time.

REGENT STREET.







"OBJECTIVE SECURED"—Who's objective? We guess both.



ICE CREAM AND SHOP TALK—United States airmen and British A.T.S. eat ice-cream cones and exchange shop talk.



LEICESTER SQUARE.



TRAFALGAR SQUARE.





BLITZ—Most of the time that we were in the British Isles the Allies knew nothing but victory, but evidences of a day when the Luftwaffe had struck at London were visible everywhere. Londoners suffered great losses in lives and property.

Above, part of the "City" of London taken from the Golden Gallery of St. Paul's. *Below*, St. Paul's still standing among the ruins of the "City" of London taken six months after the December raid (pictured above).





BANK STATION, LONDON UNDERGROUND—Over a thousand shelterers were killed or drowned.



ST THOMAS HOSPITAL.



PICCADILLY.





BOMBS KNEW NO CLASSES—Rich or poor suffered together.





BUZZ BOMBS

LONDON—After a lull from enemy activity of about eighteen months, with the exception of the two weeks of the "Little Blitz" in February 1944, the people of London went into their shelters again, for on 15 June 1944 the Germans launched their first flying bombs from sites in the Pas-de-Calais area of France. This devilish weapon of reprisal was felt greatly by Londoners, even as they watched their victorious armies pound the enemy into defeat. Even after the Canadian First Army pushed up the coast of France to capture the launching sites the buzz bombs still came over, launched from JU-88's over the North Sea, just east of the 390th Base. From then on our Suffolk home became "Bomb Alley," and shown on this page are two very outstanding pictures of the buzz bomb in action: the upper left corner (taken by a pursuing fighter), shows a bomb skimming over the farm lands of Kent toward London, and the upper right picture was taken just as a bomb crashed down on the Law Courts. "Doodlebugs" were still coming over in the spring of 1945.



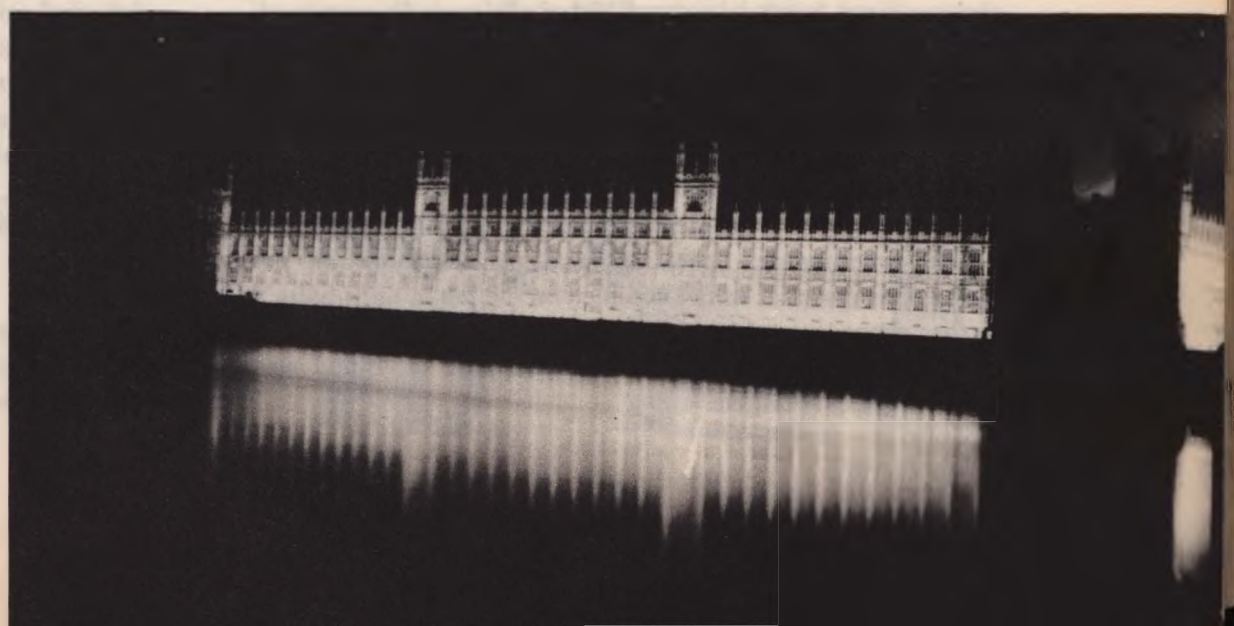
THE CROWD ON PICCADILLY V-E DAY.

V-E DAY

8 May 1945—Londoners, after five and a half years of war, celebrate the glorious victory of the Allied armies in Germany. For two days Londoners, along with thousands of American soldiers, sailors and airmen, turned out *en masse* to take part in the celebration. Not many of the 390th could get there but those who did will never forget the crowds that gathered at all of London's famous sections to cheer the King, the Prime Minister and the members of the Allied armed forces.



LIGHTS UP!





STATION SECTIONS

MANY diverse sections and several thousand men were essential for the efficient operation of the Framlingham Air Base. In the chapters which immediately follow this introduction the functions of the sections are necessarily pictured and described separately, but in operation close coördination and coöperation existed.

The Base could be compared to a town of three thousand where everyone had a job. Each of the three thousand members of the 390th and affiliated Units had a specific assignment, an essential task to perform, which was a prerequisite to the continuous heavy bombardment of Hitler's Fortress Europe.

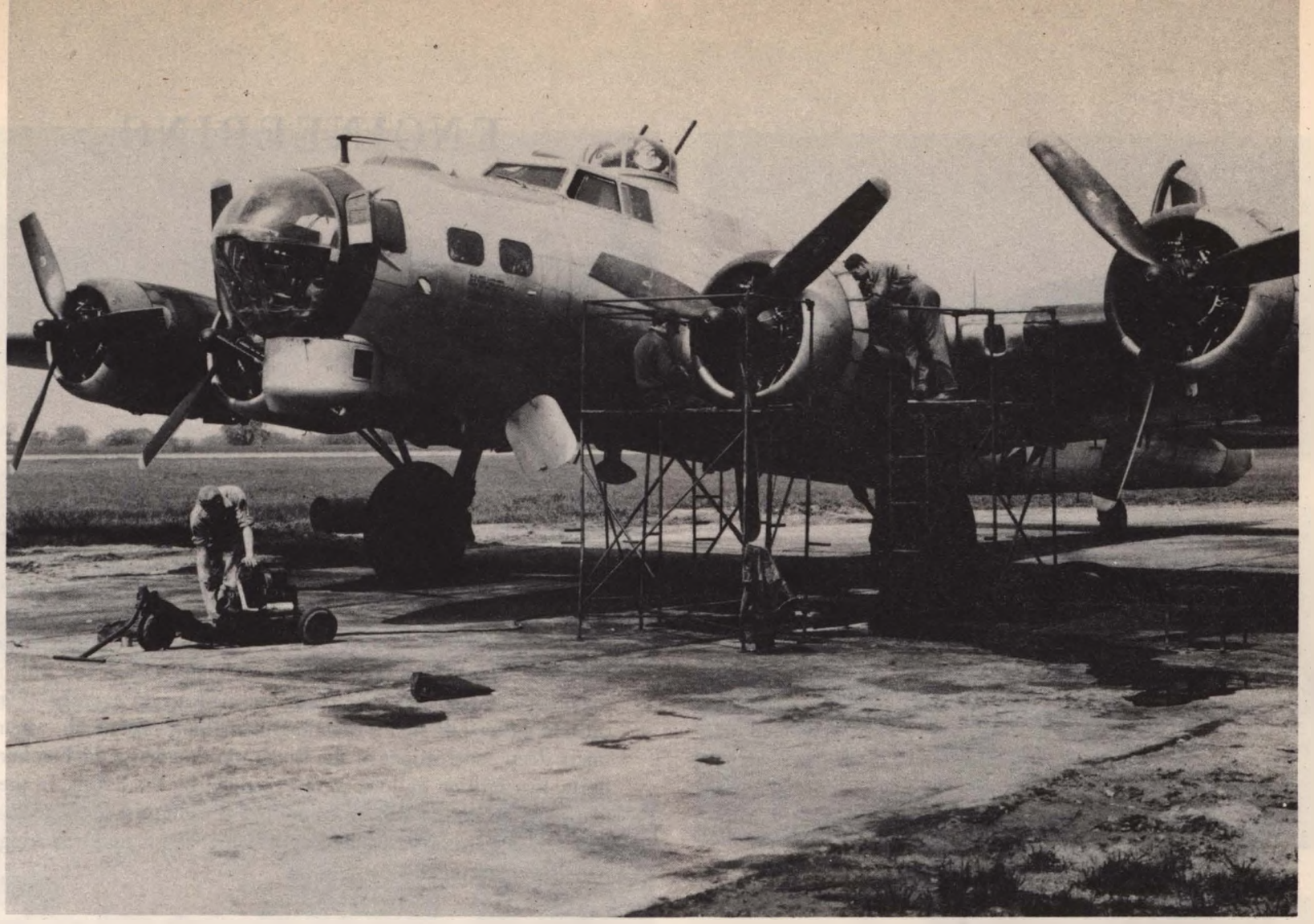
In the pages that follow pictures show the ground crews servicing the Flying Fortresses to prepare them for another mission; communications men checking the intricate radio apparatus; armament men adjusting machine guns and bomb racks; ordnance personnel preparing bombs for loading on the aircraft; base utilities men maintaining station installations; combat intelligence, operations and personnel section men doing their essential work; and men on the job in mess halls, in barber shops, in station clubs and other sections—all making vital and essential contributions to dropping more and more bombs on enemy targets.

War knows no five-day week or eight-hour day. Many of the sections worked in shifts, around the clock. Twelve to eighteen-hour days were not unusual. When the occasion demanded it, many men, particularly in maintenance sections, worked twenty-four hours or more without sleep or rest.

Missions were flown on Sundays and on holidays. If briefing was at 3 o'clock in the morning, the ground crews were up soon thereafter to give the Fortresses the final check long before the take-off at 6.

If the ETR (estimated time of return) was nine hours later, long before 3 o'clock in the afternoon the ground crews were back at their hardstands sweating out the return of their aircraft from combat. Battle damage from enemy flak and fighter attack might be severe; each bomber had to be made ready for combat again as soon as possible.

In these chapters it is intended to present only a general picture of the operations of each section, not to give a detailed account of each and every function. The comparatively few men whom it has been possible to show in action are pictured not as individual personalities but rather as representatives of the thousands who kept the Square J Fortresses of the 390th raining a deluge of destruction on vital enemy objectives.



ENGINEERING

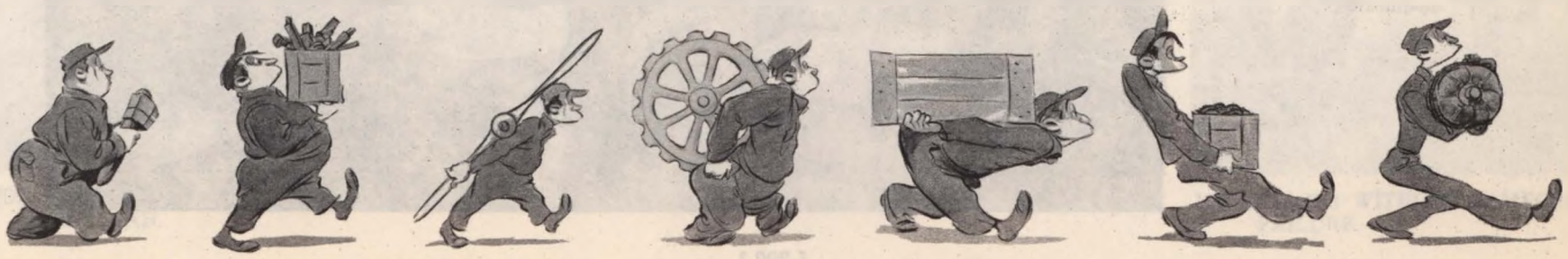
WHEN THE WHEELS OF THE BOMBERS TOUCHED DOWN ON THE RUNWAY THE GROUND CREWS WERE THERE, WAITING

THE work of the ground crews ranked among the most inspirational achievements of the war. They wore neither wings nor medals; they told no thrilling tales of aerial combat, but the Army Air Force's historic record was written by their superb accomplishments. The forgotten men who repaired, loaded and "sweated 'em out" were the very fiber and sinew of the air battles.

Working with fingers numbed by cold wind and continuous rain, they toiled through the blacked-out nights, always fighting against time to ready the battle-scarred bombers for the briefed take-off. Repairing and replacing, loading and unloading, they worked tirelessly in the dark and half light completing the thousand and one jobs necessary before the planes could take their place in the next day's formation.

Often mechanics worked stretches of twenty-four and thirty-six hours to put their flak-hacked bombers into shape. Along with a job that never ended, maintenance men suffered the disheartening experienec of losing crews and planes time and again. As the war progressed, and the Group's losses mounted, ground crewmen became cynical and fatalistic. To them their most wonderful achievements were not the mechanical miracles they performed, working without necessary equipment, but bringing their air crews safely through battle tours.

The flyers lifted their Fortresses from the earth knowing that the strong hands of the ground crew had toiled for the utmost in dependability. Airmen riding lone limping bombers homeward knew that miracles of hard work and thoroughness brought them back.

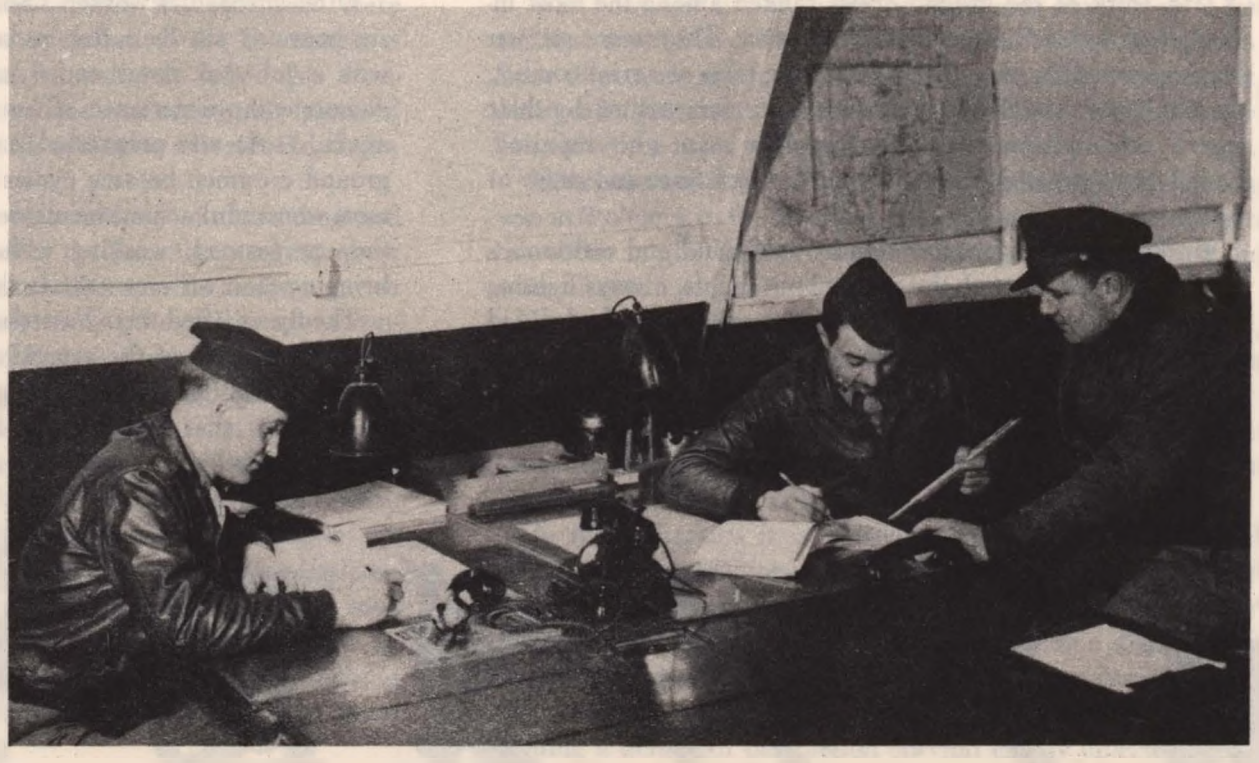


ENGINEERING



MAJ. ALBERT E. ENGLER

ENGINEERING LEADERS: In the corner of the Group engineering shack, a stone's throw from the perimeter track, Maj. Engler, 390th engineering officer, and Capt. Horning, assistant, hammered away at technical and supply problems which filtered in from practically every hardstand on Framlingham Base; wrestled with unique repair and maintenance questions, and spent much time buried in tech orders and maintenance manuals. Gasoline supply was one of many things for which they were responsible. The planes burned up an average of a million gallons of fuel a month. During the peak month, when many deep penetrations of the Reich were made by the bomber fleets, two million gallons were expended by the 390th. In the two years at Station 153 nine hundred Wright Cyclone R-1820-97 engines were installed, and approximately six hundred wing panels were changed.



Capt. Horning, center, and Capt. Sande, right, work out an engineering problem. Left, Maj. Engler follows latest modifications.



Maj. Engler with other engineering officers and line chiefs, including: Capt. Horning. Capt. Clay. Lt. Alstromer, Capt. Minnick. Lt. Kovitz, Lt. Nehez, Capt. Taylor, Lt. Sadler and M/Sgt. Tapley.



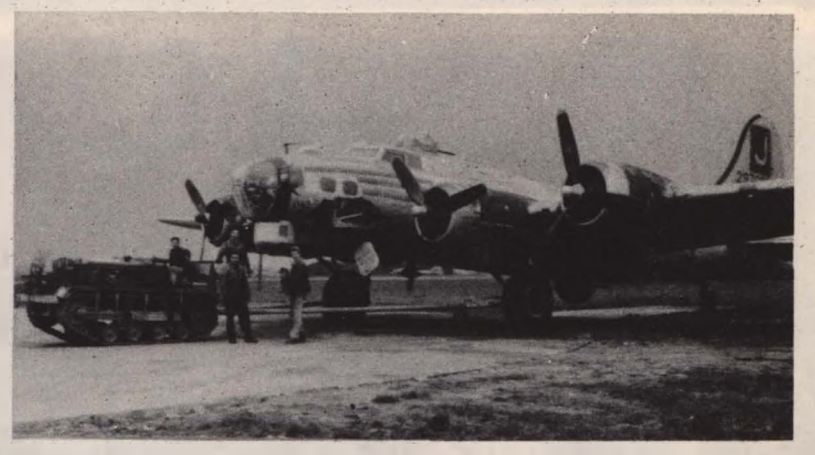
571ST SQUADRON TECH SUPPLY: Showing T/Sgt. Golden, S/Sgt. Carver, M/Sgt. Brown, S/Sgt. Carlson, M/Sgt. Bucci, T/Sgt. Holmes, Cpl. Davis, Sgt. Bocke and Sgt. Burke. Tech supply stocked engineering tools and maintenance equipment.



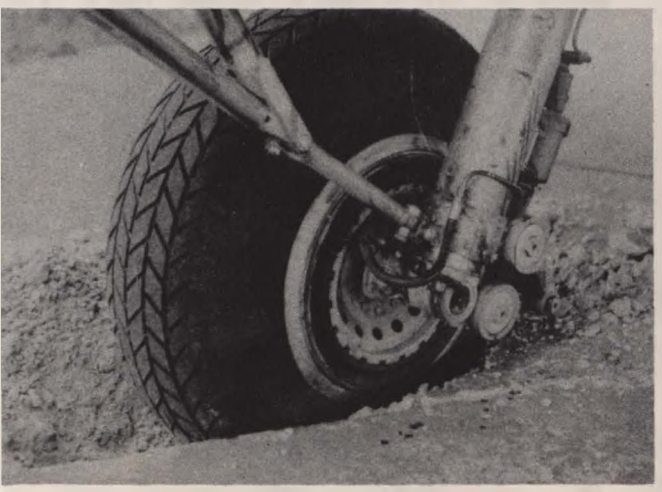
CROWDED NEST.



LOADING GAS.



"I'LL GET BY"—111 MISSIONS.



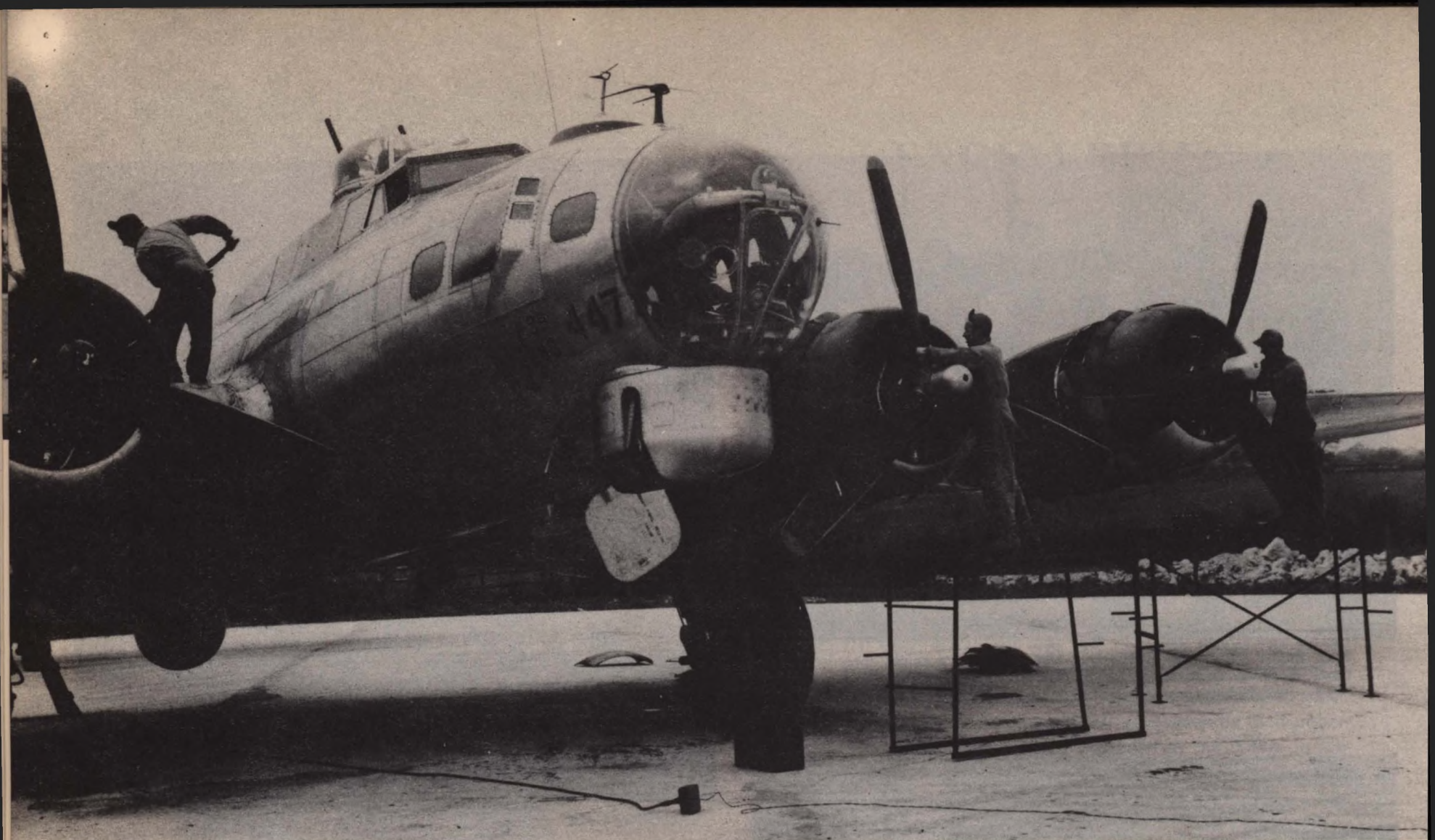
35-TON FORTRESS BREAKS THROUGH HARDSTAND.



BALLOON JACKS.

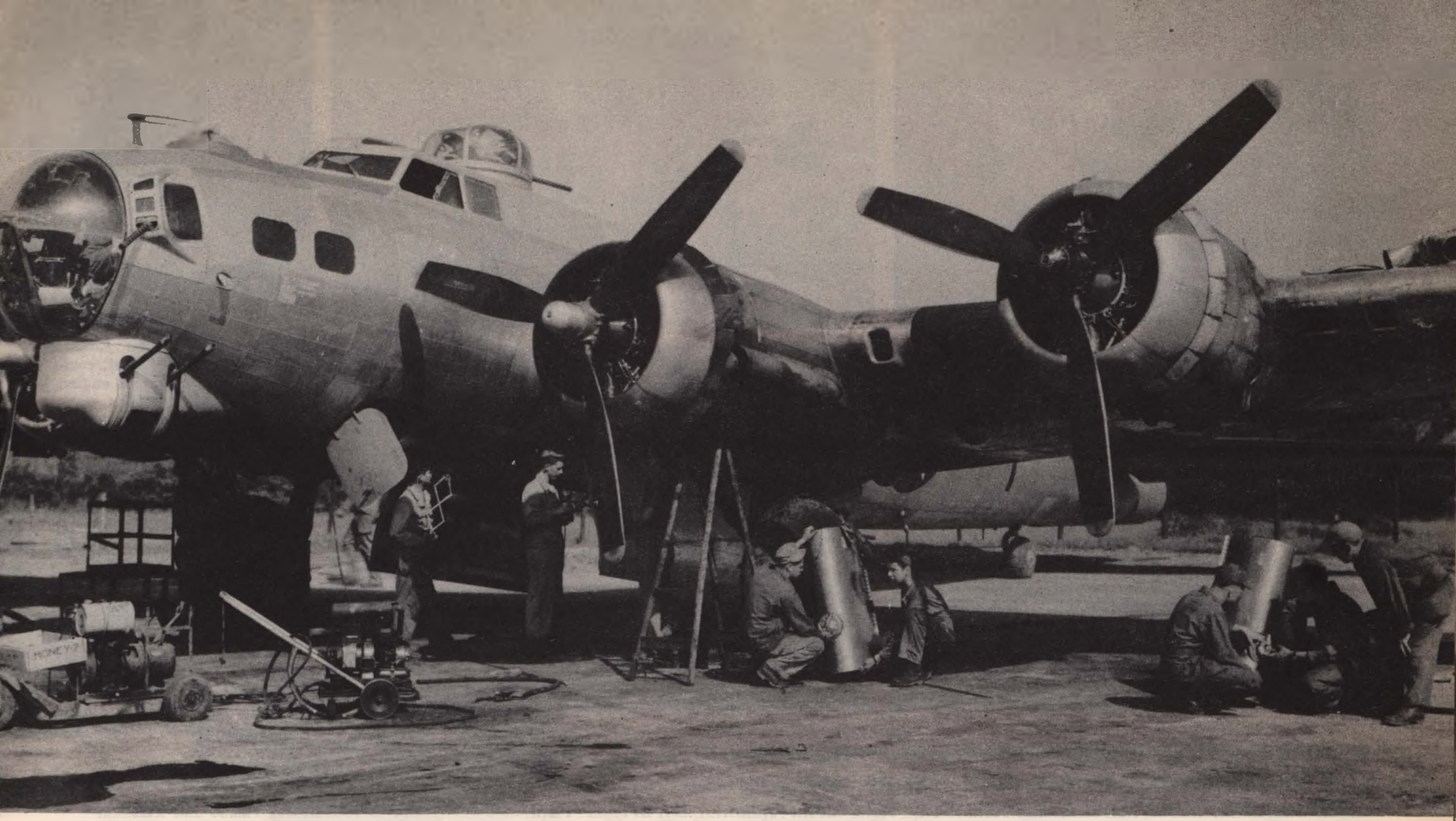


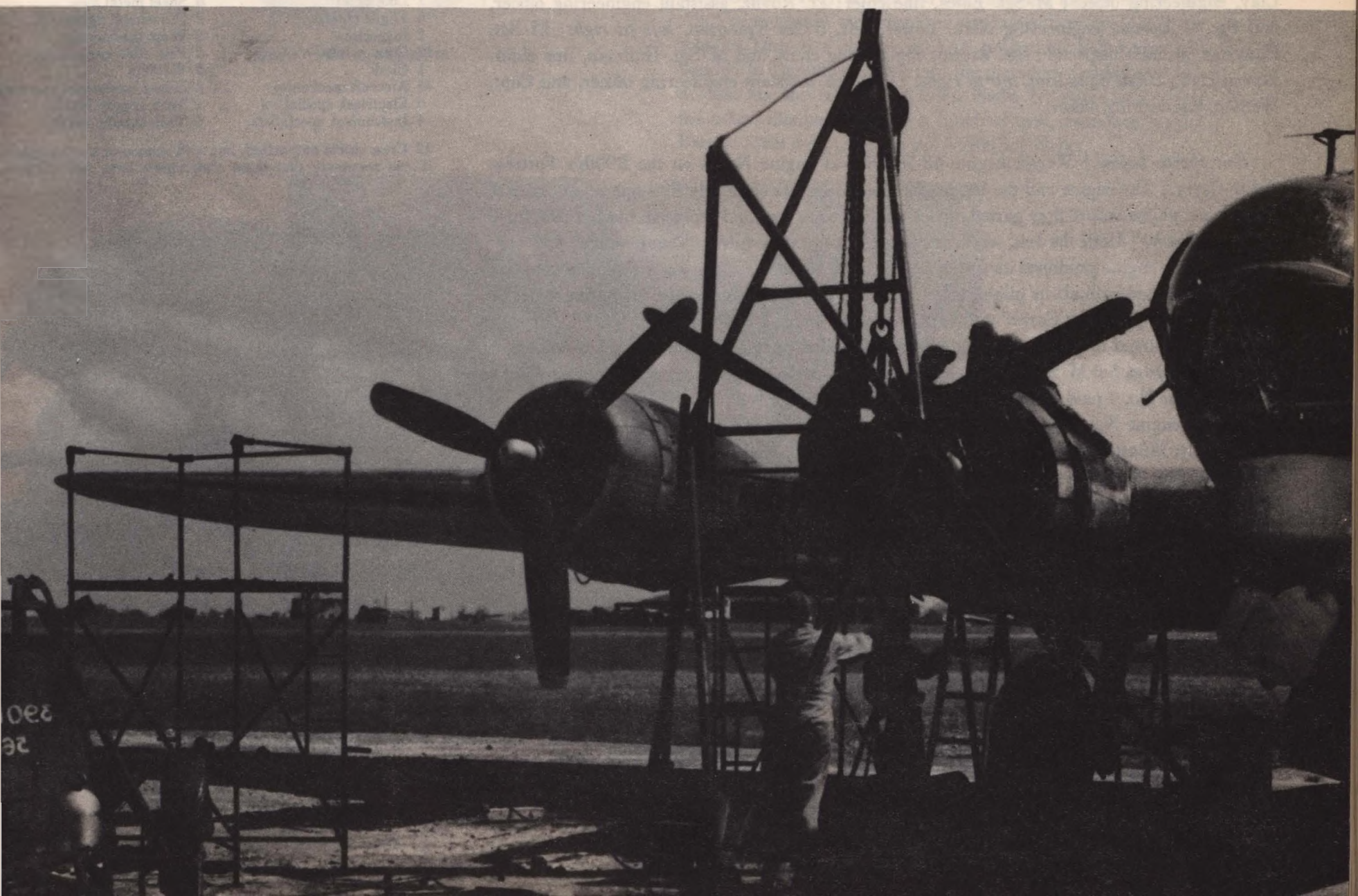
100 ATTACKS WITHOUT A MECHANICAL FAILURE.









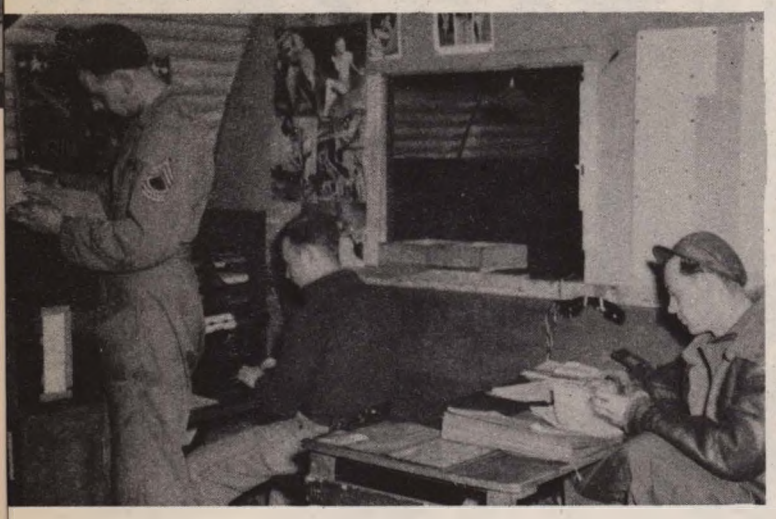








M/Sgt. Athanasis "Pop" Cummings, Veteran 570th crew chief, could do anything with a Wright engine but make it talk.







M/Sgt. "Chico" Hernandez, 571st flight chief, polishes windshield.

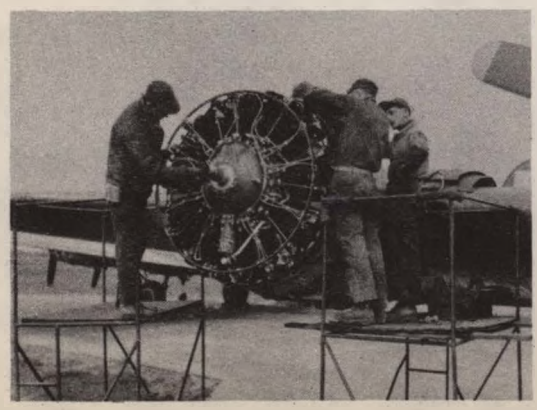
SQUADRON ENGINEERING OFFICES: Top, left, 570th Squadron, *left to right:* M/Sgt. Clyde Love, aircraft inspector; Capt. Marvin Minnick, engineering officer; Sgt. Segovitch, engineering clerk, and M/Sgt. Holt, flight chief. Top, right, 569th Squadron, *left to right:* Capt. Clay, engineering officer; M/Sgt. Eales, line chief; Lt. Kovitz, assistant engineering officer, and Sgt. Gilkerson, engineering clerk. Lower, left, 571st Squadron, *left to right:* M/Sgt. Hossenor, aircraft inspector; Sgt. Brown, engineering clerk, and M/Sgt. Holtman, line chief. Lower, right, 568th Squadron, *left to right:* Lt. Nehez, assistant engineering officer, and Capt. Wattam, engineering officer.

(See photos below.) Wright engine 43-58319 was engine No. 4 on the 390th's Fortress "Miss Carry." The engine and the big bomber were together on nearly fifty operations against Nazi strong points before they parted. Other engines were shot and replaced, but not the No. 4 on "Miss Carry!" Until the last, when engineering inspectors called it "war weary" and condemned it, the engine produced its full quota of 1,200 horsepower. On more than one occasion 43-58319 strained with all its might, after other engines had been disabled by anti-aircraft or fighter shells, to get "Miss Carry" and her crew safely home.

They had wanted to pull the engine out after it failed during a training flight over Geiger Field, Washington, but M/Sgt. Charles Korb said, "no" and went to work on it. The crew chief's faith in engine No. 4 paid off in the skies over Nazi Europe.

Reliable engine No. 4 contributed a good share of the power for attacks on Regensburg, Schweinfurt, Münster, Marienburg, Frankfurt, Emden and Ludwigshaven. Not once in battle did engine No. 4 fail. In logging nearly seven hundred hours, the engine burned more than forty-five thousand gallons of 100 octane gasoline.

The men and women who built engine No. 43-58319, as well as Korb, his mechanics and the men who flew "Miss Carry" have a right to be proud.





SQUADRON ENGINEERING PERSONNEL

Engineering Officer and Assistant

1 Line chief	6 Sheet metal men
3 Flight chiefs	2 Parachute riggers
2 Inspectors	2 Prop. mechanics
12 Crew chiefs	2 Propeller mechanics
1 Clerk	2 Welders
48 Aircraft mechanics	8 Heavy equipment operators
6 Electrical specialists	1 Tech supply N.C.O.
4 Instrument specialists	4 Tech supply clerks

12 Crew chiefs authorized, but with sixteen or more airplanes it was necessary that some crew chiefs have two airplanes.



"I KEEP GETTING THE FEELING I HAVE THE WRONG MODIFICATION KIT!"



MAJ. JOHN L. JENKINS

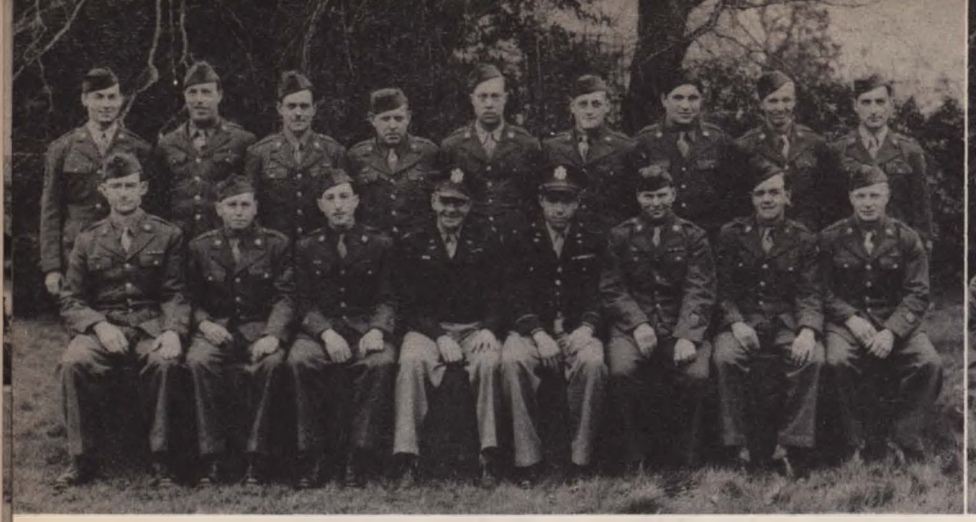
383RD SERVICE SQUADRON

THE 383rd Service Squadron of the 82nd Service Group, 8 officers and 214 enlisted men, was organized at the Army Air Base, Muroc, Colo., in the early fall of 1942, Capt. John L. Jenkins, A.C., in command. The squadron was ear-marked for the African campaign, and received training and heat treatment on the Mohave Desert, but the campaign had ended before the course was completed, and the outfit moved to Sioux City, Iowa, in March. In two weeks it was ordered to Camp Shanks, N. Y., and on the night of 9 May 1943 embarked on the *Aquitania,* arriving in Gurrock, Scotland, 19 May. Going first to Poddington, England, the unit spent one week with the 100th Bomb Group (H), but this airfield was not ready, and it moved on to Parham, and AAF Station 153 on 1 July. This Base was still not complete there being no doors or windows in the huts when the 383rd moved in.

The men of the 383rd Service Squadron furnished ground crews for the operation of the 390th Base for a period of approximately two weeks prior to the arrival of the Bombardment Group. They set up and then manned all the shops and Air Corps supply agencies, and operated them for about six months. Due to a change in AAF policy the 383rd was disbanded in December 1943, and the members divided into two groups, one was transferred to the Ninth Air Force as a cadre, the other, numbering about a hundred men, remained on the Base to form the nucleus of the 458th Sub Depot.



Top row, left to right: Frank S. Olmes, John L. Jenkins, Norman G. Crawford, Forrest C. Taylor. *Front row, left to right:* Elbert J. Hagin, Melvin D. Brown, Albert H. Liberatore, Benjamin P. Steckel.



Top row, left to right: Edward J. Dempsey, Edward F. Rowley, Floyd W. Gregor, Jess K. Gibson, Deen A. Black, Richard A. Carroll, Luke O. Tribbia, Robert H. Brown, Harry W. Stewart. *Front row, left to right:* Francis E. Cruden, James M. Walters, John B. Johnson, Maj. John L. Jenkins, Daniel D. Constant, Edward B. Mackey, James T. Lacey, Uno R. Leed.



Top row, left to right: Bernard B. Epstein, Allan P. Geldseth, Roy R. Black, Olen L. Land, Jerome Sorenson, Wayne R. Davis, Owens M. Ferguson, Lloyd S. Holt. *Middle row, left to right:* George E. Strunk, Paul C. Robinson, Otto G. Plas, Daniel M. Potter, Norman G. Crawford, Grady L. Linzy, Clifford R. Olson, Jack D. Blair. *Front row, left to right:* Edward H. Nestor, Jr., Walter J. Sweetman, Kuehl V. Blocker, Albert G. Debauche, Harold W. Thomas, Donald G. Kaiser, Donald P. Ober, Charles J. Nadeau.



Top row, left to right: Gerald R. Gray, Ivan A. Astrom, William A. Carney, Joseph B. Baugh, Mark D. Clayton, Richard Kuback, John B. Sumner, Douglass E. McCall. *Middle row, left to right:* Pete J. Peterson, Raymond J. Ainsworth, William E. Pietsch, Forest C. Taylor, Elvy A. Reimer, Carmine Gaudiosi, Edward Gudat, John R. Lynady. *Front row, left to right:* Johnnie L. Plant, Otho W. Blankenship, Robert P. Clarke, Lloyd Dixon, Stanley J. Komocki, Martin Horton, Benjamin P. Potter.



Top row, left to right: Murlin J. Miles, John G. Howe, Willard A. Davis, Victor J. Beck, Elwin F. Messerald, Roy E. Steinert, David W. Haskins, Lawrence W. Chaban. *Middle row, left to right:* Donald C. Brookham, Henry Genetti, David J Broussard, Clifford R. Johnson, Elbert J. Hagin, Robert J. Bogert, Albert C. Bahn, Leslie P. Johnson, Phillip Cooley. *Front row, left to right:* Thomas C. Skertic, Charles L. O'Malley, George Kasparian, Daniel L. Cink, Jr., Richard L. Landis, Herbert H. Hribar, Henry Balmut.



Top row, left to right: Elmer J. Willison, William J. Enright, Jr., Thomas W. Curson, Ralph W. Greenwell, Clarence Mills, Paul M. Keckley, Max V. Jones, George Petrakas. *Middle Row, left to right:* Milton E. Ruth, John P. Maher, Wilder E. Peterson, Paul M. Culver, Benjamin P. Steckel, Peter P. Simon, Glenn W. Oyler, Paul H. Keil. *Front row, left to right:* Andrew Paswinski, Thomas Brannen, Peter Miller, Marvin E. Vea, James W. Mullins, Ralph L. Oyler, Raymond J. Nesladek.



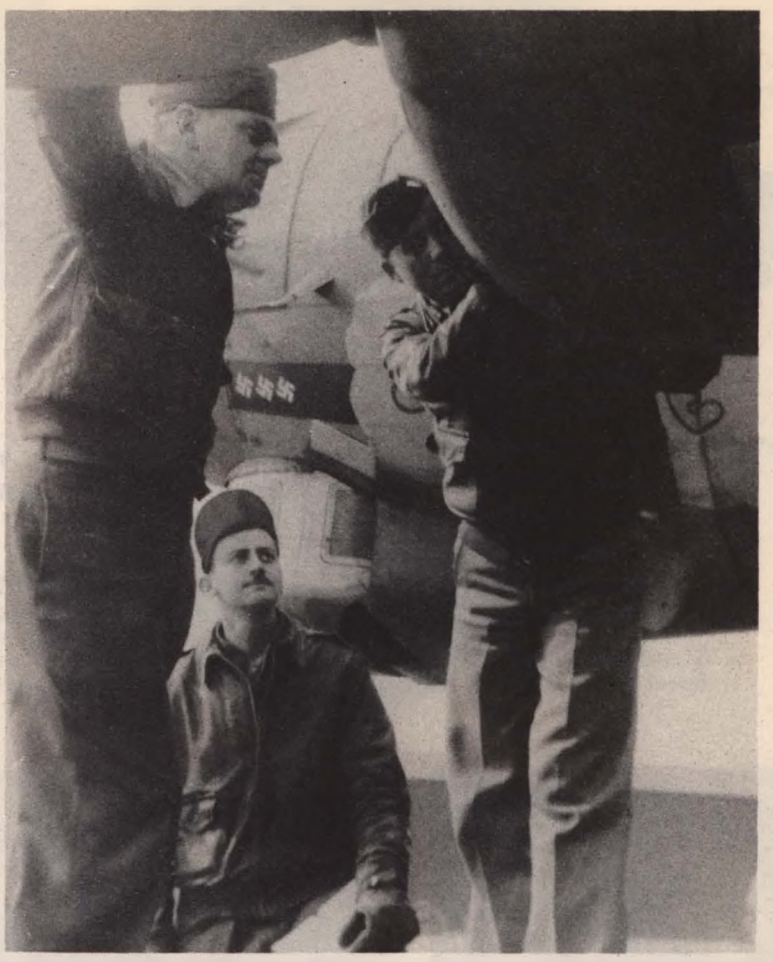
Top row, left to right: Walter C. Gerald, Carter H. Cauthorn, Harold E. Kau, Eldon G. Gouldy, Earl R. Flynn, Lee D. Dubendorf, Alwin L. Bell, Francis B. Hermes. *Middle row, left to right:* Carl E. Soderberg, Edward M. Britton, Donald D. Senger, Floyd M. Senger, Albert H. Liberatore, Cletis M. Tinsley, Robert E. Crossman, Clifford W. Korber, Elwin C. Duff. *Front row, left to right:* Ralph R. Carithers, Joseph A. Nemeth, John L. Smith, Walter C. Stewart, Andrew P. Mazur, Marvin E. Clark, Edward C. Clark, Joseph W. Clark.

TECH INSPECTION

Constant inspection of functions and parts assured reliable operation of Square J Fortresses on combat missions. Maj. John L. Jenkins, World War I veteran of Charlotte, S. C., air inspector, was responsible for the efficient functioning of tech and administrative inspectors' staffs.

The air and tech inspectors coördinated their work with that of the squadron inspectors. They made a continuing supervisory inspection of all activities relating to the upkeep and operation of aircraft and other equipment on the airdrome. Their field included not only the aircraft but all vehicles, instruments, communications equipment, armament and the control tower. A duty of the inspectors was to see that modifications were made as required by directives.

The story of the inspectors is not a colorful one of high adventure and stirring drama; rather, it is like the story of most of the ground sections, one of unremitting vigilance and devotion to duty. It is a story of long hours and seven-day weeks, of being constantly alert in repeating inspections a thousand times yet never weakening to permit them to become routine.



Above: MAJ. JENKINS, CAPT. MOODY AND S/SGT. GOSLINE INSPECT IGNITION HARNESS.



TECH ORDERS AND REPORTS.

Right: NON-COMS INSPECT EQUIPMENT.



Top row, left to right: Doyle W. Scarlett, Elo F. Wenske, Donald J. Wessor, Alfred F. Koehler, Charles J. Krieger, Paul A. Smith, David F. Jensen, Frank S. Kot. *Middle row, left to right:* Francis J. Creed, Lucius I. Smith, Edward K. Zink, William E. Carother, Frank S. Olmes, George Labash, Raswell D. Herrin, Jacob Remenga, Donald C. Cain. *Front row, left to right:* Virgil L. Davis, Ivan S. Edwards, Robert Super, George W. Sivy, Joe Youngblood, Morris J. Samuels, Walter C. Ancell.



THE ENGINES ARE CAREFULLY INSPECTED.



458TH SUB-DEPOT



MAJ. ALBERT E. MILBURN



MAJ. NORMAN G. CRAWFORD



CAPT. FORREST C. TAYLOR



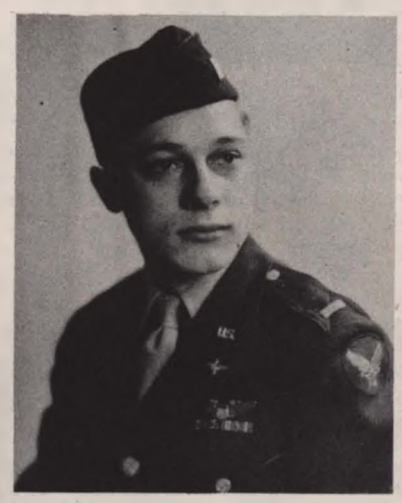
CAPT. HARRY R. TYLER



1st LT. MALCOLM G. BAKER



1st LT. ROBERT W. SADLER



1st LT. HAROLD L. SCHUBERT



W/O ALBERT H. LIBERATORE





"OKAY, SERGEANT — YOU CAN SEND THAT TO THE SUB-DEPOT NOW — — TELL THEM I WANT IT FLYING IN 48 HOURS!"

←

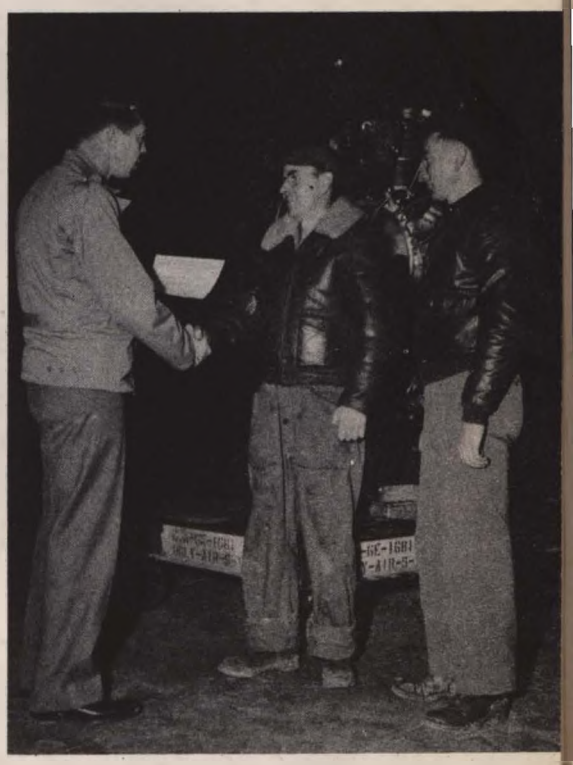
ENGINEERING OFFICE: Nerve center of specialized departments that comprised sub-depot engineering was the engineering office. Aircraft status boards, planning and production, man-hour schedules, reports and orders were kept up to date at all times. *Top row, left to right:* Lloyd S. Holt, Charles L. O'Malley and Milton E. Ruth. *Front row, left to right:* Abe M. Schwartz, Leslie P. Johnson and Joseph W. Clark.



HANGER CREW: Technicians in airframes, engines, props, electricity, hydraulics, sheet metal and wreckage. *Top row, left to right:* Donald D. Kaiser, Richard D. Ansell, Johnnie Plant and Ellsworth Harwood. *Front row, left to right:* Otho W. Blankenship, Howard A. Rions and Angelo Garcia.



PROP SHOP LINE UP: *Top row, left to right:* Edward C. Clark, Marshall B. Morris, Antti Pulkkinen and John L. Harvey. *Front row, left to right:* Harry J. Culbertson, Leslie B. Stewart and Sanford N. Sanderson.

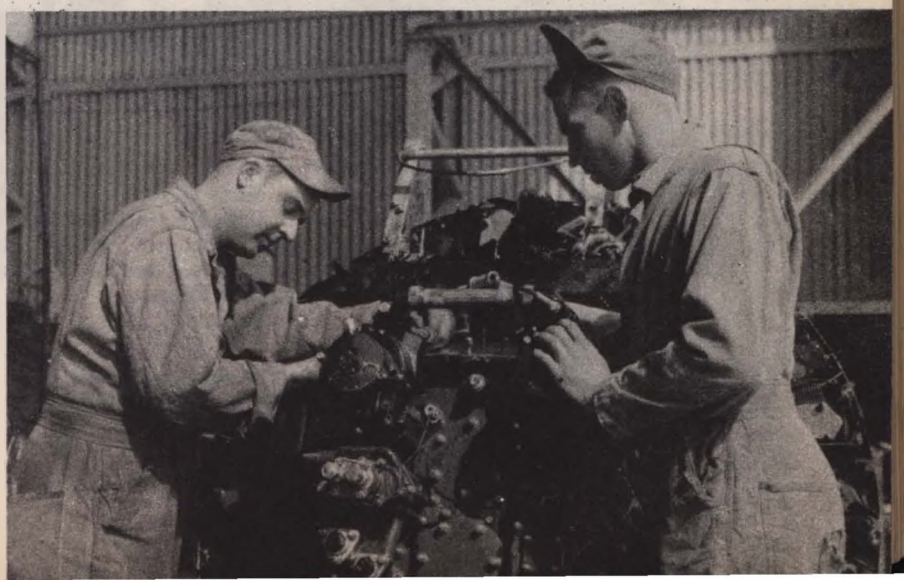


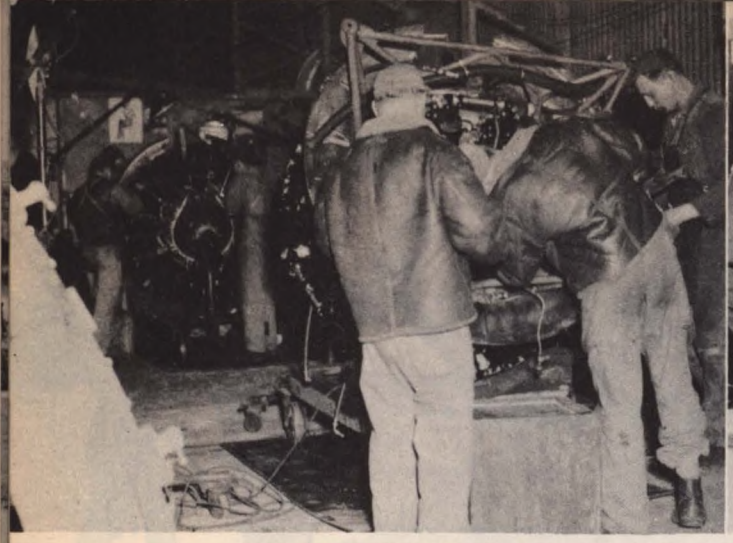
EXTRAORDINARY ACHIEVEMENT *(above):* S/Sgt. Walter J. Sweetman receives Certificate of Merit for designing and building electronic supercharger test stand.

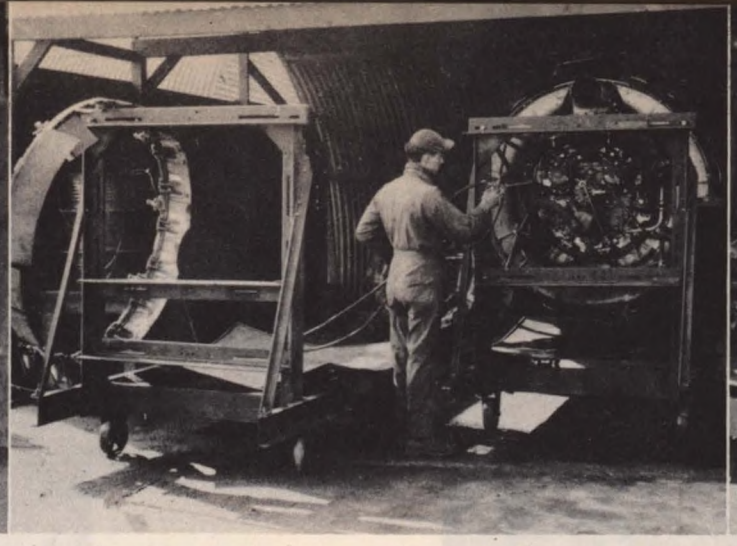
ENGINE INSPECTION *(below):* S/Sgt. Gerald R. Gray and M/Sgt. John C. Howe give a final inspection to a built-up engine.

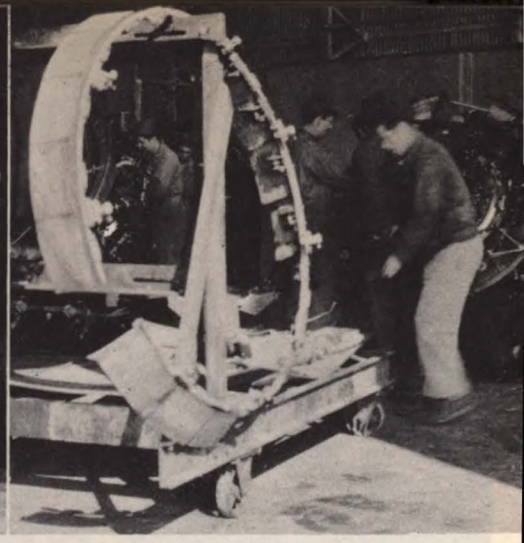
ENGINE BUILD-UP PERSONNEL: *Top row, left to right:* Robert G. Williams, John C. Howe, Donald D. Senger, Benjamin J. Sobolewski, Vernon A. Enlinger, Clifford W. Olson, Earl R. Flynn, Max V. Jones, Roy R. Black, Paul H. Keil, George W. Sevy, George S. Burt, William J. Enright, Charles E. Knight and Joe Youngblood. *Front row, left to right:* Laverne H. Hoffman, Lee D. Dubendorff, Carl H. Soderberg, Gerald R. Gray, Murlin J. Miles and Walter C. Gerald.











BUILDING UP ENGINES: Engines, removed from aircraft on the line. were washed down with white spirits. The complete operation from tear-down to build-up was arduous and painstaking, requiring technical skill, nimble fingers and correct tools.





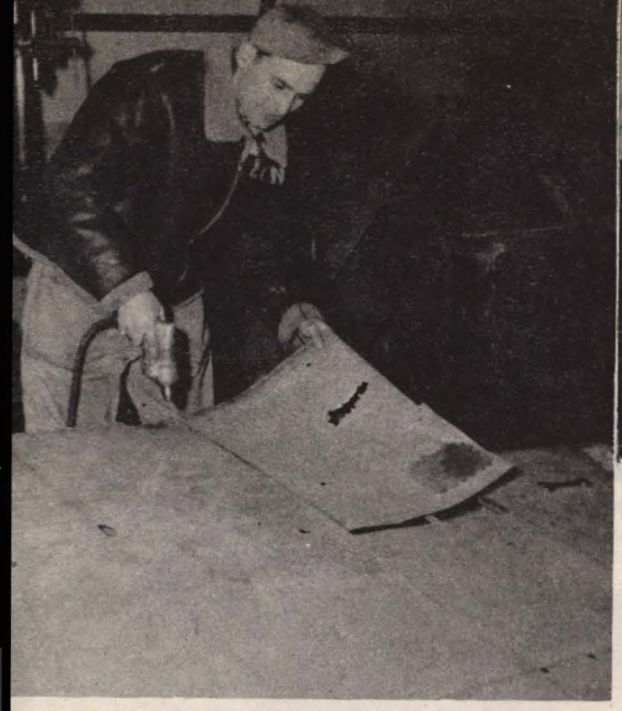
DROPPING A WING: Supervising the lowering of a damaged wing, M/Sgt. George E. Strunck carries out one of the important duties of the department. Specially outfitted 2½-ton trucks, the mobile units—two nine-men crews of specialized technicians—worked effectively and efficiently to "keep 'em flying."



MOBILE UNIT WITH CREW: *Top row, left to right:* Edward H. Nestor, Heine G. Howard, Jerome Sorenson, Mark D. Clayton, Ford D. Ringler, Frank S. Kot, Joe E. Baugh, Elwin C. Duff, Harold E. Kau and Francis D. Hermes. *Front row, left to right:* Pete J. Peterson, Elmer L. DeBattista, Kenneth A. Hermanson, William A. Carney, Carmine Gaudiosi, Sidney Miller and Floyd M. Sehger.



SHEET METAL PERSONNEL: *Top row, left to right:* Paul M. Keckley, John R. Zynady, Richard Kuback, Raymond J. Ainsworth, Allan P. Geldseth, Charles Tiffany, Jack D. Blair, Kuehl B. Blocker, Roy E. Steinert and James M. Walters. *Middle row, left to right:* Lawrence W. Chaban, Richard L. Landis, Raymond J. Nesladek, Robert P. Clark, Grady L. Linzy, Jacob Schiffman, William E. Pietsch, David F. Jensen, Ivan A. Ostrom, Chester O. Peterson and Wilder E. Peterson. *Front row, left to right:* Bernard B. Epstein, Walter J. Holmes, Donald P. Ober, Owens N. Ferguson, Daniel L. Cink, Donald Brookman, Jr., Marvin E. Clark and Elmer J. Willison.



REMOVING WING SECTION: Pfc. Leurie G. Krysa removes torn section from a flak-hacked wing.



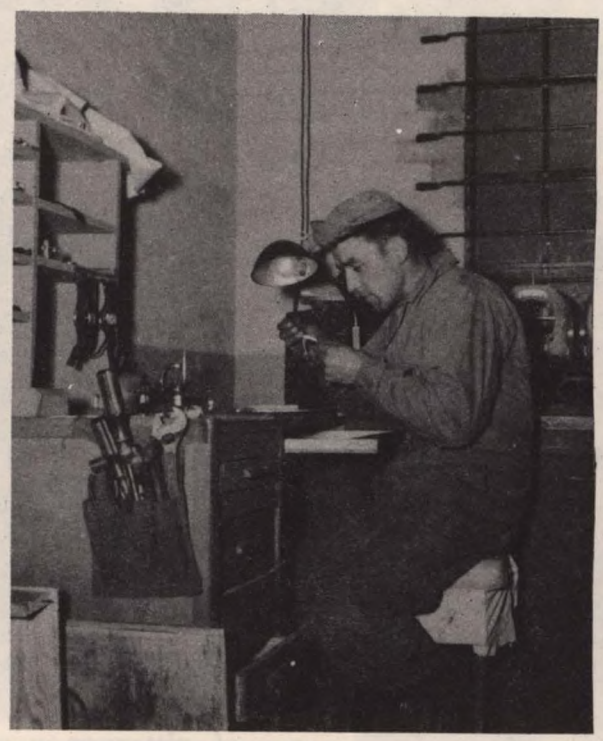
SKIN JOB: A battle-damaged wing panel is repaired by sheet-metal workers.



PATCH WORK: Patching flak-riddled surfaces.



INSTRUMENT SHOP: *Top row, left to right:* Ralph W. Greenwell, David W. Jones, Paul Bendel, Henry B. Balmut and Virgil L. Davis. *Front row, left to right:* Vance B. Campbell and Thomas C. Skertic.



WATCH REPAIRS: M/Sgt. Henry Balmut on watch. Navigation, engine and flight instruments were constantly checked and calibrated.



AIRCRAFT WOOD WORKERS: *Left to right:* T/Sgt. David W. Haskins, Sgt. Lloyd Dixson and Sgt. Ralph R. Carithers.



WELDING SHOP PERSONNEL: *Top row, left to right:* Ralph L. Oyler, Leonard C. Torgerson, Henry P. Czapor, Glenn W. Oyler and Louis Stupar. *Front row, left to right:* Clifford R. Johnson, Davis J. Broussard, Harold O. Hull and Henry Kraus.





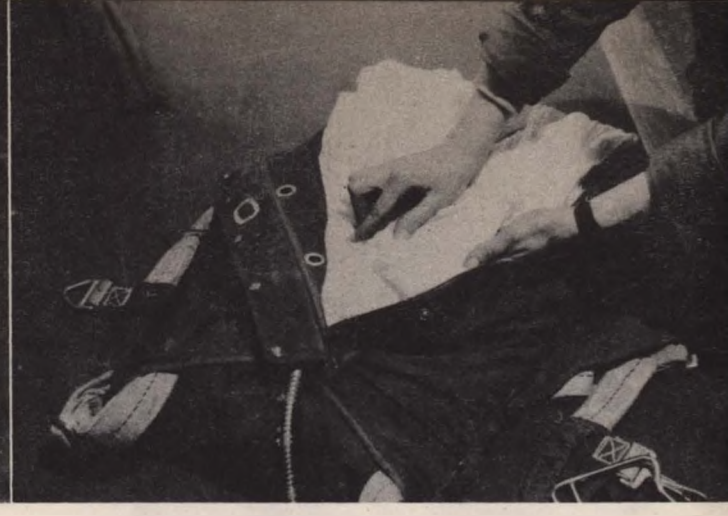
WELDING CREW CHIEF STAND: Over a hundred were constructed.



DELIVERY OF CHUTES TO SHIPS.



PACKING CHUTES.



FINISHING TOUCH: The parachute shop also did modifications on flying clothing, parachutes and harnesses.



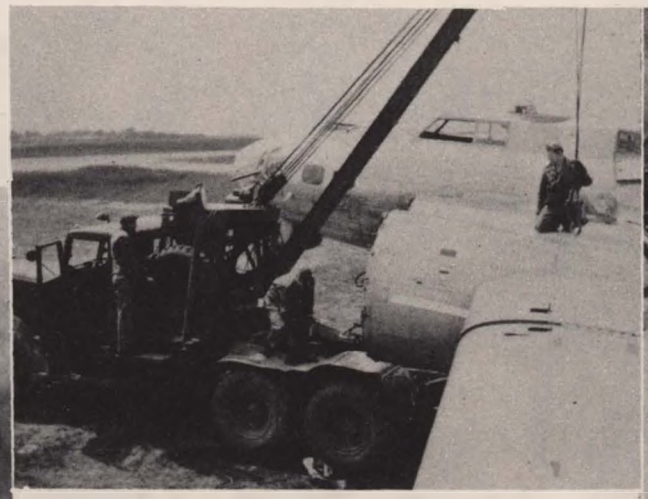
MEN OF THE DEPARTMENT: *Top row, left to right:* Olen L. Land, William D. Holmes, John C. Hunter, George Panitz, John B. Sumner and Robert P. O'Brien. *Front row, left to right:* William H. Partee, John J. Maher, Arthur D. Walsh, William I. Wilson, Archie L. Cauthorn and Tauno O. Ekonen. With their sewing machines these men also repaired chute packs, webbing, flying helmets, jackets and boots, oxygen-carrying bags, tarpaulins and vehicle tops.



PAINT SHOP PERSONNEL: *Left to right:* George Kasparian, Robert B. Fortner, Lucius I. Smith, Stanley J. Komocki and William W. Leap. Perhaps the best illustrations of the artistic skill of these men were the curvaceous pin-up girls and cartoons transferred in vivid color to the fuselages of the Forts of the Base. They also painted most leather flying jackets worn by the combat crews.

ELECTRIC SHOP: *Top row, left to right:* Charles Blim, James W. Mullins, Robert J. Bogart, Gilbert Hepford and James R. Jones. *Front row, left to right:* Albert C. Bahn, Frank J. Polacek, Edward K. Zink, Charles A. Herin and Harry A. DeHart. The maintenance, repair and installation of all electrical equipment was the responsibility of the men here shown.





WRECKER OPERATORS: *Left to right:* Robert E. Crossman, Cletis M. Tinsley and Morris J. Samuels.



DOPING: Flak-torn control surfaces were recovered with fabric, sewn by hand, coated with dope, then painted.





Top row, left to right: Robert J. Gibson, Thomas Brannan and William A. Smith. *Front row, left to right:* Otto G. Plos, Andrew Paswinski, Joseph A. Nemeth and Daniel M. Potter.

DISPLAYING INVENTION: S/Sgt. Edward H. Nestor explains to Brig. Gen. Goodrich the hydraulic taper-pin remover which he invented. Invention won him the Bronze Star.



TOOL UP FOR PRODUCTION: M/Sgt. Daniel M. Potter and T/Sgt. Otto G. Plos. The machine shop manufactured a multiple variety of aircraft parts and made modifications on equipment for photo and armament departments, also tools specially designed by various units for special projects.

AIR CORPS SUPPLY

The supply and procurement of vital equipment and parts necessary to keep 'em flying was the responsibility of Air Corps supply. Since its activation as a small tech supply unit of a Service Squadron it continued to expand until it handled effectively all the functions of a sub-depot supply unit.

All Air Corps property used on the base was directly accounted for by Air Corps supply, from the smallest nut or bolt to the huge bomber itself. All plane-servicing crews and shops were supplied with tools, parts and equipment. Combat crews were fitted with flying clothes and equipment.

All Air Corps property was divided into thirty distinct classes, with as many more sub-classifications to aid personnel in identifying and procuring replacement parts accurately. Air Corps supply, however, dealt only with those sub-classifications connected with the B-17 Flying Fortress.

Practically all functions of the organization centered around the office of the supply officer. It was what appropriately could be called the "nerve center" of Air Corps supply.

Under the direct supervision of the supply officer and assistant supply officer, it was comprised of the chief clerk and two other clerks who, acting for the supply officer, supervised all sections of the organization.

It was the duty of the personnel to maintain all administrative files, to submit various reports, required by higher headquarters, and to keep an up-to-date file on administrative publications dealing with supply.



ISSUE COUNTER: The duties of the section was to keep stock records of all Air Corps property received and issued from the station.

O.E.L. SECTION: *Left to right:* John L. Smith, Frank D. Crawford, Victor J. Beck and Donald C. Cain. The men operated the sub-depot tool crib. *(Lower left)*

SHIPPING AND RECEIVING: *Left to right:* Sgt. Herman Regateri, T/Sgt. Jacob Rammcuga, Sgt. Edward Gudat, Sgt. Thomas E. Drager and Pfc. Bill F. Milford. Supplies from any source were received by this department. *(Lower center)*

PETROL DUMP CREW: *Left to right:* Karl Ehrlick, Ora J. Martin, Theodore Graham, Harold Kamansky, Horace B. Patton, Jr. and Thomas P. Bond. The department operated the three petrol dumps (72,000 gallons each), supplied by the British. *(Lower right)*









Left to right: Sgt. Gabriel Casillas, Pfc. Harry J. Eaks, Sgt. Robert L. French and S/Sgt. Elwin F. Messerall. Class 13 Supply was charged with the procurement, storage and issue of Air Force clothing and equipment, including parachutes, electrically heated flying suits, oxygen masks, and for the fitting and proper operation of these items.



REPARABLE SECTION: *Left to right:* T/Sgt. Petrakos, S/Sgt. Julian E. Welton and Sgt. Paul R. Young. This section received all the reparable plane parts turned in by the Bomb Squadrons and sub-depot repair crews. This class of stock comprised a majority of the parts used in the construction of a B-17, ranging from a small exhaust stack clamp to the larger parts of the ship.



Top row, left to right: Carter H. Cauthorn, Pat Henley, Douglas E. McCall, Clarence Mills, Paul M. Culver and Walter C. Stewart. *Middle row, left to right:* Charles J. Krieger, Herbert H. Haibar, Eldon G. Gouldy, Robert O'Brien, Howard J. Michaud and Emil J. Bormes. *Front row, left to right:* Robert A. Forbes, Benjamin F. Potter, Martin Horton, Clifford W. Korber, John L. Smith, Doyle W. Scarlett and Henry Genetti.



SHIPPING AND RECEIVING.

PROP SHOP.



PETROL DUMP CREW.



GROUP ORDNANCE

ORDNANCE activities on the Base were coördinated from Group Ordnance. This office was responsible for ordnance activities in loading ships, prompt supply and maintenance of bombs and small-arms ammunition; .50 caliber guns for planes, hand and shoulder weapons, armored suits and helmets for protection against flak for combat crews, automotive vehicles and repair parts, and many other incidentals, such as examining crates of oranges from Spain to make certain no booby traps were enclosed.



Left to right: Sgt. Morris G. Robison, Maj. Harry Price and S/Sgt. George J. Oelkers, the Group Ordnance staff.



MAJ. HARRY PRICE.



Maj. Price stands in the crater left after a hit-and-run raid by one Jerry plane in May 1945.



Each Squadron section had its own revetment, which held bombs of all shapes and sizes, demolition or high-explosive bombs, 100, 150, 250. 300, 500, 1,000 and 2,000 pound sizes; fragmentation-bomb clusters of 120 and 500 pound sizes, and fragmentation bombs of 260 pound size.



Left to right: T/Sgt. Howard M. Thoet, Pfc. William T. Holderman, Sgt. Patsy A. Sfero, Pfc. Anjelo F. Valvo, S/Sgt. Thomas D. Perrotti, Pfc. Samuel T. Patterson, Jr., Cpl. Donald Schrier, Cpl. William Craft, Jr., and Pfc. Robert L. LeVan of the 570th Bomb Squadron unload bombs from a truck into a revetment.



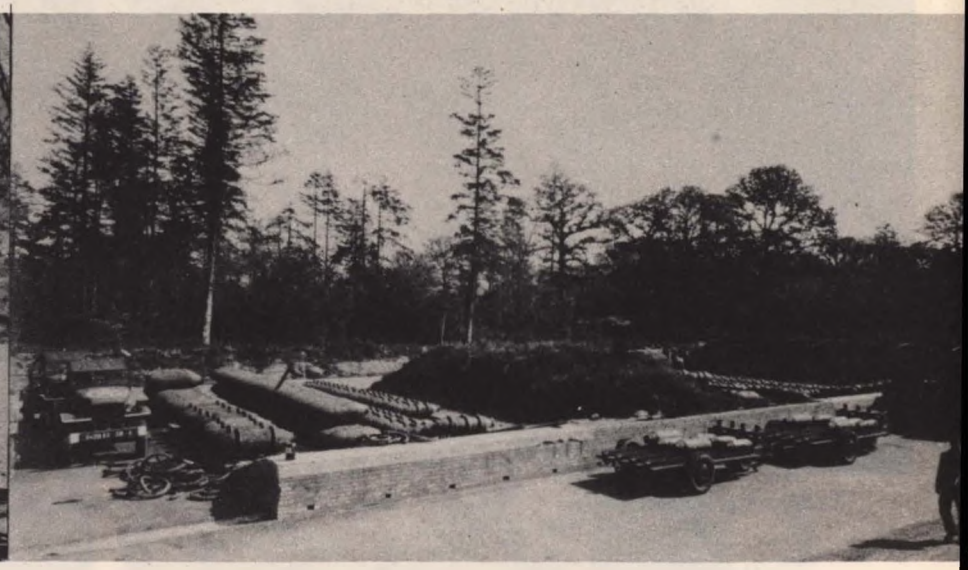
Left to right: Sgt. Bernard E. Buck, Sgt. John J. Shabowski, Cpl. Beecher M. Pickelsheimer, Sgt. Vincent Reuter, Pfc. Harvey R. Morrow, Pfc. Owen B. Crawford, Pfc. Clarence J. Summ, Pfc. Joseph P. Rafferty and Sgt. William J. LaManna of the 568th Bomb Squadron stack bombs, the tail ends of which face the observer.



Pfc. Wiley E. Mins of the 568th Bomb Squadron has applied a spreader bar to the lugs of a 1,000-pound general purpose high-explosive, or demolition, bomb.



Left to right: Sgt. Bernard E. Buck, Sgt. John J. Shabowski, Sgt. Vincent Reuter, Pfc. Clarence J. Summ, Pfc. Harvey R. Morrow and Pfc. Owen B. Crawford of the 568th Bomb Squadron stack bombs in the quiet of the English woodland which sheltered the revetments.



Two of the bays of a set of revetments, showing bombs in stacks in the bays as well as on trailers which carried them to the planes.



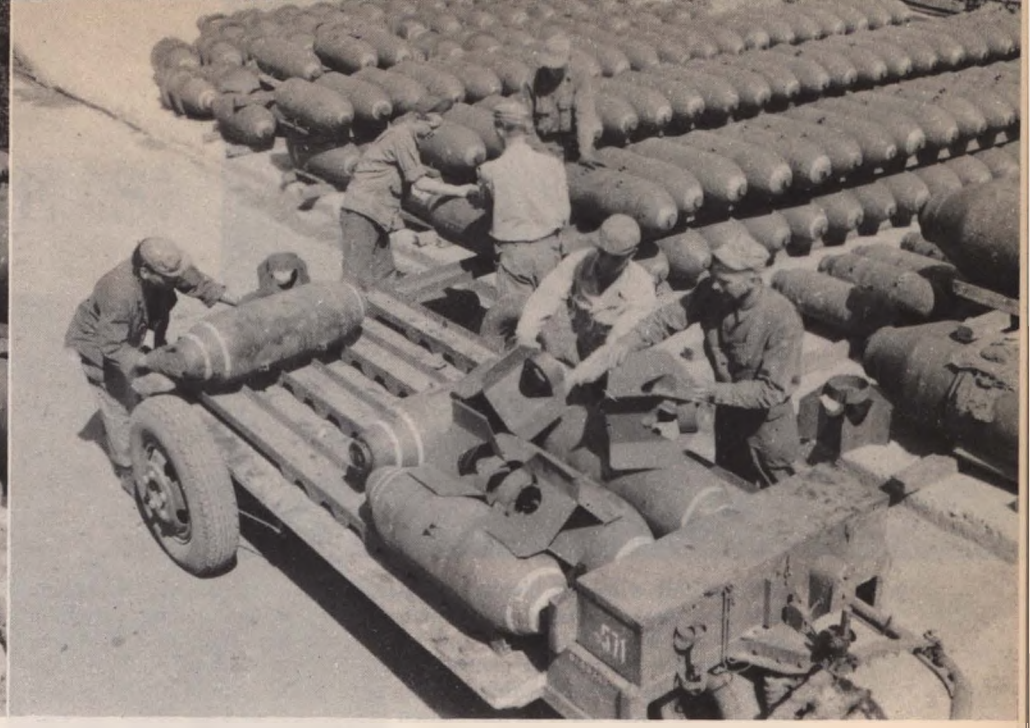
Left to right: Pfc. William T. Holderman, Pvt. Emory Harden, Cpl. Willie Craft, Jr. and Sgt. Lloyd G. Hansen roll bombs onto a bomb-service trailer.



Each trailer carried a full plane load of bombs. *Left to right:* Pvt. Emory Harden, Cpl. Willie Craft, Jr., Sgt. Lloyd G. Hanson and Pfc. William T. Holderman.



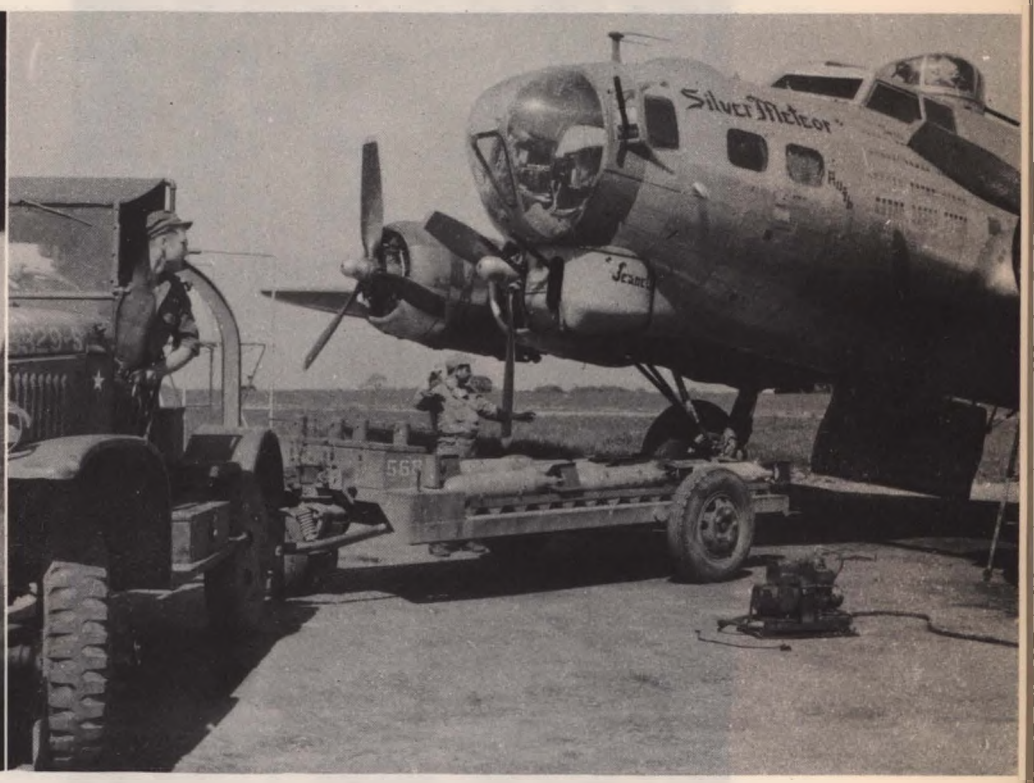
Left to right: Pfc. William R. Mobley, Cpl. Jimmy D. Cook, Pfc. Jesse H. Burnette, Cpl. George W. Beavers and Sgt. David L. Horn of the 571st Bomb Squadron roll 500-pound bombs from a stack in a revetment. Cpl. George C. McGue places fins.



Left to right: Pfc. John M. Alvarez, Cpl. Theodore J. Lasinskim, Sgt. William S. Klemcke, Sgt. John Jared, S/Sgt. Alexander J. Paolini and Sgt. Emil W. Wetzel of the 571st Squadron.



Left to right: Pvt. Emory Harden, Cpl. Willie Craft, Jr., Sgt. Lloyd G. Hanson and Pfc. William T. Holderman of the 570th back a load of bombs under a plane.



A trailer is backed under the bomb bay of the Fortress "Silver Meteor."



← Maj. Price and Capt. Williams inspect the remains of the buzz bomb which hit fifty yards from the 568th revetment without causing any damage except for a hole in the ground.

→ Fragments of a German bomb which were assembled for identification after a raid.

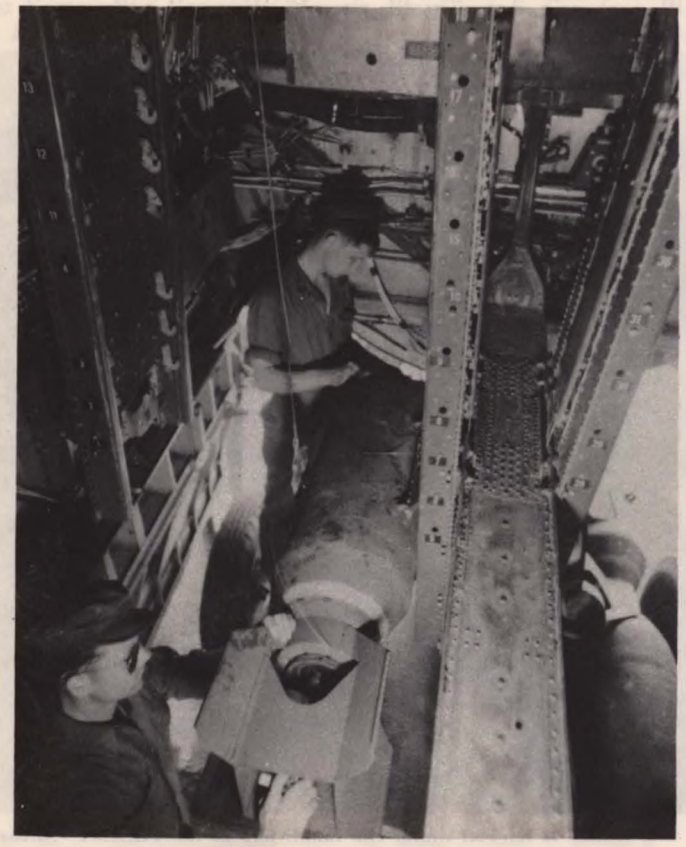




After a trailer load of bombs was placed under a bomb bay of a plane ordnance men cooperated with armament personnel in loading. Pfc. John M. Alvarez is applying a fin to a bomb while Sgt. William S. Klemcke has placed a sling under another bomb ready to be hoisted. It will be noted that only a single cable is being used to hoist the bomb, a development made on this station to save time and labor.



Shackles being applied to bombs under a bomb bay just before the bombs are hoisted into position on the rack. *Left to right:* Sgt. Lloyd G. Hanson, Pvt. Emory Harden, Pfc. William T. Holderman and Cpl. Willie Craft, Jr.



A bomb hoisted into position in a rack. It will be noted that the fin, shackle and arming wire have been applied to the bomb. The numbers of the near side of the rack indicate the positions designed to receive different sizes of bombs, with a release being positioned at position 1.



Sgt. William J. LaManna of the 568th Bomb Squadron completes final operation of bombing-up operation. The tail fuse has been just applied to the rear end of the bomb, and its vane is shown within the enclosure formed by the boxlike fin. The vane was kept from spinning in the bomb bay by the arming wire, shown projecting rearwardly on the left, and by the safety pin. The dropping of the bomb removed the arming wire. The vane was then free to spin as the air rushed through the fin, and when it had traveled through the air to a safe distance the spinning of the vane armed the fuse, which then was ready to set off the bomb upon impact.

Left to right: Cpl. Richard G. Falls, Sgt. Wallace Reed and S/Sgt. Alexander J. Paolini placing flak suits and helmets (armor) for the crew before a mission.

Left to right: Sgt. William J. LaManna and Pfc. Owen B. Crawford shown placing practice bombs in a bomb bay.





1689TH ORDNANCE S. AND M. CO.



CAPT. W. T. FAIRBANK
(to December 1944)



CAPT. JOHN E. WEIR
(from December 1944)



1st LT. FRANK L. GAISFORD



1st LT. NORMAN V. SCHWARTZ

Automotive officers



1st LT. ROBERT S. POTTS

No Photos

LT. HARRY ZIEGLER
Supply and armament officer

LT. HARDEN
Ammunition officer

(Both posts held by
Capt. Weir after March 1944)



Top row, left to right: Fraser C. Hill, Curtis M. Waggoner, Raymond F. McCabe, Mervin E. Beard, Jr., Carlyle L. Petuck, Charles A. Hendryx, Frank Di Petrillo and Stephen G. Knight. *Middle row, left to right:* Henry R. Lawes, George J. Tregear, John R. Coleman, Jr., Edward F. Murray, Alphonse M. Verdi, Robert J. Yagla, Robert F. Lewis, Carmine Dichiaro and Alfred N. Nelson. *Front row, left to right:* Arthur McGath, Edward F. Sroda, Joseph R. Killianey, Lorenzo K. McGuire, John J. Meehan, Bernard A. Jencka, George F. Greiner and Russell T. McKeefry.



Top row, left to right: Victor Papa, Gerard J. Verrette, Edgar R. Smith, Richard F. Wilson, Elmer R. Downs, David Clifton, Joseph Lamanna, Robert W. Whiteford and Joseph C. Gross. *Middle row, left to right:* James L. McDade, Thomas F. Ryan, Stephen D. Stakelon, Donald J. Renner, Delmar W. Fitzgerald, James L. Crunk, Irving Sentner, Julius J. Szabo, Franklin A. Stroup, George T. Ratches and Robert W. Betz. *Front row, left to right:* Donald G. Morse, Fred K. Woodard, Charles Ward, Milton J. Nowinski, George F. McCaugney, William S. Mikazes, Lewis B. Motley, Donald S. Greene, Alton T. Rose and Charles E. Bartow.

HISTORY OF THE 1689TH ORDNANCE

IN April 1941 the 2d Platoon, Company B, 92d Quartermaster Battalion, was designated the 874th Q.M. Platoon at Barksdale Field, Louisiana.

The Unit moved to New Albuquerque Air Base, New Mexico, soon after war was declared, 14 December 1941, training in repair and motor convoys and third echelon repair work in the field. It was designated the 689th Q.M. Co. (LM) Aviation, 22 April 1942, with a strength of fifty enlisted men under Lt. Fairbank.

In the last days of April, having been alerted for overseas shipment, the 689th went by Pullman (with meals in the diner!) to Fort Hamilton, New York Overseas Staging Area, where the 2d Air Depot was being processed. The Unit embarked on the *Cathay*, a British ship, 22 April 1942, and after a voyage of thirteen days entered Belfast Lough, having touched at Halifax, N. S., en route. The ship sailed from Belfast without docking, and tied up at Newport, England, 14 May 1942. From Newport movement was by train to Thrapston, Northants, and thence to Wickstead Park, Kettering, where quarters were taken up. After losing several battles with the English stoves the cooks began to get things in order and turn out meals. Duties there were the establishing of warehouses, unloading railway cars and the necessary guard duty and fatigue.

As will be seen the 1689th set some sort of a record for changing its name and moving around England, a place where most troops remained stationary on one Base. But here today, gone tomorrow, there was never a dull moment for the 1689th!

On 9 June 1942 the Unit moved to Central Hall, in the city of Kettering, to establish a mess for three hundred arriving United States troops. Third echelon maintenance also was carried on, slight difficulties being encountered because there was a total absence of parts for replacement.

Then on 17 June the outfit moved to Site 5, Molesworth Airdrome, rejoining the parent organization, the 2d Air Depot Group, and taking over operations in the motor pool. There still being no replacement parts available, improvising was the only recourse—a timer was made from a tobacco can, a lamp socket and various other articles picked up around the Base!

On 4 July members of the company witnessed the take-off and return of the first raid by United States planes on enemy-occupied Europe in World War II. The same day the rest of the 2d Air Depot Group moved from Molesworth, leaving to the 689th the duties of security and upkeep of Site 5.

Then, 4 August, the Unit moved by truck to Warrington; then, 6 August, to Poynton, rejoining the 2d Air Depot Group.

On 15 September the designation was changed from 689th Q.M. Company to 689th Ordnance Company.

So far the 689th Company had been used for duty quite

different from that for which it had been formed and trained. On order from the Eighth Air Force, 7 October, the Unit moved to Melchbourne Park, near Rushden. No quarters were available, so the men spent the night in the trucks; tents being set up the following morning. This park was the receiving station for all vehicles for the Eighth Air Force, convoys of a hundred to a hundred and fifty being received daily. King Mud reigned supreme. From 14 November to 21 November 2,221 vehicles were repaired in the 689th "shop," which was in the open, with no shelter and in deep mud, amid frequent and copious rainfall.

The 689th was assigned to the Eighth Air Force Service Command 5 November 1942, and on 23 November was changed to 1689th Ordnance Co. MM (Avn).

On 21 November the company moved to Bruche Hall, Warrington, and immediately started work at Burtonwood Air Depot, expediting the movement to Africa. All outgoing convoys had to be inspected, and a great amount of repair work done. One instance of the work here was the handling of a ditcher, which even when loaded on the lowest trailer available, was too high for overhanging wires. The ditcher had to be unloaded from the trailer, taken under any low bridges encountered, then reloaded. A crew was placed on top to raise wires as it passed along. Several times during this period the entire personnel, including cooks, was used to drive convoys.

Then the company moved to Bristol, 29 January 1943, performing Form 260 inspections and repairs for Group 1 of Quartermaster Trucking Groups. Parts were becoming more readily available.

On 4 March the Unit moved by motor convoy to Drinkstone Manor, near Bury St. Edmunds, 192 miles in ten hours. Shop was set up in nearby Tostock, headquarters of the 5th Q.M. Trucking Group, and Form 260 inspections accomplished.

The company returned to Bristol 26 March, thence to Stone, Staffordshire, 19 April. On 3 May a detachment of twenty-three men was sent to Prestwick, Scotland, the balance back to Melchbourne Park. 2nd Lt. Frank L. Gaisford was assigned to the company at this time. The detail at Melchbourne Park was put to construction work, resurfacing the huge parking area with brick and cement. On 30 May the Prestwick detachment returned.

On 4 of June twenty-seven men under Lt. Gaisford, known as Detachment A, were detached to St. Mawgam, Cornwall, for work on Coastal Command Airdrome vehicles, much third and fourth echelon repair being needed.

The organization was redesignated 1689th Ordnance Supply and Maintenance Company (Avn), on 9 June, thirty enlisted men and two officers being added, all new arrivals from the States.

On 18 June Detachment B, thirteen enlisted men under 2d Lt. Harry Ziegler moved to Bristol, where they were joined on 30 June by Detachment A.

Then on 13 August both detachments returned to the parent organization. Just in time, too, for the company's first anniversary overseas was celebrated, four months late, on 13 August, with a party at the Manor House. With dance music by Special Services, and Waaf's for partners the affair was very successful.

Came 13 September 1943, and the organization was transferred from Service Command to Bomber Command, assigned to the Third Bombardment Division (H), and attached to AAF Station 153 to operate with the 390th Bombardment Group (H).

From the time of its activation the organization had been essentially a motor-maintenance unit. Now this became only one of several functions performed by the company. Armament, ammunition, maintenance, supply and headquarters sections had to be incorporated under the new T.O. Men had to be reclassified and placed where their aptitudes could be more advantageously utilized. Many were sent to armament and ammunition schools.

The mess and general living conditions on the new station were below the standards experienced at previous stations. Because of this, and the necessity for placing men in new and different jobs, the morale became low. It was found that reorganizations were more easily printed on orders than put into effect.

The winter of 1943-44 was just as bad as the previous one, and the mud just as deep. Men went out at night to make up fuses, issue ammunition and signals, and went out early in the morning to pull planes out of the mud. The job was one that went on twenty-four hours a day.

The new airdrome was not finished and had no ammunition area or automotive shop, but with the passage of time these were completed, while living conditions greatly improved with the erection of barracks.

The days grew longer, the weather became better, and the work, with the growing air offensive, became heavier. The men became more skilled at their jobs, so that the increased work was more easily accomplished. Special Services and Red Cross activities came into being, and spirits climbed back to the old high.

The 1689th became a proportionately smaller cog in the machine as the Eighth Air Force grew in size, but it had had the privilege of seeing much history. Brig. Gen. Baker and Maj. Gen. Spaatz visited the 1689th, the 2d Air Depot Group and the 15th Bombardment Group (A-20's), when these were the Eighth Air Force, and the only body of American troops in England. We saw the Eighth Air Force bloom, and then fade as the African invasion demanded its planes. In October 1942 we took bombs to half-completed airdromes with no planes on them, in Cornwall, and wondered why. Then we saw the strength of the Eighth grow to a mighty striking force as the build-up for the invasion of Europe began.

Although the 1689th was fated to cease its wandering, and remain an important component of the 390th Bomb Group on Station 153, it was to undergo one final change of designation when the 423d Air Service Group was formed, 15 April 1945, and the ordnance men became the 673d Air Matériel Squadron.





BOMBS ON HARDSTAND: Before the bomb dump was completed bombs had to be stacked on some of the hardstands.



AMMUNITION OFFICE: Capt. Weir *(seated)*, T/Sgt. Greiner *(standing)* and Cpl. DiChiano.



WINTER TIME: Snow on bombs made handling a cold, cold job.

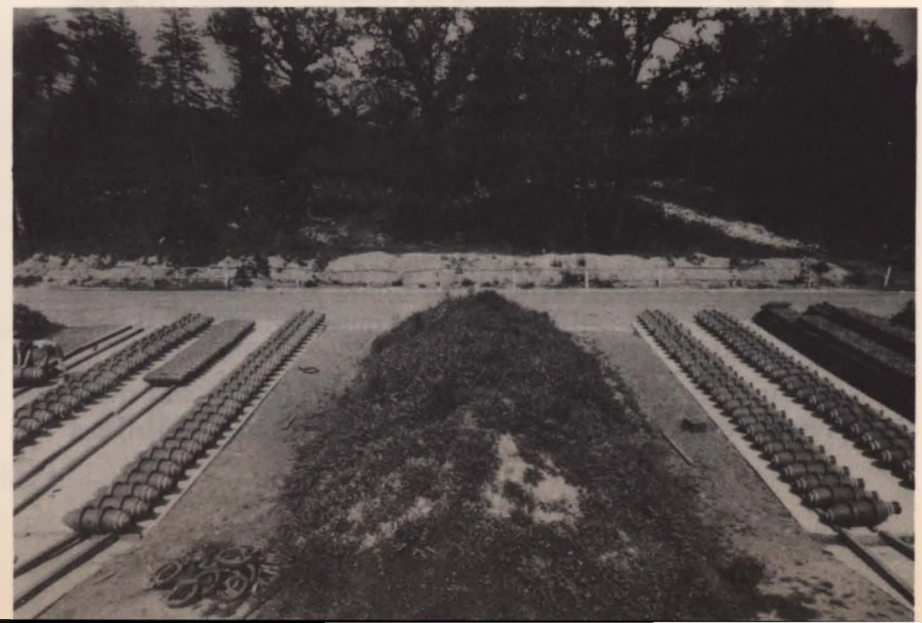
The road in bordered by signs reading "Remember Alconbury," "Remember Rattlesden," "Remember Ridgewell" and "Remember Metfield." At Metfield truck drivers took it upon themselves to unload bombs the easy way—by rolling them off the back of the trucks. One exploded, setting off the rest of the dump. Several truck drivers were killed, and the explosion broke windows in a town five miles away.

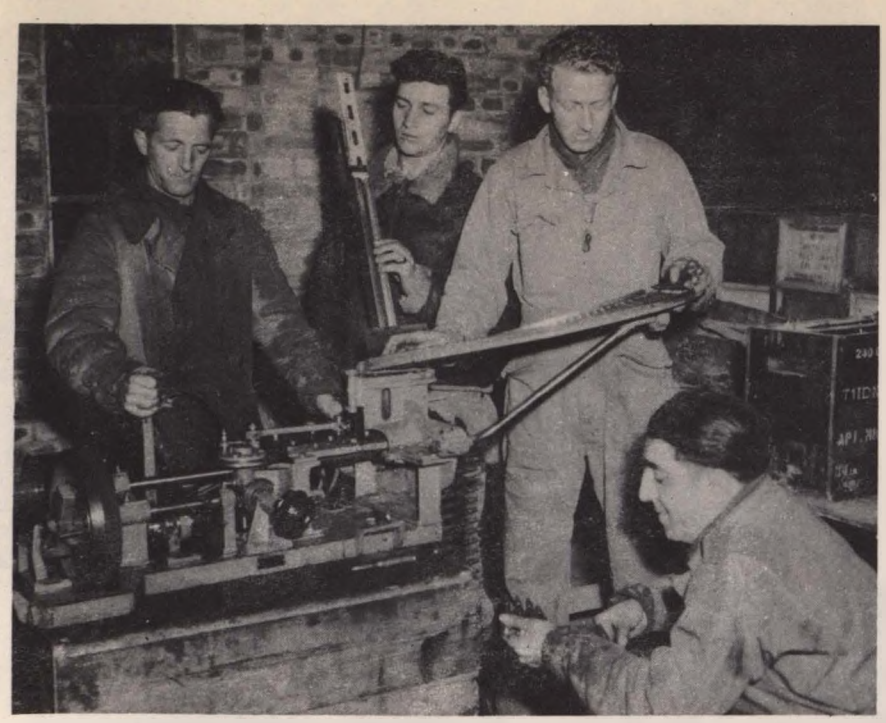


ENTRANCE TO THE AMMUNITION AREA (bomb dump to us).

Revetments were usually stacked three or four high with the 500-pounders shown here.



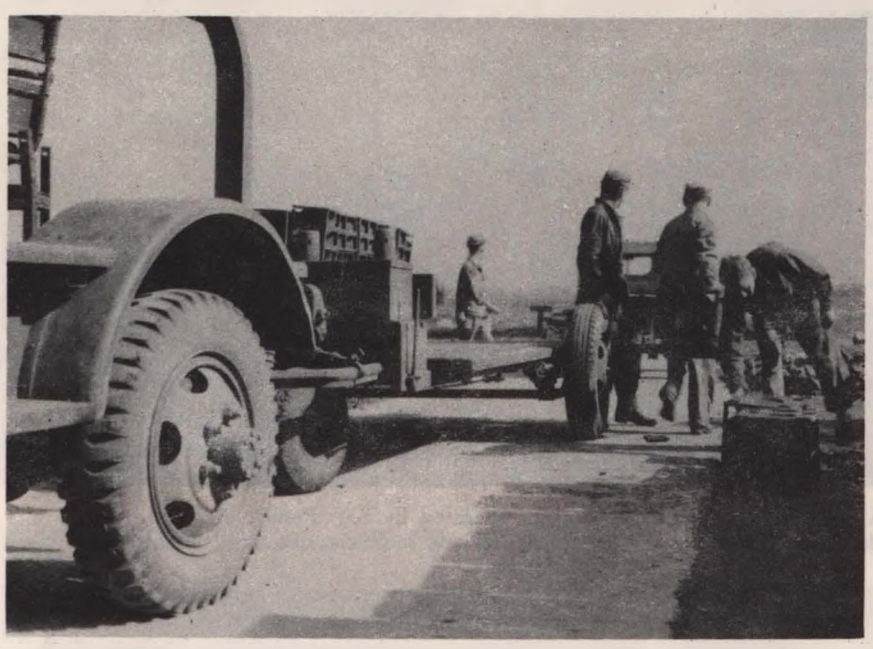




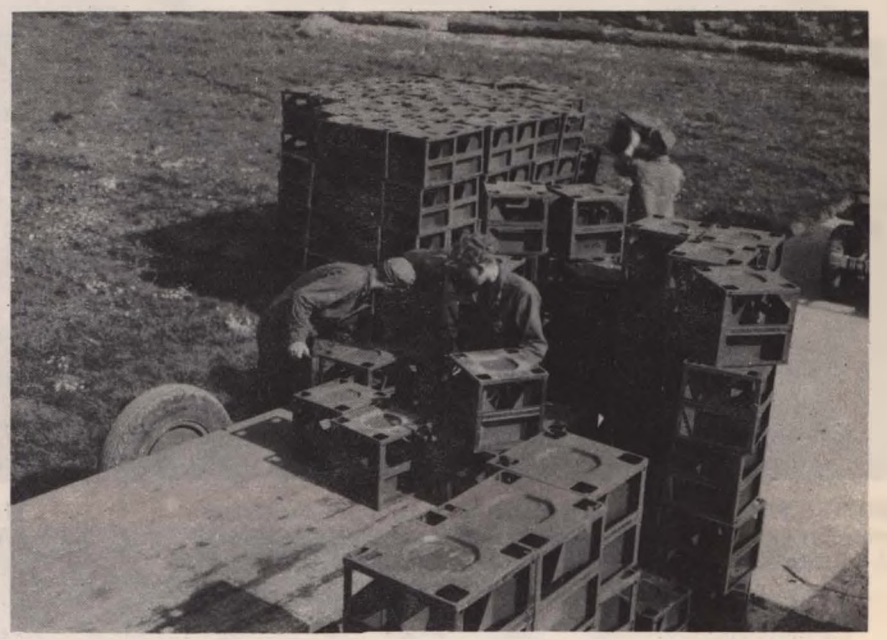
LINKING .50 CALIBER AMMUNITION: *Left to right:* Cpl. Meehan, Pfc. Jenka, Pfc. Renner and Pfc. DiPetrillo. In the months from December 1944 to February 1945 421,499 rounds were used. Ammunition was received in bulk and the links shipped separately. Five men could link 50,000 rounds in eight hours. After the ammunition was linked it was positioned and inspected for defective rounds.



INSPECTING FUSES: *Left to right:* T/4 Gustavus, Pfc. Tregear and T/4 Killaney. Fuses were rigidly inspected to reduce the last chance of a bomb becoming dangerous or a "dud." Vanes were installed at the same time. During the month of March 1945 21,223 fuses were used. Here fuses are being made up to replace those used on a hundred-pound mission. It was necessary to have 4,310 ready for use at all times, enough for one mission.

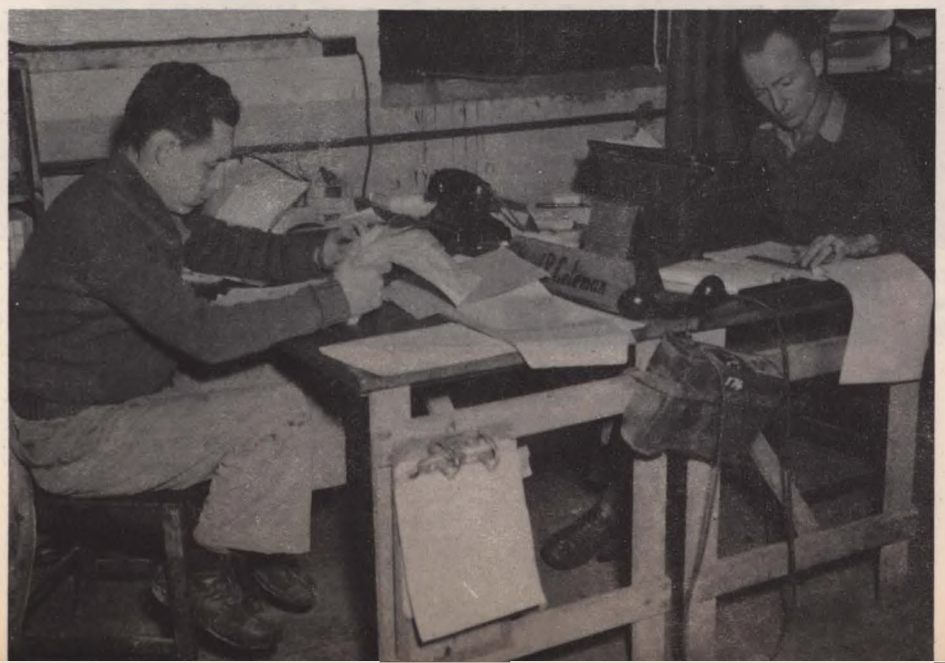


PUTTING FINS ON TRUCK (for distribution to the revetments).



OPENING FINS (for distribution): *Left to right:* T/4 Killaney, Sgt. McCaugney, Pfc. Sroda and Pfc. Renner.

SUPPLY SECTION: Sgt. Whiteford and Sgt. Coleman handled all matters of supply except ammunition. Requisitions were prepared here for T.O.&E. shortages and replacements, and a stock record kept of all items on the field. Articles issued included automotive equipment, bicycles. weapons, flak suits, binoculars, watches and replacement parts for all of these items.



ARMAMENT SHOP: Where the hand and shoulder weapons were repaired and modified according to Field Service Modification Work Orders. Salvage and reclamation of guns from crashed aircraft, modifications, spare parts issue and the rôle of general fix-it shop kept the armament shop operating steadily.





AUTOMOTIVE SHOPS: They maintained the vehicles of the Group, about five hundred. The greatest difficulty was a lack of replacement parts. Many were rebuilt with parts manufactured in these shops.



THE 4 TON 6 X 6 WRECKER: It was capable of doing many jobs. Having a winch capacity of 15,000 pounds, 60 per cent of its weight, it was able to life a GMC truck clear of the ground. Used mainly to salvage wrecked vehicles and aircraft.



AUTOMOTIVE TRUCK: It contained special tools and instruments, and was operated by Cpl. McCabe, *(left)* and M/Sgt. Crunk *(right)*, who was awarded the Bronze Star for his diligence as the foreman of the automotive shops.



MACHINE SHOP TRUCK: It was operated by Sgt. Petuck and Cpl. Wilson and handled nearly all the parts and tools manufactured in the shops.





WELDING SHOP: Operated by Cpl. Fitzgerald *(fore)* and Pfc. Knight *(aft)*, it did all of the welding required on ordnance equipment and body work.

Armament section's job was to give the fighting men supreme confidence in their weapons. Work consisted of bomb loading, ammunition loading, maintenance of guns, power gun turrets, gun sights, bomb sights, automatic flight equipment and bomb-dropping equipment.

ARMAMENT



Capt. Sell, Group armament officer *(center)*, Capt. Robinson, assistant group armament officer and Sgt. Starry, armament clerk, study the poop on type of bomb load and method of release for a mission.



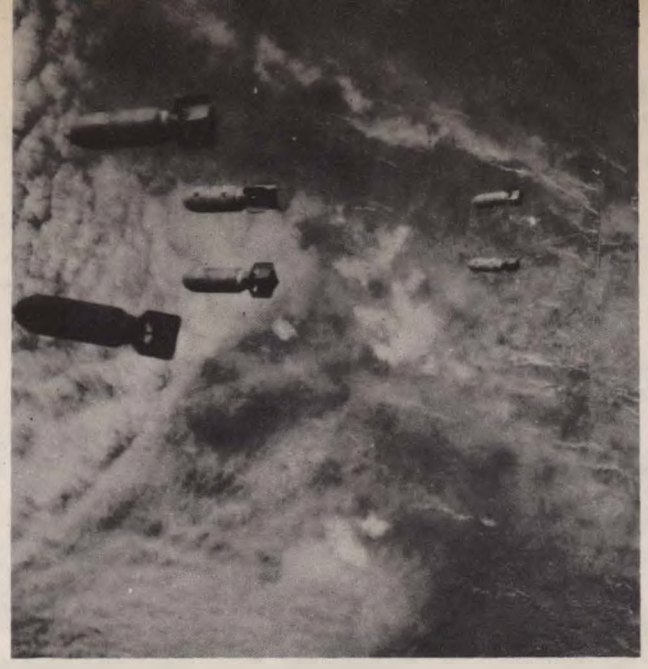
570TH ARMAMENT SECTION: Capt. Hagen and T/Sgt. Jarrard receive information handed down from Group armament office. The armament officer was responsible for the arming of the ships, assisting on the guns and bomb racks.

A B-17 was armed with twelve .50 caliber machine guns. In this picture ten of them can be seen, two chin turret guns, with the left-cheek gun just above, two top turrets, two ball turrets, two tail guns and left waist gun.

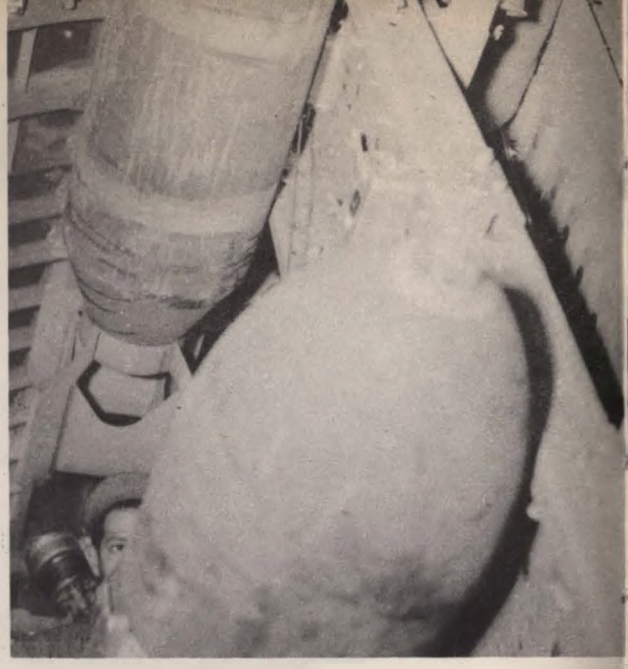




One bay of a double load of 100-pound demolition bombs, twenty-three to a bay, a total load of forty-six. On a long mission this usually was reduced to thirty-eight.



This is how six 1,000-pound bombs looked to a crew as they dropped from the ship.



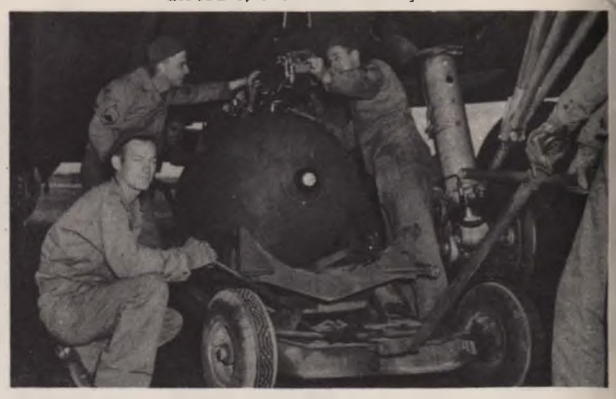
Here is shown a 500-pound bomb hung on the top station on the right-hand inboard rack. Bomb below is being hoisted into position, fitting snugly to the top bomb. Normal load of 500 pounders was twelve an aircraft, six in each bay.



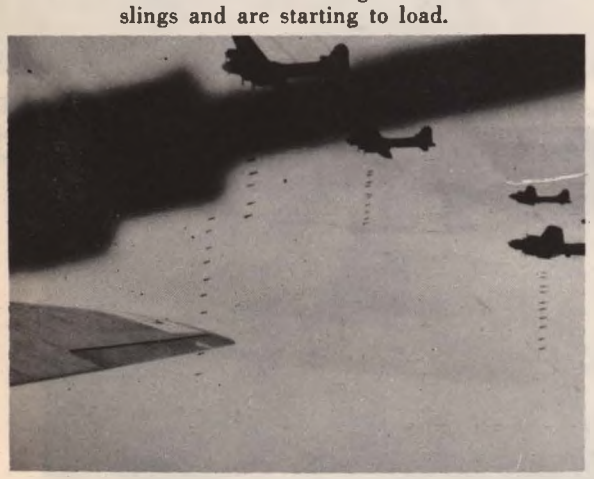
571ST ARMORERS: *Left to right:* Cpl. Tadicetta, Pfc. Lanalk, Sgt. Lankenan, S/Sgt. Green and Cpl. Douglas. Ordnance has just delivered a load of 500-pound demolition bombs. The men are attacking shackles and bomb slings and are starting to load.



Capt. Laney, 571st armament officer, was instrumental in developing single-cable loading, which permitted the hoisting of two bombs simultaneously, up to and including 500-pound bombs. Typical bomb loads carried on combat missions were two 2,000-pound demolition bombs an aircraft, six 1,000-pound demolition bombs, twelve 500-pound bombs, sixteen 300-pound demolition bombs, twelve 500-pound incendiary clusters, sixteen 250-pound British incendiaries, forty to forty-two 100-pound incendiary bombs, twenty-four 100-pound fragmentation bombs, sixteen 250-pound fragmentation bombs.



Bombs could be carried outside the bomb bays, under the wings (external bomb load). The usual load in this manner was two 1,000-pound bombs. With longer runways the ships could have carried four tons. *Left to right:* S/Sgt. Burton, T/Sgt. Squyers, Sgt. Michels, Pfc. Di Charia and M/Sgt. Pierce of the 569th load a 4,000-pound dummy.



Showing train release. Note even spacing of bombs, each having been dropped independently. The bombs appear close together, but when striking the ground from this altitude they would be from seventy-five to a hundred feet apart. Load dropped in this case was ten 50-pound demolition bombs.



Four 1,000-pound bombs have just been salvo-released, with two clear of the ship. Last loaded were first out. Picture taken from ball turret.



Sgt. Odbert, T/Sgt. Mies and T/Sgt Morrison *(seated)* of the Group armament electrical and maintenance shop receive information on some damaged equipment from a Squadron armament section. Work did not stop with the loading of bombs, but extended to the repair and maintenance of all guns and armament equipment.

Cpl. Robinson explains to S/Sgt. Rowlee how he runs a test on the intervalometer, apparatus which spaced the bombs in train release.





S/Sgt. Rowlee works on the automatic computing gun sight. This gun sight enabled the top and ball turret gunners to hit attacking enemy fighters at long range.



569TH ARMAMENT SHOP: *Left to right:* Cpl. Duncan, Cpl. Doyle, Pfc. Mahurin, S/Sgt. Hesse and Cpl. Harp. They are shown repairing .50 caliber machine guns and cleaning parts. A stock of small parts was always kept on hand.



Lt. Wood, 569th armament officer, explains wiring diagram of the bombing system on a fortress to S/Sgt. Kietzman. Long hours of study on this diagram were required to enable the men to eliminate malfunctions and make repairs.



Capt. Van Horn and M/Sgt. Fournier of 568th armament section go over the tech orders which gave directions for maintenance or modification of existing equipment.



571ST ARMAMENT SHOP: *Left to right:* S/Sgt. Kloeblen, S/Sgt. Keller, M/Sgt. Chambers, Pvt. Oliver, Pvt. Clark, Cpl. Roll. They are building the framework for an electric bomb hoist.



Cpl. Michael and Pfc. Trauthan, 570th armament shop men, making a bracket for a modification which will improve the tactical efficiency of a plane.



GROUP TURRET OFFICE: A special section was set up to take care of top, ball and chin turrets. Lt. Stevenson and Cpl. Hardy check the board.

S/Sgt. Murphy of the 570th armament adjusts the electrical firing mechanism of a chin turret.



Left to right: Sgt. Haessig, S/Sgt. Shaeley, Sgt. Battle, S/Sgt. Kuncho of the 568th armament section. They are cleaning shackles by which bombs were hung on the racks and checking bomb-release mechanism.

S/Sgts. Harris and Keeping have removed the dome from a top turret to install the automatic computing gun sight prior to making final adjustments for long-range firing.



GROUP TURRET SHOP: S/Sgt. Savaet and Cpl. Gentemen repairing motor and amplidyne units used to operate chin turrets. Maintenance work consisted mainly of replacing worn-out power units used to drive gun turrets.









CALIBRATING A BOMB SIGHT: T/Sgt. Edwards, Capt. Cochrane and S/Sgt. Miller

BOMB SIGHT

BEHIND the brilliant results achieved by the 390th Group's bombardiers were twenty-two men, accomplished technicians, who serviced the Group's seventy-odd bomb sights and maintained the automatic pilot devices on the bombers. In the relative secrecy of the bomb-sight vault they worked night and day to insure the accuracy of the Group's attacks. The slightest malfunction of any of the precision instruments with which they worked easily might have nullified all the efforts which were coordinated in putting 390th planes over enemy targets. Not once in 301 missions against the enemy was a failure of bombing equipment registered. This record won the Bronze Star Medal for Capt. John Cochrane, Group bomb-sight officer. In the Group vault Lt. Daniel Constant, whose superior work resulted in promotion from master sergeant to second lieutenant, perfected a bomb release which increased the accuracy of the bombing pattern. He received the Legion of Merit for this innovation, which was adopted by the Third Air Division and used effectively against vital German installations. Capt. Harold Van Horn, who later became a Squadron armament officer, directed maintenance of auto-pilot equipment for many months.

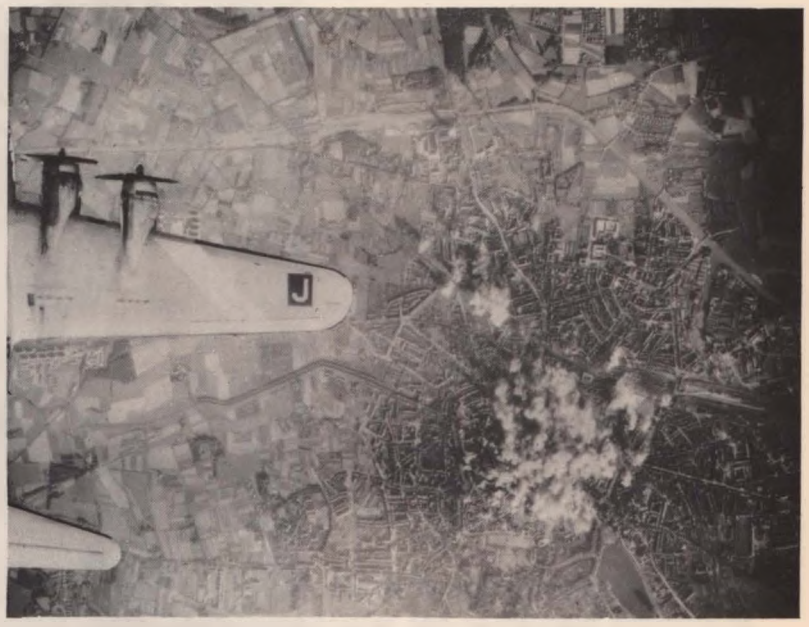
The work of the bomb-sight men of the 390th Group is reflected in names like Schweinfurt, Regensburg, Marienburg and Pas-de-Calais. Norden sights and automatic pilots which proved true in the hands of the men who released the explosives were responsible for the terrible beating the Third Reich took from the air. Bombing accomplishments won both of the Group's Distinguished Unit Citations. The tedious hours spent by the men in calibrating the bomb sights brought their reward when 390th bombs tore the heart out of Germany's most important industries.







Checking A.F.C.E. amplifier in the bomb-sight vault. *Left to right:* Cpl. Overholser. S/Sgt. Dunkel and Lt. Constant.



Another example of how the bomb sight put the bombs on the target. A Square J Fortress lays some eggs on a strategic town in the Reich.



Top row, left to right: T/Sgt. John Davis, Pfc. Bernard Flynn, Cpl. Edwin Keeney, S/Sgt. Robert Clark, S/Sgt. James Andrews, T/Sgt. Don Edwards and Sgt. Joe McGee. *Middle row, left to right:* S/Sgt. William Richardson, T/Sgt. Erwin Arend, Sgt. James Mayo, Capt. John D. Cochrane, Jr., Lt. Daniel Constant, Cpl. Frank Gooden, Cpl Dilmer Overholser and Sgt. Fred Miller. *Front row, left to right:* Sgt. Anthony Di Maria, S/Sgt. Peter Miller, S/Sgt. John Zupan and S/Sgt. Robert Dunkel. *Missing from picture:* T/Sgt. Leroy Winchester, S/Sgt. William Jameson and S/Sgt. Vernon Holmquist.

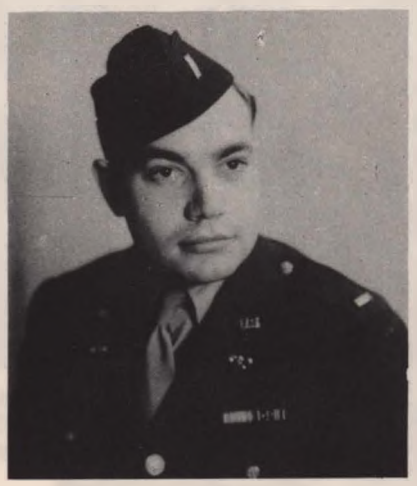
878TH CHEMICAL COMPANY
AIR OPERATIONS (M & H)



CAPT. OLE C. DAVIS



CAPT. LYLE D. VICTOR



1st LT. ARTHUR F. NIX



1st LT. OWEN O. OSBURN

HISTORY OF THE 878TH CHEMICAL CO.

THE 878th Chemical Company, Air Bombardment (M&H), was activated on 6 June 1942 at Barksdale Field, Louisiana, but was later redesignated as Air Operations (M&H) due to the rapid expansion of the USAAF. Personnel constituted a "melting pot" of the States. Rebels and Yankees, Brooklynites and Californians, worked together in close harmony throughout the various phases of training—handling toxic gases—a job where one man's carelessness could mean the death or disablement of an entire crew.

With their one-piece impermeable suits, rubber gloves and boots and gas masks obscuring their entire body from view and fresh air, the boys were a grotesque-looking gang during these chemical operations. On the hot desert sands of Rice, California, and on the snow-capped Yosemite Mountains the men used to "sweat it out" in their "swoot suits," driving trucks, decontaminating, filling airplane spray tanks, and even playing ball to accustom their lungs and body to different temperatures in this air-tight "Man from Mars, M-1" uniform.

Hour after hour, month after month, was spent at Pendleton Field, Oregon, and Camp Merced, California, on classroom studies and field problems, learning the ingredients, composition and deadliness of American, British, German and Japanese chemical agents. First aid was an essential part of each Unit's training program to insure that each individual could treat himself or his buddies if contaminated by a blister gas, choking gas, screening smoke or any anti-personnel incendiary munitions.

Chemical reconnaisance was an important part of the chemical warfare man's training: this so as to be able to detect enemy plans for the use of gas, methods of dispersion, identifying and neutralizing the agent, and to set up an immediate counter-attack.

After the final phase of training at RAAB, Reno, Nevada, the outfit departed for Camp Shanks, New York. While awaiting shipping orders tension was heightened with the "big city" so close by, never seen, except in the movies, by the majority of the men. Morale was raised sky-high when it was announced that twelve-hour passes would be issued to fifty per cent of the men, nightly, to visit New York City (and no curfew!).

Several days later it happened! All passes were canceled, field packs were rolled, and with a last visit to the PX for a beer, a candy bar, cigarettes and so forth. Then came a quiet ferry trip across the Hudson River at midnight to be greeted at an opposite pier by a brass band playing "A Pretty Girl Is Like a Melody," a song long to be remembered by the boys. The American Red Cross girls were on hand dishing out lemonade and doughnuts.

After an uneventful five-day trip across the Atlantic on the *Queen Mary*, the outfit was once again on terra firma and went by train to A.A.F. Station 153, "somewhere in England."

Plans for immediate operations were soon disillusioned, as there were no Bomb Group present, only a small complement of R.A.F. personnel. Housing consisted of Nissen huts, a half circle sheet-steel building with no way of telling where the ceiling meets the walls. Slit trenches and foxholes were dug, and guards were briefed on the enforcement of blackout regulations and alarms against the nightly visits of the Luftwaffe. Occasionally a crippled Fortress would make an emergency landing, providing evidence of Eighth Air Force activities. The bomb dump, ammunition area and all revetments were inspected in conjunction with ordnance, and plans for expansion and future locations were drawn up while awaiting the arrival of the Bomb Group. Inventory was taken of all incendiary and high-explosive munitions on hand, both American and British, and a thorough inspection made, segregating all those unserviceable and preparing all those serviceable for immediate use. The bombs and munitions were then dispersed to various hardstands and revetments and camouflaged against aerial observation.

The routes to various depots and salvage dumps were checked and all drivers familiarized with driving on the left-hand side of the road and United Kingdom traffic regulations. A site for the chemical dump was strategically located, down-wind from all personnel and equipment, and construction got under way. Roads were built, bomb-storage D.P.'s selected, and tents and shacks set up for storage and operations. Special-purpose vehicles were converted for hauling different types of munitions and equipment. A Unit motor pool performed second echelon repairs and maintenance of all vehicles. Social life consisted mainly of a visit to the village pub for a few "mild and bitters," and a friendship began to grow between the "Yanks" and "Limeys."

Upon the arrival of the 390th Bomb Group, S.O.P.'s were issued concerning administrative and operational activities of a heavy bomber combat station. E.M. were assigned duty with the ordnance section of each Bomb Squadron to assist in the handling and the loading of bombs in the aircraft; men were detailed to duty with practically every department on the field, and the outfit became popular for the versatility of its man power and adaptability to coordinate on all details.

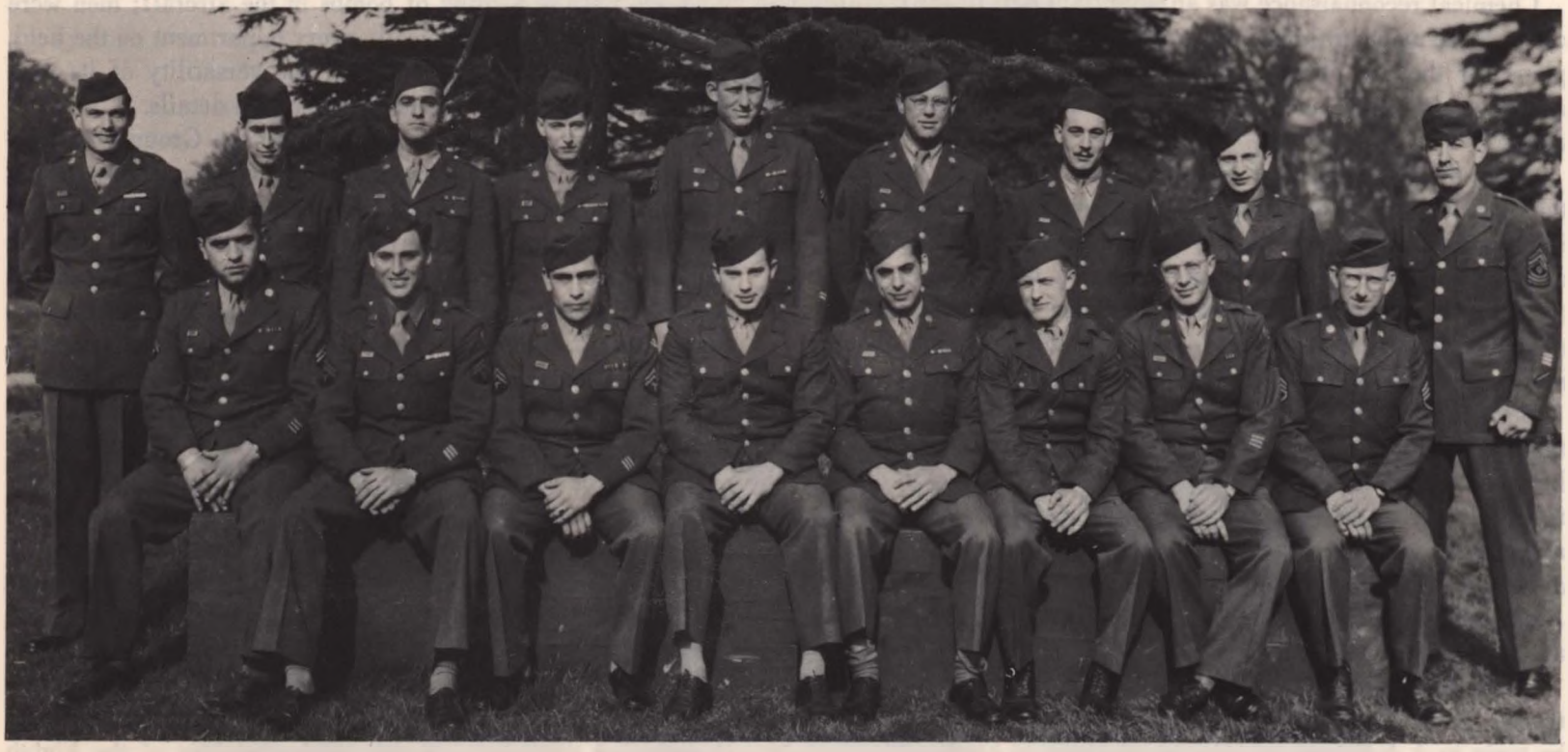
The first incendiary mission flown by the Group was on 4 October 1943, with Frankfurt, Germany, chosen as the primary target. A thousand 100-pound rubber and gasoline-filled incendiary bombs were dropped by the Forts on this mission, resulting in numerous fires and great damage to the pin-pointed targets. In January 1944 the 500-pound aimable incendiary cluster was introduced in the E.T.O., with highly successful results. An average of one out of every three missions flown by the Forts of the 390th Bomb Group was an incendiary mission. Skymarker bombs, containing "liquid smoke," were filled and handled at the chemical dump and were first used by the pathfinders in October 1944; they were later used on every mission to mark targets for the heavy bombers. During the month of May 1944 Detachment A, composed of approximately half the officer and enlisted strength of the organization, departed from the station to service another Bomb Group (H). February 1945 brought about another split-up of personnel and found the Unit, consisting of headquarters and two detachments, A and B, servicing three heavy bomb combat stations of the Eighth Air Force, a job that held three times as much work as originally prescribed for the outfit.

In April 1945 the Group participated in an incendiary mis-

sion, the first of its kind in the E.T.O. Fiber tanks, used by long-range fighters as fuel tanks, were filled by the chemical men with 19,750 gallons of napalm, a highly inflammable gelatinelike substance, and loaded six on a Fortress, all within a period of twelve hours, and ready for take-off. The target was the Gerand Estuary in southwest France, being held by the Germans and greatly disrupting Allied shipping. The target area was effectively burned out and French troops immediately moved in to reopen the port.



Top row, left to right: T/5 George A. Wessler, Cpl. John P. Donahue, T/5 Everett L. Fair, T/5 Ralph Rector and S/Sgt Edward F. Legg. *Middle row, left to right:* T/5 Jose R. Padilla, Pfc. Raymond Arguello, S/Sgt. Fred J. Frohnhoefer, T/5 Martin W. Keusch, Jr., Cpl. Edmond Dubois and Cpl. Michael E. Czarnecky. *Front row, left to right:* Pfc. Wilbert J. Ealy, T/5 Richard A. Giles, T/5 Raymond A. Toscano, Sgt. William C. Hanley and Pfc. Joe A. Restovich.



Top row, left to right: Cpl. Alfred T. Homeier, Pfc. Estal L. Reiley, T/4 Rudolph V. Dolence, Pfc. Joseph P. Rafferty, T/5 Joe F. Spencer, T/5 Louis J. Pavlas, Pfc. Edward J. Misener, S/Sgt. Alexander Amster and 1st/Sgt. Edward J. Grauer. *Front row, left to right:* T/5 Orville E. Adams, Cpl. Robert O. Fanion, Cpl. John C. Gallegos, Pfc. Stanley J. Ban, Pfc. Sam Blancato, Pfc. Florian J. Kowalski, Pfc. Curtis Barnes and S/Sgt. Harold C. Stinson.



"BURSTERS": At the chemical dump, *(left to right)*, T/5 Martin W. Keusch, Pfc. Joe A. Restovich and Pvt. Albert T. Baker check "bursters" (incendiary bombs).



FIGHTING THE ENEMY WITH FIRE: Chemical warfare men handled "fire bombs" (chemical jell bombs). Chemical men assemble long oval-shaped bomb containers for filling.



571st ordnance men (bomb loaders) stand beneath a Fortress bomb bay, preparing to load a fire bomb.



GAS INSURANCE POLICY: Chemical men practice the loading of gas bombs. The "stuff" was ready for the Nazis, if they had used gas.



Ordnance men transfer the jell from drums into bomb containers.



Left to right: T/5 Lewis J. Pavlas, T/5 Martin W. Keusch, Pfc. Raymond Arquello and Pvt. Albert T. Baker uncrate 500-pound incendiary clusters.



FILLING CONTAINERS: *Left to right:* Cpl. Michael C. Czarnacky, Pfc. Joe A. Restovich, S/Sgt. Fred J. Frohnhoefer, T/5 Jose R. Padilla and T/5 Louis J. Pavlas fill Fortress containers with jell.



Still another jell-filling scene.



MOTOR MAINTENANCE: S/Sgt. Edward F. Legg *(back to camera)*, T/5 Orville E. Adams and S/Sgt. Harold C. Stimson *(looking on)* trouble-shoot a truck motor. The 878th maintained its own chemical-warfare trucks.

The 878th Chemical Company was divided into three parts: Headquarters and two detachments. Originally it had been the plan for one company to service one Bomb Group, but the 878th serviced three Bomb Groups, one detachment to a Group.

The unit attached to the 390th had multifunctions. Chemical-warfare men joined with ordnance and armament men in uncrating, fusing and loading bombs. The 878th picked up incendiaries from depots and stored the bombs in the bomb dump and in the chemical dump. They uncrated and inspected bombs, then stored them ready for loading.

Both ordnance and the chemical company handled incendiaries. The outfit had been trained in the States to handle gas emergencies, and the 878th continued that training overseas.

GROUP GUNNERY

INSPECTION: It was good insurance to see that all guns and turrets were in tiptop shape. Before every mission gunners spent considerable time in cleaning, installing and preflighting of equipment. Here Sgt. Oliphant and Sgt. Brown inspect to the top turret dome and sight assembly, while Sgt. Roark, Sgt. Scherrer and Sgt. Chidester look over the chin turret and guns.



BALL TURRET GUNS: Before a combat mission gunnery instructors are frequently found giving on-the-spot instruction. Lt. Padbury explains proper preflight procedure to Sgt. Romanow, while Sgt. Salisbury readies the guns for installation.



BLISTER HANGAR: The building housed five synthetic turret trainers, a .50 caliber gun lab, two lecture rooms, a camera gunnery room, a Jam Handy trainer, a gun-cleaning table and two offices.



Sgt. Oliphant runs projectors of the Jam Handy trainer, while Sgt. Lauro practices the correct deflections. One projector flashed a fighter attack on the screen, while the other projected a ring-sight showing the correct lead for the attack. A light from the machine gun enabled the instructor to compare the gunner's lead with the correct one. Both bomber noise and machine-gun sound added realism to the trainer.



GUN CLEANING: M/Sgt. Adams and Sgt. Wyche show Sgt. William Johnson the correct cleaning and adjustment of the .50 caliber gun at the gun-cleaning table in the blister hangar.



SHOOTING-IN BUTTS: The burst-control range was one of the few places where a gunner could actually fire his .50 caliber gun outside of combat. He shot a short burst of approximately twelve rounds at a bulls-eye, endeavoring to overcome gun vibration and make as small a bullet pattern as possible. Two tail sections are shown mounted, center: these enabled tail gunners to assume the proper position. It was imperative that crews going into combat be trained to a very high degree. When they first arrived gunners received a six-day indoctrination course, including a complete review check and test of the things they were required to know.

After they became combat veterans their schooling did not end.



GUNNERY: Gunnery instructors of the 390th: *Top row, left to right:* Lt. Knudtson (568th gunnery officer), Lt. Hendrickson (570th gunnery officer), Lt. Padbury (group gunnery officer), Lt. Rognlien (569th gunnery officer) and Lt. Hammond (571st gunnery officer). *Middle row, left to right:* Sgt. Oliphant, Sgt. Kauffman, M/Sgt. Adams (section chief), Sgt. Nuzum, Sgt. Harrington, Sgt. Wyche, Sgt. Moyer and S/Sgt. Scherrer (training chief). *Front row, left to right:* Sgt. Chidester, Sgt. Harrison, Sgt. Brown, Sgt. Hunt, Sgt. Goodwin, Sgt. Roark, Sgt. Moser and Sgt. Skaggs. Besides their regular duties as teachers gunnery instructors were required to fly occasional combat missions to keep abreast of the times.

18TH WEATHER SQUADRON



CAPT. ROBERT E. LAMB
(Staff Weather Officer)



1st LT. ROBERT J. McNEISH
(Commanding Detachment, Station Weather Officer)



1st LT. M. C. MAGNUSON
(Asst. Staff Weather Officer)



ENLISTED PERSONNEL,
18TH WEATHER SQUADRON

Forecasters:
ARTHUR O. MUETZENBERG
JOHN R. SCHOESER

Observers:
RONALD G. ANCKER
ROBERT BLOCK
JOHN D. ELDRED
FRANKLIN B. HARTSOCK
JOSEPH B. KALMAN

Clerks:
JOHNNY L. MOORE (390TH)
WM. M. OAKLEY (390TH)

WEATHER OBSERVERS AT WORK.



Observers interpreted weather reports for forecasters, sent, received, decoded, plotted and correlated weather information.

WEATHER FORECASTERS AT WORK.



FORECASTERS

Weather in the E.T.O. was one of those things men smiled about externally but wept about inside. A link in the most extensive and effective weather-forecasting system ever established by an air force was the 18th Weather Squadron field unit at Framlingham Base. The staff was composed of three commissioned forecasters, two enlisted forecasters, five observers and two weather clerks. Forecasts and observations were confined to the areas surrounding the station, information about weather at the target was forwarded from Eighth Air Force weather headquarters.

"Rain depends on the prebaration tendencies of the pseudo-adiabatic atmospherics. . . ." Station forecasters checked the movement of weather fronts along the eastern coast of England. Persistent showers convinced men that there were too many "prebaratic tendencies" around Suffolk County.

UNIT HISTORY

This weather unit, a detachment of the 18th Weather Squadron, with headquarters elsewhere, was organized as a unit with the arrival of the ground echelon of the 390th Bombardment Group on 27 July 1943. Activation was accomplished under the guidance of Capt. Robert A. Schmidlein. The original personnel consisted partially of 390th Bomb Group and partially of 18th Weather Squadron men, with the Bomb Group technically relinquishing a hold when sufficient 18th Weather Squadron men were acquired to run the station as an independent unit, about October 1943.

A month later Lt. Roy M. McCarter assumed the duties of station weather officer (the commanding officer of the 18th Weather Detachment). By March 1944 Lt. James C. Kaess replaced Lt. McCarter as station weather officer.

By the end of June 1944 Capt. Robert E. Lamb had replaced Capt. Schmidlein as staff weather officer for 390th Bomb Group, being released from the 18th Weather Squadron, and Lt. Robert J. McNeish fell heir to the job of station weather officer.

The only personnel among the enlisted ranks not included in the turn-over were M/Sgt. Arthur O. Muetzenberg, the station chief, S/Sgt. Robert Block, the chief observer, and Ronald G. Ancker and John D. Eldred, observers.

From October 1944 the weather station operated as a detached service unit, furnishing information as required by the various branches on the field, with the 390th personnel sharing the numerous duties. Theoretically, the 390th personnel would be acting as liaison specialists, using the results of the assembled information of the 18th Weather Station, but actually weather forecasting was done by "staff" and "station" personnel alike.

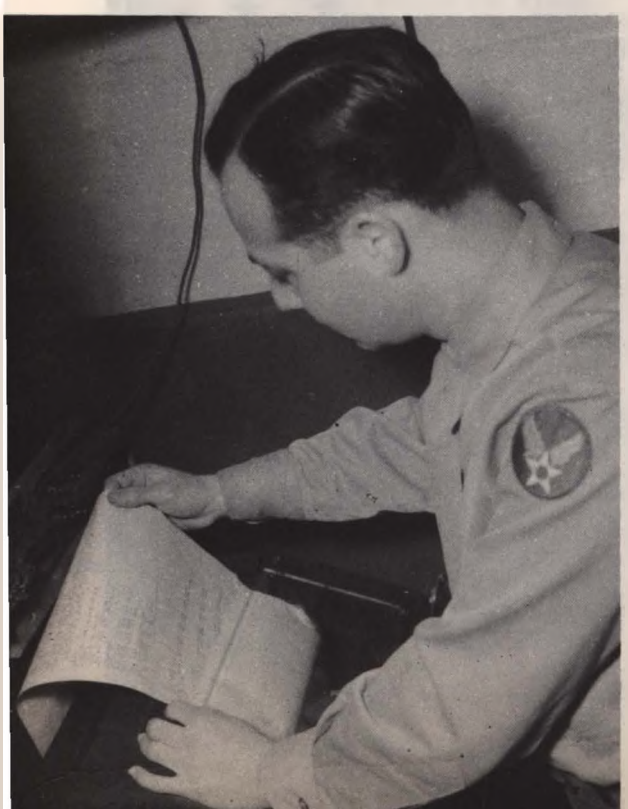




WEATHER MAPS: Capt. Schmidlein and Cpl. Johnny Moore complete a weather map. Every effort was made to give Group operations sufficient forecast information as to cloud bases, tops and coverages, icing, turbulence, temperatures, condensating trails, visibilities, wind directions and velocities, atmospheric pressures, precipitation and so forth for any and all altitudes and positions over England and target areas over the Continent. How all this was accomplished may as well remain a secret, since it would take another book to accurately explain the use of the intricate instruments and complicated charts and diagrams—all having a better purpose than to mystify

Frequently, men cycling to nearby villages called the office for a forecast on local weather for the evening. Some of these forecasting efforts resulted in the all too bitter truth of Grantland Rice's "Forecaster's Lament":

And now among the fading embers
These in the main are my regrets—
When I am right no one remembers
When I am wrong no one forgets. . . .



INFORMED PROPHECY: "You can expect from four to six tenths cloud coverage over the target," Capt. Robert A. "Cloudy" Schmidlein, the Group's original weather officer, tells a staff bombardier before a mission. Capt. Schmidlein was succeeded by Capt. Robert E. Lamb, who served as weather chief during the last year of operations against the Reich.

TELETYPE: Teletype wires were the lifelines of the Eighth Air Force's weather forecasting system. Teletype machines in the weather office were never silent, twenty-four hours a day they received and sent vital forecasts and observations. Another source of information was the "weather ship," a plane which took off an hour before assembly time, going up as high as the assembly altitude to report on ceiling, visibility, wind and temperature. One ship was sent up for the Wing, from a different Group for each mission.



PERSONAL EQUIPMENT

OXYGEN equipment, flying clothing, air-sea rescue equipment, parachutes, fire extinguishers, safety harness, flak suits and emergency hatches were the vital items handled and serviced by the personal equipment section. The combat crews were sustained by oxygen and kept warm by electrically heated flying clothes as they flew in the thin, bitter cold air to blast German targets. When enemy fire seriously damaged the Flying Fortresses, the parachutes floated the crewmen down to earth. When the huge bombers were forced down in the North Sea, the English Channel or the Mediterranean, the rafts and other air-sea rescue equipment saved their lives. At the right S/Sgt. Paul V. Alfonsi is receiving an electrically heated suit from an officer who has just returned from a mission; the suit will be hung up to dry in a specially constructed heated room. In addition to the suits, flying shoes, gloves and oxygen masks were turned in and dried after each mission. 1st Lt. Gregory Schultz, Capt. Clark R. Morgan and Capt. Charles W. Parks were successively in charge of personal equipment.





LIFE RAFTS SAVE LIVES

Seven times crews of the 390th's Fortresses were forced to ditch their battle-damaged aircraft. Life rafts and other air-sea rescue equipment supplied and maintained by the personal equipment section enabled crews to remain afloat until aid arrived. At the left Pfc. Louis Petrone, S/Sgt. Roman J. Herman and S/Sgt. Earl M. Clark inspect a five-man life raft. When the aircraft were given their periodic check-ups the life rafts were thoroughly inspected, checked for battle damage and essential supplies, such as emergency rations, signal flares and drinking water. To prepare the combat crews so that, if forced to ditch, they could float their rafts in the short time before the aircraft sank, drills were held in ditching and the proper handling of rafts, dinghies and pyrotechnic equipment.

In the picture below Sgt. Charles R. Brady and Pvt. Waddel Adair are issuing electrically heated flying suits to gunners preparing to take off for a combat mission.





PARACHUTE HARNESS FITTED
Sgt. James L. La Barr checks a harness, Pfc. Carl Renfro adjusts the shoulder straps and Pfc. James Lesley paints an identification number on an equipment bag just turned in by one of the newly arrived officers. Each combat man's equipment was kept in a bag in numbered bins, and called for by him just before briefing. The parachutes were periodically checked and taken to the base parachute shop for repacking. More than two hundred men of the 390th were forced to parachute in the E.T.O.



AIRMEN WERE POTENTIAL SAILORS
To reach the target and return the bombers had to cross the North Sea twice. Each aircraft carried nine one-man parachute life rafts and two five-man rafts. In the foreground of the picture at the left 1st Lt. Warren V. Perret and Pfc. Louis Petrone pack a one-man life raft in the dinghy shop. Behind them Cpl. William Hailey and S/Sgt. Earl M. Clark are modifying a five-man raft.



EQUIPMENT ISSUED BEFORE COMBAT
The Personal Equipment section was located in the briefing building so that the crews conveniently could pick up their equipment bags, parachutes and flying clothes before briefing and check them in again on returning for interrogation. Sgt. James L. La Barr is issuing the combat essentials to a gunner who in a few hours will be flying toward enemy territory.

TRANSPORTATION SECTION



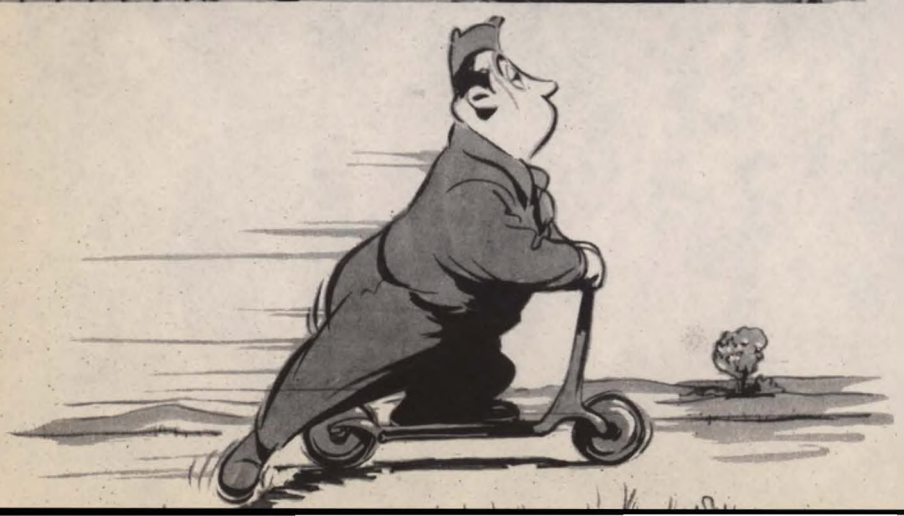


DRIVER CHECK UP: Each driver was responsible for making a daily check on his vehicle. Cpl. Ray Luna, Pfc. Jack Roberts and Pvt. Howard Moscowitz combine forces to give Luna's truck a thorough going over before a trip.

PERIODIC INSPECTIONS: Half-monthly and monthly checks were made by experienced mechanics. Sgts. "Pappy" Elliot, Kenneth Rogers and "Lucky" Latom at work in the maintenance stalls.

TIRE SHOP: Cpl. Deacon McCormick and Cpl. Harold Jorgenson maintained the motor pool's tire supply. This was one task which really involved headaches.







TRANSPORTATION OFFICER: 1st Lt. Robert H. Potts.



GREASE STALL: The glamorous grease monkeys who worked the grease stall were Sgt. Ed Behnke and Cpl George Grogan, both of the fighting 569th Bomb Squadron. (That's George underneath the car, looks as if Ed pulled his rank again).



DISPATCHERS' OFFICE: There were three phones in the dispatchers' office, and it was estimated that a call was answered every two minutes in an average day. Pvt. Bill Morris, S/Sgt. Buzzy Borzilleri and Cpl. James Fay are seen at work.



OFF-BASE TRIP: There were an average of thirty off-base trips a day, and the total day's runs would average twenty-one hundred miles of road travel. This was one of the bright phases of the work, as it gave the boys a chance to see a lot of the country. It was also in the nature of a booby trap, for three-quarters of the English roads, being barely wide enough for a horse and cart, were obviously not meant for our large army trucks. Once you got lost in making your way across country, it was always a treat to ask one of the natives for directions, which, seldom lucid, or even helpful, never failed to end up with the now famous words "You cawn't miss it!"



GIRL RUN: The most pleasant tasks assigned to the "Romeos of the Road" who slaved daily at the pool were the trips to transport our civilian female guests to and from the station on party nights. It was the one time a driver was known to volunteer to work overtime. The usual average for the parties was about a hundred and fifty ladies. For our 300-Mission party the transportation section handled the conveyance of over a thousand guests to and from their home towns.





BASE DEFENSE

DURING the period of the Group's operations in the E.T.O. an invasion of England by the Germans was always a possibility. Located only ten miles from the North Sea, and ninety-seven miles from Nazi-occupied France, the 390th station was always a potential target for the Luftwaffe until the German Air Force was destroyed. Prior to D-Day there was a constant threat of Nazi paratroops, wearing G.I. apparel and talking American slang, landing on the Base to destroy the Fortresses. To protect the station from these dangers the Base defense section drilled, practiced maneuvers, developed defense plans and guarded the field. Men from all units combined to guard the aircraft at night.

In 1943 and early 1944 frequent night alerts warned of enemy aircraft in the vicinity of and over the Base. At first the men promptly made for the air-raid shelters and watched powerful lights search out enemy bombers while the British ack-ack pounded away. But after a month or two most remained in their bunks (contrary to orders), especially if the night were cold or rainy. In the fall of 1943, and again in the spring of 1945, German aircraft dropped anti-personnel bombs on the station. Buzz bombs thundered over the station regularly when the V-1 attack on England was at its height, and the barracks were frequently shaken when the robots were shot down by nearby anti-aircraft units.

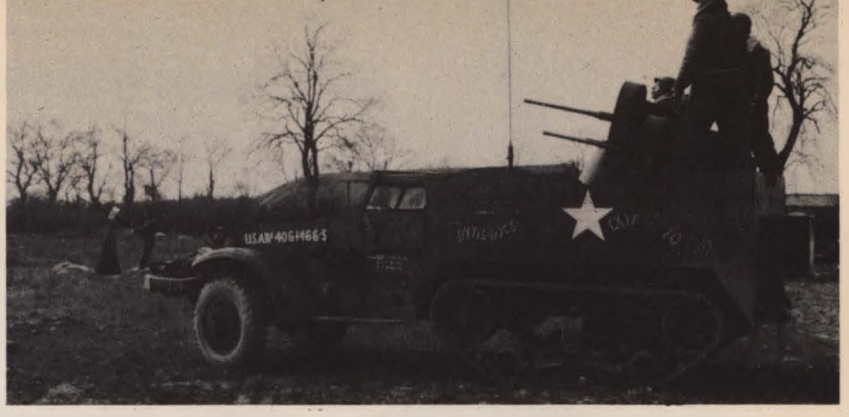
An anti-aircraft battery, four officers and three hundred and seventy-five enlisted men, equipped with six 40-mm. guns and twenty-four water-cooled machine guns were assigned to the Base for a while. They arrived five and a half months before D-Day, and left early one morning, four weeks before D-Day, for southern England. Their duty was to protect the Base from air attack—high, medium and low level bombing. They were in firing position on the morning when a pathfinder ship was shot down by a JU-88 as it was landing on the main runway. The AA outfit did not engage the enemy because at that time an O.K. had to come from the British through Third Division before a hostile aircraft could be fired on. The Jerry had just sneaked in, and there had been no alert.







1st Lt. Walter J. McCann, Base defense officer, and his section chief, S/Sgt. Louis K. Messinger, brief two machine-gun crews on the day's exercises. Members of the crew are, *left to right:* T/Sgt. Edward W. Temple, Pfc. Joseph Roberts, S/Sgt. Thomas J. Forrest, Pfc. Romey Richards and T/Sgt. Elmer E. Breckenridge.



Half-track armed with four heavy-barrel air-cooled .50 caliber machine guns installed in an electrically operated turret. It was manned by the 827th Engineers, colored troops, whose normal duty was construction and maintenance work.



Telephone lines from the command post to the gun pits enabled the central control to keep in touch with the gunners.



In the event the enemy cut phone and electric wires, the military police, serving as dispatch riders, would carry messages between the command posts and the units of the defending forces. Cpl. Hubert C. Hicks, of the military police, hands a message to Pfc. Richards at the command post.



Pictured above is one of the eight camouflaged machine-gun installations which were scattered about the station. A two-gun turret from a B-17 modified for ground use.

The station has been alerted for anti-aircraft defense, and in the command post 1st Lt. McCann is receiving reports from the Third Air Division giving the positions of hostile aircraft.



Turret salvaged from a damaged Fortress and converted to ground use. Its two .50 caliber machine guns protected the end of the runway.

The command post, pictured at the right, was the headquarters of the defense section, including both ground and air defense. Telephone wires connected the command post directly with the British air-raid warning service.





2034TH FIRE-FIGHTING PLATOON (AVN)



CO_2 TRUCK: NEW CARBON-DIOXIDE FIRE TRUCK IN ACTION

THE 2034th was activated at Harding Field, Louisiana, 12 May 1943 with a total authorized strength of one officer and twenty-eight enlisted men. After six weeks of basic training the Unit received six more weeks of special training on aircraft and domestic fires at Camp Pontchartrain, Louisiana. Embarkation was from Camp Shanks on the *Queen Mary* on 15 November 1943, for Greenock, Scotland; and the Unit reached AAF Station 153 on 22 November 1943.

A fire section of twenty-two men was already on duty, being made up of the six fire-fighters from the 30th Station Complement Squadron and additional personnel from the Bomb Squadrons. Lt. Louis C. Wampler was the fire marshal, and had already drawn up a set of fire regulations for the Base. The fire department was equipped with two British domestic trailer pumps and two British crash trucks. No large fires had occurred during this time. A small force of these original fire-fighters remained on duty for a short time to train the platoon in the use of the British equipment, after which the platoon took full charge.



1ST LT. WILLIAM C. McMASTER, C.E.

During the time the 2034th Engineer Aviation Fire-Fighting Platoon was assigned to the Base, a total of sixty-two fires were attended. Of these, twenty-five were domestic fires and thirty-seven aircraft fires. Of the domestic fires all but a few were minor, three were trees that had somehow caught fire (something you could not get them to do in a stove). Two were large, the fires in the propeller shop, and the old briefing room.

The aircraft fires included many crashes off the Base. Most aircraft fires occurring on the Base were engine fires.

REPORT ON THE TWO MAJOR DOMESTIC FIRES

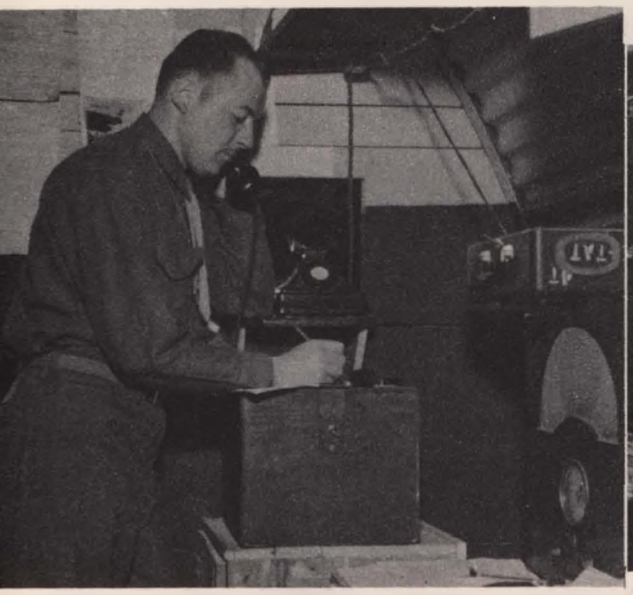
26 March 1944: Propeller Shop Fire:

Fire started in propeller shop on the technical site on a Sunday morning. Call was received at fire station at 1027 hours. Class 1000 trailer pump, Class 1010 crash trailer, Class 135 crash truck and Model WOT 1 British crash tender were all used. Fire was extinguished by 1110 hours. The fire was due to the use of gasoline inside the building for cleaning propeller parts. Ignition was caused by a blowtorch used for heating propellers. The fire burned intensely, the heat being so great at first it was impossible to approach the open doors. Valuable machinery and tools were lost.

15 May 1944: Old Briefing Room Fire:

At 0334 hours call was received reporting fire in old briefing room. Its cause was flares accidently exploding in P.W. room. Attended by 1000 trailer. Fire was confined almost entirely to original source, and little damage was done to adjoining room. One officer present at briefing at the time the fire occurred died later of burns. Fire was extinguished at 0355 hours.

Top row, left to right: Cpl. Edward J. Snider, Pfc. Victor E. Cook, Pfc. Francis W. Gannon, Sgt. John W. Foster, Cpl. Alex Hirschoff, Lt. William C. McMaster, S/Sgt. Walter Haworth, Cpl. Leroy H. Hoover, Pfc. Henry E. Paddubny, Cpl. Hollis M. Richmond, Sgt. Charles L. Nelson and Cpl. George L. Stratton. *Front row, left to right:* Pfc. Wilbur Wilson, Cpl. Kenneth J. Schriber, Pfc. Albert W. Everitt, Pfc. Melvin E. Dicks, Pfc. John F. Reese, Pfc. Peter C. Grimaldi, Pfc. Albert Sonovick, Cpl. Paul J. Fitzgibbons, Cpl. Gerard J. Lloyd and Sgt. George E. Williams. *Mascots:* Butch, sitting, and Pudgy, laying down.



FIRST ALARM: Cpl. Hirschoff, on duty at the Fire Station receives a call reporting a fire. The Base Fire Station was also a control point of Britain's efficient National Fire Service. Major fires and crashes were relayed to the N.F.S. at once.

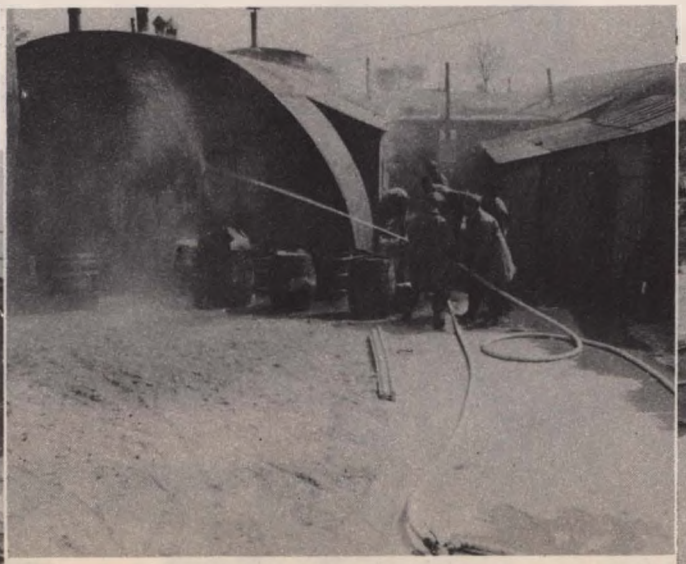
Crash truck at control tower is notified of a plane crack-up to the north of the field.





Fire at the Rocker Club is brought under control.

Another view of Rocker Club fire.



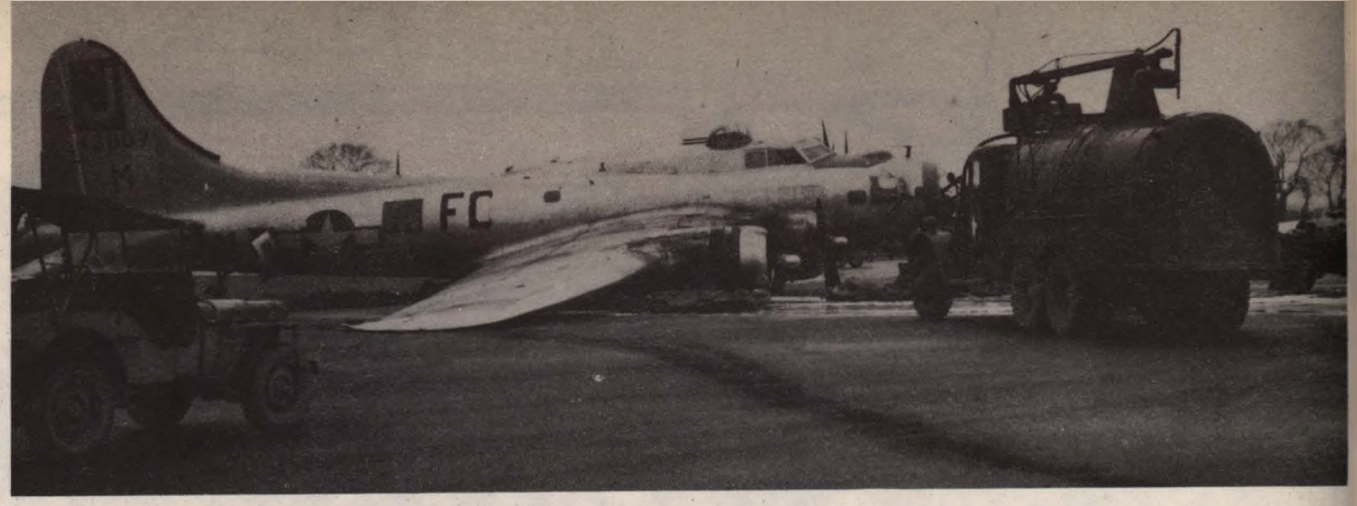


Firemen jump to their places on the apparatus.

The trailer pump is connected to the hydrant and hose lines laid.



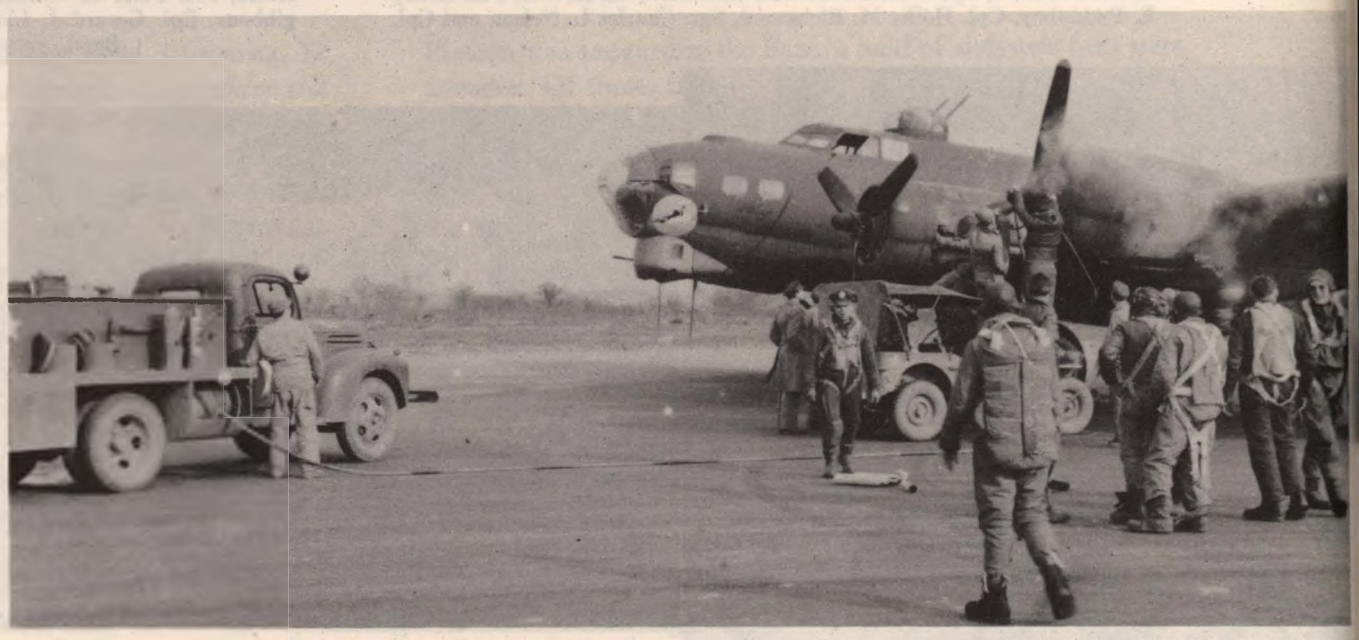
CO_2 truck stands by where Fort has slid off the runway.





The 2034th and the N.F.S. join forces to extinguish a crash fire. Coöperation was excellent between these fire-fighting allies, many joint practices being held.

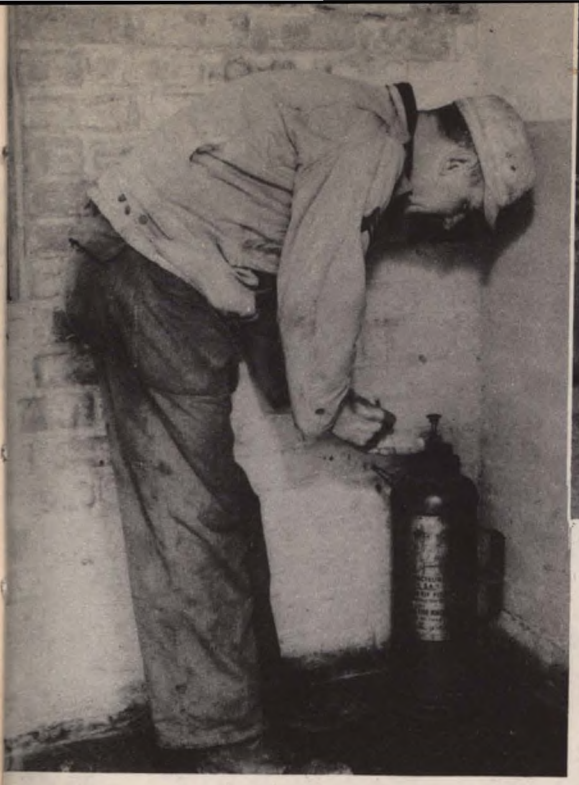
Engine fire before take-off.





BUBBLE BATH: Foam has been used to put out a fire in this Square-J Fortress.







Extinguishers being refilled. The hundreds of fire extinguishers on the Base had to be in readiness for use at all times.



(Left) Cpl. Lloyd inspects an extinguisher while making his round. The Base was under constant inspection to maintain the apparatus in serviceable condition and eliminate fire hazards.

(Right) Equipment Maintenance: The CO_2 truck is checked and greased.



Old briefing room fire.

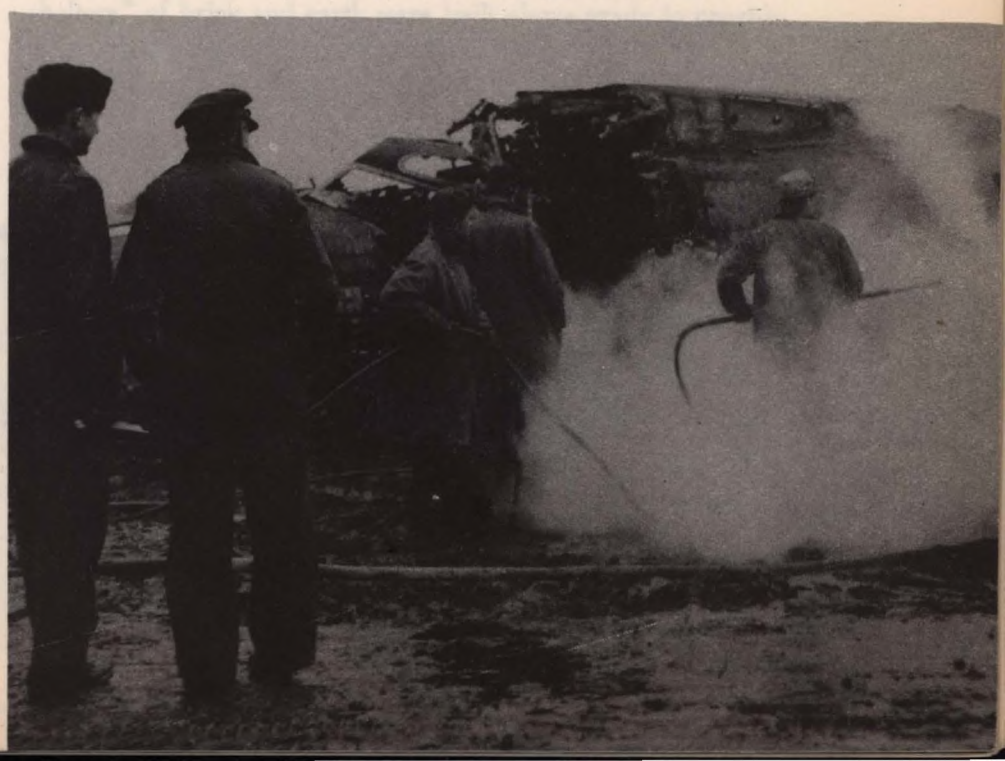


Propeller shop fire.



Planes were marked on the outside to show firemen where to cut holes for emergency rescue.

CO_2 is used to extinguish blaze.



Utilities men under S/Sgt. Ralph Gates and Cpl. Robert Pike pour additional concrete flooring and parking area for Hangar No. 1.

BASE UTILITIES

THE Base utilities department existed on Eighth Air Force stations without benefit of T/O or T/E. An agreement between the Air Force and Air Ministry provided for maintenance of runways, roads, buildings, water supply, sewage and electricity to be done by a British civilian contractor under the Air Ministry Clerk of Works. A United States Engineer officer and one non-com were to provide liaison. Due to the labor shortage this failed to work. A Base utilities section was then formed by selecting carpenters, plumbers, electricians, equipment operators and general duty men from the various Squadrons.

The station was originally built to accommodate fifteen hundred men, but within a short time the number was more than doubled. Living quarters and other facilities had to be constructed by utilities, and all roads widened from sixteen to twenty feet.

Changes in operations, expansion of departments and increase of personnel called for a continuous building program throughout the existence of the Base, which increased rather than diminished as the end approached. Other jobs completed were twenty additional huts, combat library, additions to combat mess, additions to briefing rooms, remodeling of shower buildings and installation of American-type showers, additions to the PX and Aero Club and a new all-wood radar building.

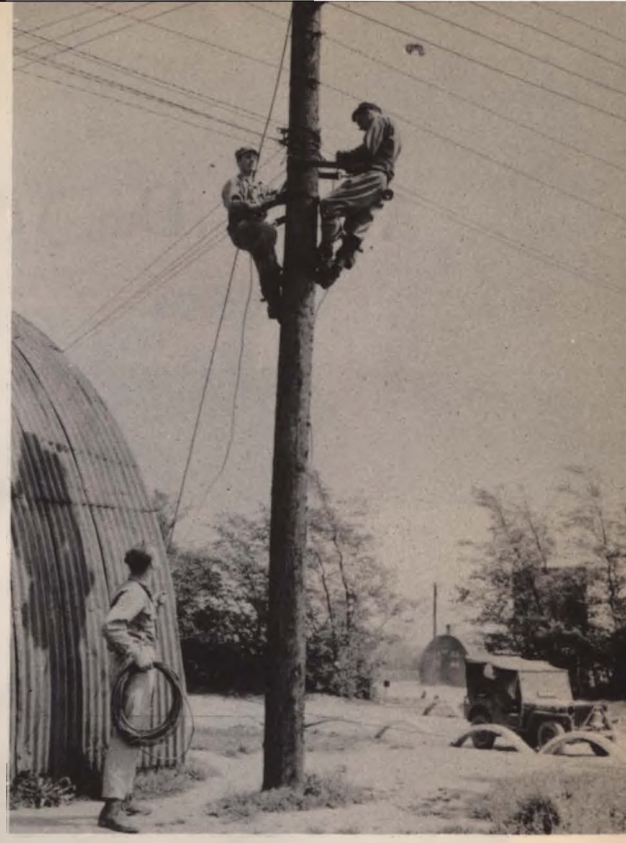
Base utilities was headed by five different officers during its history: Maj. Milburn, Lt. Algee, Lt. McCann, Capt. Cubberly and, after May 1944, by Maj. Albert E. Milliken.



When the airfields were built, under threat of invasion, haste was the prime consideration. Lack of competent supervision, use of poor materials and labor of low quality were the cause of the concrete in roads and runways being bad from the beginning. The slabs, without reinforcement, were poured directly on the graded earth, whether it was solid ground, fill or just plain Suffolk mud. Ships would land and break through in weakened spots. United States Engineers and British contractors, hampered by having to work nights and odd times to avoid interference with operations, were hard pushed to keep ahead of the break-up. Utilities had often to pinch hit when the contractors fell behind or the Engineer troops were moved off the Base.



The carpenters construct an all-wood building for radar. Pfc. Rod McKinnon and Cpl. Larry Smith square off and cut the boards. S/Sgt. Gates and Capt. Milliken take a look at the progress, while Pfc. Bill Hannon and Pfc. John Jennings put on finishing touches.



Cpl. George Pozwilka (on the ground), Pfc. Jack Campbell and Cpl. Leonard Schultz (up the pole) run a power line to combat mess.



During the winter of 1944-45 heavy snowfall, freezing and sleet increased the problems of runway maintenance. The thinnest coating of ice was enough to make planes skid, with danger of collision while taxiing. This had to be offset by spreading sand and salt. Extra details were called to work through the night on several occasions. Twice a heavy fog came in, which froze, and fell to the ground like snow. Runway and perimeter track, plus the roads which had to be kept clear, were the equivalent of thirty-five miles of highway, more than enough to keep the two plows busy. The 390th planes were never grounded because of ice or snow.



Utilities men with air hammers tear down air-raid shelters after VE-Day, opening the communal site for a bigger and better P.T. program. In East Suffolk the ground water level was only about two feet below the surface; any trench dug immediately would fill with water. Because of this, "blast shelters" of brick and earth were built above grade to provide safety from anything but a direct hit.



"TO HELL WITH THE HOLE IN THE RUNWAY — YOU'VE GOT TO FINISH THE COLONEL'S TILED SHOWER!"

A.M.W.D. AIR MINISTRY WORKS DIRECTORATE



EDWARD A. SHAND
(Warrant Officer, Royal Engineers,
A.M.W.D. Clerk of Works)



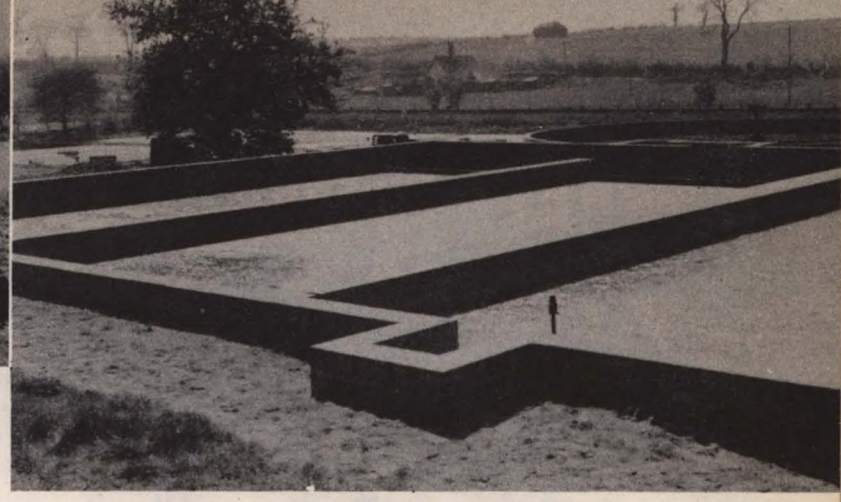
Mr. Nichols, station engineer, at Tannoy speech broadcasting panel. This system operated from two microphone transmission points, in control tower and operations block, made it possible to transmit verbal instructions over entire station.



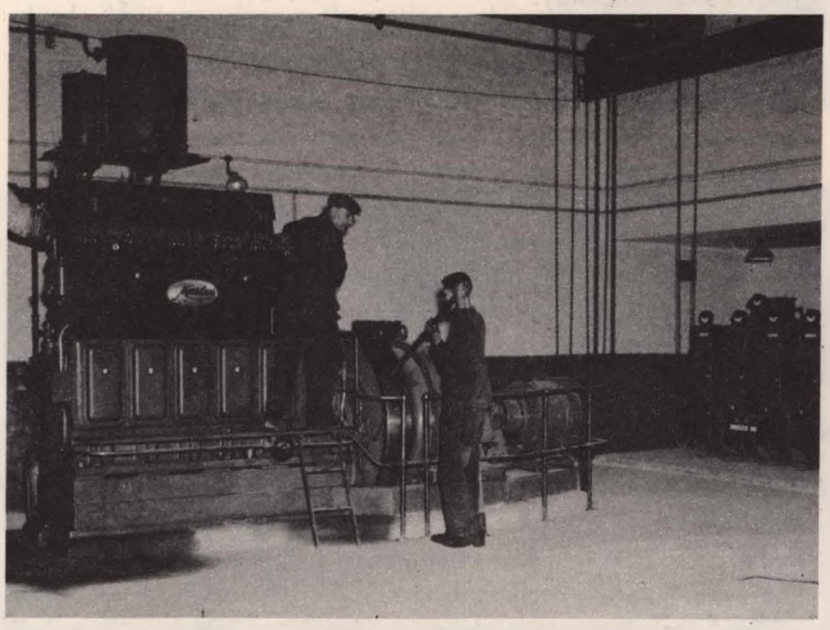
Top row, left to right: Pymer, Burgess, Muddock, Britton, Hawes, Banthorpe, Paxman, Beckwith and Lovick. *Middle row, left to right:* Hatcher, Brooks, Boughton, Heffer, Alger, Hall, Todd and Smith. *Front row, left to right:* Rowlands, Nichols, W. O. Shand and Ling Dinsdale.



British contractor's concrete mixing plant. Responsibility for repair and maintenance of runways, perimeter track and hardstands lay with the A.M.W.D. Clerk of Works, Mr. Shand, warrant officer (now captain), Royal Engineers. Under him, in addition to his own force, was a civilian maintenance contractor and the various other contractors employed for repairs, replacement and resurfacing of runways and upkeep of buildings, water supply, sewage system and electric lines.



Sewage disposal plant, a vital factor in maintaining the health of the Base.



Diesel-powered 185-kva generator in the standby set house, the auxiliary power plant which supplied electricity when the main lines went out, a frequent happening in the winter of 1944-45, because of storm, plane crashes or buzz bombs. There were supposed to be two engines, but only one arrived. All lights not essential to operations had to be turned off in emergency periods when the auxiliary set carried the load.



Never-ending job of breaking out and replacing spots in runways, perimeter track and hardstands. Hasty construction under wartime conditions resulted in much concrete going bad. In the picture, to the right, the shovel is loading a tipping lorry, while the Novo road breaker smashes out faulty pavement. The contractors worked under trying conditions, having to keep their repairs up and at the same time avoid interference with operations.





Danger from spreading fires on airfield was averted by keeping grass short. Equally important was the job of keeping drainage ditches open.

WATER TOWER AND PUMP HOUSE: Water supply was from a drilled well, 300 feet deep (about 200 feet below sea level). There were supposed to be two pumps; however, only parts of the second one ever showed up. The one installed was overworked to maintain the level in the 80,000-gallon tank. Water consumption was heavy, averaging a hundred thousand gallons a day, the amount pumped in two years' time being 73,000,000 gallons, with only two minor breakdowns. At times it was necessary to shut off the ablutions buildings to insure that enough water remained for cooking, or emergencies, such as fire.



1143RD MILITARY POLICE COMPANY (AVN)



CAPT. ARCHIE B. WHITE

UNIT HISTORY

THIS organization was activated 17 January 1943 at Warner Robins Field, Georgia, where it received basic training for military police duties. After completing this training, the Unit was ordered to its staging area in preparation for overseas service, crossed the Atlantic in convoy to Gourock, Scotland, and proceeded to Wickham Market, Suffolk, England, where it arrived on 17 July 1943. The company was split into two detachments, Headquarters 1143rd Military Police Company going to Station 153, Framlingham.

Among the duties performed by the military police while stationed in England under the command of Capt. Archie B. White and Lt. Doral E. Holderness were, first and most important of all, the safeguarding and protection of AAF Station 153. Experienced military policemen were on gate guard duty at the main entrances to the airdrome twenty-four hours a day. A constant patrol was kept in the daytime by experienced motorcycle riders, and at night a two-man jeep patrol was maintained. Each airdrome was guarded at night against any possible sabotage or enemy action. Each time the planes went out on a mission there were two military policemen standing guard at the briefing rooms. At each take-off and landing a motorcycle and jeep patrol was on the perimeter track to insure taxiing planes a clear runway.

The villages and small communities surrounding the airdrome were patrolled each night by the town patrol to insure and keep order. Military police were always ready to receive any visiting staff officers both our own and our Allies, with escort, honor guard and orderly. At ceremonies and reviews the military police served as honor and color guards.

Among the more hazardous duties the military policemen performed were the guarding of all damaged aircraft, both British and American. Flying bombs were still a secret and unknown to the public when one landed in an open field at Peasenhall, about five miles from the Base, and the Framlingham military police were called upon to guard the spot. The military police were the first to be notified of a crash or crash landing, and it was their duty to protect and, if possible, save the lives of the crew members and safeguard property in the crash area. During the invasion period the military police were the main guards, keeping constant patrol and watch on the airfield against any possible enemy paratroop attacks or bombings.

The military police worked in close coöperation with British civilian police in all cases requiring investigation of any criminal matter. Close coöperation also was given to the Counter Intelligence Corps and American Criminal Investigation Department. On the station they kept records of all civilian employees and issued passes. About two thousand government and privately owned bicycles were registered and checked. During the entire period spent on the station they held the respect of all the officers and enlisted men of the command, doing their job, and making evident by their actions that their aim was to help, not to hinder. On 15 April 1945 the company was disbanded by order No. 52, Headquarters, Eighth Air Force.

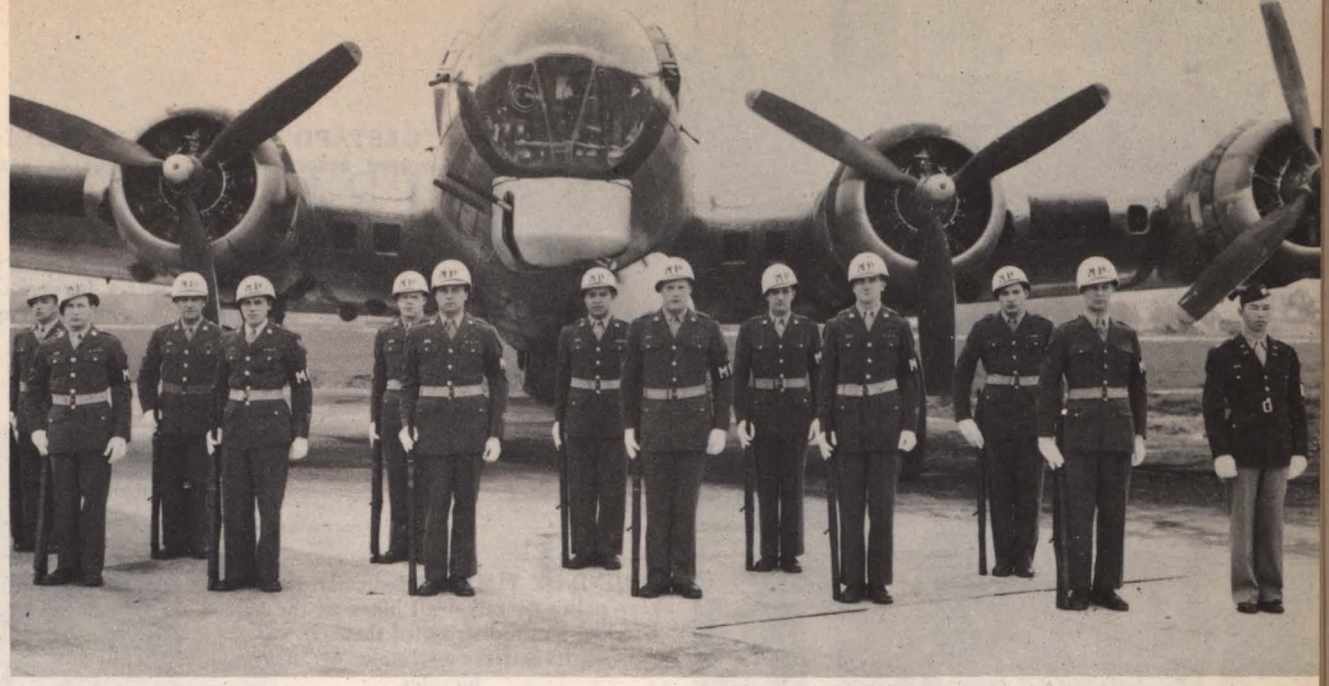


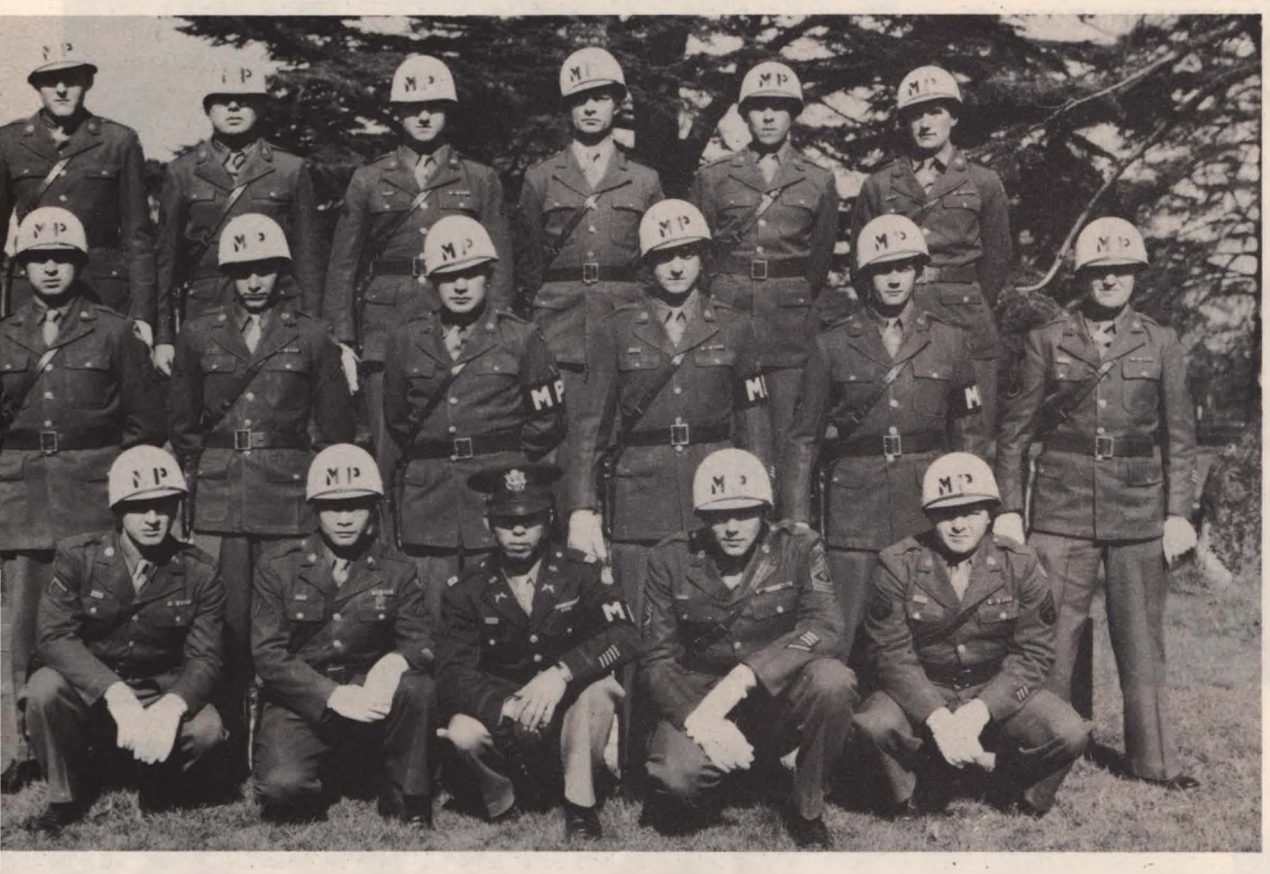
CAPT. ARCHIE B. WHITE



1ST LT. DORAL E. HOLDERNESS

Military police attached to the Framlingham Base fulfilled their assignment capably and won respect for being understanding and fair. More frequently than not, misdemeanors, lost passes, disorderly conduct, traffic violations and so forth were passed by with a warning. Capt. White's policy along that line paid dividends. Military crime on the station and in the area surrounding the Base was at a minimum level.





Top row, left to right: Charles W. Kessler, John M. Wilson, Earl E. Johnson, Ross W. Carbaugh, Bruno P. Flores and Joseph J. Campbell. *Middle row, left to right:* William F. Lingeman, Lawrence Kruzan, Williard A. Langbauer, John B. DeJoseph, Calvin C. Norman and Jesse T. Harris. *Front row, left to right:* Irvin F. Hardoin, Frank L. Mont, Archie B. White, Selden S. Williams and Leroy E. McEwen.



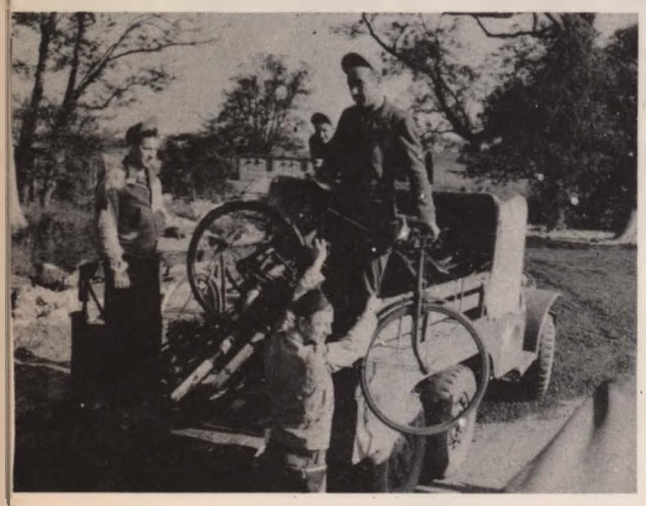
Top row, left to right: Arthur Brakebill, Joseph A. Jastremski, Eugene F. LeDune, Otis J. Abel, Stephen A. Pogodzinski, Kenneth R. Clark and Dale Cates. *Middle row, left to right:* Hubert C. Hicks, Joe H. Keener, Orvin R. Flora, Junior P. Coffey, Thomas A. Pagliaro, John L. Thurman and Parnell C. McIntosh. *Front row, left to right:* William F. Steele, Edmund A. Nasett, Archie B. White, Sherman M. Nickols and Morris Bluestein.



"GESTAPO" HEADQUARTERS: It housed accommodations for guards and prisoners.



"TEN–HUT!" Military police hit a brace as inspecting party enters barracks. Discipline was rigid, inspections frequent.



ROUND-UP TIME: Periodically, the military police corralled all bikes on the base, checked and redistributed them. It was the only way to retrieve lost, stolen or "strayed" bicycles.

G.I. MOTORCYCLE COPS: They patrolled the base, directed traffic around the perimeter track while bombers were taking off and landing and clamped down on speeders. Above, perimeter track is cleared as planes taxi to runways.





M. P. guard of honor for Gen. Eaker.



Town patrol.



"I READ WHERE YOU GUYS IS ALWAYS MAKING SPEECHES IN THIS HERE HOUSE O' COMMONS — HOW D'YUH GET IN, HUH?"

BICYCLE CHECK: Hundreds of bikes passed through the hands of the military police during routine check-ups. Bikes numbered about two thousand.



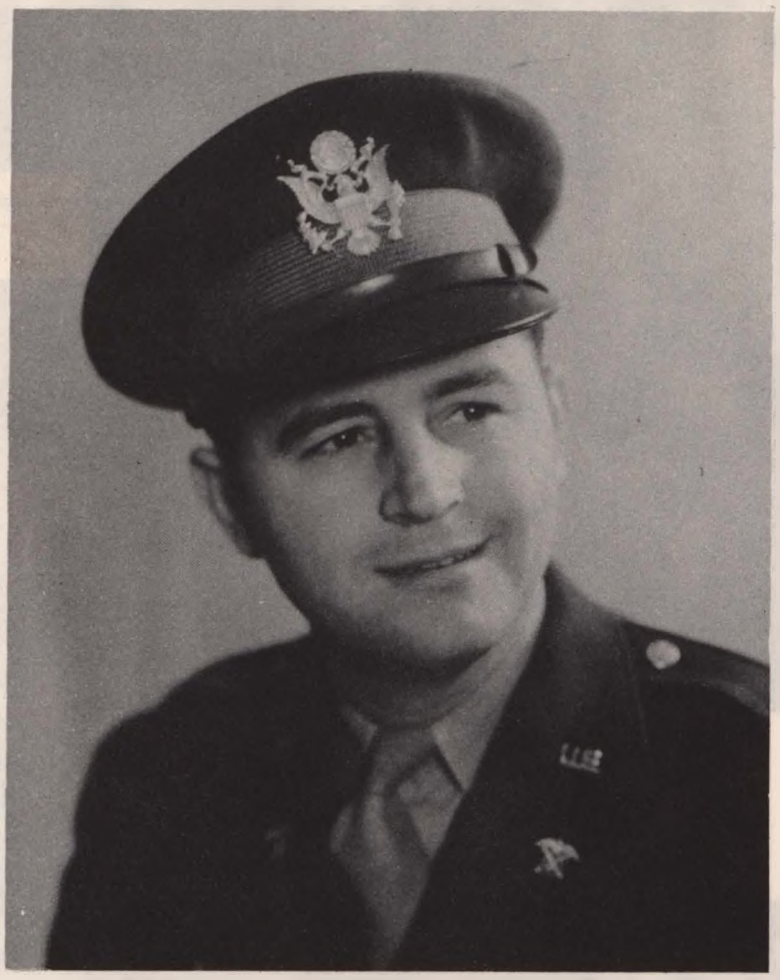


KEEPER OF THE GATE: Military policeman checks passes as 390th men take off on an "off-duty mission."

PRISONER CHASER: A guard is shown as he watches prisoners carry out details.



1091ST QUARTERMASTER COMPANY



CAPT. CLARENCE W. STEPHENSON

THE 1091st Quartermaster Company was activated on 24 April 1942 at Tampa, Fla. During the time it was attached to the 390th Bomb Group the average strength was forty-five men. In addition to its supply activities it functioned as a complete Unit, with its own orderly room and administration.

Q.M. was often on the spot, caught in a squeeze play between supply sources and the consumer, in so far as rations were concerned. Beets, brussels sprouts, C rations and corned willy vied with each other for top billing on the food blacklist, any of them acting as a guarantee for anything but gentlemanly conversation at the dinner table.



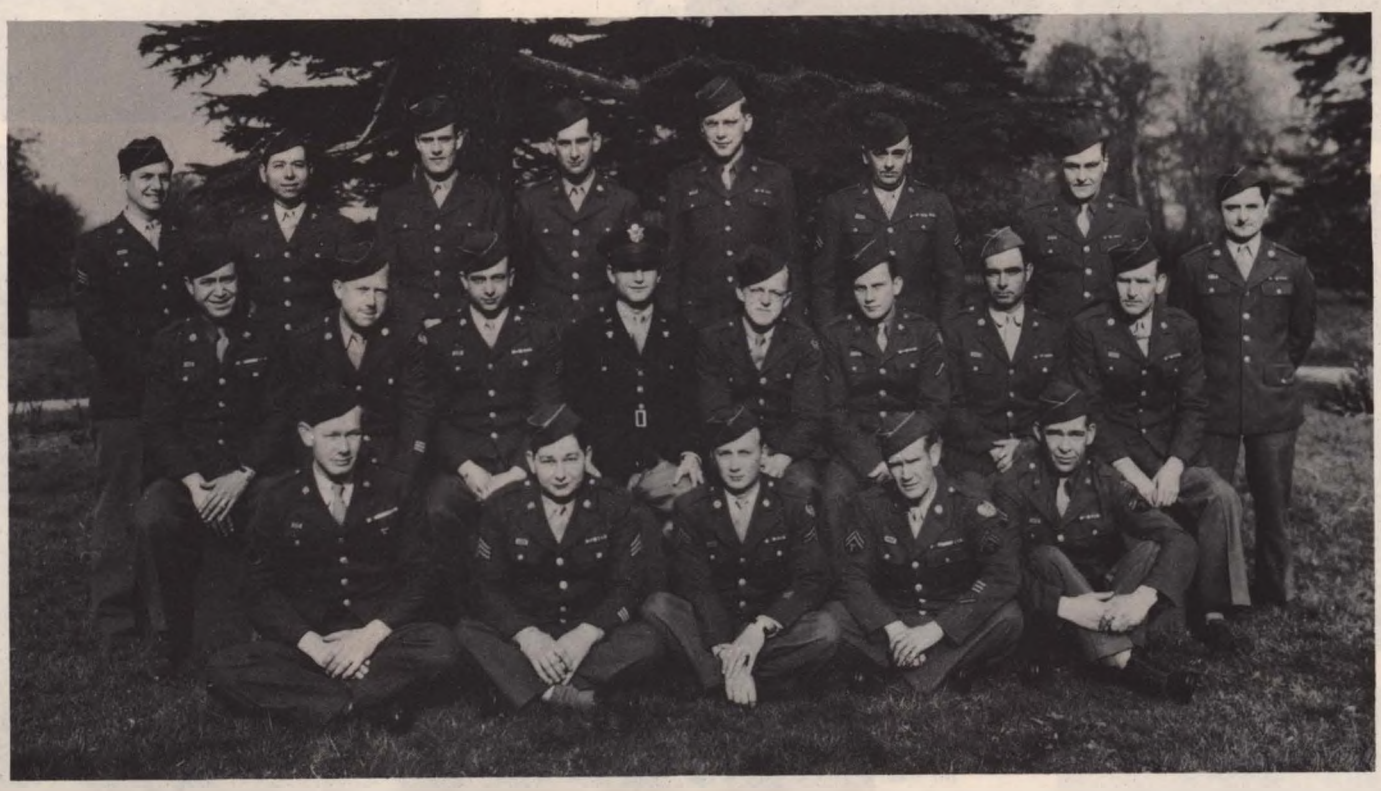
1st LT. JOHN F. ANTONIAZZI



1st LT. VIRGIL C. BENNETT



Top row, left to right: Anthony J. Accardo, John S. Farlekas, Kenneth W. Jacobs, Jr., Edward I. Breen, Jr., William V. Yeskulsky, Nathaniel H. Dawson, Jacob C. Harriman and Thadius J. Miciak. *Middle row, left to right:* James A. Lucas, Emmitt C. Harlan, Joseph B. Fradiska, Virgil C. Bennett, Nelson A. Hale, Jr., William J. De Groot, Jr., Howard T. Goode and Leonard E. Stone. *Front row, left to right:* Earl W. Jones, Byron G. Harding, Clarence J. Hedge, Marvin W. Sharp and Wilford L. Hamilton.



Top row, left to right: Allen C. Miller, Joe Davis, Pleasant A. Glenn, Setzler N. Hagood, Roy A. Jackson, John B. Smith and Ellis H. Porter. *Middle row, left to right:* Milton Flaum, Garland C. Ganes, Arthur W. Beasley, Jack C. Merritt, Kenneth J. Trindl, Gust F. Bexes and Roland R. Droneck. *Front row, left to right:* Clarence W. Stephenson, Robert L. Stanchfield and John F. Antoniazzi.



Sgt. Fradeska and Lt. Bennett check requisitions.



E. M. Laundry and dry-cleaning work were arranged by the R.A.F. on a contract basis with London concerns. Weekly service was maintained despite the constant bombing, an average of twelve hundred bundles a week being handled.



FOOD: An average of fifty tons of food was handled each week. Much of it—butter, tinned goods, coffee and so forth—came from the States. Fresh vegetables and bread were from English sources.

FOOD: V-2 on the boxes had nothing to do with German rockets. "Pork loins—Swift & Co." on the cartons was good reading to hungry G.I.'s.



ISSUE: Soap, lye, cleaning brushes, office materials, paper, carbon, erasers, pencils, paper clips—all came from Q.M. Parts of a B-17 or a thousand gallons of gasoline could be procured by the flourish of a pen or a telephone call, but to obtain paper or brooms involved endless red tape, with the probability that they were not available anyway. *Left to right:* S/Sgt. Jones, Cpl. Sharp, S/Sgt. Miciak.

FOOD: C-type rations, and ten-in-one rations were furnished by Q.M. and delivered to planes for special missions. During the final days of the war Q.M. subsistence stores to be dropped to the starving Dutch people replaced bombs in the bomb bays.







STATION PROPERTY: Barracks and mess-hall equipment was hard to get, and harder to keep track of. Beds, tables, chairs, dishes, everything of a non-technical nature in the buildings moved from site to site as if possessed of legs. It was practically impossible to keep an accurate record of it. E.M. mattresses, or "biscuits"—three sections about 2 ft. x 3 ft. An instrument of torture invented by the British on which a guy was supposed to rest in comfort.



PETROL ("Gasoline" in the U.S.A.): A fuel pump located on the tech site disbursed non-aviation petrol and lubricants for trucks and jeeps. An average of twenty-five thousand gallons of gasoline and five hundred gallons of oil were handled each month. Kerosene ("paraffin" in the United Kingdom) and special oils were also distributed. Cpl. Farlakas and Sgt. Irish man the pumps.



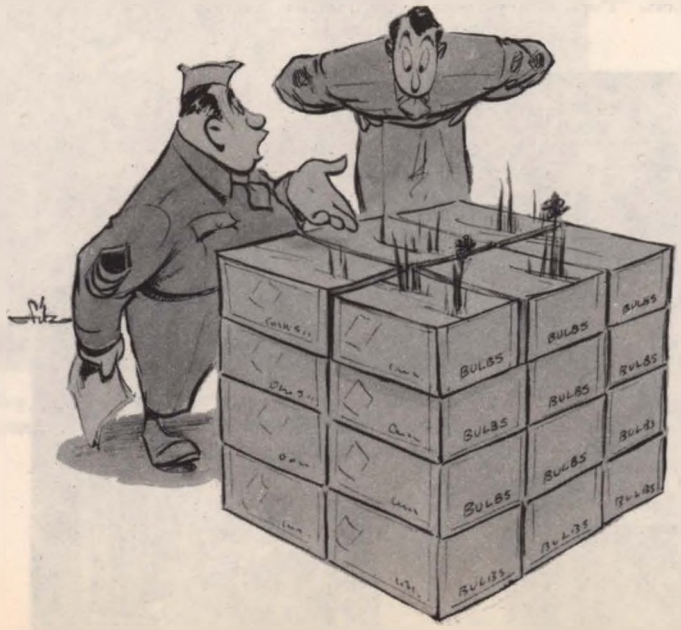
SOLID FUELS: Coal and coke, always on short allowance in wartime, so that if you had some you jolly well locked it up so your neighbor could not steal it. The station hospital, personal equipment drying rooms and mess halls held first priority in the distribution of fuel.



RECIPROCAL AID. Sgt. Stickney and R.A.F. Sgt. Till did all reporting and accounting on reciprocal aid and Lend-Lease. The American enlisted men worked in the R.A.F. equipment liaison office to handle the vast quantities of vouchers, forms and correspondence involved in accounting to both the British and United States Governments.

SALVAGE COMPOUND: Q.M. not only brought stuff in but also was charged with getting rid of it. Many tons of aluminum, scrap iron, paper, film, cardboard, glass and rubber found their way back into English factories from Q.M. through British salvage departments. Pfc. Haggard and Pfc. Goode preside over the ironware department.





563RD POSTAL UNIT



1st LT. JOHN T. BARRET

"MAIL IS MORALE AMMUNITION"

FROM the sweltering, sultry, humid days back in Fort Benning, when the 563rd Army Postal Unit was first activated (26 April 1943), to the chilly, cold and wet days in England this Unit handled many thousands of letters and parcels.

The outfit had a short sojourn at Camp Kilmer, New Jersey, then a boat trip was planned. On 5 September 1943 the 563rd embarked on the *Orion* for a destination unknown. The trip was uneventful except that several showed their true colors by giving up, partly due to their first experience with English food. Landing was made near Glasgow, Scotland. The Scots were friendly.

The 563rd A.P.U. served Air Corps and ground force personnel for several months in Colchester, until ordered to Army Air Force Station 153. The Unit arrived there 26 March 1944.

Here it was its pleasure to serve the 390th Bombardment Group and three other air base Groups and components of the Eighth Air Force. Previously, the 390th Bombardment Group had been served by a Base post office, the mail being delivered and received at Stowmarket, many miles distant.

As all Gaul was divided in three parts, so the Army post office was divided into three sections—directory, distribution and finance. The functions of the directory section were to redirect missent mail and dispatch forwarded mail through the proper channels to correct destinations. The duties of the distribution section consisted of canceling, casing, sorting and dispatching incoming and outgoing mail. The finance section engaged in the selling of money orders and stamps and the handling of registered mail and parcel post.

As many as nine hundred pouches of first-class mail and three thousand sacks of parcel post were handled through this A.P.O. monthly. During the Christmas season six thousand pouches and sacks of mail were put through. The finance section had an average sale of $125,000 worth of money orders and $8,000 of stamps.



Top row, left to right: Dock L. Gammage, Jr., Roy R. Yerger, Robert V. O'Neil, Sidney Zaro and Charles Cherubin. *Front row, left to right:* Lawrence E. Tench, Anthony F. Trimboli, John T. Barret, Angelo J. Mirabito and Nathan Solomon.



A few letters.





T/4 Angelo Mirabito and 1st Lt. Barret on the administrative end.



Mail was picked up regularly at a nearby rail head. Due to limited space in the post office large shipments had to be sorted outside.



MAIL CALL: The greatest factors in maintaining the morale of army personnel were the letters and packages from home.

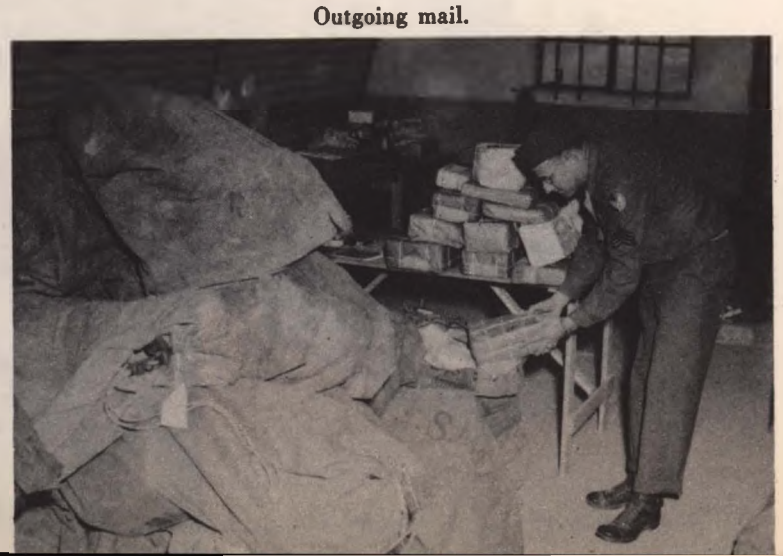


Mail orderlies call at the post office to pick up Unit mail, and secure stamps and money orders. This A.P.O. served three other Groups in addition to the 390th.

Incoming mail.



Outgoing mail.



PERSONNEL SECTION



MAJ. CLARK R. MORGAN

S-1 was responsible for securing, classifying, recording and assigning the personnel required to keep the Bomb Group in action. It got the boys paid. It made up the consolidated mess report. It even put such all-important information in their service records as to whether they had heard read lately the Articles of War, or if they had fired the carbine. Records of battle casualties were kept in detailed form. A man could have an allotment made out, or have a letter sent to the office of dependency benefits to find out what became of it. He could have his national service life insurance made out, increased, alter the beneficiary, or stop it altogether. He could subscribe for a bond or increase his soldier's deposit.

S-1 dealt with everything affecting the living and working conditions of officers and enlisted men alike. It embraced, besides Unit personnel, classification control, the awards and decorations section and the officers' section. Statistical control, special services, the chaplains and Red Cross all came under the administrative supervision of S-1.

Maj. L. F. McCaffery was the Group's first S-1 in the E.T.O. before leaving to attend a general staff corps school in Kansas. Advance notice of a song called "Rum and Coca-Cola" came back with him. Maj. Clark R. Morgan was the station's S-1 during the last nine months that the 390th Bombardment Group sweated it out in the E.T.O. Under his direction men acquired more points for a discharge, new classifications, new jobs and transferred in and out. When the infantry was taking its monthly quota of Air Force personnel, it was a section of this department which furnished the fateful rosters.



MAJ. LAWRENCE F. McCAFFERY



MAJ. CLARK R. MORGAN



Left to right: Bill O'Donnel, Teddy Gergenti, Willie Frye, Joe Moran, Dick Kilton, Hank Zivetz (with the telephone), Jess Gibson, Francis Cruden and WOJG Melvin Brown.



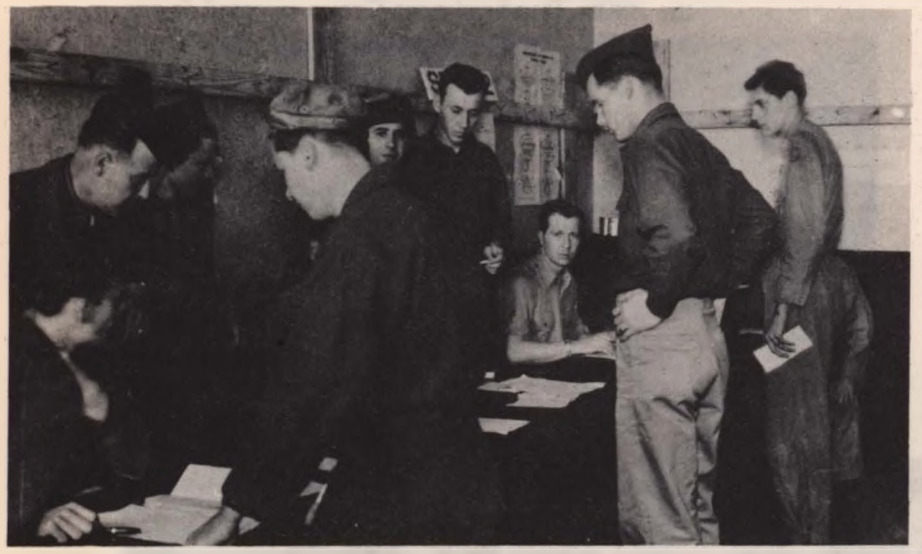
Left to right: Sgt. Ray Akin, Capt. Robert Malmquist and Sgt Harold Hicks.



T/Sgt. Fox, non-com. in charge, at the left. He's making sure that every last deduction has been made before typing any farther on some poor major's pay voucher. Behind him are T/Sgt. Germain Zook, chief clerk, and Maj. Clark R. Morgan.

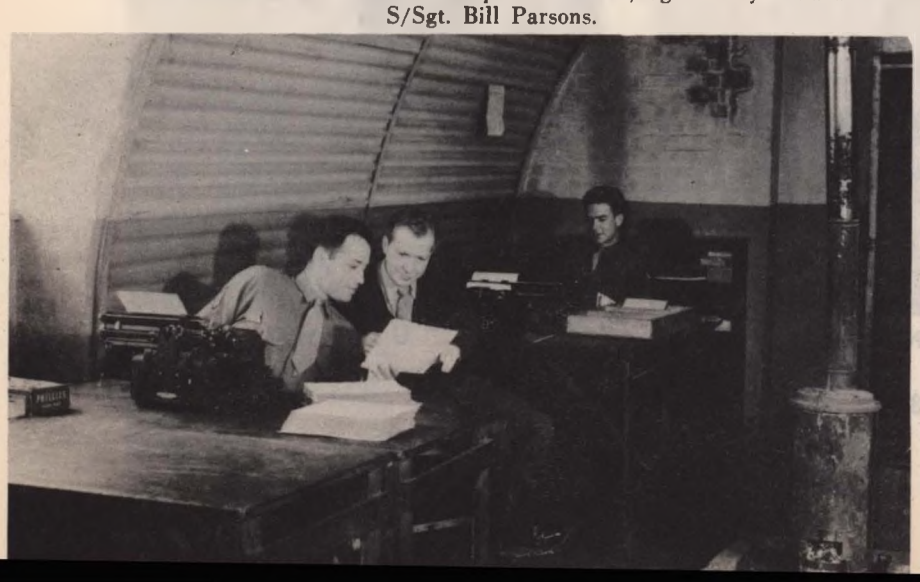


Studying the latest crew loading list from operations are *(left to right)* Sgt. Phil Bourgeois, Cpl. Walter Tyskewicz, Cpl. Sam Blancato and T/Sgt. Samuel Peeler.



MORNING REPORTS: Daily morning reports were submitted by each organization. These reports were checked, consolidated and forwarded to interested sections and higher headquarters.

CLASSIFICATION CONTROL: Cpl. Sid Korch, Sgt. Henry Ford and S/Sgt. Bill Parsons.





BIRTH OF A PAY DAY: *Left to right:* Cpl. Bob Dutton, Pfc. Tom Curson, Sgt. George Gilbert, Sgt. Allie Mobley and S/Sgt. Lloyd Hoffman. A regular payroll for each of ten organizations and the flight payrolls for the four Bomb Squadrons were prepared by this section once a month.

SPECIAL AWARDS SECTION: S/Sgt. John Martin tries for the Purple Heart as he leans back in his chair in search of one more word to describe "indomitable fortitude" or "heroic determination."



ADMINSTRATIVE INSPECTOR



The standard of living on Framlingham Base was set and supervised by the administrative inspector. Working from Army Air Force Regulations and Directives, Maj. John Angotti and M/Sgt. Kenneth Cunningham were the force behind the competent performance of departments contributing to the well being of 390th men. Routine inspections maintained superior living conditions. S/Sgt. Pasquale Di Lorenzo *(right)*, of the administrative inspector's office, checks on cleanliness in the consolidated mess.



216TH FINANCE SECTION



1st LT. OSCAR E. SCHLAMERSDORF

THE 216th Finance Section was a specialized Unit. It was actiyated on 19 June 1943 at AAF Station 167, and on 3 July moved to Station 153. Some of the men in the section already had spent a year in England and had established finance offices at many Eighth Air Force Bases. They had lived in unheated tents, slept under wet blankets and waded in mud and water over their boot tops. Rations were light and enemy aircraft attacks on England were severe in 1942 and early 1943. Only one man was fortunate enough to have attended an Army finance school. The others were all taken from their civilian pursuits, given Air Corps basic training and shipped overseas.

One of their duties was to acquaint new officers and men with the British currency system. The pound was stabilized at $4.03, which mean that the shilling was worth 20 cents; the sixpence, a dime; the threepence (thrupence), a nickel; and the penny, roughly two cents.

Conversions were not limited to dollars and pounds, as the office was a clearing house for currencies from almost all the United Nations, France, Russia, Holland, Belgium and Poland.

The finance section did much more than handle the cash the last two days of the month. The men in the department prepared pay vouchers, travel vouchers, handled soldier's savings deposits and war-bond sales, adjustments in pay and allotments, partial payments, and explained the mysteries of army finance.

Gross earnings of the officers and men on the Base averaged a quarter million dollars monthly. About half of that amount was allotted to their families, or went for the purchase of war bonds and payment on insurance premiums. The rest was paid to the personnel on the last day of each month.

Only a small percentage of the money earned by the members of the Group was spent in England. The men allotted about forty per cent to their families and for payment of insurance premiums and ten per cent for the purchase of war bonds. Of the $250,000 paid monthly, post-office reports indicate that about $125,000 was sent to the United States by money order. In addition, the average monthly deposits in the soldier's savings fund and cash purchase of war bonds amounted to $17,000.



FINANCE SECTION PERSONNEL: *Top row, left to right:* Pfc. Hugh E. Brady, Jr., T/Sgt. John F. Daly, 1st Lt. Oscar E. Schlamersdorf and S/Sgt. Thomas L. Hicks. *Front row, left to right:* Cpl. Clifford W. Fusaro, Cpl. William J. Donnelly, Cpl. Robert J. Brown and Sgt. James Fox.



POUNDS, SHILLINGS AND PENCE: *Left to right:* Cpl. Robert J. Brown, Cpl. Clifford W. Fusaro, Sgt. James Fox and T/Sgt. John F. Daly count the officers' pay, which averaged between $75,000 and $100,000. The pay for each officer was put in an individual envelope. Money for the enlisted men was picked up by the various Units, which paid the men through their orderly rooms.



1st Lt. Oscar E. Schlamersdorf pays Maj. Clark R. Morgan, Jr., Capt. Robert W. Malmquist and W.O. Melvin D. Brown. These fellows got there first because their office was next door.



S/Sgt. Thomas L. Hicks clears up details of an allotment to an officer who phoned for information; Pfc. Hugh E. Brady, Jr., computes pay vouchers; Cpl. William J. Donnelly and Cpl. Robert J. Brown study a new directive on procedure.

A quarter of a million dollars' worth of English money was brought to the base each month from Barclays Bank in nearby Framlingham. Cpl. Donnelly, T/Sgt. Daly, Lt. Schlamersdorf and S/Sgt. Hicks carry the money bags into headquarters while the M.P.'s stand guard.





COURTS AND BOARDS



SPECIAL COURTS-MARTIAL: In session at the trial of a soldier who decided to give himself a furlough without going through the formality of asking for it.
(Note: Any resemblance of the characters depicted in this picture to any member of the 390th Bomb Group is a mistake of the photo section).

The rôle of the courts and boards section was that of combined truant officer, judge, counselor and teacher. With a complete set of "What Every G.I. Must Know"—the Articles of War—as its stock in trade, this section carried out its task of helping officers and G.I.'s of the station become familiar with the articles "or else."

In addition to its principal function of processing and conducting courts-martial, the department handled reports of accidents involving government vehicles and aircraft, military and civil claims against the government, helped in making wills, investigated to determine whether injuries sustained by members of the command were in line of duty or not, and gave legal advice on personal matters, marriages, divorces, property, etc.

COURTS-MARTIAL CASES TRIED ON STATION 153

1943	*1944*	*1945*	*Grand Total*
Summary ..13	Summary ..87	Summary .. 6	Summary 106
Special 21	Special 38	Special 3	Special 62
General 2	General 10	General 3	General .. 15

Courts and boards section was in charge of soldier voting. As the war drew to an end the section was charged with planning and administering the post-war education program which was never carried out.



Maj. Begley, with the enlisted members of the section, goes over the documents involved in a case up for trial.

STATISTICAL CONTROL



AMONG the many functions of the statistical control office the most vital to combat operations was the maintenance of the personnel and aircraft status boards. These indicated the numbers of combat men and Flying Fortresses available to fly in battle. At the close of each day the figures were relayed to higher headquarters, which used them as a basis for allotting the number of bombers each group would send out on the next day's mission.

The following facts, obtained from the statistical control office shortly after the end of the war with Germany, indicate the scope of the section's activities and the outstanding achievements of the 390th in twenty-one months of combat:

On 237 of its 301 missions the Group bombed the primary target, on 16 the secondary, on 3 the target of last resort, on 23 a target of opportunity and on 22 it either brought its bombs back or dropped them into the North Sea—when cloud obscured enemy targets in occupied Europe the Eighth Air Force did not risk an accidental bombing of French or other friendly nationals.

Personnel losses were 236 killed in action, 1,378 missing in action (it will be some time before it can be determined who among these evaded capture, were temporarily prisoners of war, or were killed) and 161 wounded. Aircraft losses were 145 B-17's missing in action and 17 destroyed (crashed in England or off the coast). During its operations in the E.T.O. the Group "expended" more than two hundred Fortresses. It received, in twenty-one months of combat, 275 B-17's and on VE-Day had 70, of which 11 were "war weary."

The positive side of the score showed 18,755 tons of bombs dropped on enemy targets, 377 enemy fighters destroyed, 57 probably destroyed and 77 damaged in aerial combat.

In the picture above Capt. Kenneth J. Binder, statistical control officer, 1st Lt. Francis H. Grant and Sgt. William W. Powell are shown in their office in Group headquarters.



Pfc. Witt and Sgt. Powell check personnel statistics. Individual cards were kept up to date of all combat personnel.



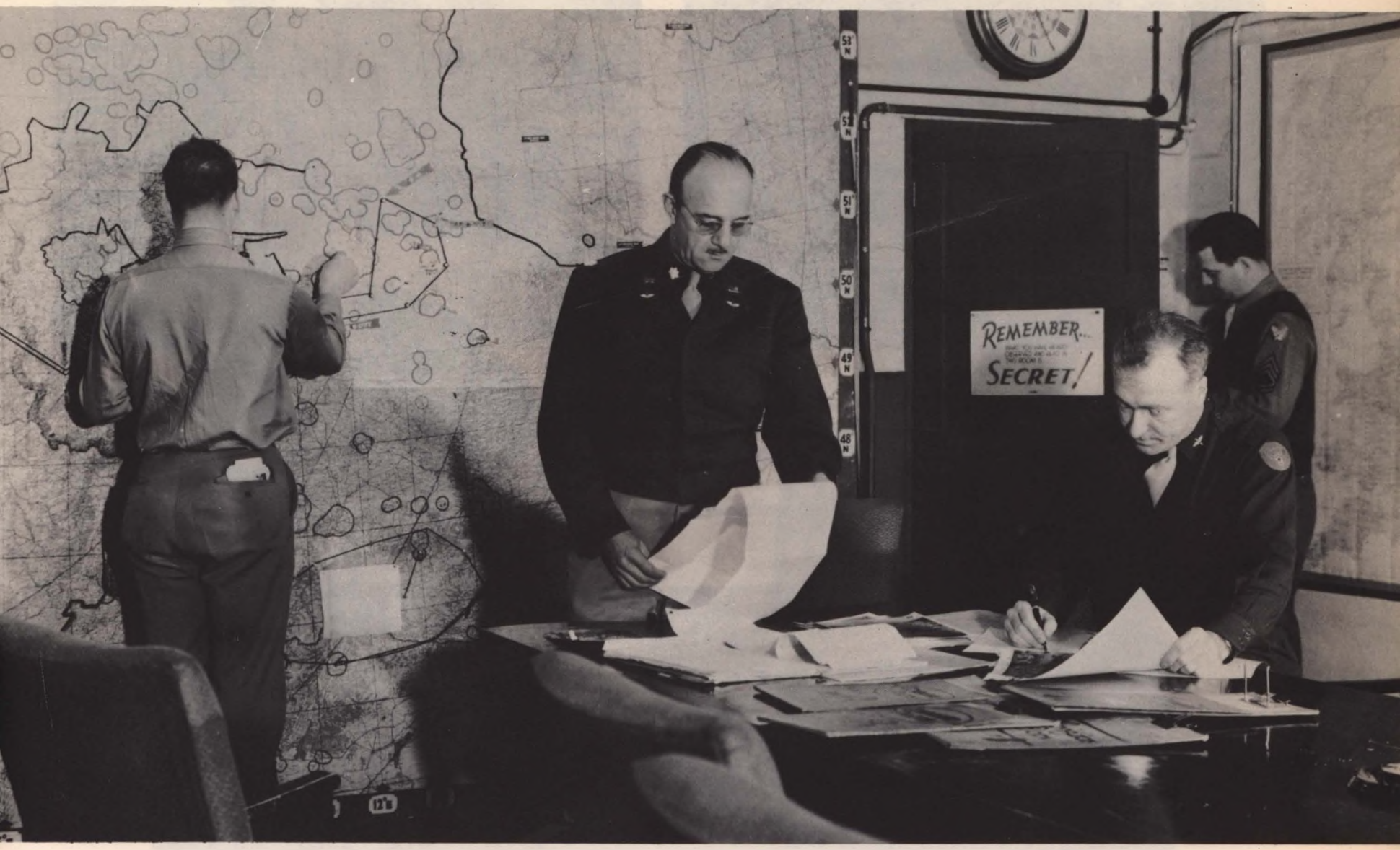
1st Lt. Grant is shown in the picture above receiving information over the phone, while Sgt. Powell marks changes on the status board as Capt. Binder tallies data reported by other Group offices.



Capt. Binder, statistical control officer, works with Pfc. Roy B. Witt, Jr., in checking vital figures.



S-2 INTELLIGENCE



A mission commenced in the war room when higher echelon sent down the operational plans by teletype. T/Sgt. Fred Wedehase is receiving at the door an annex to a field order which he will give to the duty officer, Capt. Tilton. From this trio of officers, Lt. George Tripp, the gunners' briefer, who is posting the route on the map, Maj. Ollie Davis, who is scanning a field order for his coming briefing, and Capt. Tilton, who is determining the location of a bombing point, will come detailed information for the combat crews.



LONG before the combat crews were awakened to attend briefings, the S-2 section was at work transposing field orders from higher echelon into a workable interpretation of the pending mission.

On a bombardment base, the war room was the sepulcher of secrecy. It was here that the master target data were kept, along with the coded index that translated meaningless numbers and letters to terms of "tomorrow's target is the Hamm marshaling yard."

As a mission unfolded, teletypes from Wing and Division headquarters were brought to the war room for distribution. Operations, the navigator and bombardier offices and the mickey war room were acquainted with details of the mission, and a close liaison was maintained throughout the night.

The S-2 duty officer would post the route on the map and prepare a work sheet for the briefing officers that noted all details of the operation. Annexes to the field orders that gave changes in timings, routes and, sometimes, even changes in assigned targets, made the war room a hub of activity.

Frequently the briefings were interrupted by last-minute changes, and upon a few occasions S-2 officers delivered eleventh-hour information to the crews at the hardstands as the planes were ready to take off.

When an operation was fairly well advanced, the briefing officers were called. A briefer for the officers and one for the gunners would thumb through the duty officer's notes and extract all the facts concerning the proposed target. They would



MAJ. OLLIE A. DAVIS



CAPT. CHARLES B. TILTON

note the type of target and its importance, jot down facts on the known flak and fighter situation, and select the desired illustrations and charts to be projected at the briefing.

Preparation for briefing stressed accuracy, but attention also was paid to stage management. It was necessary for the briefer to impress upon the crews the importance of the target and to alleviate their concern for any perils to come. He had to be curt and factual, so that the crews clearly understood their assignment, but he also had to "loosen up" his listeners. It was an accepted saying that if the crews left the briefing room smiling it would be a good day. While the section rolled up sleeves, the briefing officers and duty officer directed the preparations for briefing.

Across the corridor from the war room several men assembled the maps and target material that the navigators and bombardiers required. In the mickey war room other men were assembling specialized material for the pathfinder ships. The photo lab was busy copying the target charts that were to be projected at briefing.

Shortly before the main act a series of pre-briefings were conducted. Mickey operators were given a preview of the target material, while in the war room the lead navigators and bombardiers were given similar attention. At the same time the command pilots were being coached in the operations block. A few minutes before briefing, all the key men involved in the mission were assembled in the war room and given a final review.





Above you see S/Sgts. Charles Loomis and Roy Roediger getting out the desired maps for a mission as Sgt. Max Henderson folds them for the navigator's brief case. At upper right, T/Sgt. Fred Techmeyer and Sgt. Roy Long thumb through the target charts and illustrations that complemented the maps.

One hour before the main briefing the mickey operators were rehearsed on the target by the pathfinder intelligence officer, Capt. Charles Nevas. Besides the regular maps and target material, the mickey operators studied scope photos, Y charts and specialized material.







In the picture above Capt. Abe Kalaf is copying a night target chart that will be placed in the epidiascope for projection at briefing. Below, Capt. John Green, as briefer, is rehearsing the sequence of pictures that the projectionist, Sgt. Hubert Dick, will show.

When a mission was taken from the planning stage at the war room to the operational stage at the briefing room, Sgts. Max Henderson and Kit Wong Jee loaded the maps in jeep "754" for Cpl. Harry Darlington to deliver.



"Gentlemen, your target for today is in the Rhine Valley," says Capt. Charles Tilton as he opens the briefing. Briefings were orderly but dramatic and a briefing officer usually held the center of the stage. Sometimes, however, distractions, such as Edmund Shaw, photo lieutenant, being caught in one of his own pictures, would set the crews to laughing, and the tension of a pending rough operation would dissolve.

In the pictures below, left, you see sleepy aviators filing into the briefing room and, on the right, their mixed emotions as the target is announced.









After the briefing the navigators drew up their flight plans, as shown above, while bombardiers went to a separate room to study the check points that would lead them to the target.

S-2 personnel helped by caring for the maps and target material, and sometimes the S-2 briefer would be called in to emphasize some target data to the bombardiers.

The first pilots stayed after the briefing for a few last-minute instructions, while the co-pilots cleared their crews for the operation. Below, Capt. George Nelson accepts personal effects from a co-pilot so that no give-away papers will aid the Germans in case the plane is forced down. Sgt. Al Pelc and Cpl. Harry Darlington are making up bags of prisoner-of-war aids and rations for the crews.





After the planes had taken off the S-2 section settled down to a routine day. The war room became a combination administrative office and reading room. Above, M/Sgt. James Fulwider and Capt. Benjamin Schwartz journalize a teletype. M/Sgt. Charles Chatfield is typing mission narratives for this book, while Capts. George Bunn and Adrian Levy keep abreast of current intelligence material that will be disseminated to the combat crews.

In the pictures below S/Sgts. John Klein and Eugene Weiss are engaged in drafting projects that typified their "Ace and Ace Art Shoppe." They painted battle lines and flak installations on many maps about the base, made charts, lettered signs and graduation diplomas when a man finished a tour of missions. Pièces des résistance were a mural for the Aero Club and applying white paint to a set of false teeth.







S-2 officers figured prominently in the training program for new crews, and for old crews when not on operations. Above, Capt. George Bunn and Lt. Charles Davis are instructing lead crews at a target-study class, while below Lt. George Tripp is explaining a jet plane to gunners studying aircraft recognition. Other classes ranged from security lectures and prisoner-of-war escape measures to geography and topography of Europe.

Besides administrative work, S-2 was involved in the security of the Base. Below, Sgt. Al Pelc monitors the telephone switchboard to prevent leaks in vital information, while Capt. Benjamin Schwartz, Sgt. Vernon Palmer and Capt. Adrian Levy conduct investigation of personnel. This department managed a message center which recorded and dispatched all classified correspondence.







Before the planes returned to the base for the crews to be interrogated, the S-2 personnel who staffed the briefing room had their usual interlude with tables, chairs and benches. S/Sgt. Raymond Winn, Pfc. William Steele, Pvt. Reinard Mariscal, Cpls. Preston White and Franklyn Warren are making the change from briefing to interrogation.

On those days when the planes were overdue sweating out aborts was a pleasant pastime at the "salt mines." The interrogation forms have been completed by Cpl. Bernard Mangan, Pfc. William Steele has come in to report that the rooms are ready for interrogation, and Capts. Garland Wier and Walter Eager are killing time waiting for the planes to land.





Capt. Carl Machemer informs the S-2 and administrative interrogators on details of the day's operation.

A few minutes before interrogation the officers who were to ask the flyers the details of the mission were assembled, and given pointers on the operation.

As the trucks brought the excited but weary crews from the hardstands, one S-2 officer received them at the "hot news" table where he would catch the essentials of flash news and assign the crews to interrogating tables. The gunners would give exacting descriptions of their aerial encounters, navigators would check their flight logs—the whole briefing room a madhouse of disjointed talk.

However, as soon as a crew was tabled, the interrogating officer eliminated much of the confusion by asking well-prepared questions. Where was the flak? Did the FW-190 use roller-coaster tactics? How was the weather? Fighter support? Did you see any friendly aircraft in distress? Each crew told what it had seen on the mission, and when an interrogator was finished he would turn in his filled-out form to the reports section, where men, much as those who compile election returns, would tabulate a flash statistical report that would be ready for phoning to higher headquarters as soon as interrogation was finished.

Combat claims were diverted to a special interrogator who made a preliminary analysis of their validity.

On many tactical operations interrogation was held in condensed form at the hardstand. This speeded reporting considerably, a necessity at times like D-Day, when if a Group missed its target, the word was relayed as quickly as possible to higher echelon so that they could plan another mission to the same target.

Capt. Levy interrogates at hardstand.





Maj. Davis assigns a pilot a table.

Interrogation settles down into a serious matter.





Capt. Charles Tilton and T/Sgt. Fred Wedehase plot bomb bursts from a strike attack photograph.



Lt. Sylvanio Cipriano plots mickey equivalent from pathfinder scope photos.

As soon as interrogation ended and the flash statistical report had been telephoned, the reports section took over. Detailed narratives of the mission were sent by teletypes to Wing and Division headquarters. There was the flak report that told the degree of intensity and the locality of the flak guns. There were missing aircraft forms that assessed the crews' opinions as to men and planes lost, and the circumstances. There were the detailed accounts of combat claims that had to be analyzed.

Then there was the photo-interpretation expert, who took the photographs of the bombing and placed them under a magnifying glass. His job was to plot bomb bursts and tell exactly how many feet the bombs were from the assigned target. On cloudy days his counterpart was the pathfinder intelligence officer who plotted scope photos.

Though all of these reports were of interest to the personnel on the base, their real importance was to higher headquarters. If new fighter tactics were applied against one Group, other Groups would be checked for their reports on the mission. If several Groups reported encountering the same tactic, then the assumption was taken that the German Air Force had adopted a new phase of training. The tactic would be studied, analyzed, and relayed to all Groups in the Eighth Air Force so that other crews would be alert for the new maneuver.

That was the real value of reports. If crews were observing, and S-2 reported their observations accurately, the crews found that they benefited by pooling all their information about the enemy.

With reports out of the way (sometimes a tough mission would drag them into the morning hours), S-2 personnel could take a break from the twenty-four-hour routine by relaxing at the combat library. This building was built and manned by S-2 for combat personnel as a place to study, write letters or just rest.

Capt. Stevens, Lt. Lipinski, Sgts. Murray, Powell, Jee, Molloy and Mygatt get out a mission's report.



At day's end the crews rest at combat library. Capt. Machemer *(at left)* takes a break. He will start next day's operations as the main briefer.





S-2 was assigned the task of compiling the mission narratives for this book. Sgt. Fulwider was largely responsible for the pattern.

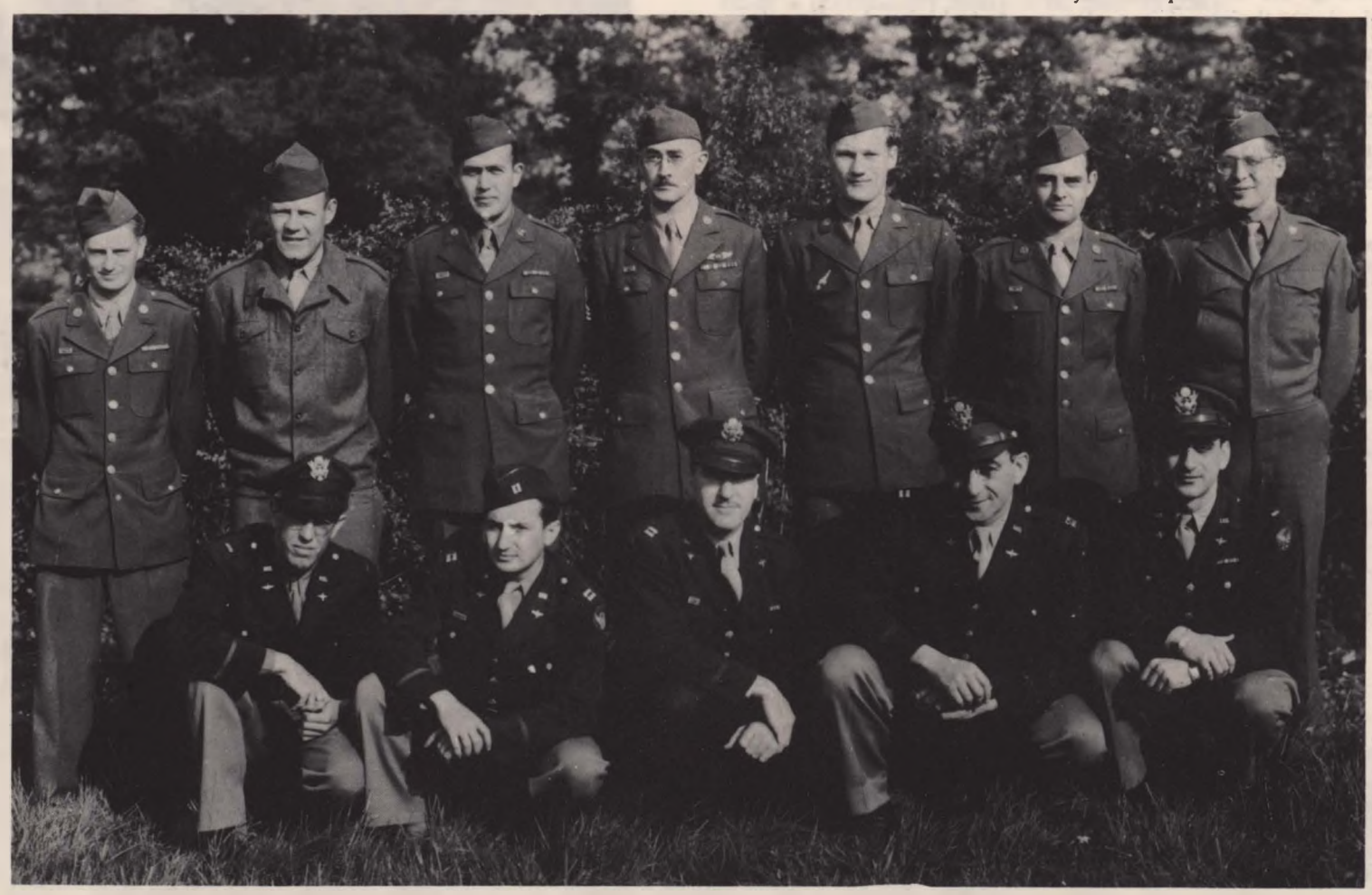
In the picture above are the five men responsible for the mission stories. Lt. Lipinski canvassed East Anglia for the photos that best could tell the story. M/Sgt. Chatfield and S/Sgt. Weiss selected the pictures and made the layouts. Sgt. Weiss drew the battle maps, while Sgt. Chatfield compiled and wrote the mission stories. Sgt. Powell and Cpl. Mangan compiled the statistics.

Representative of the S-2 section, headquarters personnel pose for a formal portrait. As important to the efficiency of the section were the men assigned to the Bomb Squadrons, photographed at other places in the book.

Aside from operational procedures, intelligence was engaged in many fields. Its personnel did projects akin to special service work, such as dispensing news, giving lectures on war trends and reporting the history of the Group.

In this respect, in the final days of operation from England,

Top row, left to right: Sgt. Roy Long, S/Sgt. Roy Roediger, M/Sgt. Charles Chatfield, M/Sgt. James Fulwider, Sgt. Gunther Biel, T/Sgt. Fred Wedehase and S/Sgt. Ward Pearl. *Front row, left to right:* Lt. Robert Foster, Capt. Abe Kalaf, Capt. Charles Tilton, Capt. Charles Nevas and Lt. Sylvanio Cipriano.



NACHRICHTEN FÜR DIE TRUPPE

nenfront zurückverlegt

Keil westlich von der Ourthe geräumt

Der ganze Ardennenkeil westlich der Ourthe, einschließlich des wichtigen Strassenknotenpunkts Laroche und des Waldes von St. Hubert musste gestern von den deutschen Truppen geräumt werden, 26 Tage nach Beginn des Durchbruchs in Richtung Lüttich-Antwerpen.

Boden, für dessen Wiedereroberung seit dem 16. Dezember weit über 80 000 Mann an Toten, Vermissten und Schwerverwundeten geopfert wurden, musste wieder preisgegeben werden, weil die Luftoffensive der Alliierten gegen das Versorgungsnetz gebricht hat.

Mehrere tausend Mann haben in den letzten 24 Stunden den Kampf eingestellt und sind zurückgeblieben, um sich den Alliierten gefangen zu geben, weil sie seit Tagen kein Verpflegung mehr bekommen haben und zu schwach sind, um weiterzumachen.



Budapests Widerstand geht zu Ende

Zur selben Zeit... Generaloberst ... noch einmal alle ... baren Kräfte ... den 30 ... eingesetzt ... ten Spezial... zu durchbrechen ... von den Resten ... Garnison Budapest ... gruppe ist ... kommst die Nachricht ... der Widerstand ... Ende ... Stunden ... bauten ...

inland-Bahnhof in Minuten zerstört

...ch ein Grossmonschlagplatz links des Rheins, ...der muss, ist jetzt zerstört, und zwar Krefeld-... das gestern ... den Nachtangriff ... den starken Bom... verbunden ... Der gestrige Angriff war ... der bisher schwerste, ... die sprengbomben Rangier... und Verladeanlagen in Kre... Hafen und Umgebung ... Ortschaften bisher ... Krefeld-Ortingen die Luftmg... Kraftwerk Uerdingen ... Rhein durchgeschossen ... Rhein durch Schleusen ... Die örtlichen Kohlenvorräte ... in 7 Minuten war alles vor...

Wo vorher enge Reihen ... Ölbevorratungen ... Art zu ... schuß aller Arten ... Gebäuden standen, ... Gleisen standen, ... Schienen, Weichen ... Waggons und ... ganze Lokomotive ...

Verkehr liegt still

Der Verkehr über Krefeld-Uerdingen Bonn werden Nachrichten- und Nachschubtransporte, die aus Nord- und Mitteldeutschland an der Abwehrfront an der Maas unterwegs sind, umgeleitet ... über Wesel und Dorsten ... geleitet. Nächste ... In Krefeld-Uerdingen stehen ... werden alle Kräfte eingesetzt, um Wiederinstandsetzungsarbeiten ... beiten sofort in Angriff zu ... Weitere Angriffe auf das ... neue blieben der Front schwach ... Am Mittwoch hatte die ... gestern Nachschub- ... Mittwoch hatte die ... Am Donnerstag ... 19 Uhr dann schwerer ... benachrichtigt ... Stöcklingen ... Köln, Koblenz, ... Wiesbaden und Mannheim. ... Deutsche und ... Nachschub ... weder gestern bei Tag noch ... Mittwoch und Donnerstag ... Kein einziges ... Flugzeug ... Der OKW-Bericht meldet: ... Der Grossangriff auf London, ... Lüttich und Antwerpen ... gestern unter Vergel...

1 200 000 Mann für Frankreichs Heer

Frankreich wird in Heer von 1 200 000 Mann aufgestellt, ... sagte Kriegsminister ... Pleven im Pariser ... funk. Die Alliierten ... Beginn des ... Monats die Aufstellung ... 60 000 Mann nach Frankreich ... senden.

Westfront-Generale erhalten Eichenlaub

Das Eichenlaub zum Ri... des Eisernen Kre... erhielten: General der Arti... General der Panzertruppen Walter Lucht, ... rendet Corps-Reserve-Korps ... General... Generalmajor ... Kur... herr von Mülle... 559. Volks... Oberst ... front, und ... Oberst ... Behr, Heinrich ... Berlin ... Kommandeur ... Grenadier-Regim...

Nr. 278, Freitag, 19. Januar 1945 — NACHRICHTEN FÜR DIE TRUPPE

Die Endschlacht um die deutschen Ost-Provinzen beginnt:

Sowjets im Warthegau

Rückzug auch im Westen

Alliierte bedrohen St. Vith

In der neuen Offensive zwischen Maas und Roer hat der Engländer gestern die deutschen Abwehrstellungen an mehreren Punkten durchstossen, die Ortschaften Susteren und Echt genommen und die wichtige Querstrasse zwischen Sittard und Roermond unterbrochen.

Die Alliierten sind seit Beginn ihrer Offensive 4 bis 5 km vorgestossen. Ohne Panzerunterstützung müssen die deutschen Truppen langsam zurückgehen.

Tagsüber gewährten schwere Schneestürme und dichter Nebel Schutz gegen die alliierten Jagdbomber. Die deutschen Nachschubverbindungen über Erkelenz und Heinsberg wurden während der Nacht zum Donnerstag von Schnellbombern angegriffen.

Einbruchsraum schrumpft weiter

Während der deutsche Frontvorsprung zwischen Geilenkirchen und Roermond durch die neue englische Offensive langsam zusammengepresst wird, mussten auch die Truppen im zusammenschrumpfenden Einbruchsraum in den Ardennen weiteren Boden aufgeben.

Am linken Flügel haben amerikanische Panzer bei Diekirch den Sure-Fluss überschritten und die deutschen Truppen weiter zurückgedrängt.

Vom nördlichen Flügel wird ein weiterer alliierter Vorstoss über Vielsalm hinaus in Richtung St. Vith gemeldet, den letzten wichtigen Verkehrsknotenpunkt im zusammenschrumpfenden deutschen Einbruchsraum.

Von den Resten der sechs Divisionen der 5. Panzerarmee, die westlich der Strasse Houffalize — Bastogne eingekesselt wurden, liegen keine Meldungen vor. Beim Hauptquartier von General der Panzertruppen von Manteuffel wird angenommen, dass die Meisten den Kampf eingestellt haben.

Angriffsunternehmen deutscher Truppen wurden gestern vom Rheinbrückenkopf nördlich Strassburg und aus dem Nord-Elsass gemeldet, wo die Kämpfe um die Forts der Maginotlinie andauern.

Im Rheinbrückenkopf nördlich Strassburg, konnten Wehrmacht-Verbände die Ortschaften Stattmatten und Dengolsheim nehmen.

Einheiten, die in Sesenheim eingebrochen waren, wurden nach verlustreichen Kampf

(Fortsetzung Seite 4)



Volksturm soll russische Walze an der schlesischen Grenze stoppen

Die Schlacht um die Grenzgebiete des Wartheiandes und Oberschlesiens hat begonnen, nachdem die Sowjets Petrikau genommen haben und über die Linie Tschenstochau-Petrikau-Lowicz hinaus die Grenze des Grossdeutschen Reiches erreicht und an mehreren Stellen überschritten haben.



Beiderseits der Stadt Krakau, in der die Strassenkämpfe anhalten, bis hinauf nach Litzmannstadt wird der Versuch gemacht, eine letzte Abwehrfront an der Grenze zu errichten, nachdem die Abwehr im Generalgouvernement zusammengebrochen ist.

Abgeschnittene Kampfgruppen

Was an Volkssturmmannschaften im Osten des Reichs zusammengerafft werden kann, wird an die Grenze geworfen. Alarmeinheiten, Polizisten, Volkssturm, Landwacht und Stadtwacht und sogar die Genesenden aus den Lazaretten müssen mit.

Es wird nicht mehr damit gerechnet, dass stärkere Einheiten der Heeresgruppe A sich noch nach rückwärts durchschlagen und das Grenzgebiet zur Verteidigung des Reichs erreichen können.

Sowjetpanzer wurden gestern abend bereits zwischen Litzmannstadt und der Weichsel gemeldet, wo die Sowjets schon den Verkehrsknotenpunkt Lowicz und die Städte Skiniewicze und Sochaczew genommen haben. Zwischen Tschenstochau und Krakau sind die Sowjets bereits über die Eisenbahnstation Wolbrom hinaus vorgestossen.

Zugleich hat sich die Gefahr verschärft, dass der ganze Gau Ostpreussen durch den russischen Vorsturm in Richtung auf Danzig vom übrigen Reich abgeschnitten wird. Die Sowjets haben gestern die Stadt Praschnitz an der Strasse nach Ortelsburg und Neidenburg genommen, die Eisenbahnstation Glinoeck, 23 km westlich Zichenau, erobert, rund 1 000 Ortschaften zwischen der Weichsel und der ostpreussischen Seenplatte überrannt und dringen weiter in Richtung auf das Weichseldelta vor.

Dieser neue Geländegewinn der Sowjets wächst sich bereits

BdU meldet neue Seekriegs-Erfolge

Aus dem Lagezimmer des Befehlshabers der Unterseeboote wird gemeldet, dass U-Boote 9 alliierte...

Franco liefert italienische Kriegsschiffe an Alliierte aus

Der deutsche Botschafter in Madrid ist bei der spanischen Regierung vorstellig...

NACHRICHTEN FÜR DIE TRUPPE — Seite 3

23. MÄRZ 1945

Hungerrationen: Die Partei bereitet Volk vor

Sie haben nichts mehr abzuwickeln

Tausend unge SS-Männer im Lager Heinrichsdorf bei Mährisch-Ostrau zittern nach dem Luftangriff vom 16. März um ihre Druckposten als Abwickler von Dienststellen der Ordnungspolizei in den nicht mehr besetzten Ostgebieten.

Ein grosser Teil der Akten, die sie seit vielen Monaten in mühsamer Kleinarbeit abwickeln, wurde bei dem Luftangriff vernichtet, sodass jetzt kaum mehr was zum Abwickeln übrig geblieben ist.

Im Lager Heinrichsdorf sind seit Dezember nicht weniger als neun Abwicklungsstellen der Ordnungspolizei untergebracht, zusammen mit den verstaubten Aktenbergen von Dienststellen, wie Höherer SS- und Polizeiführer Schwarzes Meer, Schutzpolizeidienstabteilungen Kirowograd, Cherson und Kertsch, Kommandeur der Ordnungspolizei Simferopol und Kommandeur der Gendarmerie Krim, die seinerzeit von langen Lkw-Kolonnen zwecks Aufarbeitung nach ... gebracht wurden.

... auf einen Schlag ... die 1 000

EIN neuer Propagandafeldzug, der die Bevölkerung im Reich auf weitere drastische Rationskürzungen nach dem 9. April vorbereiten soll, wird jetzt vom Reichsnährstand durchgeführt.

Unter der Losung „Haltung gegenüber der Hungersnot" predigen Hunderte von Rundfunkrednern, Pressberichtern und Parteipropagandisten der Bevölkerung, dass sie auch dann noch arbeiten, kämpfen und durchhalten können, wenn sie in der nächsten Zuteilungsperiode nur noch Hungerrationen bekommen, die ihrem Magen niemals mehr den Sättigungsgrad verschaffen, der bisher für die Erhaltung der Arbeitsfähigkeit für erforderlich gehalten wurde.

Über 22 Millionen Deutsche müssten gänzlich ohne Lebensmittel auskommen, wenn die augenblicklichen Rationen aufrechterhalten würden.

Gekürzt werden sollen vor allem die Fleisch-, Fett-, Zucker- und Brotrationen. Durch diese Kürzungen hofft man, die vorhandenen knappen Vorräte bis zur nächsten Ernte strecken zu können.

Neuer Schweinemord

Um Futterkartoffeln und anderes Viehfutter der menschlichen Ernährung zuführen zu können, wird nach dem 1. April ein Rinder- und Schweinemord angeordnet werden, wie er sogar in den Hungerjahren des Weltkrieges nicht vorgekommen ist.

Preise, wie sie bisher nur im Schwarzhandel gezahlt werden, will der Reichsnährstand in Zukunft den Bauern bieten, damit sie soviel wie möglich von dem Fleisch des abgeschlachteten Viehs für Zuteilung

10 000 RM auf Oberst Eggers Kopf

Zehntausend Reichsmark in Gold oder ein gleichwertiges Auslandsguthaben bietet Gauleiter Hofer jetzt für die Ergreifung von Oberst Egger, der den Gauleiter am 20. Juli verhaften sollte und seither eine wachsende Gruppe österreichischer Partisanen in den Tauern führt.

Oberst Egger, ein ehemaliger Kommandeur des Fallschirmjäger-Regiments 4, war von den Friedensgenralen dazu ausersehen, am 20. Juli die führenden Parteibeamten in Tirol-Vorarlberg und Norditalien zu verhaften und damit in den westlichen Donaugauen dieselbe Rolle zu ... General von ... der

Frühlingsanfang . . .

Gross-Berlin wird durch NSV geräumt

Die ersten Marschblocks von Flüchtlingen, meist Frauen und Kinder, wurden gestern vor den Berliner NSV-Stellen in der neuangeordneten Evakuierung zusammengezogen und zogen dann bei kaltem los auf den Weg ins Reichsinnere.

Zwei Gründe haben die Behörden veranlasst, jetzt die Evakuierung Gross-Berlins durchzuführen:

1. Der bevorstehende Grossangriff auf Berlin.
2. Die Unzulänglichkeit, die Millionen Menschen in der Reichshauptstadt in den ... Wochen ... Höhlen ... Schutz ... Angriffe ... Bevölkerung ... Stunde ist gekommen

Täglich werden 160 000 000 RM neu gedruckt

Der Banknotenumlauf der Reichsbank hat die 50 Milliarden-Grenze am Ende des alten Jahres zum ersten Mal überschritten.

Laut Reichsbankausweis vom 30. Dezember 1944 waren insgesamt 50 Milliarden 102 Millionen Reichsmark in Umlauf gesetzt worden.

Es ist der höchste Stand, den der Papiergeldumlauf im grossdeutschen Reich seit dem Inflationsrekord vom August 1923 erreicht hat.

In den letzten Dezembertagen wurden täglich Papiergeld im Werte von über 160 Millionen Reichsmark gedruckt und in Umlauf ge...

Entbehrungen und Bombe... erhöhen Zahl der Totgeburt...

Das Ansteigen von Totgeburten unter d... schen Mädchen und Frauen die in den Rüstu... betrieben arbeiten müssen und den Luftangri... ausgesetzt sind, zeigt sich wieder in den Erhe... bungen des Gauamts für Volksgesundheit in Württemberg - Hohenzollern.

Neun Mädchen verschwunden, eine kehrte zurüc...

Ein neues Schlaglicht a... Verschwinden von ac... ...en aus Breslau ... ...rmutete Rückke...

Nr. 341, Freitag, 23. März 1945 — NACHRICHTEN FÜR DIE TRUPPE

Bevölkerung glaubt: Die Stunde ist gekommen

Luftarmada über d Ruhrstä



JEDER Deutsche in der Todeszone de... von der Angst gepackt, dass die von ... Stunde der Vernichtung schon gekommen ... Bomber gegen Mittag über die Ruhrst...

Die Bomber konzentrierten ihre Angriffe jedoch ... und Materialbereitstellungen zwischen Dorsten un... der mitten durch die Todeszone geht.

Angegriffen wurden Kasernenanlagen und Nachs... Dorsten, Gladbeck, Barmingholten, Bottrop, Wester... Hinsbeck, Hattingen und Gerresheim.

Schwere Verluste hatten die deutschen Tr... Bottrop und Gerresheim. Überall liegen ... zerschmettert, die für die kommenden St... Ostufer des Rheins bereitgestellt waren.

Der gestrige Angriff auf die Ruhrstädte ... im Ruhrgebiet sind, zur Flucht aus der To...

In der Verwirrung des Luftangriffs ... sturmmänner, die angeblich zu Bergung ... mit auf den Weg nach dem Reichsinne...

Auch nördlich der Ruhr griffen st... verbände Truppenbereitstellungen in Bo...

Auch nördlich der Ruhr griffen sta... gestern den ganzen Tag lang Truppe...

Zwischen Niederrhein und unterer ... Stadt und kein Dorf, wo gestern ni... alliierte Tiefflieger ihre Raketen hinein...

Umfangreiche Verwüstungen und ... völkerung entstanden vor allem in Ce... Borken und Raesfeld.

SA-Panzer am and von Speyer

...s noch von deutschen Truppen westlich des ...s ist, befindet sich auf der Flucht nach Osten ...wehrt sich in kleinen Teilkesseln gegen die ...llen Seiten andrängenden Alliierten.

... Koblenz bis hinunter nach Ludwigshafen ist das ... Rheinufer in der Hand der Amerikaner, nur mit ...hme eines kleinen Brückenkopfes in der Stadt Mainz. ... Norden und Süden stossen gepanzerte Kolonnen der ...kaner gegen Speyer und Germersheim vor, wo die ... letzten Rheinbrücken ... über die ...

...Friedens...

Budapests Widerstand geht zu Ende

Zur selben Zeit, als ... Generaloberst ... noch einmal alle ... baren Kräfte ... den 30 ... eingesetzt ... ten Spezial... zu durchbrechen ... von den Resten ... Garnison Budapest ... gruppe ist ... kommst die Nachricht ... der Widerstand ... Ende ... Stunden ... bauten ...

Englische Verbände s... bei Geilenkirchen ...

An drei Abschnitten der Westfront standen deutsche Tru... abend in schweren Abwehrkämpfen, nachdem die Alliierten am... Stellen zum Angriff übergegangen waren.

Nordwestlich Geilenkirchen, unweit der ... Tromm... und stoppten gestern früh in deutsch... Gegenangriffen den deutschen Riegel ... Sie ... gestern um 2 Uhr früh ... Panzer ... Abwehrstellungen ... tief durchbrochen ... tief vorgestossen ... wichtigen Ver... Radom ...

...dustriestadt Radom ... Hand. ... mehr als 1 300 ... Offizier ziehen an ... Panzerspitzen ... Brücken ... Radom ... Rücken ... Radom ... Rücken ... Radom ... R

PHOTOGRAPHY SECTION



EYES OF THE 390TH

Through the camera's eye the photography section recorded air battles and target scenes. Pictures of the 390th formations, B-17's dropping their bombs, damage done to the objective, gave documentary evidence as to the conduct of the air war. A great number of pictures were necessary for intelligence and operations purposes. The photo section supplied the thousands of negatives and prints from which the material in this book was selected. Shown at the left are the camera men, S/Sgt. Joseph Hession and Sgt. James M. Farley, and the assistant photo officer, 1st Lt. Edmund D. Shaw.

ANALYZING TARGET PICTURES: Capt. Abe M. Kalaf, photo officer, supervises the analysis of strike photographs. Sgt. Gunther K. Biel and T/Sgt. William C. Peck, laboratory chief, measure how close the bombs came to the target.

After the Fortresses landed, films were removed and rushed to the laboratory for development and classification, then forwarded to headquarters for interpretation. Later, these photographs were made available to crews at the combat library.



Top row, left to right: Sgt. Morris, Sgt. Gould, Sgt. Wellman, Sgt. Hein, T/Sgt. Peck, S/Sgt. Van Vranken, Cpl. Hannum, Sgt. Biel, Sgt. Wall and Pfc. Greenberg. *Front row, left to right:* Sgt. Farlev. Sgt. Cusano, Cpl. Stolberg, T/Sgt. Miches, Capt. Kalaf, Lt. Shaw, S/Sgt. Hession, S/Sgt. Cole and Sgt. Berger.





HIGH ALTITUDE MEANT HEATING: Sgt. Lawrence J. Hein tests for continuity on a Fortress camera electrical heating system. This machine smoothed high-altitude operation of the aerial camera. The aerial camera automatically functioned immediately before "Bombs away!" was called, following the bombs down to the target, and took five or six pictures after bombs had landed.



CAMERA REPAIR: T/Sgt. Robert F. Michels, camera repair chief, jots down the serial number of a camera lens. As various aerial cameras had to be installed and maintained in Flying Fortresses, camera repair involved many work hours. Still other types of cameras used by the section needed constant modification or restoration. It was the duty of camera repair to check-off the performance of all cameras maintained, and of all photographic equipment.







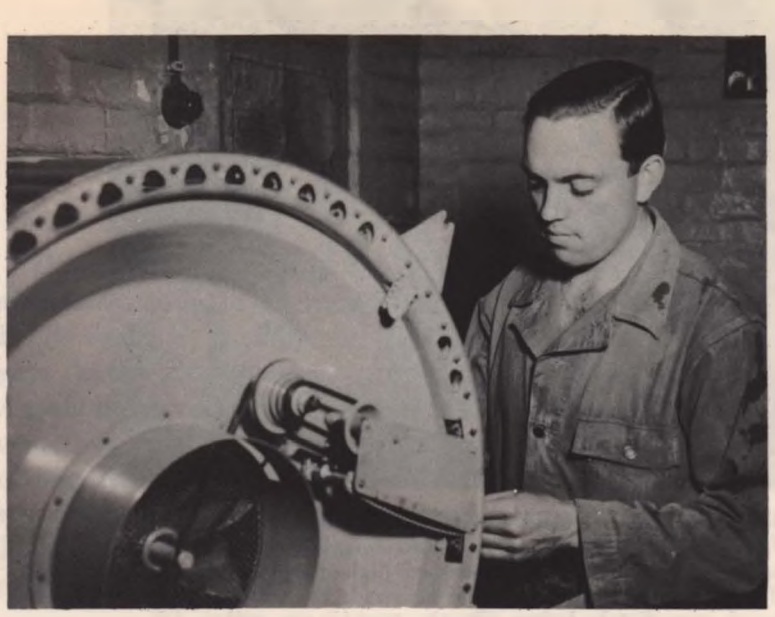
Two members of the staff who flew a number of missions to study camera functions in the air are shown above. Sgt. James A. Gould and S/Sgt. Jerome Cole convert an automatic aerial camera to hand operation to heighten its efficiency.



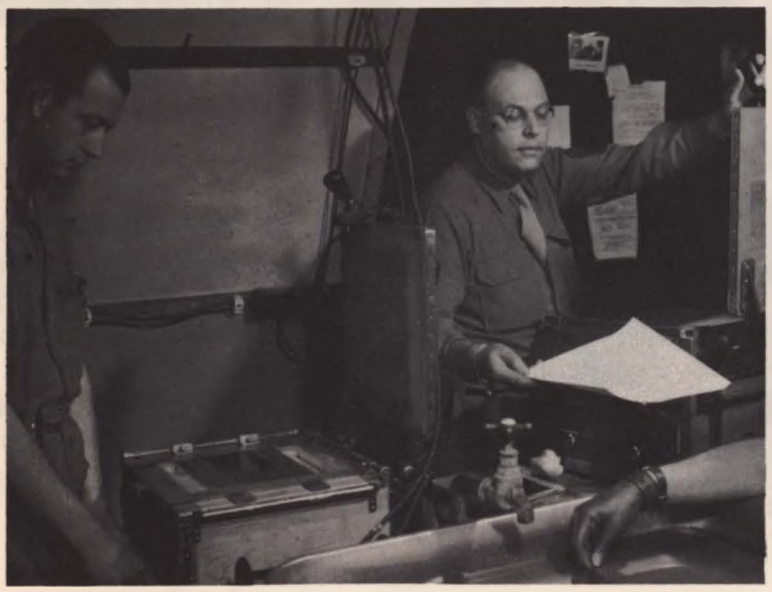
Sgt. Emmanuel Berger inserts a drive shaft in an electric motor which controlled the interval between snaps of aerial pictures. The air camera took pictures at high altitude.



DEVELOPING: At the left, Sgt. Joseph Morris and S/Sgt. Hession develop a fifty-photograph roll.



DRYING: Sgt. John E. Wellman dries aerial film after a Fortress attack on enemy installations.



PRINTING: Below, Cpl. Joseph Hannum and S/Sgt. Earle N. Van Vranken adjust their printing for direct exposure to insure good results on strike attack pictures.



GLAZING: After prints were washed thoroughly they were run through a glazing machine to give them a glossy finish. Shown at left, S/Sgt. William Simko and Sgt. Burton C. Wall.



CHECKING: Sgt. Charles M. Farley and Pfc. William E. Lowery check for proper exposure and development of film. Complete film processing of all aerial film after a bombing mission took about three hours. Finished products then were rushed to higher headquarters for study.



DAMAGE REPORTS: Pfc. Alexander Greenberg, P.R.O. (public relations) photographer. The photo section photographed Fortress modifications, all damaged aircraft and all accidents, both ground and air.

S-3



Col. Moller studies an alert report with Lt. Col. Waltz, operations officer *(left)*, and Lt. Col. Von Arb, air executive.

GROUP OPERATIONS

Group Operations, on duty twenty-four hours a day, was the hub of 390th activities. To this department, housed in the concrete operations block at headquarters, came the order from higher echelons, first word of an impending mission.

The initial order from the 13th Combat Wing informed operations that the 390th was alerted for an attack against the enemy, and gave the strength of the force required. S-3 went into action at once to start the mission machinery rolling. Command pilots were named and the Group formation set up. Within a short time a plan designating the number of planes to be flown was made and formation leaders alerted. Copies of the plan were prepared for the command pilots and the briefing officers. Meanwhile, information as to the target, formation assembly point, zero hour and fuel load was coming in, and the various units on the field—ordnance, armament, communications, refueling—were notified.

Third Air Division next sent field orders which gave information about the other Groups, their flying positions and routes, how bombing would be accomplished, the use of emergency airfields, weather reports and methods of communication, and a report from division intelligence gave complete target data, location of flak areas and information about enemy aircraft—this was all prepared for briefing.

The operations officer set breakfast and briefing time, and the routes in and out were marked out on the large map in the operations room. Group leaders were awakened for breakfast and briefing. From time to time various changes and annexes to reports would filter in to be worked over and included with briefing data.

When the attack framework had been nearly readied there remained the task of releasing these orders to the combat leaders with clearness and simplicity as they assembled in the briefing rooms. Everyone concerned with the mission was given complete knowledge of the task ahead at main briefing and the specialty briefings which followed. As this preparation was completed the time schedule was given to the crews and key ground personnel, then, at zero hour, the operations officer supervised the take-off from the control tower.

With the planes off the ground, as reports kept coming in all day, S-3's work was not completed. With the return from the mission the operations officer directed landings. The full results, including strike reports, were obtained through interrogation and transmitted at once to 13th Wing.



Lt. Col. Waltz points out intricate mission details to the lead pilots on the large map which covered the operations room wall.



Col. Moller briefs formation leaders for the coming mission. Details were worked over carefully preparatory to the day's flight.



S-3 GROUP BOMBARDIER

The Group bombardier was responsible for the training of all bombardiers and for seeing that they properly carried out the primary object of all missions—putting the bombs "sur le nez" (on the nose), as emblazoned on the 390th coat of arms. His knowledge of targets and bombing procedure was utilized to the utmost, with results closely watched as theory was turned into practice over Germany. Maj. Wilms *(left)* Group bombardier, assisted by Capt. Conn *(center)*.

GROUP BOMBARDIER'S STAFF

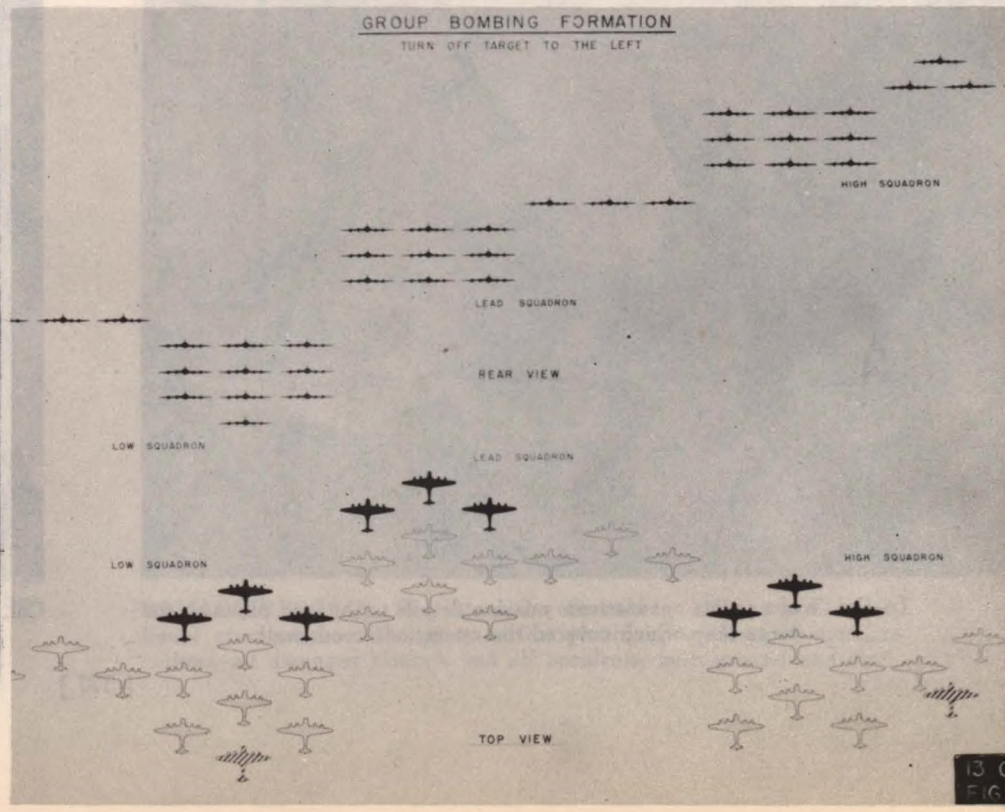
Photographs, maps and intelligence reports were closely examined by the Group bombardier and his staff. Before a mission, every nook and cranny occupied by the Germans had to be known and charted for reference, whether it was a small bridge or a marshaling yard at Berlin.

CHECKING TARGET POINTS

Important target points, the flying route, time schedules, altitude and bombing procedure were checked systematically by the bombardier staff. Information was gathered from Group operations, Group navigation and the weather department. A composite report from these studies was presented at bombardiers' pre and main briefings.







S-3 OPERATIONS STAFF

The operations staff, including the Group bombardier and navigator, assembles to whip mission preparations into shape. Lead pilots and crews are chalked up on a chart board. Here the first draft for the day's mission was prepared.

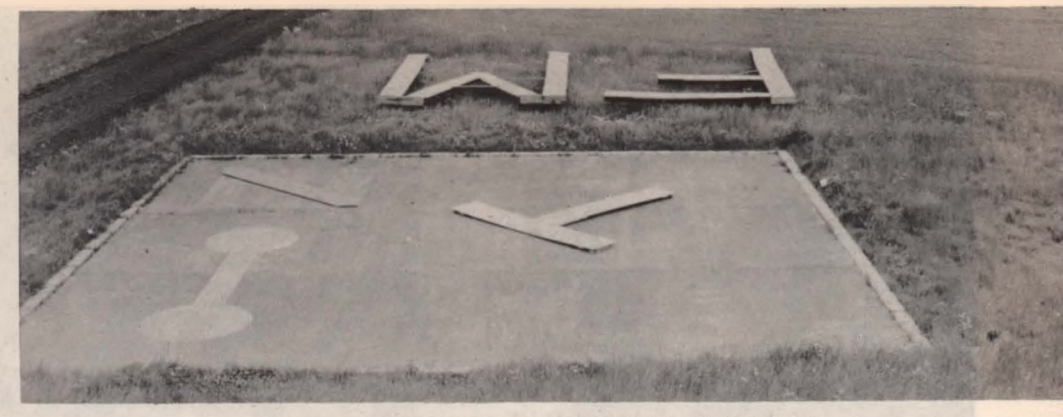


At briefing, an operations officer traces the flight route, explaining landmarks and check points.



FLYING CONTROL





STATION IDENTIFICATION MARKER

The control tower, as the 390th air "traffic cop," never went off duty. Responsibility lay heavily with the men in charge, as they maintained order on operational take-offs and landings. No problem proved too large for them, from the hectic Münster mission to V-E day, although there were times when quick-closing fogs brought their moments. With bombers roaring in from all directions at a couple of hundred feet over the field, a pea-soup fog was not calculated to ease the minds of those who were trying to bring them down to a safe landing.



HERE THEY COME! The duty staff in the control tower gets first news of a returning mission.



Top row, left to right: Sgt. George N. Bahme, Pfc. Fred Hudman, Lt. T. W. Buckman, Lt. John H. Stafford, Lt. Rubin Goldstein, Sgt. John Parcinski and Cpl. Russell A. Brown. *Front row, left to right:* Pfc. Austin E. McMullian, Sgt. Malcolm E. Fergunson, S/Sgt. Joseph A. Johnston, Sgt. Thomas J. Dougherty, Cpl. Thomas F. Bill and Pfc. John R. Jennings.



AT THE STARTING POST: Ready for take-off, the 390th bombers queue up on the runway.





Navigators synchronize watches, knowing the importance of keeping to time schedules and making check points while in the air.

GROUP NAVIGATOR

The Group navigator supervised navigation procedure and the handling of navigational instruments. Navigators were oriented and trained in problems peculiar to combat flying in the E.T.O.

Group navigators were Capt. Warren and Maj. Shore, the latter holding the post through most of the period of operations. Maj. Shore was followed by Maj. Hickey.





Maj. Hickey, Group navigator, and his staff delve into maps and charts in preparation of courses and check points before a mission. It was their job to pick the safest and shortest route to the target.



BRIEFING

The climax to preparations for a mission was the briefing of the crews. Actual procedure is shown in more detail in the section covering S-2, but a word here as to the connection with S-3 is not amiss.

In the early hours of the morning crews shuffled into a rectangular room in the large Nissen building known as the "old briefing room." A curtain hid the huge map set up on the front wall, upon which was marked the target of the day and the routes in and out. The flyers always murmured when the curtain was unfolded and the target revealed. A wisecrack or a laugh would filter through the crowd, and then there was a sudden hush as the colonel stepped to the platform in front of the map. The commanding officer, the air executive and the operations officer took their places in front of the men and gave their outline of the mission, which was brief and factual.

After them an intelligence officer gave last-minute details, then the weather officer told of weather conditions, what to expect and where, and, finally, the operations briefing officer hammered home the status of enemy aircraft and the existence or the intensity of flak. All facts relating to the target and the target area were explained, coördinates on the map were pointed out, the route in and out of the bomb run was reiterated and photographs of the target were shown on a projection screen with every landmark and check point noted.

The briefing over, the crews moved out of the room, tight-lipped or smiling. Out on the flight line the Fortresses roared as the engines were warmed up.

S-3 ADMINISTRATION

An operations officer would have been helpless if he had been obliged to handle the mass of paper work essential to the operations department. Enlisted men under the direction of M/Sgt. Clarence Seivers typed reports, sifted file sheets and kept operations efficiently running.

On a morning of a typical day the office would be working on the previous day's mission folder, assembling briefing check lists, field orders, teletype reports and departmental records for the files.

Form 1's were received and checked with loading lists. A roster of personnel participating in the mission was then typed, with copies to S-1, S-2, awards, statistical control and file. Form 1's were then sent to the records section for transcription on AAF Form 5's of individuals. About four hundred entries a day were thus transcribed.

In the afternoon a list of officers in lead aircraft for the present day's mission would be prepared, ready to go on a teletype to the 13th Wing with the number of sorties and number of aircraft bombing.

Upon receipt from engineering of the list of aircraft out of commission the aircraft status board was changed.

The crew status board was brought up to date with all the latest information regarding medical reports, status of individuals, crews on pass, crews at the rest home and changes in crew members.

The Group leaders' chart was brought up to date, showing mission last led, what position, date of last mission, date of last practice mission, date of flying weather, ship and date of last pass.

The first pilots' board was checked to show the accurate list of lead crews, element lead crews, wing men and crews still in training.

The aircraft status board, showing number of flying hours for each aircraft and number of aborts, was brought up to date.

First pilots' sortie board was brought up to date.

The position Squadrons flew on this mission was posted for use in preparing the next mission.



300TH MISSION



The work of Group operations has been described in general, but to show the procedure involved in setting up for an attack the 300th Mission was selected and will be described in detail.

ON 18 April 1945, eighteen months and six days after the bombers of the 390th struck their first blow at Nazi Germany, a call came from the 13th Combat Wing alerting the Group for the long-looked-for 300th Mission. There had been doubt as to whether this mission ever would be flown, but at 1815 (6:15 p.m. to you) there it was. The 390th was to lead the Eighth Air Force in an attack on the groggy German military machine, putting up twenty-seven ships, with spares. Wing could have asked for twice as many planes, and got them, for the Group had come a long way from the twelve-plane formation it sent into combat on 12 August 1943.

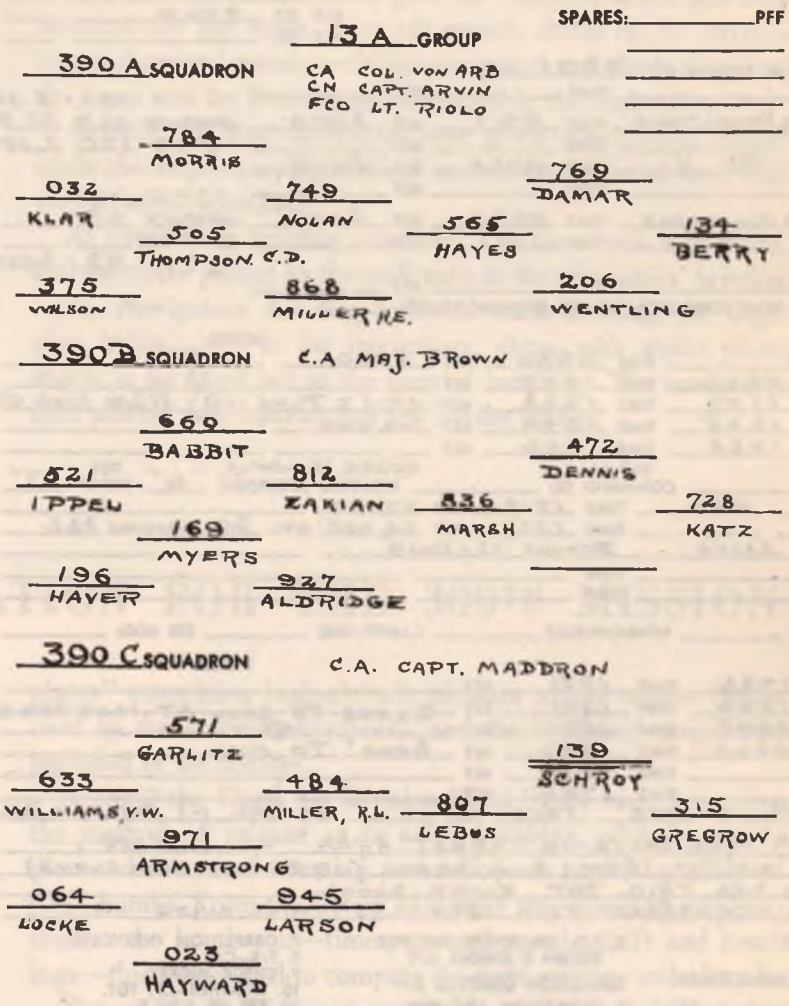
The duty officer immediately notified the duty sergeant to call all the following personnel:

1. GROUP C.O. _____	15. GROUP BOMBARDIER _____
2. AIR EXECUTIVE _____	16. 568TH OPERATIONS _____
3. GROUP S-3 _____	17. 569TH OPERATIONS _____
4. GROUP S-2 _____	18. 570TH OPERATIONS _____
5. GROUP WEATHER _____	19. 571ST OPERATIONS _____
6. FLYING CONTROL _____	20. EQUIPMENT _____
7. ORDNANCE _____	21. RADAR _____
8. ARMAMENT _____	22. OFFICERS' CLUB _____
9. ENGINEERING _____	23. ROCKER CLUB _____
10. SIGNALS _____	24. BOMBSIGHT _____
11. PHOTO _____	25. POST EXCHANGE _____
12. MESS HALL _____	26. GUNNERY OFFICE _____
13. TRANSPORTATION _____	27. TRAINING CENTER _____
14. GROUP NAVIGATOR _____	

The squadron operations officers reported to Group operations at once to set up the formation, which was to be three Squadrons of nine aircraft each, plus spares. Lead crew was to handle all the lead aircraft. For this mission Lt. Col. Von Arb was put up as Group leader with 390th A, Maj. R. D. Brown to lead 390th B and Capt. Maddron to lead 390th C. Capt. Arvin was to be command navigator, with Lt. Riolo, formation control officer, flying in the Group lead aircraft.

Radar was checked for the priority list of pathfinder aircraft.

At 2100, the personnel and aircraft for the formation having been chalked up on the board, the departments listed were notified. These reported to the duty sergeant to extract needed information from the main board, using this form.



Copies of this also were typed for the command pilots and the briefing officer. Copies of the separate Squadron set-up, for all pilots, also were made on the formation sheet.

At 2235 the advance warning to 13th Combat Wing Field Order No. 103 was received, giving the target, fuel load, assembly time and take-off.

The Group was to attack the railroad junction at Tabor, Czechoslovakia, for primary target, by Squadron formations, in support of a lightning thrust being made by Gen. Patton's Third Army. Secondary target was to be Straubing, Germany. These targets were some of the few relatively untouched rail centers that Germany had left, and upon them the Reich was relying to handle the flow of men and matériel from north to south.

At 2300 Third Air Division Field Order No. 646 was received. This gave the information concerning the divisional operations, where the other Groups under our control would be flying, and the route of all Groups, scouting force, sortie credit line, location of emergency air fields, Russian recognition signals and communications information. This was checked against the briefing check list. Command pilots' mission check lists were now prepared, to be used for reference while in the air.

1. ZERO HOUR: 0930 R.B.A.: 22,000 R.B.W.: 360 DEG @ 25K

2. START: 0740 / 0750 / 0800 TAXI: 0750 / 0800 / 0810 T.O.: 0805 / 0815 / 0825 RUNWAY ____ SURF WIND ____

3. GROUP ASS'Y: PLACE BU II MAX TIME 20 ALT: (A) 5000 (B) 4500 (C) 4000 (D) ____

4. GROUP SHOULD BE FORMED BY: 0901

5. CW ASS'Y: PLACE FELIXSTOWE TIME 0917 ALT 5000 / BU II TIME 0924 ALT 5000 — APPROACH OF GPS 13A S 390, 13B SE 95, 13C S 100

6. AD ASS'Y: PLACE SOUTHWOLD TIME 0930 ALT 5000 — APPROACH OF WINGS 1 T.F. 13, 45; 2 T.F. 83, 2000'

LATEST T.O. TO JOIN FORMATION AT THE ENGLISH COAST: ____

7. ROUTE IN: NOTES: CP1

SOUTHWOLD		TIME 0930	ALT 5000	
5122	0322	TIME 1007	ALT	
4844	1100	TIME 1222	ALT AT (3 PLUS 110) 1120 1000 CP3	
4833	1245	TIME 1245	ALT 20,000	
4839	1428	TIME 1306	ALT	

WINDOW:TIME ____ VHF to COMMAND #2: ____ WEATHER A/C:POINT KODAK YELLOW I.P. "6" TGT. POINT "7"
I.P. 4909 1500 TIME 1319 ALT 20,000'
TGT. ____ TIME 1327 ALT 20,000' DIST. 20 HEADING 322
TRAIN INTERVAL: SALVO BOMBS 12×500#
STRIKES REPORT: ____ TIME ____
TIME ____
COMMAND #2 TO VHF :TIME ____ WINDOW:TIME ____ CARPET:TIME ____ ETR MSG: ____

8. ROUTE OUT: NOTES:

4922	1422	TIME 1331	ALT	
5006	1344	TIME 1351	ALT 20,000' TO 8000' AT 1200 ~~DEG~~ EAST	
5023	0806	TIME 1620	ALT	CP4
5133	0326	TIME 1642	ALT 8000' TO MIN.	
SOUTHWOLD		TIME 1716	ALT	
BASE		TIME 1725	ALT	

F/R: GROUP 78TH R/V 4908 1000 TIME ____ C/S: BAL 1-1 FOR 13A,B,C
OTHER SUPPORT: 357TH FREE LANCE IN TARGET AREA C/S WABASH 1
MIN. BOMB ALT: 1ST 16000; 2nd 20,000 (OR BELOW HIGH CLOUD)
ROUTE TO 2ND PRIO. TGT. CLIMB 2000'
13TH AND 45TH FLY ABREAST FROM 1344 -- 45TH WILL GUIDE LEFT

CHECK WITH PILOT:
1. A.F.C.E.—SOP
2. ECHELON IN WING COLUMN
3. START CLIMB?
4. POWER SETTING ON CLIMB
5. CALLING TURNS TO GROUP
6. MANEUVER AT I.P.
7. HAND SIGNALS

NAVIGATORS:
1. PLAN TO MAKE ASS'Y
2. CONTROL POINT MSGS.

NAV.—BOMB.— & R.N.:
1. SECOND RUNS
2. ALTERNATE ROUTE TO 2ND & 3RD PRIORITIES

3. T.O. ON ROUTE OUT FOR SQDRN & SINGLE A/C

FORMATION CONTROL O.:
1. FORMATION LIST—SOP.

ENGINEER:
1. CHECK FLARES & FLARE GUN.

ROUTE IN:
1. CHECK A.F.C.E.
2. START CLIMB
3. TIME RATE OF CLIMB
4. TRAILING FLARES
5. CONTROL POINT MSGS
6. LEAD A/C OPEN BOMB BAY DOORS OVER CHANNEL.

7. CARPET ON (NERVOUS)
8. F/R—C/S
9. CHECK MICKEY
10. WEATHER—I.P. TGT.
11. SET UP A.F.C.E.
12. WINDOW
13. VHF TO COMMAND #2
14. I.P. FLARE
15. CHECK WITH FCO FOR DROP.

ROUTE OUT:
1. STRIKE REPORT.
2. COMMAND #2 TO VHF
3. WINDOW
4. CARPET
5. CONTROL POINT MSG
6. ETR MSG (2 HOUR)

At 2330 the bomb load was received. This was to be twelve 500-pound general-purpose bombs with 1/10 tail fuse. One aircraft to carry leaflets.

At 0100 the operations officer, Col. Waltz, had decided on the following information concerning aircraft operations, and this was telephoned to flying control.

	390A	*390B*	*390C*
Start engines	0740	0750	0800
Taxi	0750	0800	0810
Take-off	0805	0815	0825
Estimated time of departure	0905	0905	0905
Estimated time of return	1725	1725	1725

At 0110 the following schedule was set: Pre-briefing 0330, breakfast at 0400, main briefing 0500.

By this time all the field orders had been studied, the information sheets prepared and the large map in the operations room marked for command pilots' pre-briefing.

At 0230 the Group leaders were awakened for breakfast.

At 0330 the command pilots reported, and were briefed as to the target and their responsibilities for the day's mission. At the same time the navigators and bombardiers of lead crews were briefed.

At 0415 command pilots, navigators and bombardiers were assembled in the war room and given additional information. From the time of receipt of field orders, several annexes, making minor changes, had come in, and these had to be analyzed and passed on.

At 0500 the officers of all the crews were briefed in the main briefing room by the briefing officer, in this instance, Capt. Brannen. At the same time the gunners were being briefed in the gunners' briefing room by Lt. Howell.

At 0615 the co-pilots were ordered to their aircraft and the navigators and bombardiers to their respective briefing rooms. Pilots and command pilots remained in the main briefing room to go over some of the important points.

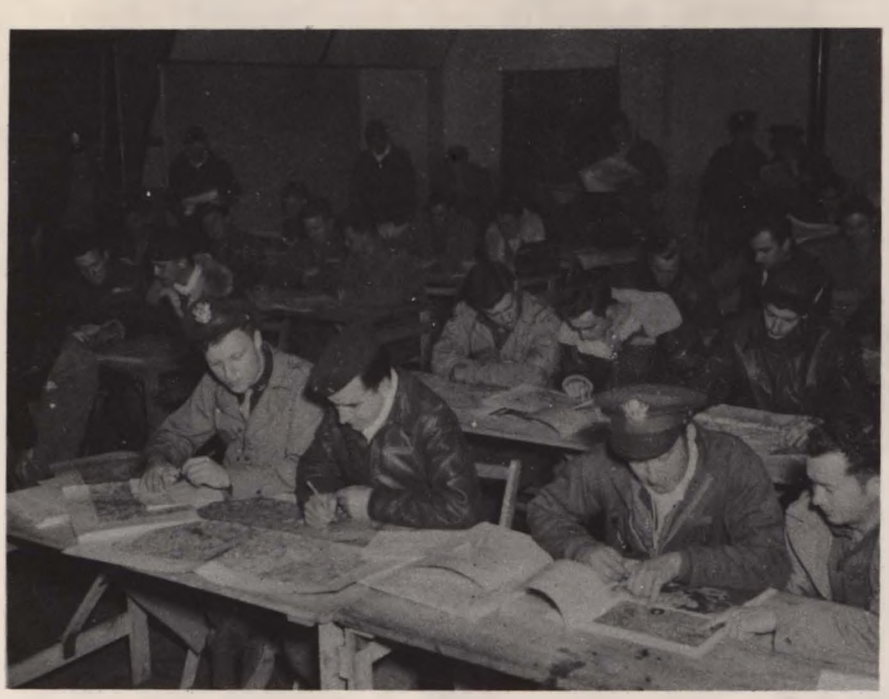
At 0630 the crews were on their way to the planes.

At 0730 the operations officer went to the control tower to supervise the take-off, which went as scheduled, without incident, the last plane leaving the runway at 0835. The assistant operations officer then took over to receive the control-point times and handle any necessary reports during the day, while the operations officer caught up on his sleep.

At 1630 the duty officer was notified by flying control that the returning aircraft could be heard over VHF. The operations officer was awakened to receive them and supervise the landing, which was ten minutes earlier than anticipated.

Immediately on return the crews were interrogated at the old briefing room, and the following results were reported: The weather scout plane which preceded the task force had found from 6 to 8/10 cloud over the first priority target area. The 13th and 45th Combat Wing commanders, therefore, decided to attack the second priority target, the marshaling yards at Straubing. Opposition was practically non-existent, being confined to a few scattered bursts of flak near the target. 390th B Squadron bombed through clouds using H2X (radar), results unobserved. 390th B Squadron bombed with H2X and last-minute visual correction, result could not be seen. 390th C Squadron made two runs, bombing visually on the second time over, with bursts observed in an effective pattern on the target area. The command pilots, having reported to the operations officer, a flash report was telephoned to 13th Wing at 0745. The 300th Mission was over, with all ships back safely.

GROUP NAVIGATOR'S PREPARATION FOR THE 300TH MISSION



At 2300, the intelligence annex to the Third Air Division Field Order came in, giving R.A.F. and First and Second Division targets. There was no route given as yet, but the necessary maps were obtained from the map room and held in readiness.

At 0050 the route was received by teletype, and with it the times as figured by Division: altitude, wind, emergency airfields and reference base. The Group navigator now began to plot points, figure courses and distance and fill out the master briefing flight plan. The climb from the five-thousand foot assembly altitude to the twenty-thousand foot bombing altitude was figured to obtain the average altitudes for each leg.

At 0105 a 13th Combat Wing Field Order confirmed the assembly line. The first point to be made after forming the Group was Felixstowe, to be reached at 0917 at five thousand feet. That this time and position should be made good on this particular day was of importance, because the 390th Group was leading the entire Eighth Air Force.

At 0230 the weather office gave the expected winds and temperature for the route. True air speeds, drifts on the various legs and ground speeds were now computed and checked against the times sent by Division and included in the flight plan.

At 0330 the lead navigators were given pre-briefing. Meanwhile the ships carrying vertical cameras were listed, and field orders were rechecked.

At 0500 main briefing was held. The time hack was given, and the route posted on the wall map in the navigators' briefing room. Navigators' briefing followed main briefing, the flight plan being given to the navigators, along with strike photo sheets to be filled out at the time of bombing. The navigators then plotted their courses and left for the planes.

GROUP BOMBARDIER'S PREPARATION FOR THE 300TH MISSION

While operations was proceeding to line up the crews and ships, the Group bombardier took over his part of the preparations. Upon reporting to headquarters, he was told by the bombardier on duty that the primary target was a rail junction at Tabor, Czechoslovakia, to be attacked visually only, with the marshaling yards at Straubing to be attacked as second priority.

After going over the target information with S-2, a check was made on the lead bombardiers slated to fly the mission.

The bomb load was received by telephone—twelve 500-pound general-purpose bombs to each aircraft, with one aircraft carrying leaflets in containers. The formation was checked for deputy lead bombers, and bomb sight was called to make certain that bomb sights were being installed in all lead and deputy lead ships.

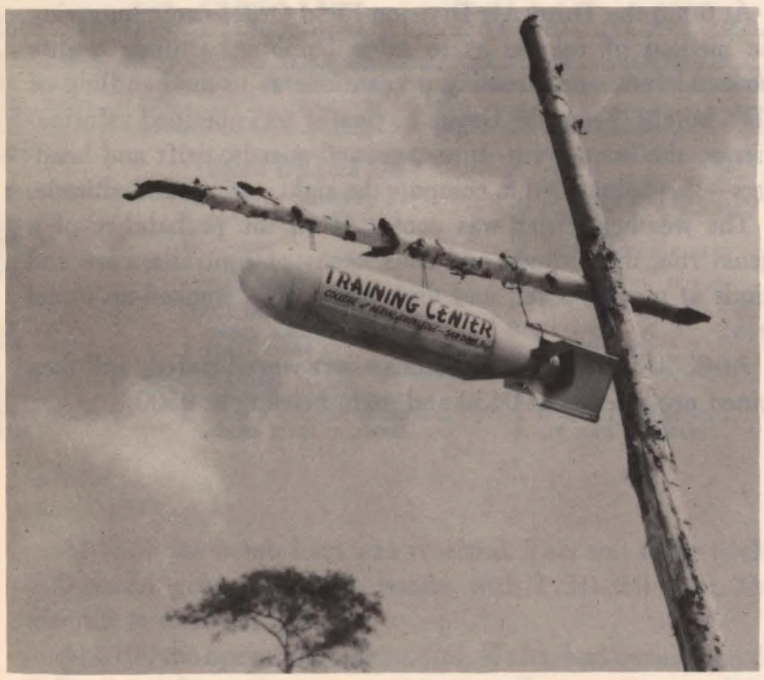
With the final poop in, the duty bombardier prepared "hot plates" containing high-altitude pictures of the targets (to be used by the lead bombardiers), and the necessary maps were included in the folders.

At 0050 the Third Air Division Field Order came in, giving the method of release as to salvo bombing, altitude twenty thousand feet, and stressing precautions as to the handling of RDX bombs. From the Group navigator was obtained information on the bomb run—times, ground speeds, drift and headings—this being used to compute the sight settings and altitude.

The weather officer was contacted on the probability of a visual run, the altitude and consistency of contrails, haze and winds at ground level, and their effect on a smoked-up target area.

At 0330 the three lead bombardiers were briefed, and then joined pre-briefing at 0430 and main briefing at 0500.

TRAINING



MAJ. SAM O. DAVIS' "Flying Classroom" was widely known throughout the training commands (U.S.A.) before he founded "Parham Tech, College of Aerial Knowledge." Redesigning synthetic training devices to give crew members the feel of their new work, he set up the training center, its classrooms, curricula and records. Capt. Robert W. Sabel served as assistant, and was himself director of training for several months. Others who assisted after completing combat tours were Joseph G. O'Hara, Jack Hodder, Donald M. Danielson and Capt. Harwood J. Rhodes.

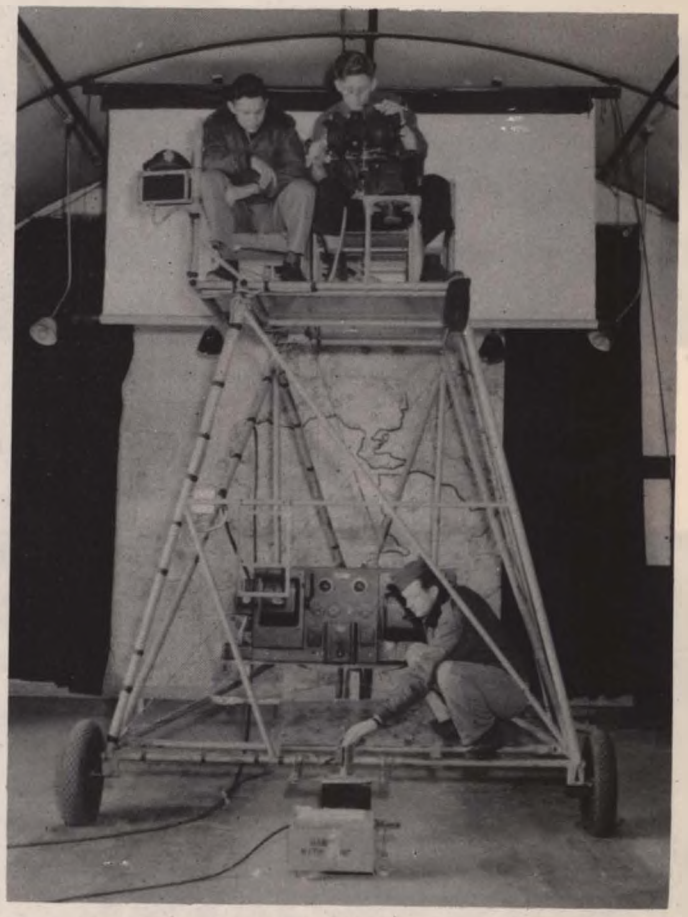
Ground school in a combat theater came as a shock to new air crews, but experience in action proved the training to be essential. Recruits attended an eight-day indoctrination course, studying the strategy and tactics of heavy bombardment. New developments, current intelligence material or a stretch of bad weather meant scheduling of classes for regular crews who were part way through their tours.

These were questions that had to be answered as the air war passed through successive phases: how to keep engines churning on long flights, with flak damage or fuel leaks; how to tide a wounded man over until medics could take charge; how to escape or evade if shot down over enemy territory; and always —how to employ the latest equipment and most effective techniques to destroy the Reich's vital targets.

CLASSROOM



Command pilots and lead crews discuss flying points of a new type formation. Maj. James O. Gross shows where flight leader will run into trouble.



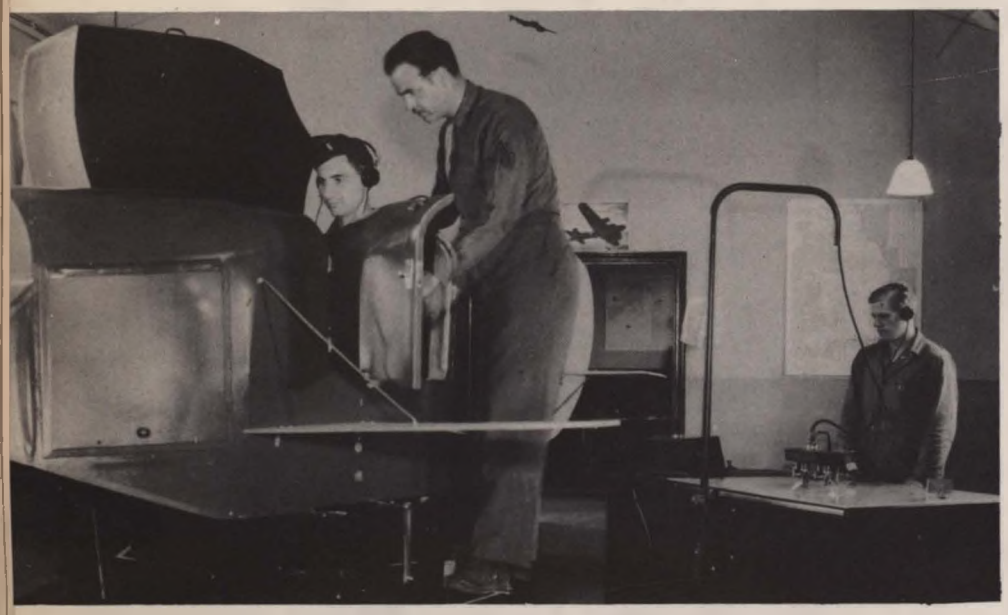
Ben R. Swanson coaches William P. Roche on the sight of an American bomb trainer. George B. Smith sets in the drift.



OFFICE FORCE: *(Left to right)* Royal Williams, Haig Krekorian, Henry Cohen, Frank Clark and Frank Elegy.



Engineering mock-ups



BLIND: E.T.O.'s soupy weather demanded constant instrument flying practice. Pilot Joseph R. Belgam takes a problem from Lewis E. Evans, instructor. Steve A. Bowers follows track made good by sychronous bug.



Radio training



Thomas G. Martin (with flighter) introduces two navigators to electronic navigation apparatus, mickey set.

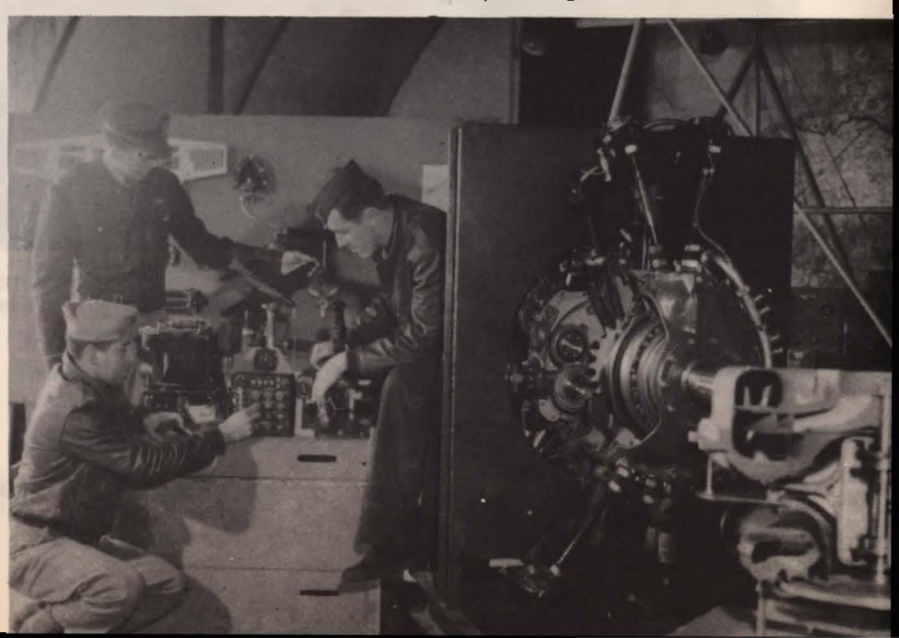
Maj. Gene C. Wilms, Capt. Fletcher F. Coon and Donald M. Danielson check target area coverage of a plate as instructor, Sgt. Stewart W. Cave, adjusts highly complicated innards of a British bomb trainer.



Tour of bomb dump

Smoothest pilot was the electronic flight control apparatus, shown here in mock-up form. Students, Mel N. Myers and Henry B. Geers. Instructor, Willis E. Holms (standing).





LEAD CREW TRAINING

A LEAD CREW was the crew which led the Group, or a Unit of a Group, on a mission. The lead crew assembled the Group for Wing and Division assembly; it was responsible for navigating to control points, piloting to a target and back and for hitting a target. In accomplishing the last the lead crew did the setting for the Unit they were leading. The commanding officer for the day rode with the lead crew as command pilot.

When new crews arrived at the Base they were interviewed with an eye to lead crew possibilities. Training center gave reports on how these crews picked up combat training, and the Squadrons were informed of those who showed potentialities during flying training. All the crews were particularly noted during their first combat missions as to leadership traits and ability, formation flying and cool-headedness in emergency. If a crew looked good after four to ten missions they went to lead crew training. About half of these later were turned back.

There was little return for being a lead crew, except the satisfaction of having been chosen and in being up front. These crews had a separate living area, where an effort was made to give them a little better than ordinary quarters. This also made them more readily available for training.

Lead crews were trained for six to seven weeks, and then flew about five practice flights for every operational lead. They had ground school every day, including airmanship. Actual, practical experience was considered far more valuable than theory, and complete teamwork between pilot, navigator, bombardier and mickey operator was constantly stressed. Anyone could hit a target in the clear and open, a good crew was one which could pick a check point and hit it under adverse conditions.



Maj. Hickey, with navigators, outlining special training for lead crews.

All the lead crews, those from a returning mission, together with others on the field, would be present at a critique after the mission. This was a field day for anyone in the room to question anything in the day's experience—what had been done wrong and what could be done to correct it. On reports from Wing the experiences of other Groups would be analyzed.



Capt. Hauser briefing mickey operators. Our mickey operators, after getting training supposed to fit them for combat at Alconbury, were given a course twice as intensive. They were trained in two types of beacon bombing plus the standard types.

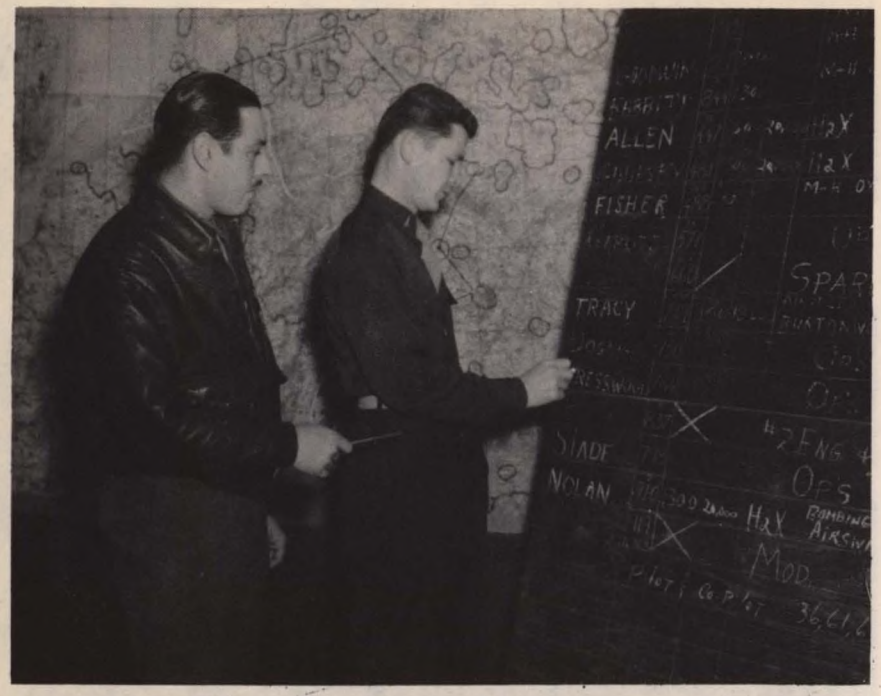


Capt. Conn, Lt. Woscyzk and Capt. Phalen, members of the bombardier staff, start an officer on his instruction.



Capt. Warren L. Jones briefs crews for practice flight route shown on map







Crew of mickey ship preparing for flight prior to take-off. The H2X antennae can be seen below the waist window.

Lt. Juren and Sgt. Wheeler *(top, left)* set up morning schedule of flights on schedule board for instrument bombing and beacon bombing in various localities, some on bombing range.



Briefing in war room. Target study was a daily, or twice daily, occurrence. Continual study was made of routes obscured by smoke screen or ack-ack to enable lead crews to spot a camouflaged target despite weather conditions.





Office staff checking records. Record board in background held number of runs and number of hours for each man, also results on operational and practice missions.

Navigators at work on an operational mission. A complete and accurate log was kept despite cold, heavy gloves and equipment.

COMMUNICATIONS



Communications section officer, Maj. Clyde R. Scott, briefs pilots prior to a mission, giving control points, fighter calls, rendezvous signals, when to throw out "chaff," what messages to send.



HFD/F receiving station.



BUNCHER: Built away from the Base, this transmitting control station handled the HFD/F, whereby high frequency signals were sent to 390th planes. Long range signal calls were transmitted, giving the day's "calls." These were picked up by the navigator's radio compass, which, in turn, set the ship on its prescribed course to the field.

TUNING UP THE TRANSMITTER: At the high frequency directional finder station (HFD/F) Sgts. Aubrey E. Whittemore and Freeman E. Armstrong work dials and listen in with earphones. (The soldier in middle is an R.A.F. liaison man.)

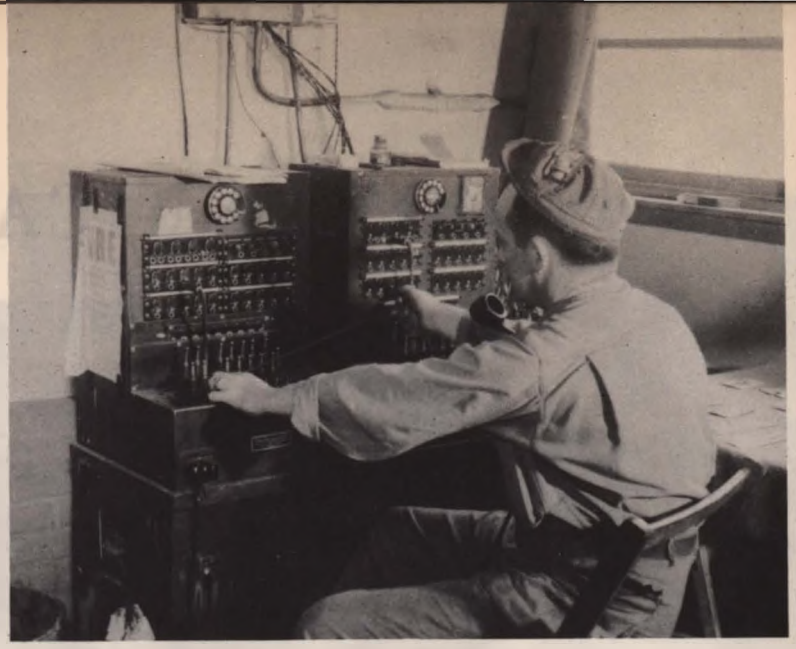




HFD/F (High Frequency Directional Finder): Inside the HFD/F receiving station communications men sent out "position reports" and Squadron signal calls every fifteen minutes. From this location also went weather reports: *Left to right:* Cpl. Herschel C. Edwards and Sgts. Myron B. Finklestein and Martin F. Connollan.



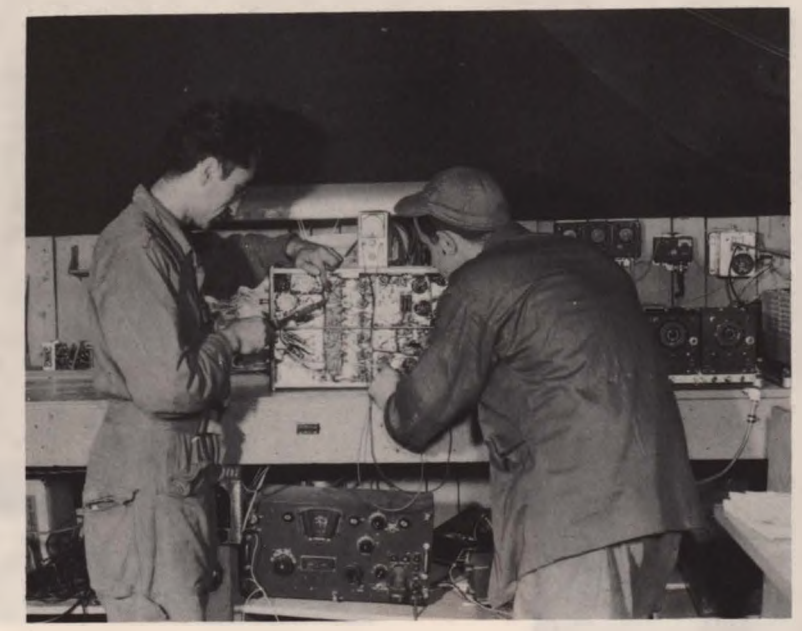
PRACTICE MAKES PERFECT: Radio operator and a radio instructor practice code sending and receiving in the Base radio school.



FIELD BOARD (Here Operated by Pfc. Michael J. Halloran): Huts, line offices, engineering outfits, Base defense units, line shops, were connected to all other 390th activities by the field switchboard. Field switchboard operators were on duty around the clock.



LINESMAN: S/Sgt. Thomas O. Powers, wire chief, installed telephones and kept track of valuable wiring. More than two hundred and sixty telephones, seven teletypes and thousands of feet of wire were installed by six men under the direction of Capt. Strawn. They kept them in working condition at all times.



RADIO REPAIR: T/Sgt. Edmond Garcia and S/Sgt. Marco F. Pietrangelo, 569th radio maintenance men, work on Flying Fortress radio equipment in the Squadron shop.



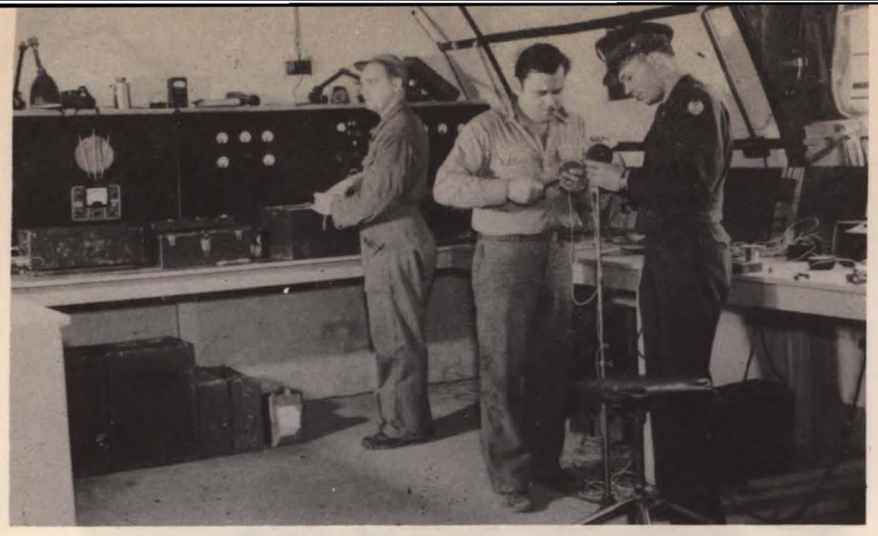
VHFD/F: This finder stood at the far end of the runway. Its signals kept high-flying Fortresses in touch with the home Base.

RADIO REPAIR: Radio repairmen, Sgt. Frank Polacek and M/Sgt. Arthur D. Matthews, work on airplane radio equipment in the 571st radio maintenance shop.

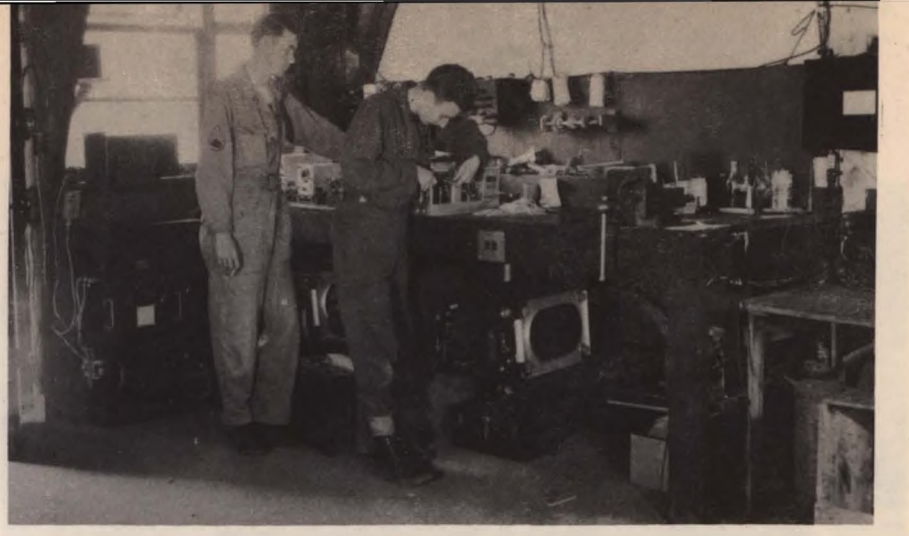


VHFD/F: Inside the VHFD/F (very high frequency directional finder) building Sgt. Lotus R. Conser gives bearings for planes to follow. While on an operational mission pilots, by speaking to the operator, could get bearing on the field.





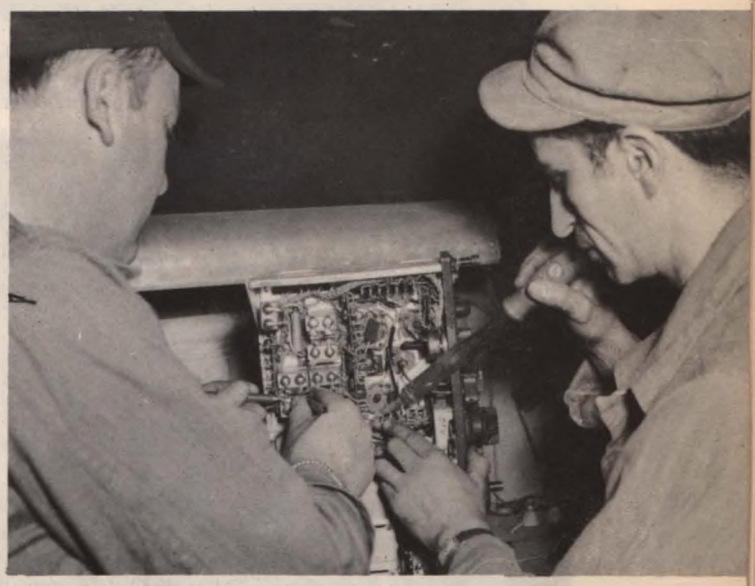
GROUP MAINTENANCE: Sgt. Leroy L. Hathaway. S/Sgt. Bernard I. Balancas and 1st Lt. Albert E. Moore handled Group radio equipment. Group maintenance was the "overseer" of all Squadron radio repair shops.



The well-kept 568th radio maintenance shop had S/Sgt. Hubert M. George and Cpl. John R. Lees doing technical repair.



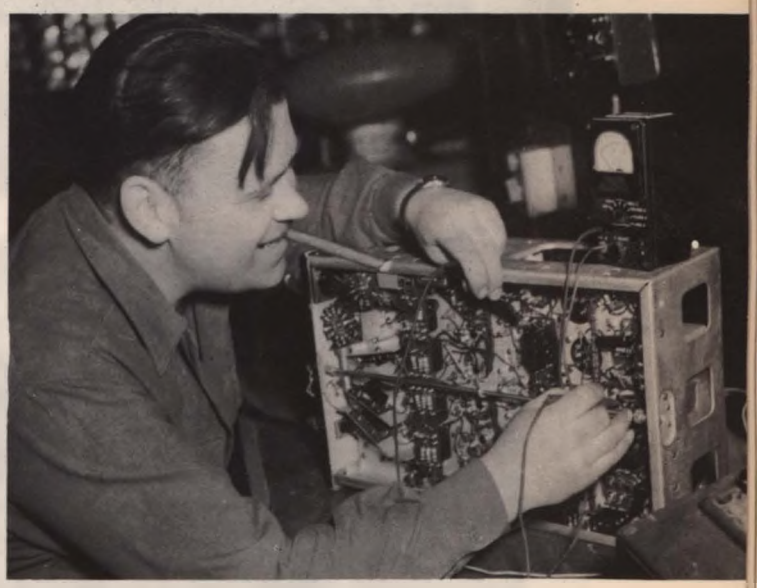
T/Sgt. Bert W. Hartnoll and Sgt. William J. Iredale, Jr., put drill and screwdriver to use in the 568th radio maintenance shop.



In the 569th radio maintenance shop Cpl. William J. Crockett and T/Sgt. Edmond Garcia work on a Fortress radio set.



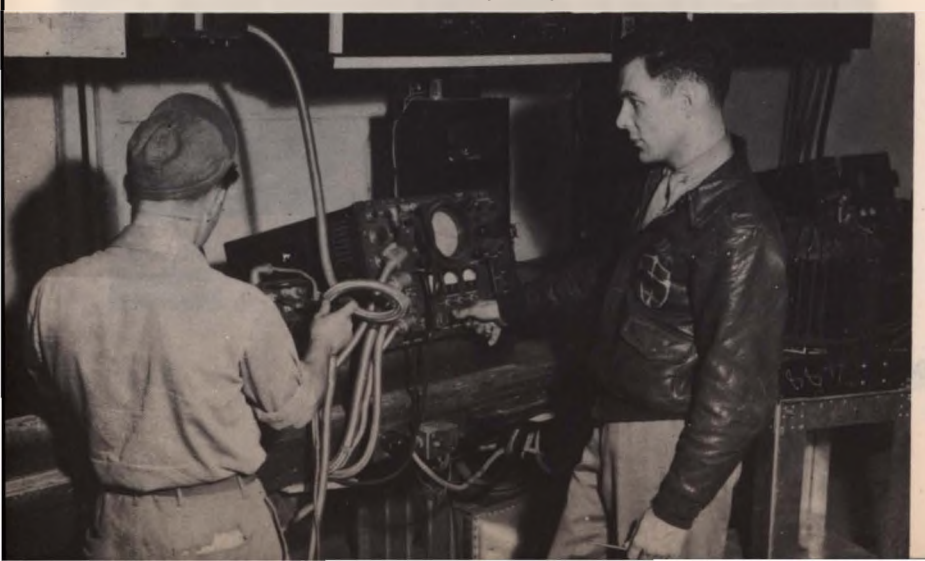
Radio equipment belonging to 571st Fortresses was overhauled by communications personnel in the Squadron. *At left:* Sgt. Irwin Lowitz, S/Sgt. Justin L. Altenhofer, S/Sgt. Donald W. Yeager and Sgt. Frank J. Polacek.



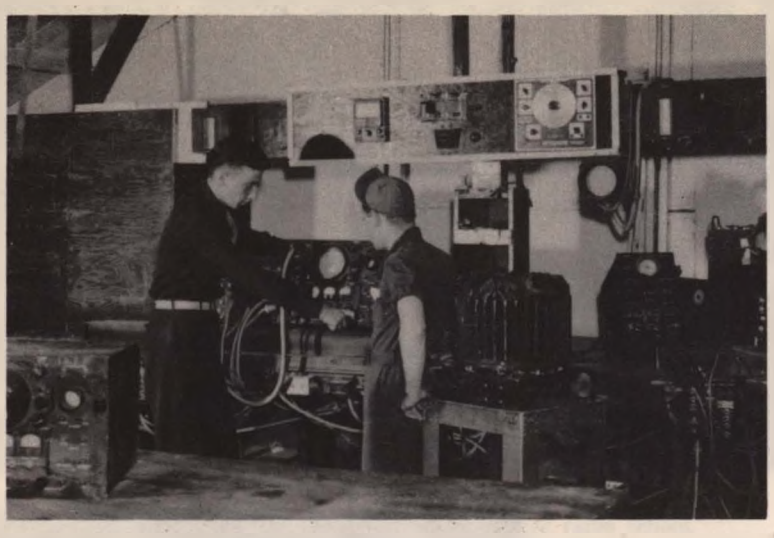
WIRES, WIRES, WIRES! S/Sgt. Bernard Balancas of the Group maintenance shop looks over radio sets.

PFF (Instrument Blind Bombing): S/Sgt. Thomas C. White and Capt. Kenneth L. Klippel handled radio equipment used for bombing through thick clouds.

RADAR: In the radar shop *(left to right):* Capt. Edward L. Dwyer, Sgts. George F. Ajjan, James G. Wright. James R. Kessler and S/Sgt. William L. Britton.







2nd Lt. Raymond W. Ralston and T/Sgt. Thomas C. White look over PFF sets in the radar shop. Because of radar clouds, nature's protective "smoke screen," had little effect on scientific bombing.



SCS 51 (For Blind Landing Approach): A "radio answer" to fog-bound runways, the mobile "radio station" brought planes to the home Base when the field was closed in.



SCHOOLING FOR BATTLE: Instructor, Sgt. Charles M. Phillippo, explains radio procedure peculiar to the E.T.O. to new radio operators at the 390th radio school.



SIGNAL SUPPLY: All radio equipment was issued via signal supply. Pfc. William Jacobs, S/Sgt. Farrell, Sgt. Valentino and Cpl. Stanley Feldman prepare stock to be issued.



Signal supply equipment window.



In the interior of a SCS 51 truck (for blind landing approach) Cpl. Nicholas W. Samson and Sgt. Chester N. Gobel are busy. Signals sent from this radio station aided crippled Forts to land on fog-covered runways.



Maj. James O. Gross, operations officer, signs for a teletype message received from Pfc. Everett E. Sifferson.



Radar building was of all wood construction.



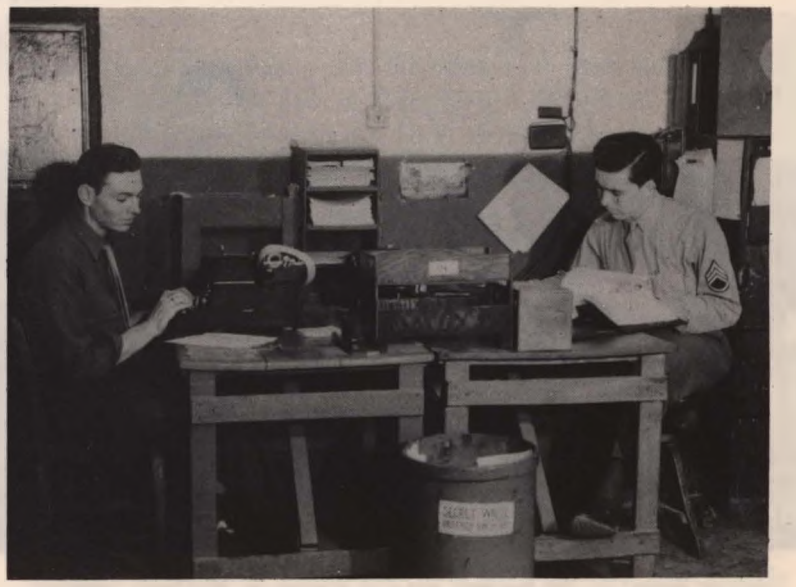
ADMINISTRATION: The Group radio maintenance office kept files and administration reports relating to work and repairs on hundreds of radio sets and other radio equipment on the Base. Sgt. Robert M. Mitchell and Lt. Albert E. Moore.



NUMBER, PLEASE? The 390th did not have pretty, non-gum chewing blond telephone operators thrillingly asking for "Number, please?" But at the main switchboard operators, such as Sgt. Charles Tannenbaum and Cpl. Ralph B. D'Aniella, handled huge volume of calls.



CRITICAL MESSAGES: At the cryptographic office, where coded messages were received and sent to higher headquarters, incoming cipher messages were received by teletype in five-letter groups, and had to be unscrambled. 1st Lt. Patrick H. Hodgkin, Sgt. Ernest B. Vogt and S/Sgt. Robert M. Scott.



Cpl. George P. Forteville and S/Sgt. Robert M. Scott comb through reports and field orders in their administrative capacity in the headquarters communications office.



ADMINISTRATION: The radar administrative office where S/Sgt. Kenneth G. Gray, Lt. Edwin M. Patterson and Capt. Edward J. Dwyer planned and directed radar operations.



COMMUNICATIONS OFFICER: The communications officer, Maj. Clyde R. Scott, discusses communications material with Capt. Charles C. Strawn.



In charge of "flimsy" kits for pilots, navigators and radio operators were Cpls. Alvin D. Bontrager, Sam M. Melendez and George P. Forteville.

"Flimsy" kits contained the following information:

For radio operators:

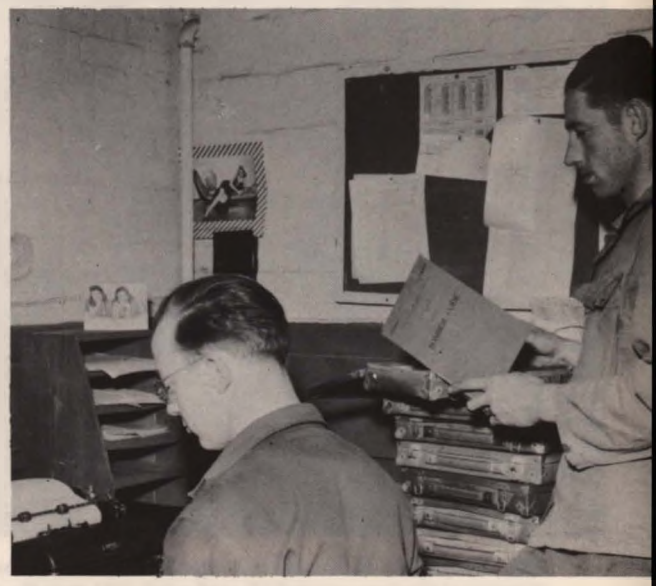
a. Bomber code.
b. MFD/F station, call signs and frequencies.
c. HFD/F stations, call signs and frequencies.
d. Amount of "chaff" to be thrown out and coördinance for discharge.
e. Time and place for carpet to be turned on and off.
f. QFF.
g. Division, Group and Squadron call signs and frequencies.
h. List of operating signals.

For pilots:

a. VHF channels.
b. Control points.
c. Flare procedure.
d. Different Wing call signs and colors.
e. Fighter call signs and channels (VHF).

For navigators:

a. Bunchers.
b. Splashers.
c. Colors of the day.
d. G-Box stations and frequencies.
e. "Chaff" and carpet.



"FLIMSY" DEPARTMENT: The "flimsy" department, where communications and operations were interwined. Kits had to be prepared for the pilot, the navigator and radio operator of every crew flying in a mission. Sgt. William H. Woodbury and Cpl. Alvin D. Bontrager.



Teletype Room: At the machine sits Cpl. Everett B. Maxfield; standing is Cpl. Carmel I. Devore. Five American teletype machines, with operators on duty twenty-four hours a day, transmitted orders and priority messages between Station 153, Third Air Division, 13th Combat Wing and Eighth Air Force service command.





STATION SICK QUARTERS



CAPT. FRANK S. OLMES



MAJ. JULIUS ZELMAN
Station Surgeon



CAPT. EDWIN W. LIPE

ADMISSION AND DISPOSITION OFFICE

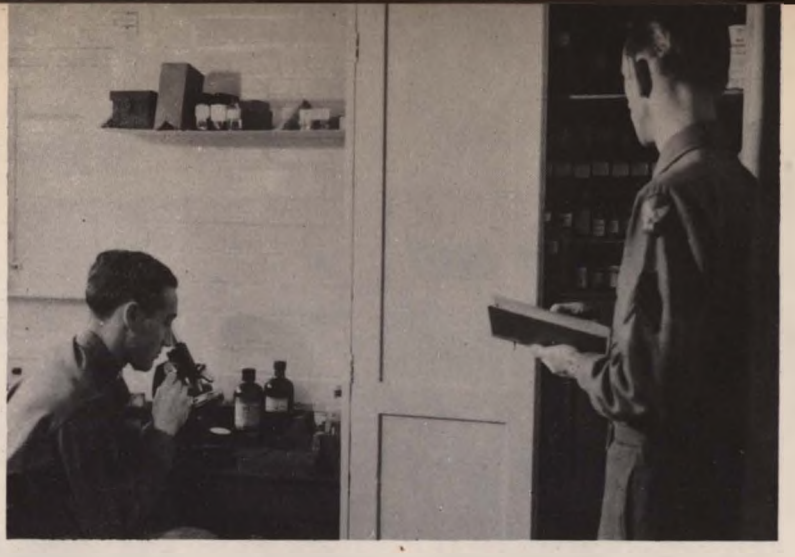
DURING training phases in the States each medical unit in the Bombardment Squadron operated independently, with one flight surgeon and eight enlisted men. The function of the headquarters medical unit was mainly administrative. This system prevailed until the Group arrived at its base in the E.T.O., at which time the medical department was consolidated at the station sick quarters for "sick call" and medical administrative functions.

The medical department in the 383rd service squadron, stationed on the Base, consisted of one surgeon and eight enlisted men. The 312th service group also had a medical unit on the field, with a surgeon and nine enlisted men. These organizations had two months of foreign service when the Group arrived, and through their efforts the station sick quarters was already functioning. Later these organizations were disbanded and some of the men were transferred to the 390th Bombardment Group as replacements, the remainder forming the medical unit in the 30th Station Complement Squadron. The 272d Medical Dispensary (AVN) (RS) was organized from this unit, with Capt. Olmes as commanding officer and surgeon and Capt. Lipe the dental surgeon. This organization operated for seven months, or until it was included in the 423rd headquarters and Base Service Group, when it was activated in April 1945.

Overcrowding "sick call" at station sick quarters was alleviated when unit dispensaries were established in the Bombardment Squadron areas, in March 1944. All patients on "sick call" from other units on the field checked through the admission and disposition office before being admitted for treatment, except in cases of emergency. Above, Cpl. Hayes, the clerk, checks the morning sick books and arranges the ambulance load to the 65th General Hospital. Shown are ambulance driver, Pfc. Dicks, and Cpl. Holmes, dental technician.



TREATMENT ROOM: Capt. Olmes looks at an infected ear, Sgt. Mullins, laboratory technician, applies a bandage, while Sgt. Labash, surgical technician, completes a clinical record.



THE PHARMACY: The pharmacy was efficiently stocked and maintained by Sgt. Eynatten, a registered pharmacist in civilian life and veteran of World War I. Maj. Zelman is shown as he views a culture. Sgt. Mullins checks supplies.



THE MAIN OFFICE: The consolidation of medical reports and records on the field, the program of health and sanitation, supervision of medical personnel, maintenance of medical property and equipment and the direction of the various departments at sick quarters and dispensaries were features handled in the main office. Sgt. Sprague, the section head of the medical department on the field, is consolidating reports submitted by the four Squadron dispensaries. Cpl. Kopacz, general clerk, answers telephone, Cpl. La Puzza, file clerk, works at files and Lt. Schroyer checks a routine report.

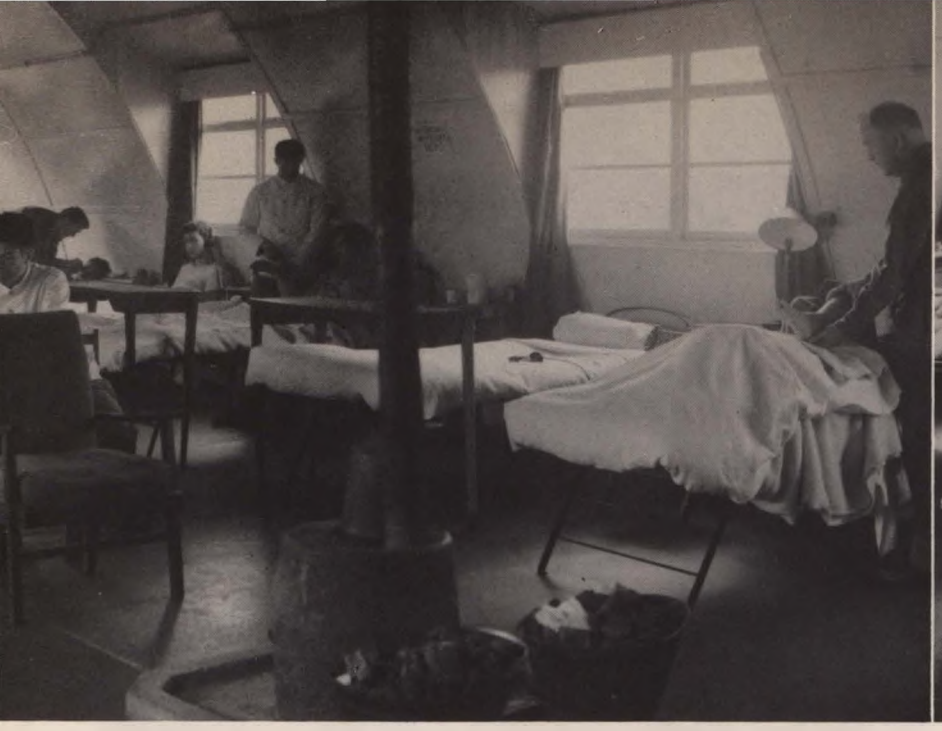


MAJ. ZELMAN'S OFFICE: The medical department on the field was directed by Maj. Zelman, station surgeon. Also shown are medical administrative officers, 1st Lt. Fine and 2nd Lt. Schroyer.

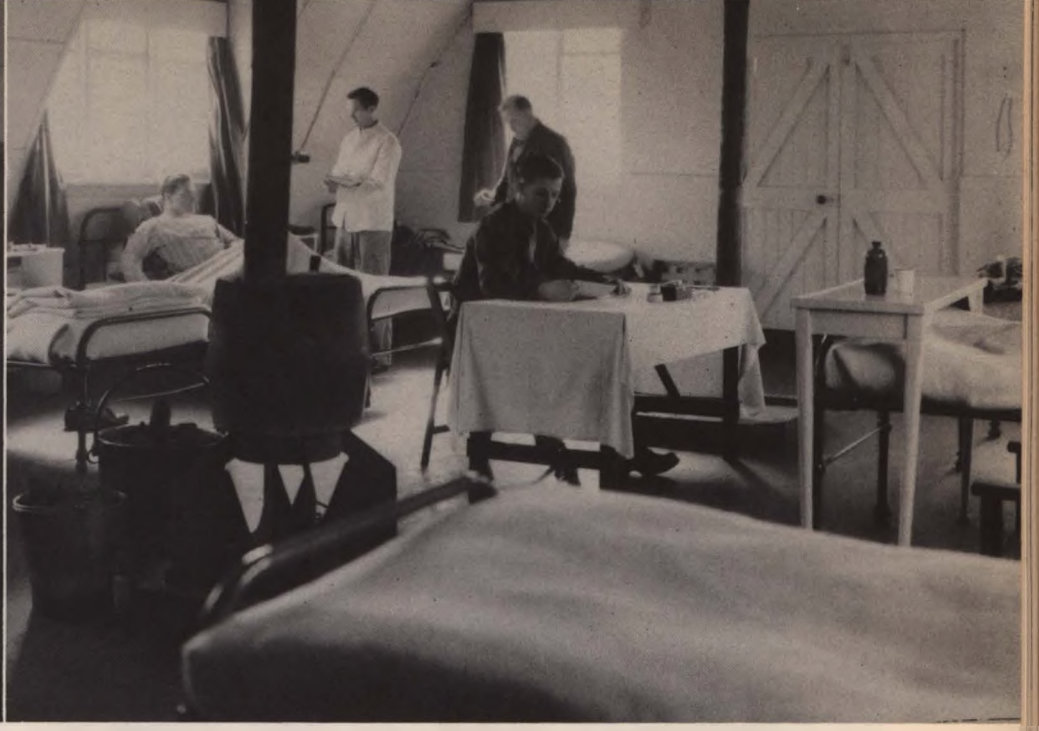




The average "sick call" brought in a variety of complaints. Technicians administer a "paint job," the treatment used for mild cases of scabies.



ENLISTED MEN'S WARD: Capt. Olmes examines a newly admitted patient. Sgt. Sallengs, ward master, checks ward charts, while two other ward men, Cpl. Whitworth and Pfc. Penley, are caring for two patients.



OFFICERS' WARD: Sgt. Dowe gets some information from a patient as Capt. Olmes makes his morning call on the officers' ward. Another clerk, Cpl. Hayes, checks records at the table.



AMBULANCES DISPATCHED FOR HOSPITAL: Sgt. Edwards, the ambulance dispatcher (on extreme left) gives instructions to Pfc. Penley, Pfc. Coleman and Pfc. Kreiger (at the ambulance door) while patients are being loaded. The patient is being carried by Cpl. Ingram, Pfc. Benson, Pfc. Johnston and Sgt. Haley.



The dispatcher is releasing an ambulance to go to the line just before the return of a mission. A second machine will remain at the sick quarters until it is needed to replace any which might come in with casualties from the planes.

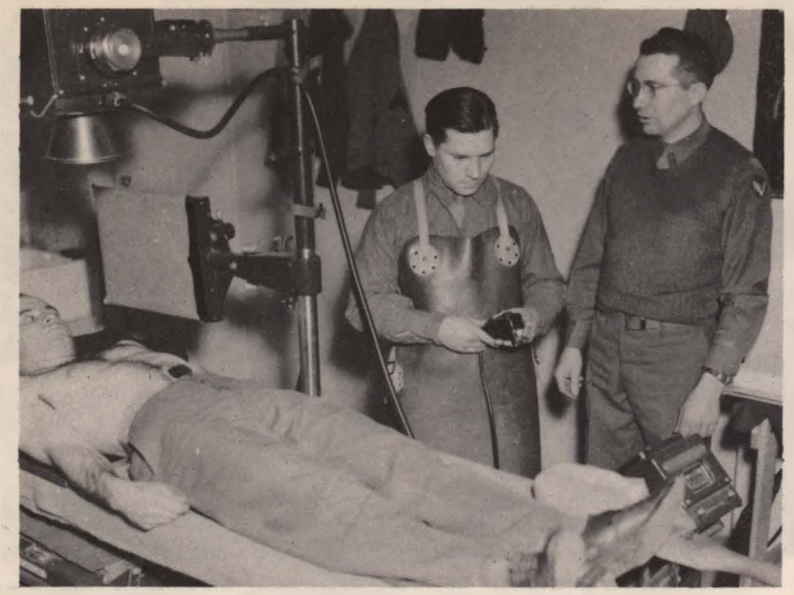


A patient has been removed from the radio room of the plane on a Neil Robinson, a flexible type aircraft litter. Medics assisting litter are: Pfc. Coleman, Cpl. Wong, Cpl. Super, Pfc. Pearson and Pfc. Kreiger. *(Below)* A patient is taken from the waist of the aircraft on a litter.

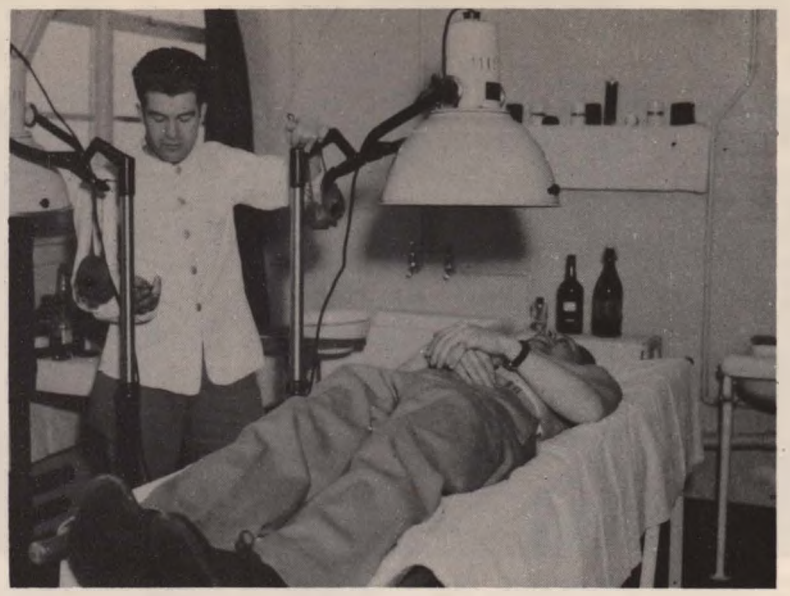




CASUALTIES TAKEN FROM B-17: Ambulances stood on the line at the end of the runway in readiness for returning missions. When red flares were dropped to designate wounded aboard or when word was given from the tower they wasted little time in getting to the aircraft.



Sgt. Sharitz watches the procedure, while the second X-ray technician, Cpl. Mazur, takes a picture of an injured shoulder.



EMERGENCY SURGERY ROOM: The dual unit, infra-red and ultra-violet ray lamp, was a great factor in the improvement of local treatment. Sgt. Sallengs, surgical technician, is timing a treatment.

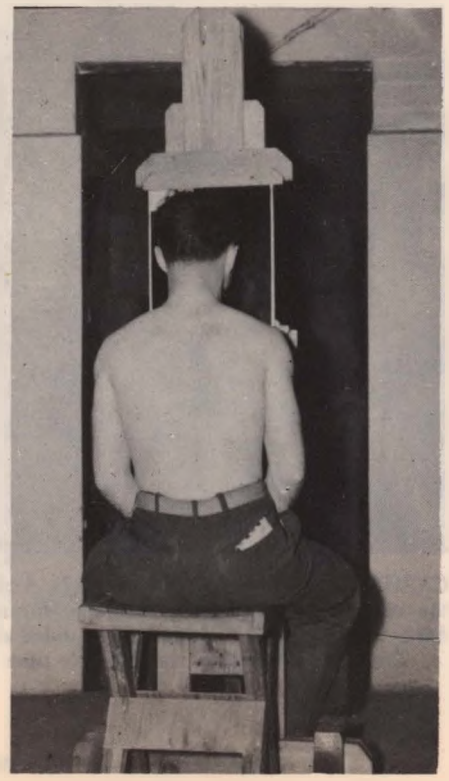


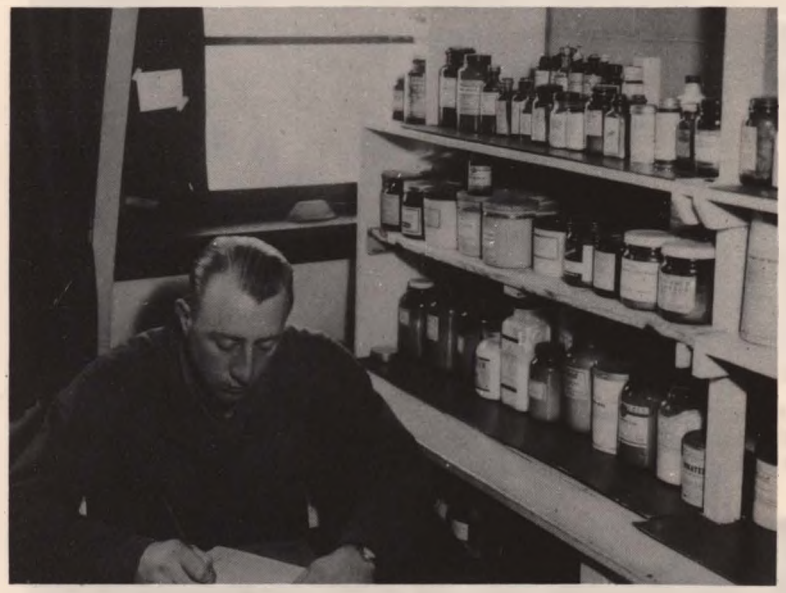
HEALTH AND SANITATION: Water samples were taken from the pump house and sent periodically to the 1st Medical Laboratory. S/Sgt. Ranum turns the tap for Cpl. Super, sanitary technician.



SICK QUARTERS KITCHEN: Cpl. Super, in charge of the kitchen, prepares fruit juice for the patients; Pvt. Pinkerton inspects the Kelvinator, while a ward man, Cpl. Woods, serves the coffee.

X-RAY DEPARTMENT: This cassette holder was designed and built for the X-ray department by Sgt. Sharitz, X-ray technician. Many other articles of equipment and furnishing throughout the sick quarters and dispensaries were made by the sergeant, for which he received a Group commendation.





MEDICAL SUPPLY: S/Sgt. Ranum prepares a requisition in his office.

390TH BOMB GROUP HEADQUARTERS MEDICAL UNIT: *Top row, left to right:* Pfc. Joseph E. Coleman, Pfc. Raymond A. Dicks, Sgt. Hershell Sallengs, Sgt. John M. Dowe, Jr., Pfc. James A. Penley, Sgt. Willard S. Sharitz and Sgt. Joseph W. Halsey. *Middle row, left to right:* Cpl. Chester J. Kopacz, Pfc. Lawrence A. Johnston, Cpl. Joseph W. Holmes, Pfc. Kermit Pinkerton, Cpl. Maxwell D. Ingram, Cpl. William M. Whitworth, Sgt. Richard C. Sprague, Cpl. Clarence Hayes and Cpl. Robert Super. *Front row, left to right:* 2nd Lt. Louie J. Schroyer. Capt. I. Lawrence Kerr, Maj. Julius Zelman and 1st Lt. Hyman B. Fine.

ENLISTED MEN OF THE 272ND MEDICAL DISPENSARY: *Top row, left to right:* S/Sgt. Forrest C. Ranum, Sgt. Shields H. Mullins, Sgt. Ivan S. Edwards, Pfc. Ralph W. Kreiger, Sgt. George Labash and Cpl. Carl La Puzza. *Front row, left to right:* Cpl. Ralph R. Vozella, Cpl. Andrew P. Mazur, Cpl. Earl W. Frazee, Cpl. Joseph E. Corby and Cpl. William L. Woods.





569TH SQUADRON DISPENSARY

571ST SQUADRON DISPENSARY

570TH SQUADRON DISPENSARY





DENTAL CLINIC: Capt. Ferber and his technician, Cpl. Behm, take an X-ray, while Capt. Lipe and his assistant, Cpl. Vozella, prepare a tooth for filling. Capt. Kerr and the clerk, Cpl. Corby, are receiving information on a patient by telephone.

10TH VETERINARY SECTION

This field had the headquarters for the 10th Veterinary Section (AVN), with Capt. W. W. Matthews the attending veterinarian for fifteen air bases in the area. The veterinary section traveled to the bases for the purpose of food inspection.

Although the treatment of pets was not one of the regular duties, many dogs were examined and treated. Some were pure-bred dogs for which the boys paid from £5 to £150, others, creatures of lower degree, were no less loved by their masters. Rich or poor, high or low in the social ladder, all were assured of kind and courteous care.



Capt. Kerr, station dental surgeon, checks a patient during a dental survey, assisted by Cpl. Corby.

SPECIAL SERVICES

The job of making life less monotonous on the Framlingham Base was a challenging assignment. For the greater part of the year the weather was chilly and damp, and the sticky Suffolk mud made outdoor activities and games impossible. Through the winter the nights were long, there being daylight for little more than eight hours. The Nissen huts were not well lighted, and they were never warm. Motion pictures, USO shows and numerous other phases of recreation were planned and staged under the direction of the special services staff. A steady stream of airmen and ground crewmen filed in the office every day to pick up reading material, sports equipment and general information for passes and furloughs. Another valve on the tension created by long working hours and unvarying routine was the "liberty run," a special services institution which provided for truck convoys to carry the men to Ipswich and Framlingham for an evening of relaxation. Capt. Sid Glickman was head of special services, assisted by Lt. Sebreny. The enlisted personnel were: Sgt. Bernie Birnbaum, physical training instructor; Cpl. William Beecher, staff artist and program director of DNIF; Cpl. Charles Meece, assistant operator, DNIF; Cpl. Davey, clerk; Cpl. Richard Marlowe, Pfc. Bertram and Pfc. Elmer Ripley, projectionists.







CAPT. SID GLICKMAN



1st Lt. PERRY S. SEBRENY



STATION DNIF



"And now for the boys in combat mess . . ." In the control room of the Base radio station, DNIF (Air Forces term for "Duty not involving flying"), an operator plays requested radio recordings. The Base station was set up by communications men who manufactured many parts of it.



USO

CHEESE CAKE! A British entertainer shows her gams to a critical audience. USO shows were popular with men of the 390th.

Special services of the 390th extended its influence to constructive channels. Army correspondence courses were encouraged. Latest novels and other reading material were placed at the immediate disposal of men. At intervals orientation lectures on various subjects were prepared and presented under its direction. It was also an information bureau where questions on train schedules, tips on where to spend passes and furloughs and other miscellany were cleared.

Several hundred men of the Group completed correspondence courses under the United States Armed Forces Institute educational program while they were overseas. Technical studies and foreign languages were the most popular, and a number of men received credits toward college degrees. Combat crewmen breezed through many long hours with their USAFI courses.







Lives of the men of the 390th Group in England were enriched by their association with the British people in the area surrounding the station. Warm friendships were cultivated between English families and many of the men. The families generously shared what little they had in a manner which brought appreciation from the Americans. Among the warmest experiences of the two Christmas seasons spent in England were the children's parties sponsored by 390th men. The parties were big events in the lives of children who had known only barren Yule seasons during four years of war.







The Anglo-American Club in Framlingham, staffed by British volunteer hostesses, was a hub of social life for men of the 390th. They lounged there in the evenings, sipping tea and eating English cakes. There were dances almost every week attended by both G.I.'s and British service men. It was a good place to meet the local girls, and played a big part in making life more pleasant for a lot of the soldiers.



THE CHAMPS: The 390th softball team whipped through stiff opposition to capture the Eighth Air Force softball championship in the summer of 1944. Displayed in the foreground is the championship trophy.



In its easier moments the Framlingham Base echoed the shouts of American men at play. Sports started spontaneously whenever a few spare hours cropped up and weather permitted. British workers and the farm families gaped at the softball, football and volleyball games, and raised their eyebrows at the noisy, informal American style of athletics. The appeal of American sports won the British over, however, and near the end of the Group's stay British Army units and children in the proximity of the Base often could be seen playing softball.



In the spring of 1944 a track meet was staged. The field of competitors was small but all events were hotly contested. Capt. Binder, who officiated, is seen setting off one of the dashes.

Brother, where's the nearest foxhole? A physical training director is shown running some of the boys through a "grunt and groan" period.



Daily German Lesson
Sind noch mehr da?
Sind nokh mear duh?
Are there any more?

New York — London Edition — Paris

THE STARS AND STRIPES

Daily Newspaper of U.S. Armed Forces in the European Theater of Operations

Vol. 5 No. 136—1d. THURSDAY, APRIL 12, 1945

Daily French Lesson
Combien est-ce?
CombYAN ess?
How much is it?

9th Army 64 Miles From Berlin

Reach Elbe in Dash Toward Link-Up With Soviets

Reds Draw Ring Tight On Vienna

The last phase of the battle for Vienna—reputedly the most beautiful city in Europe—was under way last night, according to reports, as Marshal Tolbukhin's troops compressed what remained of the German garrison, trapped in the narrow section of the city between the Danube Canal and the river.

Marshal Stalin's latest communique said the section on the west bank of the Danube Canal had been cleared of Germans and reports from the front said Tolbukhin's men had crossed the Canal and were fighting to liquidate the Nazis still battling desperately in three of the city's 22 districts.

These German forces evidently were trying to keep the escape route to the north open but reports said that Marshal Malinovsky's forces had completed the encirclement of the city.

German reports, meanwhile, ignored the Vienna battle and concentrated on the Berlin front where, according to dispatches, large forces of Soviet cavalry were on the move. Nazi commentators for several weeks have been predicting an all-out assault against the Reich capital.

German News Agency also predicted a drive southeast of Berlin in a message quoting Field Marshal Ferdinand Schoerner, commander on the Eastern Front, that Marshal Koniev's troops, stretched along the Nieise River, were about to launch an offensive. Schoerner's warning, according to the Nazis, was contained in an Order of the Day to his troops.

The Order stated that the Russian 4th Tank Army was concentrated in the area of Guben and Forst, some 60 miles southeast of the Third Reich capital, with another tank army in reserve.

According to reports from the front, the battle had not entirely ended in Vienna, but German resistance apparently was concentrated in isolated groups of elite SS troops. Conscripted troops, dispatches said, were surrendering in large numbers.

5th Captures Massa in Italy

ALLIED HQ, Italy, Apr. 11—Tro... of the U.S. 5th Army captured Ma... Italian west coast strongpoint defend... the German-held naval base of Spe... while on the peninsula's eastern ... British 8th Army forces, led by fla... throwing New Zealand infantry, captu... three towns in 2½-mile gains beyond ... enemy's breached Senio River fr... southeast of Bologna, Allied ... announced today.

Units of the 442nd Infantry Regim... composed of Japanese-American soldi... and of the 473rd Negro Regiment of ... 92nd Division, cleared Massa, south... of Spezia.

While tanks and big guns crossed ... Senio to the north bank, where ... infantry have linked up bridgehe... Allied heavy and medium bombers ... record 3,300 sorties continued yester... to hit the German positions, dropp... 1,700 tons of fragmentation bombs.

No Milk Run Here



U.S. Army Air Force Photo

The massive blows of Allied air armadas have broken the back of the Luftwaffe, but the skies over Germany are not all lined with velvet. Here an 8th Air Force Fortress, one wing shot off by an Me109, plunges earthward after attacking an airfield near Oranienburg on Tuesday's record day. The 8th lost 25 bombers and eight fighters out of a force of 1,300 bombers and 850 fighters.

1,300 8th Heavies Again Blast Reich as Nazis Hide

The ... paths of 8th Air Force bombers and fighters were clear of enemy fighters yesterday after Tuesday's destructive raids on jet fighter bases, and ...

Speculate Juncture To Be Within 'Days'; Would Split Reich

Tanks of the U.S. 9th Army's "out-of-sight" 2nd Armored Division, rumbling out of a cloud of dust after a 50-mile dash across the central German plain, have reached the Elbe River, last big water jump before Berlin—64 miles away—dispatches revealed last night.

Correspondents with the American armies speculated on an imminent link-up with the Soviets which would split the Reich in two.

The Americans reached the Elbe at Wolmirstedt, seven miles north of Magdeburg, whence one of the Nazis' military super-highways runs straight for Berlin. Red Army troops massed along the Oder River in the Kustrin-Frankfurt sector are 33 miles from the Reich capital.

Dispatches indicated that the Allies were now launched on what may turn out to be the last great push to crush Germany. Both the U.S. 1st and 3rd Armies—not to be slighted in the race to Berlin and a juncture with the Soviets—were pounding eastward again after completing the build-up of extra power to knock out the already shattered German Wehrmacht.

Nine Divisions in New Drive

Lt. Gen. George S. Patton, 3rd Army commander, was disclosed to have thrown nine divisions into action in a new offensive eastward. Three of these outfits were armored, Patton's favorite weapon. And the two which usually are in the van—the 4th and 6th—were there again, but under a security blackout after the 4th had gained 12 miles and the 6th 15 miles from the dawn jump-off point.

Patton was moving on a 60-mile-wide front, near the southern end of which the 11th Armored Division accepted the surrender of the town of Coburg, 50 miles from the Czech border. Coburg is 49 miles south of Erfurt, where infantrymen were fighting through the streets.

Only at one point on Patton's front, the center, did the Germans try to hold, dispatches said. One force of about 60 tanks made a stand for a few hours before breaking off.

Lt. Gen. Courtney H. Hodges' 1st Army tanks, gaining from 19 to 22 miles yesterday after the 40-mile surge of the day before, were reported to be about 48 miles

GIs in U.S. Headed Over

WASHINGTON, Apr. 11 (ANS)—Every able-bodied soldier now in the U.S. who has not seen overseas service is tagged for shipment abroad, and many will be replaced by returning veterans, Secretary of War Henry L. Stimson said in a letter made public today by Chair-



The G.I. "Bible," Stars and Stripes," became a vital part of life overseas. It kept the men informed of events in the States and presented first-hand reports from the battlefronts.

YANK DAY! The Army weekly, "Yank," with "Sad Sack," the "Count" and "News From Home," made another valuable contribution to morale and kept the men informed. Line-up for "Stars and Stripes" and "Yank" at the news stand.

Special service billboard carried announcements of sports events, movies and other spare-time possibilities. When "West Riding" was advertised with posters showing cowpunchers on buckin' bronchos, six-shooters in hand, etc., etc., etc., the boys flocked to the show expecting a horse opera. The opus turned out to be a British film (groans) of antique vintage about West Riding, Yorkshire.



BRITISH EDITION

YANK

THE ARMY WEEKLY

3d MAY 4 1945

VOL. 3. NO. 46

By the men . . for the men in the service



Front-Line Portrait of a Rifle Company Medic

The Phantom Weather Scouts of the 8th AA





Cpl. Bill Beecher, staff member, prepares a program lay-out for the board.

PUBLIC RELATIONS



PRESS CONFERENCE: Lt. Robert D. Foster, discusses an article with Cpl. Balke and Pvt. James Woodson III.

THE establishment of the public relations office on the Base was an earnest and sincere effort to bolster up the morale of both service men and home folks. At a time when censorship made it impossible for a man to write details of what he was doing P.R.O. articles, passed by the field press censor, lifted a corner of the veil of secrecy without giving information to the enemy. It was a thrill for the people at home to see their boy's photograph in the paper and read of something he had done. It is not to be denied that the boy himself got a kick out of the same clipping from his home-town paper—even if he had to shove it in his pocket to avoid the gibes of his pals over "our hero!"

P.R.O. photos and articles covered the exploits of the air combat men, and let the people at home know a little of what it was like to fly a mission, dodge the flak, or ditch in the North Sea. In the pattern of unified fighting effort the ground echelon was not forgotten, and articles were written not only about Joe returning from a mission, but about Bob loading 500-pound bombs in a Fortress or Jack at work on administrative duties.

P.R.O. attended every interrogation to obtain flash reports and quotations from returning airmen, and forwarded the reports to higher headquarters, which, in turn, often referred to such material for the day's press interview.

The office was first under the guidance of Lt. Henry D. Steinmetz, then, later, 1st Lt. Robert D. Foster. M/Sgt. James H. Fulwider, T/Sgt. Thomas E. Fallon, Cpls. George A. Balke and David W. Berlyn and Pvt. James Woodson III composed the enlisted personnel. P.R.O. contributed much of the material for this book, pictures and written copy, both before and after the book section was formed to handle publication.



IT WAS THIS BIG: Sgt. Fallon listens to a report from a flying officer as to how big that flak hole was.



WHAT'S THE "SAD SACK" DOING TODAY? Sgt. Fallon and Cpl. Berlyn look over some news of importance.



THE CHAPLAINS

THE 390TH BOMB GROUP CHAPLAINS

THE first chaplain to be assigned to the Group was Chaplain (Capt.) John Hieronymus (Protestant) of Clinton, Iowa. He joined the Group at Geiger Field, Washington, and went overseas with it. His clerk was Cpl. John F. Molander of Brooklyn, N. Y. The next chaplain to join the group was Chaplain (Capt.) Daniel F. Lenahan (Catholic) of Brooklyn, N. Y., who arrived at Framlingham in August 1943. Chaplain (Capt.) Harry M. Davis of Madisonville, Kentucky, replaced Chaplain Hieronymus as the Protestant chaplain at the end of December 1943. There were no further changes until after V-E Day, when Chaplain Davis was assigned to the detachment of patients at the 65th General Hospital on 3 June 1945. The clerks of the chaplains' office, besides Cpl. Molander, were Cpl. Frederick Connors of Chicago, Ill., and Pfc. John Martinez, ex-infantry man of Cucamonga, Calif.

The chaplains tried in many ways to be at the call of every man on the Base. The flying personnel had first choice on the chaplains' time and every effort was made to help them spiritually so that some of the fear of combat could be alleviated. As one flying man said: "Knowing that the chaplains will be there waiting if we come back wounded is a real comfort; that the chaplains are back there sweating us out in their prayers is a first-class bracer; that they are around to clear up our personal troubles at all times is the foundation of the airman's appreciation of his priest or his minister." The chaplains were present at every briefing to look after the men before they took off.

The personnel of the Base was sixty-one percent Protestant, thirty-two percent Roman Catholic, four percent Hebrew and three percent no religious preference.

The Protestant services were conducted by Chaplain Hieronymus and later by Chaplain Harry M. Davis, between times assisted by local Protestant ministers. The Catholic services were conducted by Chaplain Lenahan. The Jewish chaplains who came on an average of twice a month, were Chaplain M. C. Fierman of Eighth Fighter Command, then Chaplain H. E. L. Freund of Third Air Division and later Chaplain David Lefkowitz, Jr., of Station 156. When the Jewish chaplain was not there Sgt. James Fox, of finance, conducted the services and Chaplain Davis preached the sermon.

The attendance at church services gradually increased from 927 in August 1943 to 4,523 in April 1945. Church services were first held in the snack bar of the Red Cross building; later, in September 1943, the gymnasium-chapel building was completed and the chaplains moved in.

The chaplains' work, exclusive of religious services, consisted of many and varied duties, from breaking sad news to the men to investigating the prospective brides of the soldiers. They helped make settlements for soldiers in trouble. They visited the sick in the hospital and the prisoners in the guard house to see that everything was all right with them. They attended many civilian functions to help cement Anglo-American relations.



Capt. Daniel F. Lenahan

Chaplain (Capt.) Daniel F. Lenahan of Brooklyn, N. Y., studied theology for four years at Maryknoll Seminary, Ossining, N. Y., before being ordained to the priesthood 11 June 1939. On 30 July 1939 he left for Korea, in Asia, where he was to labor as a missionary.

When the war broke out in the Orient Father Lanahan was interned by the Japanese in Pengyang. He was among the first group of Americans to be exchanged at Lourenco Marques, in Portuguese East Africa. From there he came home on the Swedish ship *Gripsholm*, arriving in New Jersey 25 August 1942. He was commissioned a first lieutenant in the Chaplain Corps 13 November 1943. After going to Chaplains' School, he was assigned to Jefferson Barracks, Missouri. From there he was assigned overseas. He arrived in England on 3 August 1943 and joined the 390th Bomb Group (H) 17 August 1943. He was promoted to captain 1 February 1944.



Capt. Henry M. Davis

Chaplain (Capt.) Harry McCuan Davis attended Transylvania College, Lexington, Ky., receiving an A.B. degree, and the College of the Bible, Lexington, Ky., where he received a B.D. degree. He married in December 1935 and has two daughters, aged 8 and 3.

He served First Christian Church, Greenville, Ky., from June 1935 through October 1937, and Central Christian Church from Nov. 1937 through January 1943. Volunteered for United States Army chaplaincy and was ordered to Chaplains' School, Harvard University. Ordered overseas in November 1943 and joined Headquarters, 390th Bombardment Group (H) 30 December 1943.

STATISTICS OF THE CHAPLAINS' WORK

Protestant Religious Services August 1943 to May 1945

Sunday services	279, attendance—25,097
Weekday services	262, attendance— 1,853
Communions	attendance— 5,637
Personal interviews and contacts	2,215
Marriages	45
Letters of condolence written about those killed in action and missing in action	614

Catholic Religious Services August 1943 to May 1945

Sunday services	218, attendance—28,301
Communions	4,385
Confessions	3,743
Weekday services	460, attendance— 6,160
Communions	1,670
Confessions	1,792
Briefing services	333, attendance— 5,917
Personal interviews and contacts	3,190
Marriages	16
Letters of condolence written about those killed in action and missing in action	240

Jewish Services August 1943 to May 1945

Services	64, attendance— 894
High Holy Day services	2, attendance— 52
Letters of condolence written about those killed in action and missing in action	41

THE EDUCATIONAL FUND

Two 390th planes collided one morning over Hitchin, Hertfordshire, near Cambridge. Fourteen out of eighteen men were killed. One bomb exploded on a house, killing Mrs. Frederick Webb, while another seriously injured six-year-old John Clements in the legs.

Mrs. Webb left a thirteen-year-old daughter, Jean. To do something to help Jean and John the men of the 390th by voluntary contribution raised a fund amounting to about twelve hundred dollars. This sum was divided between the two children, and placed with the Soldiers, Sailors and Airmen's Relief Association, in London, for administration. In the fall of 1946 Chaplain Davis reported that Jean Webb was using her part to take a business course, and doing very well. John was fully recovered, and would hold his until he concluded his primary schooling.



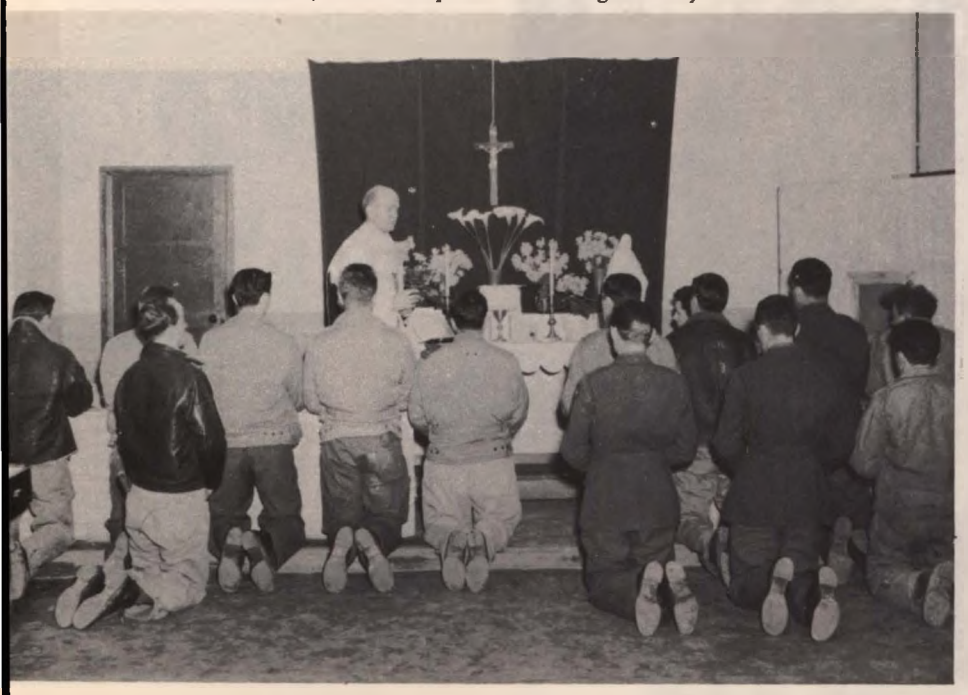
Chaplain Davis reading a letter to Sgt. Land and presenting a fifty-dollar check from a grateful mother whose boy had written from a P.O.W. camp, asking her to send the check to the man who had packed the parachute he bailed out with.

CHAPLAINS' OFFICE. Cpl. John Molander, Cpl. Frederick Conners and Chaplain Harry M. Davis



CATHOLIC SERVICES

EASTER SUNDAY, 1944: Chaplain Lenahan gives holy communion.



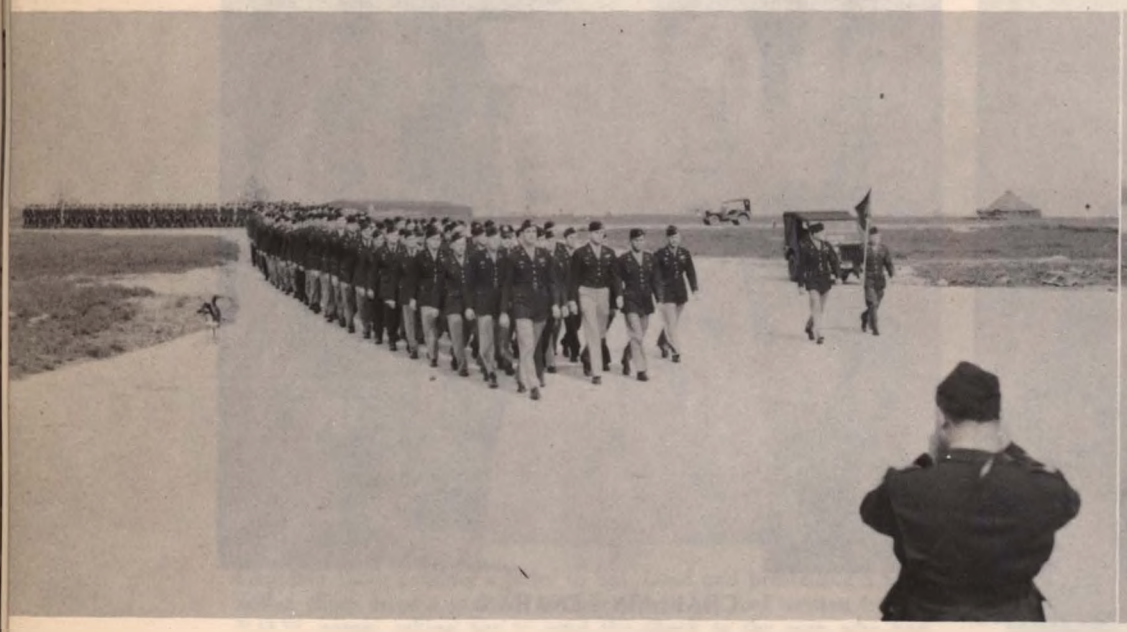


CHAPLAIN LENAHAN



MEMORIAL SERVICES

1945



Church parade across the airfield to Hangar No. 2.



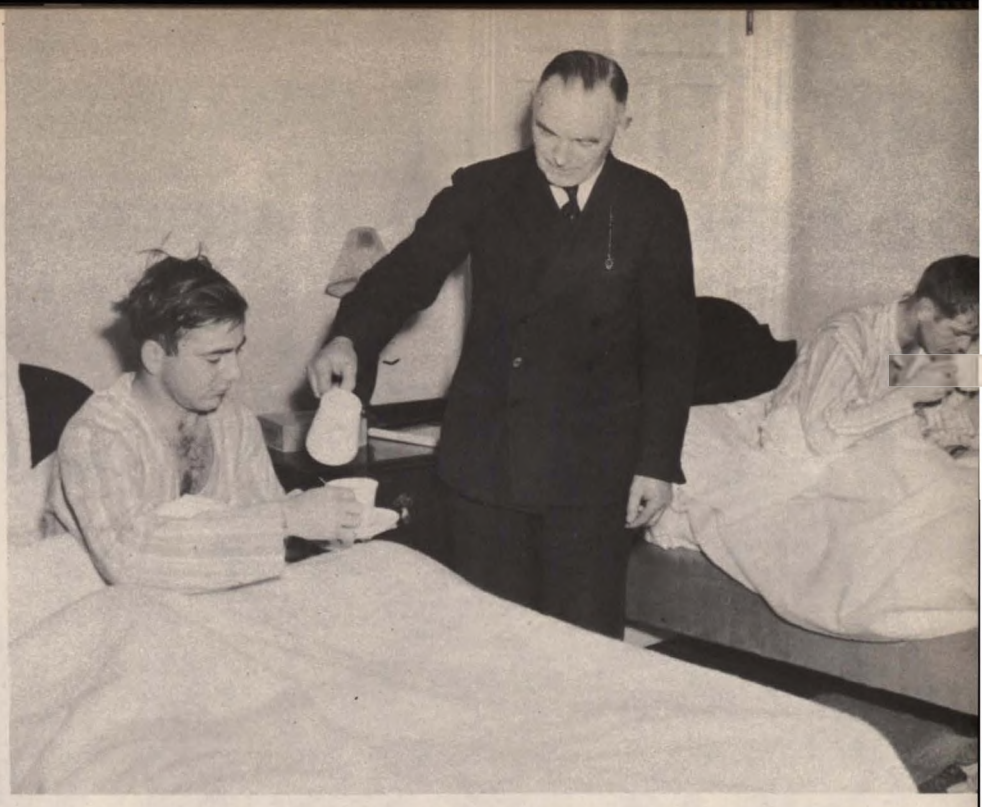
Salute to the men who have died.

FLAK HOUSE



"FLAK HOUSES" (rest houses) were maintained at several places for recuperation of combat crews after they had flown a certain number of missions. The one shown here, on a large English estate, complete with butlers and all, was something out of this world after months in a crowded Nissen hut.













AMERICAN RED CROSS AERO CLUB



The Red Cross Aero Club filled a big spot in maintaining the morale of the Base. It was the enlisted men's club, a place to get together for a snack in the evening, or to sit and read or play games. Maybe the best thing about it from the G.I.'s point of view was to see the cheerful faces of the American girls who ran it. Without exception they were swell gals, who worked hard, and put their whole heart in the job of making this part of England seem a little more like home. They were always present at the briefing room to serve coffee when the crews returned from a mission. Above is shown the snack bar, open for tea in the afternoon and from seven to ten in the evening.

In this big room the larger USO shows were accommodated on the stage.





CORNELL KINSEY
(Club Director)



PREUSS MONIOT *(Field Director)*



HILDA EDWARDS
(Club Staff Assistant)

MERLE MAPES *(Field Director)*. No photo.

RED CROSS PERSONNEL: Preuss Moniot, October, 1943, to February, 1945; Merle Mapes, February 1945, to July, 1945; Margaret Avalon, Chicago, Ill., October, 1943, to June, 1944; Betty Cornell, Hudson, N. Y., Oct., 1943 to July, 1944; Rosanne Coyle, Seattle, Wash., July to August, 1944; Betty Merrill, Kansas, August to December, 1944; Cornell Kinsey, Toledo, Ohio, December, 1944, to July, 1945; and Hilda Edwards, Atlanta, Ga., December, 1944, to July, 1945.



READING ROOM: Books and magazines and home-town papers could be enjoyed here before the big fireplace. Maps showing the progress of the war in different theaters were maintained.

THE LOUNGE: The victrola being played, presumably to help the reading along, and the purp as much at home as anyone else.





THE KITCHEN: Staffed by British women from neighboring villages, this was the busy spot in the club. Right, front, Hilda Edwards upholds her reputation as a pie maker. The cooking staff turned out quantities of pies, cakes, pancakes, doughnuts, sandwiches, salads, tarts, coffee, and, oh, yes, tea. With special dishes on holidays. In a two-year period 240,000 gallons of tea and coffee were served (about 5,760,000 cups).

GAME ROOM: Two snooker tables and two ping-pong tables were in constant use, with Sgt. Otis invaluable for the upkeep of games and running the ping-pong tournaments.





ARRIVAL FOR A DANCE: Dances every other week were the biggest and most looked-for events at the Aero Club. With the unsurpassed 390th Bombcats playing, the hepcats and rug cutters took over with the English girls from surrounding farms and villages. Yankee jive was popular with the local bobby soxers, Waafs and Wrens, and the W.L.A. (Women's Land Army) were never too tired to drop the pitchforks at the end of a hard day and step out to beat the G.I. at his own game.



DO-NUT WAGON! The smiles in this picture are not faked. The weekly visit of the Red Cross clubmobile, bringing doughnuts and coffee to every working outfit on the Base was always something to take the edge off the prevailing English chill.



CHILDREN'S PARTIES: The boys would save all their candy rations for these parties, which brought joy and happiness to the kids from nearby schools. Movies, games, refreshments and gifts were the order of the day, with the G.I.'s acting as hosts to children who had known nothing but war and privation all their lives.





The Red Cross brought speakers to the Base from the Ministry of Information, war correspondents, returned prisoners of war and Members of Parliament.



"BRAINS TRUST"! A group of British speakers prepared to answer questions on education, particularly in a comparison of British and American educational systems.

OFFICERS' CLUB



THE BERMUDA ROOM



CLUB OFFICE: Smiling Capt. George Nelson piloted the Officers' Club of the 390th Group to a position among the finest in the Eighth Air Force. He was tireless in keeping things better than standard. There was always plenty of wood for the big fireplace, the curtains were bright and clean and there were always flowers on the tables to make the dining hall more pleasant. *Right:* Capt. Nelson and Pfc. Charles Stilling, club accountant.



OFFICERS' CLUB BUILDING: From the outside just another Nissen hut. Inside were comfortable lounge, with card and writing tables, mess hall, where officers' movies were shown, and the swank Bermuda Room. In the latter the walls were of coral pink plaster, with the upholstered window seats aquamarine, and outside the port window was painted a scene of the ocean off Bermuda.



BARBER SHOP: The club performed many other services than those purely social. In here you could get the hot dope on what went on all over the Base, listen to DNIF and get a haircut.



OFFICERS' LAUNDRY: On specified days officers' laundry and dry cleaning could be turned in at the club, and you would be almost sure to get it back in a couple of weeks—or months. Money received by the club from dues and bar sales was used not only for improving the club but was diverted to purchase curtains for the combat mess and to pay for installing American-type showers, mixing valves and large heating stoves in the officers' and the enlisted men's shower buildings. Several thousand dollars were set aside for the publication of this book.



Waiters at the serving counter



Mess Sergeant Montgomery supervises cooking

GROUND OFFICERS' MESS



PARTY NIGHT: Once a fortnight flying and ground officers entertained with a buffet supper and dance. Guests were nurses from the 65th General Hospital, A.T.S., Waafs and Wrens and a sprinkling of the belles of the countryside, Felixstowe, Leiston and even London. Music by the 390th Bombcats.





The band plays for a typical evening gathering at the Rocker Club

ROCKER CLUB



THE ROCKER CLUB: This organization, run by and for the first three-graders (staff, technical and master sergeants), was primarily a place of relaxation. Flying personnel found the Rocker Club a haven from exhausting battle routine. Furnished with cocktail lounge chairs and tables, indirect lighting and a modernistic American-styled bar, the club brought non-military surroundings to the weary G.I.

A place to go with your buddies, to chat and to drink companionlike, the Rocker Club served as an instrument toward creating esprit de corps among airmen and ground men alike.

And just what was that potent line that Sgt. Biel was handing to Hilda Edwards?



DANCE NIGHT: Dances were held every other week, with local civilian girls, Land Army girls, Red Cross workers and girls from the British armed forces as guests. Here was a chance to try out some new steps and to exchange views on life with English femininity.



THE LOUNGE: Cleared for dancing, the lounge gives a good idea of what a Nissen hut was like inside. Motion pictures were presented here some evenings. There was a separate reading and writing room, where more quiet prevailed. Initiation fee was ten shillings; monthly dues, five shillings. At its height the Rocker Club boasted six hundred members, both flying and ground personnel.



TAP ROOM: Drinking in "ye olde taverne" style, or with right or left foot on rail, 390th "Rockers" (from the curved stripes under the chevrons) filled off-duty hours with a famous and aged American tradition—talk, just plain talk.



BEER GARDEN: In warm weather (there was not too much of this) the members moved outdoors, along with the furniture, taking advantage of the long summer evenings. With British double summertime, it did not get dark until after ten o'clock.

THE BAR: The curved bar, built by club members, boasted mirrors, with mural paintings by Sgt. Stanley Komocki. Mixed drinks were served and English ale and beer. Nights when the field was alerted the bar closed early.



PETS AND MASCOTS









Dogs, expensive pedigreed pooches, pups acquired by G.I.'s, and some who just came to dinner, found living good on the Framlingham Base. Their attendance record was excellent. They knew when it was chow time, and always were first in line. Any gathering of importance found them present and accounted for. On the dry run for the final inspection and review, in July 1945, they appeared in platoon formation, about twenty of them, at the head of the Group column, and so snafued the line of march that orders were issued confining them to barracks the day of the parade, and a special M.P. patrol, dog catching (special), posted to enforce the regulation. Sergeant *(below)* was a Yank, having been smuggled across when the Group came over.






"Pinky's
Pirates"










U.S



POST EXCHANGE



"Super Market" in the 390th community at Framlingham Base was the Post Exchange. It served rations. including tobacco, candy, gum, English cookies, to approximately three thousand men weekly.



RATION MONDAY: A long queue formed in front of the exchange on the first day of a new ration week. Chances were better for those who came first to get the more popular brands of cigarettes and candy.



BARBER SHOP: Barbers were worth their weight in gold! In the Base barber shop men sweated as long as four hours for a haircut, principally because of the dearth of qualified tradesmen and proper tools.



COKE SHOP: It was nearly a year before that American institution—the "coke shop"—found its way to the Base as another subsidiary unit of the Post Exchange.



TAILOR SHOP: Near the top in popularity among PX services was the Base tailor shop. A custom tailor kept uniforms in shape and made alterations. A steam press, after a long search, was found in Cardiff, Wales, and placed in operation by mechanics of the sub-depot unit.



BITCHING POST: To the men who gathered in it, "Ye Olde Bitchin' Post"—the Base enlisted men's pub—is legendary. Over pints of English beer they talked of home, cussed their airplanes, discussed the war, and some other things not worth mentioning.

COMBAT CREW MESS



ENLISTED MEN'S MESS

COMBAT CREWS: Because of different meal hours crews had their own mess buildings, separate from the consolidated mess. One kitchen served both the officers' mess and the enlisted men's mess hall. As with other buildings on the Base, this one was far too small for the number of men, and both dining halls had to be enlarged and converted to cafeteria service.

Right: A mural by Sgt. Stanley Komocki, painted on the end of the enlisted men's mess.





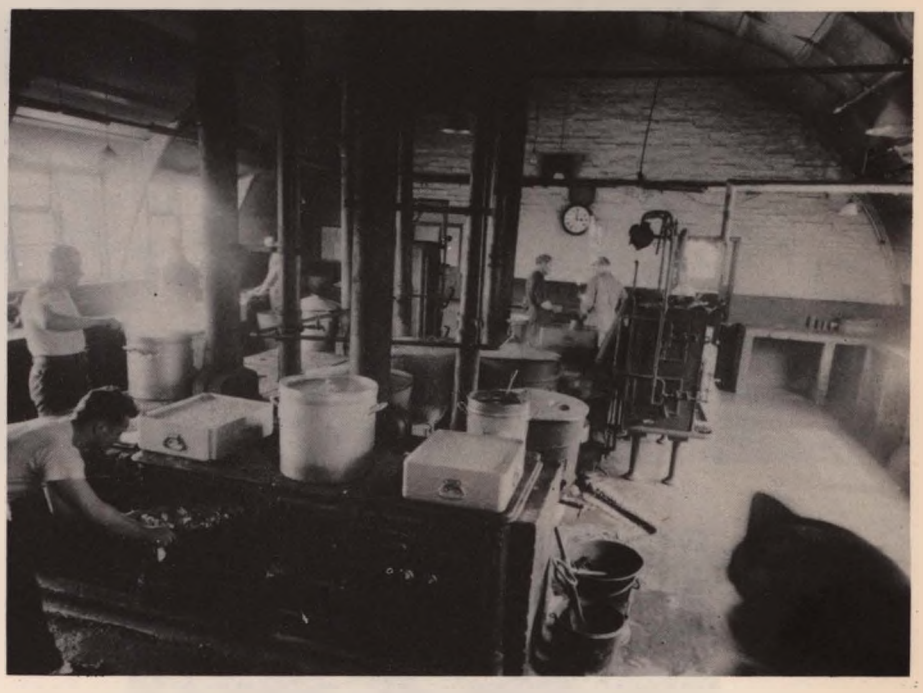
COMBAT CREW MESS HALL



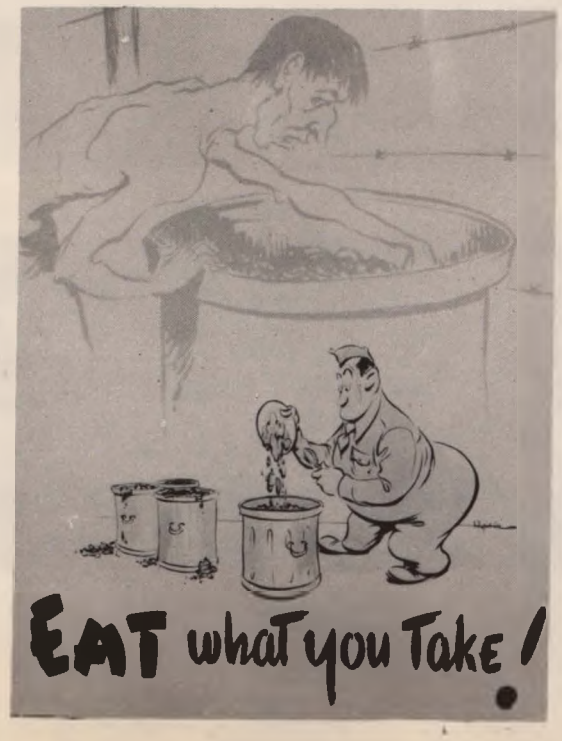
COMBAT OFFICERS' MESS HALL



COMBAT OFFICERS' MESS HALL



COMBAT CREW KITCHEN



COMBAT MESS KITCHEN: This was the hardest worked kitchen on the Base. The increase in the number of combat crews doubled the strain on inadequate equipment. The dish-washing machine would have been small for half the number of dishes. Sufficient hot water was finally acquired by running an underground pipe line to the nearest shower building. The uncertainty of meal hours, when missions were being flown, added to the confusion, but somehow the crews always got fed.

CONSOLIDATED MESS



CHOW LINE AT THE CONSOLIDATED MESS

CONSOLIDATED MESS: This main mess hall, where all of the enlisted men of the ground echelon were fed, was the biggest Nissen structure on the Base. Planned for a thousand men, it served many more than that number. The building was in the form of an H, with kitchen in the center and a big mess hall on each side.



"—CHOW LINE FOR SUPPER? HELL! I'M STILL WAITING FOR BREAKFAST!"





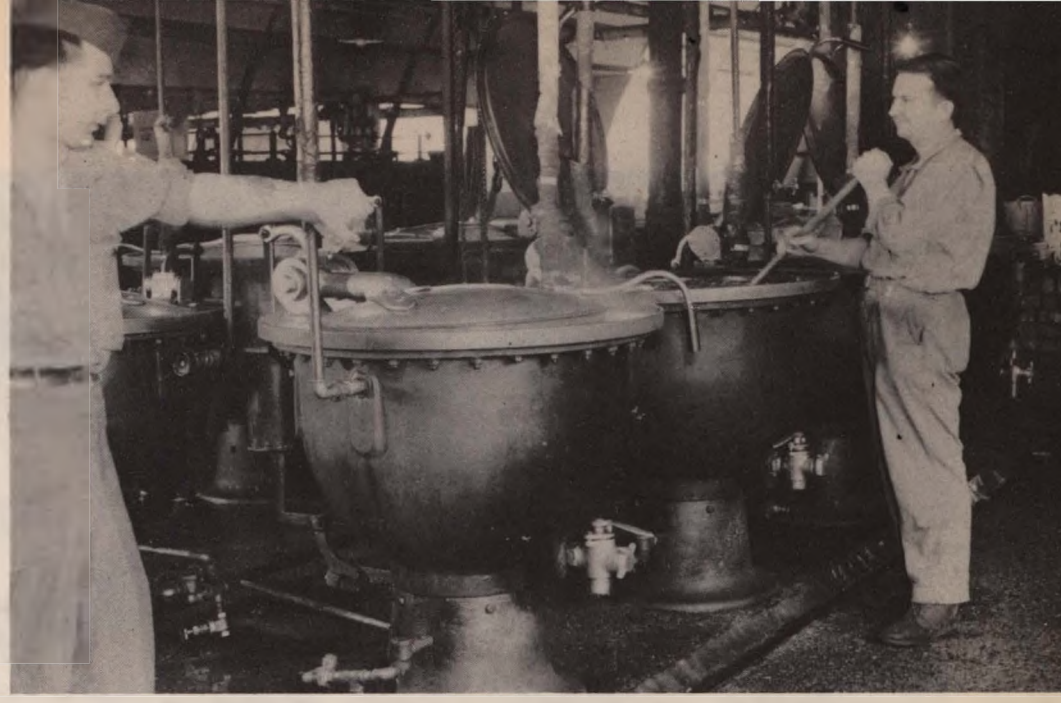
BAKE SHOP



SERVING COUNTER







STEAM KETTLES

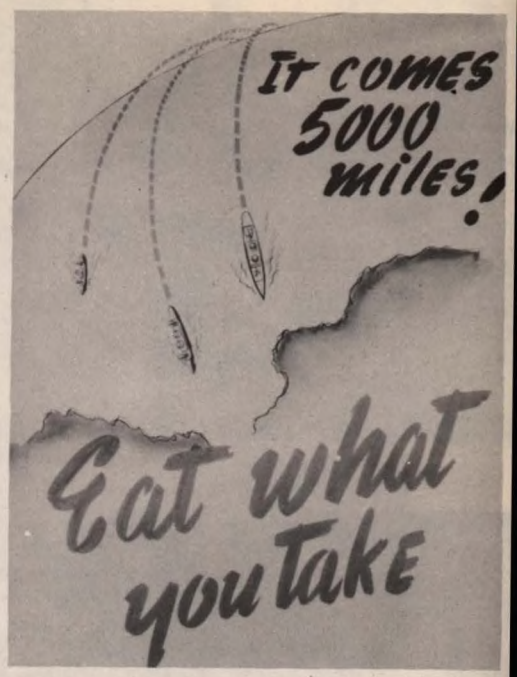


CLIPPER ROOM



TURKEY FOR THANKSGIVING

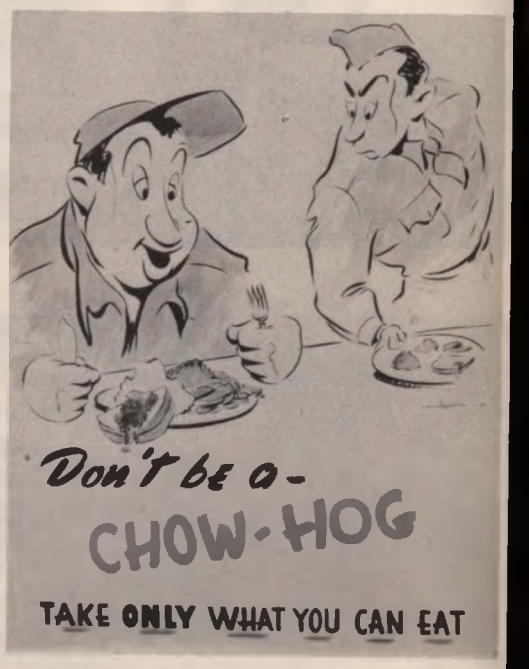



It COMES 5000 miles!
Eat what you Take


IT'S THE SAME
Eat all you Take!

MESS HALLS




Don't be a-
CHOW-HOG
TAKE ONLY WHAT YOU CAN EAT

E.T.O. WEDDINGS

The following officers and enlisted men were captured by the British, and at the time of going to press were still being held.

Sgt. Raymond P. Akin, Jr., Headqs., 390th Bomb Group (H)
Cpl. Murray G. Barnes, 569th Bomb Squadron (H)
1st Lt. Thaddeus W. Buckman, 30th Station Complement
Cpl. Jack Best, 30th Station Complement
Cpl. Ross W. Carbaugh, 1143rd Military Police
Capt. William A. Chandler, 569th Bomb Squadron (H)
M/Sgt. William F. Cole, 569th Bomb Squadron (H)
T/Sgt. J. R. Coleman, 1689th Ordnance
Sgt. B. F. Ellis, 569th Bomb Squadron (H)
Sgt. Severet G. Egge, 569th Bomb Squadron (H)
S/Sgt. Robert S. Farrell, 1091st Quartermaster
Pvt. John L. French, 568th Bomb Squadron (H)
Cpl. Thomas S. Gunn, 569th Bomb Squadron (H)
Sgt. Roswell W. Herrin, 569th Bomb Squadron (H)
S/Sgt. Orville R. Hill, 571st Bomb Squadron (H)
S/Sgt. L. W. Houghton, 569th Bomb Squadron (H)
S/Sgt. Frank Jaimes, 568th Bomb Squadron (H)
Pfc. David G. Jones, 571st Bomb Squadron (H)
S/Sgt. Joseph A. Johnston, 30th Station Complement
T/Sgt. Leslie P. Johnson, 458th Sub-depot
S/Sgt. Leroy O. Keeping, 570th Bomb Squadron (H)
Pvt. Keefer G. Keys, 30th Station Complement
T/Sgt. S. J. Komocki, 458th Sub-depot
S/Sgt. Joseph R. Kurtz, 568th Bomb Squadron (H)
Sgt. Alvin LaRose, 568th Bomb Squadron (H)
Cpl. David Lenhart, 569th Bomb Squadron (H)
Cpl. Raymond Luna, 568th Bomb Squadron
S/Sgt. John M. Martin, Jr., 568th Bomb Squadron (H)
Sgt. John R. Mayfield, 570th Bomb Squadron (H)
S/Sgt. Harry A. McConnell, 30th Station Complement
S/Sgt. Thadius J. Miciak, 1091st Quartermaster
Sgt. Allen Miller, 1091st Quartermaster
1st Lt. Edgar W. Moody, 390th Bomb Group (H)
Cpl. Burford M. Nestor, 568th Bomb Squadron (H)
Cpl. Joseph Nestor, Headquarters 390th Bomb Group
Pfc. Richard George Puskar, 571st Bomb Squadron (H)
Sgt. William L. Rasmussen, 568th Bomb Squadron (H)
Capt. Harwood J. Rhodes, 568th Bomb Squadron (H)
Pvt. Nicholas W. Samson, 569th Bomb Squadron (H)
Pfc. George Sevy, 458th Sub-depot
T/Sgt. Alan Dean Smith, 569th Bomb Squadron (H)
Lt. R. B. Smith, 570th Bomb Squadron (H)
Cpl. Ellery Southard, 569th Bomb Squadron (H)
M/Sgt. William H. Stine, 568th Bomb Squadron
Pfc. Louis Vella, 1689th Ordnance
Cpl. Benjamin A. Warren, 569th Bomb Squadron (H)
Sgt. Allan Weiss, 30th Station Complement
Sgt. James W. White, 30th Station Complement
1st Lt. Richard S. Willits, 569th Bomb Squadron (H)
Cpl. Ralph R. Wolfe, 571st Bomb Squadron (H)
2d Lt. Arden J. Young, 570th Bomb Squadron (H)



Capt. HARWOOD J. RHODES



S/Sgt. ROBERT S. FARRELL



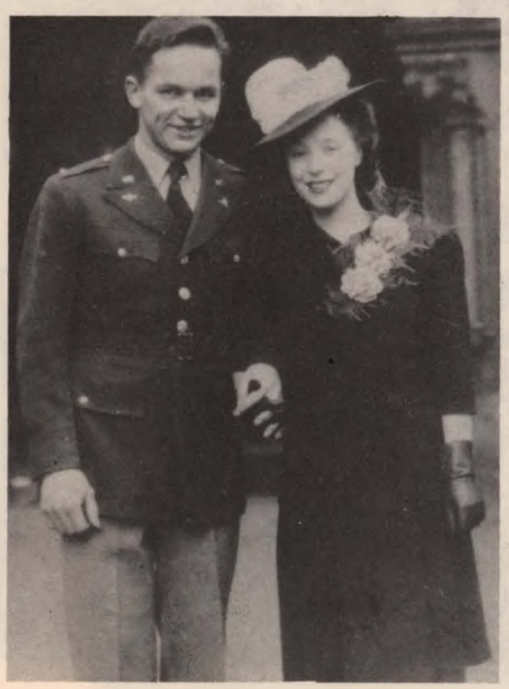
Sgt. ALVIN L. LaROSE



Lt. Col. ROBERT O. GOOD



Mrs. R. D. FOSTER and ANN, her daughter



Lt. PAUL E. KOVITZ



Maj. ROBERT D. BROWN



Sgt. JAMES W. WHITE



S/Sgt. ORVILLE R. HILL



Sgt. EDWARD H. SPINELLI

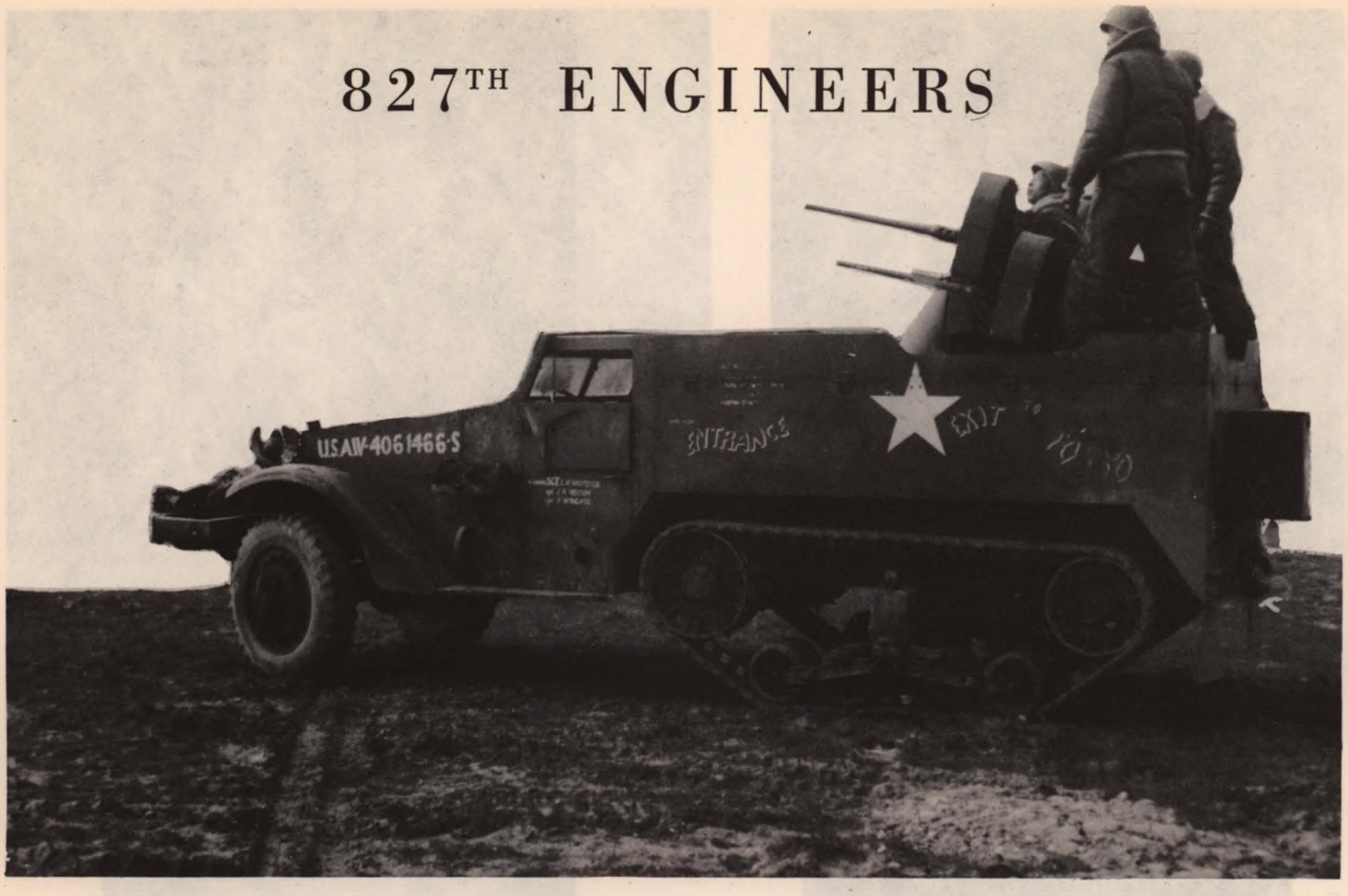


Sgt. JOHN M. MARTIN, Jr.



Lt. EDGAR MOODY

827TH ENGINEERS



ENGINEER aviation companies were assigned to the Bases, and with their excellent equipment would have been able to keep the fields in good repair had the upper levels of Engineer command not operated on the theory that no Unit should remain in a place any longer than to get the work started. A company would move in, get its equipment all set up, then orders would come for it to proceed to some other Base—sometimes only a few miles away.

Company A, 827th Engineer Battalion (AVN), pegged up the longest stay at Station 153, but was moved in and out a couple of times. It was a colored outfit, with high morale and esprit de corps—no matter what happened no one ever saw any member anything but cheerful. Its southern fried chicken feasts were something to write home about. Company A athletes were in popular demand for the softball league. Any inspecting officer knew that, whatever he found on the rest of the Base, Company A would merit a superior rating.

Maintenance and repair of the runways was the main responsibility of the 827th. Many times this called for working at night to put in patches of quick-setting concrete so that the planes could take off in the morning. First sergeant, clerk, buglers and cooks turned out with the company one night to rip up and replace four hundred feet of faulty runway to meet a thirty-six-hour deadline. The field was never shut down or a mission scrubbed because of a runway break.

The Unit's largest single job was the relaying of the eight-inch perimeter track, eighteen thousand feet long by fifty feet wide, while keeping the field 100 per cent operational. Company A completed a similar job at Debach, while quartered at Station 153. Innumerable smaller jobs were done, including additions to the hardstands which doubled the capacity of the field.



ORDERLY ROOM

423RD AIR SERVICE GROUP

ON 15 April 1945, after a series of rumors, the 423rd Air Service Group was activated at Station 153, drawing both officers and enlisted men from the following organizations:

1689th Ordnance Supply and Maintenance Company
30th Station Complement Squadron
1091st Quartermaster Company
1143rd Military Police Company
216th Finance Section Detachment
2034th Engineer Aviation Fire-Fighting Platoon
272nd Medical Dispensary
458th Sub-Depot

The new service group as organized consisted of:

Headquarters and Base Service Squadron
673rd Air Matériel Squadron
849th Air Engineering Squadron

This was an attempt to unify the various service elements attached to the Bomb Group, and provide for a more efficient organization.

The 423rd was commanded by Lt. Col. Roy L. Sorrells; Maj. A. E. Milburn, executive officer; Capt. Clarence W. Stephenson, adjutant. M/Sgt. Edward S. Dempsey became sergeant major. Headquarters and Base Services Squadron was commanded by Maj. A. E. Milburn; Lt. Benjamin Steckel, adjutant; Sgt. Dominic Rizzo, first sergeant. The 673rd Air Matériel Squadron was commanded by Maj. Norman D. Crawford; 1st Lt. George B. Smith, adjutant; Sgt. Russell T. McKeefry, first sergeant. The 849th Air Engineering Squadron was commanded by Capt. Forrest E. Taylor; 1st Lt. Malcolm C. Baker, adjutant; Sgt. Williams, first sergeant.

On 14 May 1945 Maj. Milburn was transferred to Wing and Maj. John L. Jenkins took command of the Headquarters and Base Services Squadron, and became executive officer of the Group. Sgt. Thomas W. Childers succeeded Sgt. Rizzo as first sergeant.

The new Group never got much beyond the organizing stage. After some hectic moves around the Base during which the personnel of Site 5 moved to the Communal Site and the 30th Station Complement moved to Site 5, and vice versa, and here and there, and a general uproar of sorting out who belonged to which, and where was it, the end of July had come along, and with it the orders for departure to the States.

On the morning of 26 July 1945 the 423rd were loaded on trucks for Wickham Market station. The port of embarkation was Southampton, in the south of England, as the name implies, but this was the Army, Mr. Jones, so the train started north. Or maybe it was just to give the boys a last good look at England. Anyway, by going north via Bury St. Edmunds, west via Cambridge and Oxford, and swinging southeast of London, eventually Southampton was reached.

When the train drew into the yards a member of the 423rd staff leaned out the window and traded an orange for a farewell kiss from a girl car sweeper in a coach on the next track. Goodby to England! (Official)

The transport was the *West Point*. The ocean was calm all ten days of crossing, the sun shone, and everyone basked in it to the extent permitted by life preservers and regulations. The 390th band gave out with several much appreciated jam sessions. The outfit had one night, at Camp Patrick, Virginia, then dispersed to various posts throughout the country, followed by thirty days' leave. The 423rd reassembled at Sioux Falls Army Air Field, Sioux Falls, S. D., but V-J Day had come and gone, the war was over. The Units we had known as our own had ceased to be, and there only remained the sweating out of days until separation.



THE *WEST POINT*

THE GREEN PROJECT

THE last weeks in May and first in June were given over to activities connected with the Green Project, that long-looked-for trip back to the States. All operational aircraft were weighed and put in the best possible flying condition. War wearies were retired. The flying echelon was selected. Crews of twenty men were assignd to each aircraft, their equipment and clothing scaled down to the last ounce.

Take-off was scheduled for the morning of 20 June. Through the night the planes were inspected by an air transport team, which worked without pause, knowing how long this day had been eagerly anticipated. Came the dawn—and the weather man's report. The mission was scrubbed! Everyone awaited the next day, praying for good weather—but no such luck. Scrubbed again! For two more days, first thing in the morning, the boys dragged their few remaining belongings out to the ships, hung around for hours, and then got the same disappointing news.

On Monday, 25 June, the weather really looked good. This must be it! The planes were loaded, and they taxied around the perimeter track. The paddlefoots, who were to remain behind, gathered enviously to watch the last take-off. Number one roared down the runway, number two followed, number three turned into the strip, then up went a bunch of flares—scrubbing the mission again! Attempts to call the first two planes back went unheeded as they pointed their noses west, and kept going.

The remaining planes were ordered to stand by, and at 0915 were actually off on the first leg of the journey home, 271 miles to Valley, Wales. At that point there was bad weather again—it would be necessary to spend the night there! Accommodations were short, so many slept in the ships. A few of the echelon left Valley on Monday, but the majority were grounded again by weather. There were four days of this, but on 29 June they left on the second leg, a trip of 890 miles to Meeks Field, Iceland.

The first glimpse of Iceland from the air was not appealing. There was nothing in sight for miles except bare rock—no trees, no shrubbery. All hopes of not being stranded on this barren rock were shattered by driving rains, high winds and low visibility, which lasted for four days. A few of the air party braved the not-too-modern roads for a trip to Reykjavik, some went fishing, but the majority just ate and slept.

At last, on 3 July, the armada was air borne again on the longest leg of the journey, 1,534 miles to Goose Bay, Labrador. Some planes were forced to land in Greenland because of mechanical difficulties, but the others arrived safely in Labrador, where the men were fed and billeted for the night.

On 4 July the last leg of 998 miles to Bradley Field, Connecticut, the good old soil of Uncle Sam, was completed. This was the end of a 3,690-mile air voyage in about twenty-four hours' flying time. Thirty days' rest and recuperation were ahead, then Sioux Falls, and the might of the Eighth Air Force would be gathered again to crack down on the Japs. But the Nips heard about it—and quit.

RETURN OF THE 390TH

The members of the 390th Headquarters and the Squadrons who did not fly back remained to pack and clean up around the Base until Thursday, 2 August, when the ground echelons of the 570th and 571st left. On Sunday, 5 August, the 568th and 569th left Wickham Market station. Many British friends were there to say goodby.

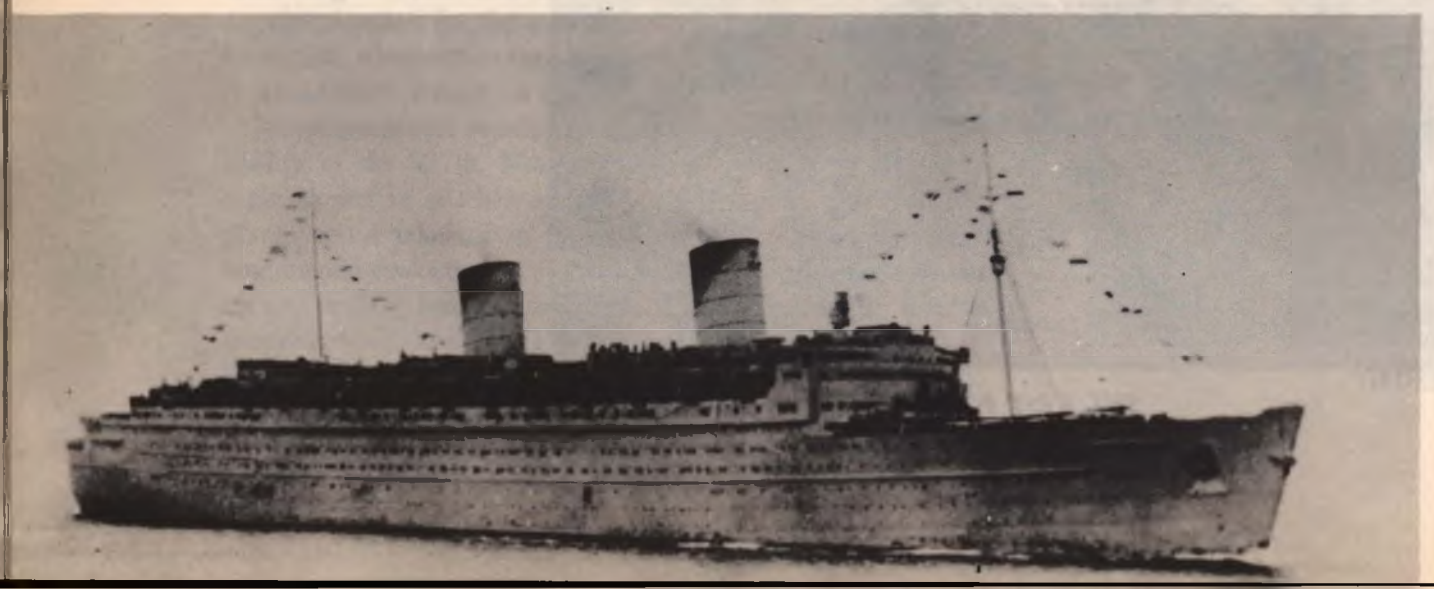
The trip to Greenock, Scotland, took until about 3 o'clock the next afternoon, which was a good long haul, but the officer in charge had been foresighted, and provided a fine picnic lunch. It was a beautifully clear day, and the *Queen Elizabeth* was just about loaded when the tender took the last group of the 390th out to rejoin the other Squadrons on board.

The *Queen* sailed on the morning of 5 August; and after a very smooth crossing pulled into New York Harbor early on 11 August.

Father Lenahan was up early to see his native Brooklyn, and later was champing at the bit because he could not set foot on land until 5 o'clock in the afternoon.

Cornell Kinsey, "Our Nell," whose given name confused the ship's personnel, was assigned to share a cabin with nine other Red Cross field directors (all men!). The situation was quickly remedied.

After a month's leave the 390th reassembled at Sioux Falls, S. D., but was never reorganized as a Unit.



THE *QUEEN ELIZABETH*

L'ENVOI

THE thunderous roar of engines over the East Suffolk fields has ceased. One day that roar seemed always with us, and then on another there was quiet, and the sound of the birds twittering in the hedges became suddenly loud.

The battles now are memories, and pride and pain. Dispersed and scattered are the planes that fought those battles. The mighty fleets of Fortresses will never fly again. Dispersed, the 390th, the 100th Group, the 95th; the bombers and the fighters. Dispersed and scattered, too, are the crews that manned them and the men who sweated out their return on the ground.

We all have memories of the years or months in England. Whether we liked it or not, it touched our lives. The men of the Eighth Air Force wrote a never-to-be forgotten page in the long history of England, and we were a part of it, and proud to be.

Moat Farm, Parham
8 January 1945

The R.A.F. has taken over the Base now, but there are only about thirty personnel, and they are living around the Red Cross area—all the other barracks are empty. It is very sad to see all the empty sites, with the doors and windows left open, the 571st flagpole fallen down and the grass growing up everywhere.

THE STORY OF THE 390TH BOMB GROUP

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who organized the book and did all the difficult ground work necessary to get the material in.



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SGT. CHARLES FREEMAN

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Pencil Portraits by Sgt. Charles Freeman.

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Missions Section by M/Sgt. Charles Chatfield and S/Sgt. Eugene Weiss.

It took three days for two officers and two enlisted men in the Field Press Censors' Office in London to censor the several thousand prints, the drawings and written material gathered for the book. They proclaimed it "The Eighth Air Force's last crack at the censor."

ROSTER

390TH BOMBARDMENT GROUP (H)

AND ATTACHED UNITS



390TH BOMBARDMENT GROUP (H) AND ATTACHED UNITS

NAMES AND ADDRESSES WITH AWARDS AND DECORATIONS

When work was first started on the History of the 390th Bombardment Group, the thought was to prepare a book based upon the achievements of our Group, rather than individual records, but as work progressed it became apparent that the History would not be complete without some space being devoted to the personnel. The following roster is a list of individuals who were necessary to the functioning of a complete, smooth-running combat team; a Bombardment Group, Heavy, consisting of four Squadrons and attached units.

The excellent combat record of the 8th Air Force is often thought of in connection with the combat personnel, only. It took the two components, ground and air, to make the splendid combat team successful. This does not detract from the outstanding work of the combat crews, but does call attention to the essential work behind the scenes, so often overlooked. There is not an individual on the rosters who cannot personally take satisfaction in the combat contribution of our Group, because of having contributed his share towards that record.

The fact that a man was not promoted above a certain grade is no indication that his work was not of the highest quality, but most often because there was no vacancy in a higher rating. The entire personnel of the Group understood and appreciated this situation. The respect which a man received from his fellows was not because of his grade, but was dependent upon that individual's willingness and ability to contribute to the team as a whole. This is stated here for others to read because the men, especially those most effected, are oftentimes unable to make this explanation for themselves.

No one realizes better than a Commanding Officer the fact that many men who should have received awards or decorations were not so recognized. Acts of heroism, unselfishness, and devotion to duty took place almost as a matter of daily routine. While every effort was made to record such actions, the press of combat and the multitude of these deeds made it a physical impossibility to recognize and reward them all. Each decoration and award given was handled individually, and stood on its own merits. No awards or decorations were presented to any individual who had not earned them.

In the list of decorations many names will have opposite them the Air Medal with none, or one or two clusters. To those who knew the requirements for such decorations this would mean that either something happened to interrupt a tour of missions, or that the individual was a late arrival in the Group. The rules for the awarding of certain decorations were changed from time to time. For example, prior to April 1944, a tour of missions consisted of twenty-five, which meant that an individual who completed them received a D.F.C. and an Air Medal with three clusters. He received an additional cluster if he was credited with the destruction of an enemy aircraft. Later, the tours were increased to thirty missions, and by May 1944, to thirty-five missions. As the responsibility of lead increased, the lead crew and acting command pilot tours remained at thirty missions. In the Fall of 1944, the D.F.C. was no longer awarded for the completion of a tour; the Air Medal with five Oak Leaf Clusters constituting the award.

A review of the information we have collected thus far shows that we have been able to assemble little more than half of the data, and that it would be highly desirable to prepare a complete roster with decorations and appropriate notations for each individual.

JOSEPH A. MOLLER,
Colonel, A.C.

The rosters were not complete when the records were turned into the War Department at Sioux Falls, and although every effort was made to secure complete information, many individuals could not be reached at the addresses given, or failed to answer the letters.

DUTIES ARE ABBREVIATED AS FOLLOWS:

P ..... Pilot	ROG ..... Radio Operator—Gunner	TG ..... Tail Gunner
CP ..... Co-pilot	RWG ..... Right Waist Gunner	TTG ..... Top Turret Gunner
N ..... Navigator	LWG ..... Left Waist Gunner	Eng ..... Engineer
B ..... Bombardier	WG ..... Waist Gunner	CJ ..... Carpet Jammer
Rad ..... Radar	BTG ..... Ball Turret Gunner	Tog ..... Toggelier
G ..... Gunner		Inst ..... Instructor

DECORATIONS ARE ABBREVIATED AS FOLLOWS:

DSC ..... Distinguished Service Cross	LM ..... Legion of Merit	PH ..... Purple Heart
DSM ..... Distinguished Service Medal	DFC ..... Distinguished Flying Cross	OLC ..... Oak Leaf Cluster
	AM ..... Air Medal	

OTHER ABBREVIATIONS:

KIA ..... Killed in action	Gf ..... Goldfish Club	Ev ..... Evadee
MIA ..... Missing in action	Cat ..... Caterpillar Club	Int ..... Interned
	Sb ..... Silver Boot	

All personnel were entitled to wear the E.A.M.E. ribbon—European—African—Middle East.

390th HEADQUARTERS

Officers

Wittan, Edgar M., Col., Portuge, Penn., P., Group C.O. to 5/15/44 then C.O. 13th Combat Wing—Silver Star, DFC/2 OLC, AM/3 OLC, KIA 9/10/44, England

Ott, Frederick W., Col., Room 4D, 1076 Pentagon, Washington, D. C., P., Group C.O., 5/15/44 to 9/6/44—Legion of Merit, DFC, AM/1 OLC

Moller, Joseph A., Col., 152 DeWindt Road, Winnetka, Ill., P., Group C.O., 9/6/44 to 5/21/45—Silver Star, DFC/3 OLC, Bronze Star, AM/7 OLC, Croix de Guerre with Palm

Dolan, Louis W., Lt. Col., 1309 S. Marion St., Denver, Colo., P., Group Air Exec.—Silver Star, DFC/1 OLC, AM/4 OLC, Croix de Guerre with Palm, KIA 11/30/44, Merseburg

Good, Robert O., Lt. Col., 1601 So. Linden Ave., Springfield, Ill., P., Group Air Exec.—DFC/3 OLC, AM/3 OLC, Croix de Guerre with Palm

Graham, Donald G., Lt. Col., 625 Henry Building, Seattle, Wash., Ground Exec.—Bronze Star

Jeffrey, Thos. S., Lt. Col., Arvonia, Va., P., Group Air Exec., later C.O. 100th Bomb Group—Silver Star, DFC, Bronze Star, AM/4 OLC

Pennebaker, Wm. F., Lt. Col., 4400 Mockingbird Lane, Dallas, Tex., P., Group Training Off.—DFC/2 OLC, Bronze Star, AM/6 OLC, Croix de Guerre with Gold Star

Sorrells, Roy, Lt. Col., 3025 First Ave., N., Billings, Mont., Ground Exec.—Bronze Star

Tuttle, Robert M., Lt. Col., Quarters, 177 West Point, New York, P., Group Ops. Off.—DFC, AM/2 OLC, MIA

Von Arb, George W., Lt. Col., H.Q. Pac. USA, APO 925, c/o Postmaster, San Francisco, Calif., P., Group Air Exec. and Group C.O. 5/21/45 to 7/45—DFC/2 OLC, AM/5 OLC

Waltz, Robert W., Lt. Col., 1708 Third Street, Cuyahoga Falls, Ohio, P., Group Ops. Off.—DFC/2 OLC, AM/6 OLC, Commendation Ribbon, Croix de Guerre with Silver Star

Blakeslee, Robert A., Maj., 367 Union Street, Springfield, Mass., Group Adj.

Breeze, William H., Maj., 28 Shepherd St., Raleigh, N. C., P., Asst. Group Ops. Off.—DFC, AM/2 OLC

Cohen, Robert, Maj., 801 N. 5th St., Reading, Pa.

Davis, Ollie A., Maj. (later Col.), 1519 Golden Hill Ter., El Paso, Tex., Grp. Int. Off.—Bronze Star, AM/1 OLC, PH

Davis, Samuel O., Maj., Crescent Drive, North Searington, R.F.D. Roslyn, L. I., N. Y., P. Grp. Trng. Off., DFC AM/4 OLC

Dulaney, Richard O., Maj., 109 E. Crockett, Marshall, Tex.

Engler, Albert E., Maj., 12103 Lorain Ave., Cleveland, Ohio., Grp. Eng. Off.—Bronze Star

Engelbrecht, Edgar C., Maj., Christ Rd. Rt. No. 5, Evansville, Ind., P., Lead Crew Trng.—DFC/1 OLC, AM/6 OLC, Croix de Guerre

Gross, James O., Maj., 1602 W. 12th St., Texarkana, Tex., P., Asst. Grp. Ops. Off.—AM/1 OLC, Croix de Guerre with Silver Star

Hansel, Ralph V., Maj., 3815 Huntington Ave., Covington, Ky., P., Group Ops. Off.—AM, PH, KIA 12/11/43, Emden

Hardell, Waldo E., Maj., 1140 McKnight, Minneapolis, Minn., Grp. Int. Off.—Bronze Star, AM Commendation Ribbon

Herrmann, Frederick D., Maj., 2407 Avenue I, Galveston, Tex., Sta. Adm. Insp.—Bronze Star

Hickey, John J., Maj., 104-35 102nd St., Ozone Park, L. I., N. Y., N., Group Nav.—DFC/2 OLC, AM/5 OLC, Croix de Guerre with Silver Star

McCaffery, Lawrence F., Maj., Box 204, Balmorhea, Tex., Group S-1

Mendehall, Wilfred T., Maj., 1022 9th Ave., Safford, Ariz.

Oetjen, Leroy H., Maj., Leesburg, Fla.

Price, Harry, Maj., 420 Lexington Ave., New York, N. Y., Grp. Ord. Off.

Robinson, George S., Maj., 32 Edgewood Terrace, Alexandria, Va.

Scott, Clyde R., Maj., Box H, Tontogany, Ohio, Grp. Comm. Off.

Shore, Marshall B., Maj., 2148 5th Ave., West Seattle, Wash., N., Grp. Nav.—DFC/4 OLC, AM/3 OLC

Silver, Elbert E., Maj., Hotel Stukey, 13th & Central, Great Falls, Mont.

Tilton, Charles B., Maj., Biglerville, Penn., Grp. Int. Off.

Williams, John A., Maj., 2645 Kensington Ave., Kansas City, Mo., Grp. Adj.

Williams, Gene O., Maj., Millard, Nebr., B., Grp. Bomb. — DFC/1 OLC, AM/3 OLC

Zelman, Julius, Maj., 1533 Mountain View Ave., San Bernardino, Calif., Grp. Flt. Surg.

Billington, Robert J., Capt., Gainesville, Va., Asst. Grp. Bomb.—DFC/1 OLC, AM/5 OLC

Binder, Kenneth J., Capt., 4728 N. 22nd St., Milwaukee, Wis., Grp. Stat. Off.

Bunn, George W., Capt., 1558 Cleveland St., Salem, Ohio, Grp. Int. Off.

Conn, Fletcher F., Capt., Emerson, Nebr., B., Grp. Bomb.—DFC/1 OLC, AM/4 OLC, Croix de Guerre with Silver Star

Davis, Harry M., Capt., 1302 E. Main St., New Albany, Ind., Grp. Chap.

Glickman, Sidney, Capt., 1095 E. 15th St., Brooklyn, N. Y., Grp. Spec. Ser. Off.

Hiller, Arthur J., Capt., 129 Baronne St., New Orleans, La.

Horning, Robert M., Capt., 2121 6th Ave. So., Great Falls, Mont., Asst. Grp. Eng. Off.

Houser, Milton S., Capt., 710 Madison St., Rome, N. Y., N., Grp. Rad.-Nav. Off., DFC, AM/4 OLC

Kalaf, Abe M., Capt., 2229 N. Dayton, Phoenix, Ariz., Grp. Photo. Off.—AM

Kerr, Irving L., Capt., 100 Washington Ave., Endicott, N. Y.

Klippel, Kenneth L., Capt., Washington Ave., Iowa Falls, Iowa, Grp. Rad. Off.

Lamb, Robert E., Capt., 4413 Greenbrier, Dallas, Tex., Grp. Weath. Off.

Locke, Robert M., Capt., RFD, Potockey, Mich., P.

Malmquist, Robert W., Capt., Rushmore, Minn.

Menadier, Howard F., Jr., Capt., 170 Commercial St., New Orleans, La., N., Grp. Rad.-Nav. Off.—DFC/1 OLC, AM/3 OLC

Murphy, James E., Capt., 3013 32nd St., N.W., Washington, D. C.

Nevas, Charles L., Capt., 81 Woodward Ave., S. Norwalk, Conn.—Grp. Rad. Int. Off.

Powers, David J., Capt., 99 Marble Hill Ave., New York, N. Y.

Schmidlein, Robert H., Capt. (later Major), 2546 Creston Ave., Bronx, N. Y., Grp. Weath. Off.

Sell, Norvin H., Capt., 1056 Colhoun Lane, Billings, Mont., Grp. Arm. Off.

Tilton, Charles B., Capt., Flora Dale, Penn.

Warren, Donald S., Capt. (later Major), 6116 S. Major Ave., Chicago, Ill., Grp. Nav. — AM, PH, MIA, 12/11/43 Emden Cat., POW

Bigelow, Edgar D., 1st Lt.

Blanchard, Alfred B., 1st Lt., 1415 Columbia St., Denver, Colo.

Cooper, Ralph, 1st Lt., Liberty, Mo.

Fine, Hyman B., 1st Lt., 179 Mountain Ave., Malden, Mass.

Foster, Robert D., 1st Lt., 1281 Snow St., Mountain View, Calif.

Grant, Francis H., 1st Lt., 726 W. Monroe St., Springfield, Ill.

Hirst, William H., Jr., 1st Lt., 7035 Cedar St., Wauwatosa, Wis.

Hodgkin, Patrick H., 1st Lt., 535 Churchlane, Germantown, Philadelphia, Penn.—DFC, AM/3 OLC

Hursh, Francis W., 1st Lt., Box No. 433, Anaconda, Mont.

Lee, Nevada K., 1st Lt., 216 Locust St., Hampton, Va.

Moody, Edgar W., 1st Lt. (later Capt.), 13 Bartow St., Cartersville, Ga., Grp. Air Insp.—DFC/1 OLC, AM/3 OLC

Nehez, Stephen M., 1st Lt., 2600 Stewart St., McKeesport, Penn., Tech. Insp.

Padbury, Robert H., 1st Lt., 717 N. Rodney, Helena, Mont., Grp. Gun. Off.—DFC, AM/3 OLC.

Parks, Charles W., 1st Lt., 603 E. 12th St., Big Springs, Tex.

Sebrey, Perry A., 1st Lt., 5615 W. Burligh St., Milwaukee, Wis.

Shaw, Edmund D., 1st Lt., Atkinson, Nebr., Asst. Photo. Off.—DFC/1 OLC, AM/4 OLC

Singer, Martin, 1st Lt., 321 W. 78th St., New York, N. Y.

Steinmetz, Henry D., 1st Lt., Fayson Lakes, Butler, N. J.

Webb, Mosley H., 1st Lt., 5004 York Road, Baltimore, Md.

Wilcox, Glen E., 1st Lt., Harolds Auto Court, Spokane, Wash.

Wirt, Dain E., 1st Lt., Jefferson St., Natchitoches, La.

Cronin, Charles M., 2nd Lt., 33 Henshaw St., West Newton, Mass.

Dodd, William S., 2nd Lt., 918 Summer St., Stamford, Conn.

Jones, Charles F., 2nd Lt., 2611 W. Allegheny Ave., Philadelphia, Penn.

Keane, Eugene F., 2nd Lt., 1253 W. Main St., Waterbury, Conn.

Kerr, Roy E., 2nd Lt., 3525 2nd Ave., W., Hibbing, Minn.

Laster, James, 2nd Lt., 2305 Buckingham Ave., Richmond, Va.

Lewis, Jack H., 2nd Lt., Lavina, Mont.

Malone, John L., 2nd Lt., 12 Brewer St., Jamaica Plain, Mass.

McCarter, Roy M., 2nd Lt., Jefferson City, Tenn.

McKee, John B., 2nd Lt., 202 28th St., Grand Rapids, Iowa

Palmer, Henry O., Jr., 2nd Lt., Long Point, Penn Yan, N. Y.

Poppendieck, Elmer T., 2nd Lt., 3573 N. 15th St., Milwaukee, Wis.

Poundstone, Melvin L., 2nd Lt., Mora, Minn.

Schroyer, L. J., 2nd Lt., Veterans Village Apts., Twin Falls, Idaho

Sheridan, William E., 2nd Lt., 553 Brown Road, Las Cruces, N. M.

Steffens, Irene E., 2nd Lt. (later 1st Lt.), Route No. 2, Hydro, Okla.

Zatlin, Franklin R., 2nd Lt., 616 Leland Ave., St. Louis, Mo.

Elgar, Cecil B., WO (JG), Hillsboro, N. H.

Rowland, Kenneth C., WO (JG), 903 Fork Ave., Spokane, Wash.

390th HEADQUARTERS SQUADRON

Enlisted Men

Adkins, John T., T/Sgt., 3505 Hazeline Rd., Fort Worth, Tex.

Akin, Raymond P., Jr., Sgt., 520 So. Florence, Claremore, Okla.

Alsop, Chas. L., Sgt., Rawlins, Wyo.

Ansell, Richard D., Pfc., 421 Salt Springs Rd., Syracuse 3, N. Y.

Apple, Meyer, Sgt., 204 E. Madison St., Louisville, Ky.

Aulthouse, LeRoy E., 1001 1st St., S.W., Roanoke, Va.

Barlow, Guy J., Jr., Pvt., 215 E. Roosevelt Ave., Appleton, Wis.

Barnett, Harold E., Pvt., 514 Rex Ave., N.E., Canton, Ohio

Biel, Gunther E., Sgt., 4133 Corinth Blvd., Dayton, Ohio

Black, Chas. E., Pfc., Rt. No. 6, York, Pa.

Bloch, Harold N., Cpl., 2295 Chicago Blvd., Detroit, Mich.

Bourgeois, Philip A., Sgt., Box 789, Lake Charles, La.

Bowen, Nelson E., S/Sgt., 37 School St., Randolph, Vt.

Brklachich, Tony, M/Sgt., 515 N. 12th St., San Jose, Calif.

Caruso, Rocco, Sgt., 10-41 46th Road, Long Island City, N. Y.

Caleb, Jos. W., Pvt., 717 S. Main St., Ottawa, Kan.

Carr, John R., S/Sgt., 1731 E. State St., Trenton, N. J.

Carter, Kenneth, Pvt., 1228 S. Buckeye St., Kokomo, Ind.

Chatfield, Chas. J., M/Sgt., 123 Charles St., Painted Post, N. Y.

Clarke, Frank C., S/Sgt., 531 W. 17th St., Jacksonville, Fla.

Coats, Basil A., S/Sgt., 523 9th St., Port Arthur, Tex.

Cohen, Isaac, T/Sgt., 1432 W. 54th St., Los Angeles, Calif.

Coleman, Joe E., Pfc., 1317 Robert Hail St., Jackson, Miss.

Congleton, Edwin I., S/Sgt., 5 S.E. 9th St., Pendleton, Ore.

Corpening, Mason R., Sgt., Rt. No. 7, Lenoir, N. C.

Crouch, Paul L., T/Sgt., 1722 Alcott Ave., Kalamazoo, Mich.

Cunningham, Kenneth H., M/Sgt., 705 McCormick Ave., Connellsville, Pa.—Bronze Star

Dicks, Raymond A., Pfc., 2717 N. Central Park Ave., Chicago, Ill.

Dillon, Hugh E., Jr., T/Sgt., 68 Reed Ave., Everett, Mass.

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Gross, James O., Maj., Pentagon Bldg., Washington, D. C., P., Asst. Sqn. Ops. Off.—1 OLC, Croix de Guerre with Silver Star

Waltz, Robert W., Maj. (later Lt. Col.) & Grp. Ops. Off.), 1708 3rd St., Cuyahoga Falls, Ohio, P., Sqn. Ops. Off.—DFC/2 OLC, AM/6 OLC, Commend. Ribbon, Croix de Guerre with Silver Star

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Jaspers, Alvin W., Capt., Steam Boat Rock, Iowa, P.
Jones, Warren L., Capt., 47 North Ave., Beacon, N. Y., P.
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Hasse, Warren L., 1st Lt., 304 W. State St., Mauston, Wis., B—DFC, AM/4 OLC
Hawes, Warren H., 1st Lt., 219 N.W. 11th St., Pendleton, Ore., P—DFC, AM/3 OLC
Hayward, Bernard, 1st Lt., 507 E. 139th St., Bronx, N. Y., P—AM/3 OLC
Heaton, Maurice M., 1st Lt., 1513 S. Sycamore St., Petersburg, Va., Rad.-Nav.—DFC, AM/4 OLC
Heeseler, Edgar C., 1st Lt., 241 Denton Ave., Lynbrook, N. Y., N—DFC, AM/4 OLC
Heim, Wm. J., 1st Lt., 1143 McKinley Ave., Oakland, Calif., CP— AM/4 OLC
Heiser, Robt. A., 2nd Lt. (later 1st Lt.), 432 W. Douglass St., Reading, Pa., N—DFC, AM/3 OLC
Hennessy, Robt. M., Lt., 8518 S. Peoria St., Chicago, Ill., B
Henry, Robt. M., 1st Lt., 1177 Zimmer Drive, N.E., Atlanta, Ga., N—DFC, AM/3 OLC
Hilker, Ervin B., 1st Lt.' 7229 Emma, St. Louis, Mo., N—AM/1 OLC
Hille, Oscar E., Lt., 524 Washington St., Hackensack, N. J., CP
Hinckley, Chas. T., 1st Lt., Wianno Ave., Osterville, Mass., CP—PH, MIA 8/27/43, Frankfort, Cat., POW
Hoffman, Jerome H., Lt., 40 Kingsdale St., Dorchester, Mass., N
Hoffman, Wm. F., Lt., 192 Windsor Pl., Brooklyn, N. Y., N
Holman, Ralph, 1st Lt., Route 2, Edwards, Miss., CP—AM/4 OLC
Holman, Philip D., 1st Lt., 5234 Irving St., Philadelphia, Pa., N—DFC, AM/3 OLC
Holtzclaw, Frank M., 1st Lt. (later Capt.), 510 W. 3rd Ave., Pine Bluff, Ark., B—AM/3 OLC
Hoxsie, Lynwood F., Lt., 151 Lexington Ave., Cranston, R. I., B
Hudson, Perry M., Lt., 45 Ashton Ave., Newton, Mass., CP
Hull, Robt. T., Lt., 168 Main St., Brockport, N. Y., P
Hybarger, Robt. E., Lt., R.R. No. 1, Crawfordsville, Ind., N
Igadaloff, Sanford, Lt., 2257 Warren St., Toledo, Ohio, N—AM
Jabara, Raymond M., 2nd Lt., 8007 Narrows Ave., Brooklyn, N. Y., B—AM/3 OLC
Jackson, Moody S., 1st Lt., 3908 Rice Blvd., Houston, Tex., N—AM/4 OLC
Jacobs, Robt. S., 1st Lt., 287 30th Ave., San Francisco, Calif., P—DFC, AM/3 OLC
Jager, Chas. S., 1st Lt., 169 Hughes Ave., Pawtucket, R. I., P—DFC, AM/4 OLC
Jenkins, Ora L., 1st Lt., Box 164, Janici, Ark., N—DFC, AM/3 OLC
Jenkins, Walter S., 1st Lt., 576 Sheridan Sq., Evanston, Ill., P—AM
Jernigan, Clifford H., 1st Lt., 204 Maiden Lane, Dublin, Ga., CP—DFC, AM/3 OLC, PH
Johns, Marvin C., 1st Lt., 729 Hill Ave., Wilkinsburg, Pa., CP—DFC, AM/3 OLC, PH, KIA
Johnson, Roger E., 1st Lt., Route 1, Rio, Wis., CP — AM, PH, MIA 5/8/44, Berlin, Cat.
Johnson, Stanley A., 1st Lt., Rushford, Minn., B—DFC, AM/3 OLC
Johnston, Gerald W., 1st Lt., P.O. Box 295, Summit, Mass., P—KIA 1/14/45, Berlin, Cat.
Jones, Geo. D., Jr., 1st Lt., 156 Lyons St., Macon, Ga., P—DFC, AM/4 OLC
Joos, Lloyd L., Lt., 509 3rd Ave. N.E., Jamestown, N. D., CP
Jordan, Harmon G., Jr., 2nd Lt., 869 New St., Macon, Ga., CP—AM/2 OLC
Joyce, Albert C., 2nd Lt., 63 Hathorne St., Salem, Mass., CP—AM, PH, KIA 4/18/44, Germendorf
Juren, Henry S., Lt., Box 5, Marlin, Tex., CP
Karkotsky, John, Jr., 1st Lt., 143 S. Cass Ave., Westmont, Ill., B—DFC, AM/4 OLC
Kautz, Robt. M., 1st Lt., 2214 Braddock Ave., Swissvale, Pa.—DFC, AM/3 OLC
Kay, Stanford, A., 2nd Lt., 433 Market St., Harrisburg, Pa., N—AM/3 OLC, PH, KIA 1/10/45, Dusseldorf
Keema, John M., 1st Lt., 416 28th St., Sacramento, Calif., B—DFC, AM/3 OLC, PH
Kersten, Richard F., Lt., 3245 S. Wisconsin Ave., Berwyn, Ill., N
Kilkelly, James T., 1st Lt., 1418 McClellan St., Fort Wayne, Ind., B—DFC, AM/4 OLC
Knapp, Joseph F., 2nd Lt., 377 Elm St., Woonsocket, R. I., R-N
Knight, John E., 1st Lt., 910 Melrose Ave., Trenton, N. J., B—DFC, AM/5 OLC, KIA 2/14/45
Knudtson, Francis, Lt.
Koehler, Kenneth E., 1st Lt., 46 E. 9th St., Davenport, Iowa, CP—DFC, AM/4 OLC, PH
Kruger, Chas. B., 2nd Lt., 72 Miller Rd., Morristown, N. J., CP—AM/3 OLC
Laible, Robt., Lt., 69 Albano St., Roslindale, Mass., B
Larson, James J., Jr., Lt., 7 Willow Dr., New Rochelle, N. Y., P
Lash, Donald L., 1st Lt., Heyworth, Ill., N—DFC, AM/3 OLC, MIA 1/14/45, Berlin, Cat., POW
Lashly, John H., Lt., 20 Windermere Pl., St. Louis, Mo., P
Le Bus, Frank L., Jr., 2nd Lt., Box 2352, Longview, Tex.
Lee, Chas. L., 2nd Lt., 1218 Terry Ave., Seattle, Wash., N—AM/2 OLC, MIA 1/21/44, St. Omer, France, POW
Lipchitz, Edwin J., Lt., 369 Sherman Ave., New Haven, Conn., N
Lipinski, Edwin J., 1st Lt., 4827 W. 28th St., Cicero, Ill., B—DFC, AM/4 OLC
Love, Harry W., Lt., 1590 E. 172nd St., Bronx, N. Y., B
Lubin, Bernard S., Lt., 319 Summit Ave., Mt. Vernon, N. Y., N
Lufkin, Charles H., 1st Lt., 22 Bridge St., Bucksport, Me., B—AM/3 OLC
Lundberg, Albert A., Lt., 2419 4th St., Peru, Ill., P
Lundy, James B., 2nd Lt., 1610 S. Date Ave., Alhambra, Calif., N—AM, MIA 3/18/45, Cat.
Lutzer, Erwin M., Lt., 118-65 Metropolitan Ave., Kew Gardens, L. I., N. Y., N
Lynch, Harold J., Lt., 66 Cliff St., Shelton, Conn., N
Magner, Charles F., Lt., Buffalo, N. Y., CP
Mann, Richard L., 1st Lt., 231 E. 2nd St., Washington, D. C., CP—AM
Mann, Wm. T., Lt., 5 Ibelwild St., Montgomery, Ala., CP
Marsh, Jack H., 1st Lt., 215 E. 13th St., Dover, Ohio, B—DFC, AM/5 OLC
Martin, Elmer J., 1st Lt., 1162 Grignan St., Green Bay, Wis., B—DFC, AM/4 OLC
Martin, Horace L., Lt., Marlin, Tex., CP
Matthews, John R., Lt., R. R. 3, Okarche, Okla., P
Mazzuchelli, Carl B., 1st Lt., 20 Virginia St., Dorchester, Mass., P—AM/5 OLC
McCauley, Lloyd F., Lt., 216 N. Colorado St., Chrisman, Ill., CP
McDonald, Geo. H., 1st Lt., P. O. Box 403, Atlanta, Ga., P—AM/1 OLC
McLaughlin, Jerome F., 2nd Lt., 8448 Michigan Ave., Chicago, Ill., N—AM
McNally, John R., 2nd Lt., 100 Sunnyhill Drive, Mt. Lebanon, Pa., CP—AM, PH, KIA 6/2/44, Paris
Menadier, Howard F., 1st Lt. (later Capt.), 170 Commercial St., Braintree, Mass., Rad.-Nav. — DFC/1 OLC, AM/3 OLC, Cat.
Meyer, Gilbert A., 1st Lt., 1561 34th Ave., Oakland, Calif., P—AM/1 OLC, MIA 11/26/44, Hamm, Cat. POW
Michaelson, Darwin F., 2nd Lt., 2518 Sabula Ave., Clinton, Iowa, CP—PH, KIA 10/10/43, Munster
Miller, Robert L., Wilkinson, Ind.

Minerley, Edw. R., Lt., 2346 16th St., Troy, N. Y., B—DFC, AM/1 OLC

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Nash, Ronald J., 1st Lt. (later Capt.), Route 1, Lake View, Tex., CP—AM/3 OLC, PH, MIA 12/31/44, Hamburg, Cat., POW

Nicola, Allen W., Lt., 1749 E. 133rd St., Compton, Calif., P

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Nielson, Harry W., 1st Lt., 750 19th St., East Moline, Ill., P—DFC, AM/4 OLC

Niller, Russell D., Jr., Lt., 1827 E. 32nd St., Baltimore, Md., B

Nolan, Patrick J., Lt., 4002 Pillsbury Ave., Minneapolis, Minn., CP

Nolan, Thos. F., Lt., 74 Washington St., Hornell, N. Y., P

Norby, Chas. A., 1st Lt., 1950 Cowper St., Palo Alto, Calif., P—AM/3 OLC, KIA 7/29/44, Bad Sulza

Novak, Jack S., Lt., 380 19th St., San Bernardino, Calif., CP

Oakley, Lawrence A., Lt., 208 Isabel St., Greensboro, N. C., CP

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Olson, Kenneth E., 1st Lt., Box 486, Westover Field, Mass., N—AM/5 OLC

O'Neill, Frank D., 1st Lt., B'way Ave., Massapequa, L. I., N. Y., B—AM/4 OLC, MIA 1/14/45, Berlin, Cat., POW

Pace, Robert W., 1st Lt., 621 Sergeant Ave., Rockford, Ill., B

Pardridge, John R., 1st Lt., 239 N. Orange Grove, Pasadena, Calif., B—DFC, AM/5 OLC, KIA 3/31/45

Parke, Robt. B., 1st Lt., 118 Hamilton Ave., Staten Island, N. Y., P—DFC, AM/3 OLC

Parsells, Dana E., 2nd Lt., 1201 Sunset Ave., Asbury Park, N. J., CP—DFC, AM/3 OLC

Patterson, James W., Lt., 203 S. College Ave., Newton, N. C., B

Paul, Harvey L., 1st Lt., 88 Liberty Ave., Somerville, Mass., CP—DFC, AM/3 OLC, PH

Peccianti, Melvin, 1st Lt., 1300 Wallace Ave., Martinez, Calif., B—DFC, AM/2 OLC

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Pendell, Earl W., Lt., 112 Marine St., Boulder, Colo., B

Peterson, Elmo O., Lt., Glenwood, Minn., B

Pettinelli, Eugene F., 2nd Lt., 61-33 157th St., Flushing, L. I., N. Y., CP—AM/2 OLC

Pietrucha, Geo. A., 2nd Lt., 499 S. 17th St., Newark, N. J., N—AM

Polly, Vernise G., 1st Lt., 2707 Lincolnway, Ames, Iowa, B — AM/3 OLC

Pote, Lawrence R., 1st Lt., 3909 W. 62nd Pl., Chicago, Ill., CP—DFC, AM/4 OLC

Poythress, Whitney F., 2nd Lt., 113 Kenan Dr., Chapel Hill, N. C., CP—AM/2 OLC, PH, MIA 1943

Preusser, Herman H., 2nd Lt., 2108 9th St., S. W., Canton 6, Ohio, N—AM

Pritchett, Ira E., 2nd Lt., 507 Hathaway Ave., Houston, Tex., CP—KIA 7/19/44, Belgium

Proffatt, Victor J., 1st Lt., 4030 Scandiaway, Los Angeles, Calif., P—DFC, AM/2 OLC

Prophett, James H., Lt., Melbourne, Fla., P

Quackenbush, Max J., Lt., RFD. No. 2, Beloit, Kan., P

Quillin, Paul J., 2nd Lt., Tracy, Minn., P—AM/2 OLC

Rapp, Harry W., 1st Lt., 763 Wall St., Akron, Ohio, B—AM

Reash, John W., Lt., 1026 Millcreek Road, Johnstown, Pa., CP

Reavis, Elmer F., 1st Lt., Touchet, Wash., P—AM/5 OLC

Reeve, John R., Lt., 1826 Garfield Ave., Salt Lake City, Utah, P

Regan, Jas. R., Lt. (later Capt.), 624 Excelsior St., Pittsburgh, Pa., P—MIA 8/17/43, Regensburg, POW

Reynolds, Thos. J., 1st Lt., 309 Montgomery St., Jersey City, N. J., CP—DFC, AM/4 OLC

Richter, Robert, 1st Lt., 637 6th Ave., New Hyde Park, N. Y., P—DFC, AM/4 OLC

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Robinson, Melvin M., 1st Lt., 3619 Bedford Ave., Brooklyn, N. Y., B—DFC, AM/3 OLC

Robinson, Willard C., 1st Lt., 510 S. Howard St., Spokane, Wash., Rad.-Nav.—DFC/1 OLC, AM/3 OLC

Roche, Wm. P., Lt., 210 16th St., S.E., Washington, D. C., N

Rockwell, Wm. W., Lt., 6530 Jeffrey Ave., Chicago, Ill., N

Row, Perry V., 1st Lt., (later Capt.), 2136 S. Kansas, Wichita, Kan., P—DFC, AM/3 OLC

Ruane, Ellis E., Lt., 1189 Dorothy St., Memphis, Tenn., B

Ruggles, Jack D., 1st Lt., 3217 N. 24th St., Omaha 10, Neb., CP—AM/3 OLC

Sacco, Carleton, Lt., Manasquan, N. J., CP

Sapper, Chas. K., 1st Lt. (later Capt.), 1809 N. Leclaire Ave., Chicago, Ill., CP—DFC, AM/3 OLC

Scheri, Francis W., 2nd Lt., 1016 George Pl., Utica, N. Y., N—AM/1 OLC

Schiliro, Philip S., 1st Lt., 1663 Benson Ave., Brooklyn, N. Y., B—AM/3 OLC

Schroy, Albert H., Lt., 2012 Wayne Ave., Dayton, Ohio, P

Schwankl, Elmer W., 2nd Lt., 125 N. 9th St., Breckenridge, Minn., CP—AM, MIA 1/21/44, St. Omer

Seaborn, Douglas K., 1st Lt., Walhalla, S. C., P—AM/3 OLC

Sechrist, Edwin G., 1st Lt., 660 W. Washington Ave., Elmira, N. Y., P—AM/1 OLC, PH

Seidel, Edw. F., Lt., 101 Sore Rd., Lindenhurst, N. Y., CP

Seip, Harry J., 1st Lt., 1012 E. Walbur Ave., Milwaukee 7, Wis., P—DFC, AM/3 OLC

Seiwell, Raymond H., Lt., Hawthorne, N. J., N

Senseny, Eugene F., Lt., 810 Oakland Dr., Fort Wayne, Ind., CP

Severson, Elmer D., Lt., Huntley, Mont., B

Shaver, Dale A., Lt., Grand Cane, La., P

Shaw, Edmund D., 1st Lt. (later Asst. Group Photo Officer), Atkinson, Neb., P—DFC/1 OLC, AM/4 OLC

Shaw, Forrest D., Lt., Exeter, N. H., CP—AM/1 OLC, KIA 9/18/44

Simon, Jack A., Lt., 502 W. Oregon St., Urbana, Ill., N

Simonitsch, Jake M., 1st Lt., 310 Dudrey Ct., Moorhead, Minn., N—AM/2 OLC

Sink, Wm. T., Jr., 1st Lt., 2322 Sink St., Winston-Salem, N. C., CP—AM/3 OLC

Skinner, Hiram C., Lt., 2111 Douglas St., Rockford, Ill., P

Sloan, Walter L., 1st Lt., 730 S. Church St., Jacksonville, Ill., P—AM/3 OLC

Smith, Fred H., Lt., Atlanta, Ga., N

Smith, Geo. E., Lt., Phoenix, Ariz., P

Smith, Richard K., 1st Lt., 324 Adams Ave., Cottage Grove, Ore., N—AM/3 OLC

Smith, Richard O., Lt., R.D. 1, Covington, Pa., P

Smith, Warren V., 1st Lt., 296 Webster Ave., Rochester, N. Y., CP—DFC, AM/3 OLC

Sneed, Wade H., 1st Lt., 958 Heard Ave., Augusta, Ga., P—DFC, AM/1 OLC

Snelgrove, Herbert, Lt., 611 Birch St., Shelton, Wash., N

Spann, Geo. H. R., 1st Lt., 5311 Rockhill Rd., Kansas City, Mo., P—AM/1 OLC

Specht, Leonard H., Lt., 109-09 95th Ave., Richmond Hill, N. Y., P

Spragins, Wm. E., 2nd Lt., 1223 Old Mill Rd., San Marino, Calif., P—MIA 1/21/45, North Sea

Sproul, Harold R., 2nd Lt., 78 Manchester Ave., Keyport, N. J., CP—AM/1 OLC

Stamps, Sterling H., 1st Lt., Box 15, Runge, Tex., Sqn. B—DFC/1 OLC, AM/2 OLC, PH

Steele, Richard N., Lt., P. O. Box 532, Boise, Idaho, CP

Steenberg, Sheldon J., Lt., 160 N. Lotus Ave., Chicago, Ill., RO

Stevenson, Albert W., Lt., 622 A St., Rock Springs, Wyo., B

Strickland, Chas. G., Lt., 1007 Coggin Ave., Brownwood, Tex., B

Sulmasy, Daniel P., Lt., 3091 Wissman Ave., Bronx, N. Y., N

Sutton, Jos. E., Lt., P. O. Box 334, Dade City, Fla., CP

Swanson, Benjamin R., Lt., 475 W. Race Ave., Chicago, Ill., B

Swavel, Morris F., 1st Lt., 3004 Scotia Trail, Portsmouth, Ohio, P—AM/1 OLC

Sweeny, Duane G. H., 1st Lt., 119 Platner St., Council Bluffs, Iowa, P—DFC, AM/1 OLC, MIA 12/30/44, Kassel

Tande, Iver O., 1st Lt., Aneta, N. D., CP—DFC, AM/3 OLC

Tanis, Philip, 2nd Lt., 449 E. 31st St., Paterson, N. J., N—AM/2 OLC

Taylor, Philip B., Lt., 124 N. Rose St., Burbank, Calif., B

Taylor, Robert G., Lt., 12 Brentwood Rd., Woburn, Mass., N

Thompson, Oral G., 1st Lt., 719 E. Main St., Richmond, Mo.—AM/3 OLC

Thumlert, Daniel A., 1st Lt., 307 Olympic Pl., Seattle, Wash., P—AM/1 OLC, PH, KIA 1/14/45

Tredinick, Robt. W., Lt., 27 Ferndale Rd., N. Caldwell, N. J., N—AM/1 OLC

Tuck, Amon D., 1st Lt., 659 N. Main Ave., Scranton, Pa., P — DFC, AM/4 OLC, PH

Turmenne, Vital G., 2nd Lt., 281 Bates, Lewiston, Me., N—AM, PH, MIA 6/8/44, Compiegne, Cat., Evadee Silver Boot

Tutino, Dominick J., Lt., 442 Palm St., Scranton, Pa., B

Tyson, Ashbrooks W., Lt., 1172 Lamberton St., Trenton, N. J., P

Urban, Jos., Jr., 1st Lt., Route 2, Pittsville, Wis., B—AM/3 OLC

Vaughan, John E., Lt., 403 S. Marion St., Cardington, Ohio, CP

Vevle, Floyd M., 1st Lt., 210 6th Ave., N., Fort Dodge, Iowa, CP—AM/3 OLC, PH, KIA 1/14/45

Vourganas, John N., Lt., 6314 Ellis Ave., Chicago, Ill., N

Wade, Philip W., 2nd Lt., 1664 St. Clair St., St. Paul, Minn., B—AM/2 OLC, PH, KIA 4/13/44, Augsburg

Waggoner, James C., 1st Lt. (later Capt.), Carthage, Tenn., P—Silver Star, DFC, AM/3 OLC

Walker, Richard F., 2nd Lt., 219 Resident St., Albany, Ga., B—AM/1 OLC

Walther, Jos. D., 1st Lt., 128 W. Yarmouth St., Dallas, Tex., B—AM/3 OLC

Wangelin, Jack J., 1st Lt., 301 Abend St., Belleville, Ill., P—AM/3 OLC, PH/1 OLC, KIA 1/23/45, Germany

Ware, Frank G., 1st Lt., 1091 Emerson Rd., Park Hill, Covington, Ky., N—AM/5 OLC

Warner, David W., Lt., Montiviedo, Minn., CP

Wassell, Ben C., 1st Lt., 609 Pennsylvania Ave., Schenectady, N. Y., P—AM, PH, MIA 4/18/44

Wasserman, Gerald M., Lt., 1020 E. 7th St., Brooklyn, N. Y., N

Watters, Ronald A., 1st Lt., Ashland, Mont., N—MIA 1/4/44, Kiel, POW

Weaver, Robt. T., 1st Lt., Taylorsville, Ky., P—AM/1 OLC, PH

Webb, James A., 2nd Lt., 2831 Orthodox St., Philadelphia, Pa., B — AM/2 OLC

Webster, Elwood K., Lt., Haddon Heights, N. J., B

Webster, Leland K., Lt., 115 West Ave., Lockport, N. Y., N

Weigle, Walter P., 2nd Lt., 240 Prospect St., Bergenfield, N. J., P—AM

Wenzel, John E., 2nd Lt., 1762 73rd St., Brooklyn, N. Y., CP—DFC, AM/3 OLC

Wiegand, Walter R., 1st Lt., 14 Easton Ave., Clinton, N. J., P—AM/3 OLC, MIA 1/14/45

Wiegman, Fred C., 1st Lt., 1509 W. 59th St., Chicago 36, Ill., N

Williams, Arthur M., Lt., Box 533, Sherman, Tex., N

Williams, Vant W., Jr., Lt., 308 S. 15th St., Corsicana, Tex., P

Winant, John G., Jr., 1st Lt., 274 Pleasant St., Concord, N. H., P—AM/1 OLC, MIA

Wolfert, Frederick E., 1st Lt., 66 W. 4th St., Oswego, N. Y., RO—AM

Worthington, Calvin, 1st Lt., 516 Fisher St., Corpus Christi, Tex., CP—DFC, AM/3 OLC

Xenelis, Strato N., Lt., 191 Main St., Middletown, Conn., N

Yeager, Ernest H., Lt., Box 56, Adairsville, Ga., P—AM/3 OLC

Young, Burris W., 1st Lt., 554 Everett, El Cerrite, Calif., CP (later P)—AM/4 OLC

Yount, Junuis E., 2nd Lt., College Ave., Newton, N. C., N—KIA 1/21/45, North Sea

Adrien, Leonard J. P., F/O, 52 Archer St., Lynn, Mass., CP

Aschendorf, Irving, F/O, 1938 Green St., Philadelphia, Pa., N—AM/1 OLC, MIA 11/26/44, Hamm, Cat., POW

Berenson, Ely, F/O, Garfield, N. J., N

Fowler, Ennis R., F/O, 911 Monroe St., Amarillo, Tex., P

Godfrey, Richard H., F/O, 2529 Aiken St., Los Angeles, Calif., CP

Herch, Robt. M., F/O, 512 Kings Hwy., Brooklyn, N. Y., B

Jerrald, Edw. G., F/O, 4892A Farlin Ave., St. Louis, Mo., N

McCarthy, Wm. R., F/O, 84 Westfield Ave., Elizabeth, N. J., Rad.-Nav.

Renhert, Karl J., F/O, 1647 W. Norwigian St., Pottsville, Pa., B

Richardson, Chas. A., F/O, 206 E. Front St., Grand Ledge, Mich., CP—AM

Trafford, John R. P., F/O, 320 Mendres Ave., Coral Gables, Fla., CP

Vogt, Paul A., F/O (later 2nd Lt.), 436 Ferry St., Everett, Mass., B—AM/3 OLC

Waggoner, Ben B., Jr., F/O, Mulberry, Tenn., N

Staff and Ground Officers

Zelman, Julius, Maj., 1533 Mt. View Ave., San Bernardino, Calif., Sqdn. Flt. Surg.

Anderson, Jos. C., Capt., Ebensburg, Pa.

Cooperstein, Saul, Capt., 9 Star-Bird St., Malden, Mass., Sqdn. Exec. Off.

Chollak, Jos. P., Capt., 79 Wyoming St., Wilkes-Barre, Pa.

Eager, Walter B., Capt., Roseville Rd., Westport, Conn., Sqdn. Int. Off.

Knudsten, Francis G., Capt., 1127 Davidson St., Coeur D'Alene, Idaho

Malmquist, Robert W., Capt., Rushmore, Minn.

Mindlin, Rowland, Capt., 88 Central Park West, New York City, N. Y.

Warner, Halsey, Capt., 444 Central Ave., East Orange, N. J.

Wattam, Chas. C., Capt., 18840 Chase St., Northridge, Calif.

Whistler, Carl W., Capt., Box 26, Ft. Logan, Colo.

Wier, Garland, Capt., 314 W. 3rd St., Graham, Tex.

Williams, John A., Capt., 2645 Kensington, Kansas City, Mo.

Cipriano, Silvio, 1st Lt., 1455 N. 55th St., Philadelphia, Pa.

Donohue, Robert P., 1st Lt., 526 S.E. 14th Ave., Portland, Ore.

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Grant, Francis H., 1st Lt., 1531 Eudora St., Denver, Colo.

Green, John M., 1st Lt., Ocala, Fla.

Moore, Albert E., 1st Lt. (later Capt.), Box 508, Pineville, La.

Nehez, Stephen M., 1st Lt., 2600 Stewart St., McKeesport, Pa.

Parker, Howard A., 1st Lt., 610 E. Frederick St., Gaffney, S. C.

Patterson, Edwin M., 1st Lt., 423 Leonia Ave., Bogota, N. J.

Schultz, Gregory, 1st Lt., 900 N. 63rd St., Philadelphia, Pa.

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Abrams, James J., 602 S. College St., Fort Collins, Colo., BTG

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Adams, Raymond, 255 Lake St., Minasha, Wis., WG

Adams, Ronald M., 217 Niagara St., Niagara Falls, N. Y., WG

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Allen, Jack M., 208 N. Main St., Altus, Okla., TTG

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Anderson, Arne O., 326 67th St., Brooklyn, N. Y., TTG

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Baker, Noble E., Fairfield, Ill., TG

Banciano, Jos. A., 250 New Britain Rd., Kensington, Conn., TTG

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Stewart, Harry W., Cpl., R.D. No. 1, Murrysville, Pa.
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Tuttle, Robert M., Lt. Col., Quarters 177, West Point, N. Y., P, Group Ops. Off.—DFC, AM/2 OLC
Walters, Joe P., Lt. Col., 301 W. Wolfe St., Sullivan, Ind., P, Sqn. CO — DFC/4 OLC, AM/6 OLC, Croix de Guerre and Silver Star
Waltz, Robert W., Lt. Col., 1708 Third St., Cuyahoga Falls, Ohio, P, Sqn. CO — DFC/2 OLC, AM/6 OLC, Commendation Ribbon, Croix de Guerre with Silver Star
Campbell, Bermard M., Maj., RFD No. 3, Bristol, Tenn, P, Sqn. CO—DFC, AM/3 OLC
Asmussen, John E., Capt. (later Major), Trout Brook Rd., Slatersville, R. I., P—DFC/1 OLC, AM/3 OLC
Billington, Robert J., Capt., Gainsville, Va.
Buckles, Raymond D., Capt., 1859 Lincoln Ave., Denver, Colo., B—DFC, AM/3 OLC
Bush, Russell L., Capt., 805 Palmyra Ave., Dixon, Ill., P—DFC, AM/3 OLC
Cartwright, Roger A., Capt., 1630 Ave. South, Payette, Idaho—Silver Star, DFC, AM/3 OLC
Chandler, Wm. A., Capt., Edison Villa 12C, Stockton, Calif., P — DFC, AM/3 OLC
Dinwiddie, Wm. T., Capt., 706 No. Broadway, Sidney, Ohio, P—DFC, AM/3 OLC
Foster, Richard A., Capt., 1955 W. Sparks St., Philadelphia, Pa., N—DFC/1 OLC, AM/3 OLC
Howe, Jerome J., Capt., 1340 Hyde Park Blvd., Chicago, Ill., P
Koret, Sydney, Capt., 28 So. Court St., Providence, R. I., B—DFC/1 OLC, AM/5 OLC
Lackey, Lacy G., Capt., 30 S. 5th Ave., Coatesville, Pa., P
Lewis, Burton E., Capt., 719 N. 2nd St., Cherokee, Iowa, N
MacGregor, Donald M., Capt., Box 88, Chonchilla, Calif., P—AM/2 OLC, PH
Maddron, Wm. F., Capt., Redmond, Ore., P
Morris, David F., Capt., 117 State St., Vermonia, Ore.
Morris, Samuel J., Jr., Capt., 137 Gardner St., Raleigh, N. C., P—AM/1 OLC
Nauman, Max K., Capt., 1300 W. Gage Ave., Los Angeles, Calif., P—DFC/1 OLC, AM/5 OLC
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Purdy, Harold W., Capt., Box 392, Bloomington, Ind., P—DFC, AM/4 OLC
Raas, Jean H., Capt., Bessemer, Ala., N
Rodgers, Vernie L., Capt., 1434 N.E. 23rd St., Oklahoma City, Okla., B—DFC, AM/4 OLC
Schaaf, Will J., Capt., 316 Newman St., Erie, Pa., P—DFC/2 OLC, AM/3 OLC
Smith, Moylan E., Capt., 1421 Dorset Lane, Overbrook Hills, Pa., P—DFC, AM/4 OLC
Spiselman, Herbert C., Capt., 2190 Boston Rd., New York, N. Y., N—DFC, AM/3 OLC
Stresing, Percy W., Capt., 206 E. Miller St., Newark, N. Y., P—DFC, AM/4 OLC
Waggoner, James C., Capt., Carthage, Tenn., P—Silver Star, DFC, AM/3 OLC
Allman, Austin A., 1st Lt., Box 690, Texarkana, Tex., P—DFC, AM/4 OLC
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Becker, Raymond A., 1st Lt., 18 Carnation Ave., Baldwin, N. Y., P—DFC, AM/1 OLC, KIA
Belgam, Jos. R., 1st Lt., 53 Highland Ave., Jersey City, N. J., P—AM/3 OLC, Cat.
Bellamy, Paul H., 1st Lt., Greeley, Iowa, P
Benkert, Richard C., 1st Lt., 64 Warner Ave., Springfield, N. J., B
Bivins, Eugene E., 1st Lt., 1624 Dallas St., Denver, Colo., P
Birdwell, Jos. A., 1st Lt., Farmville, Va., N — MIA 8/15/43, Doaui, France
Bjornebo, Morris, 1st Lt., Cottonwood, Minn., P—AM/2 OLC
Blevins, Edwin L., 1st Lt., 219 Ronna Ave., Fremont, Ill., P
Breslauer, Irving, 1st Lt., 135-08 40th Road, Flushing, N. Y., N—DFC, AM/4 OLC
Brower, Arnold E., 1st Lt., 39 East Lake St., Winsted, Conn., P
Buckley, Robt. M., 1st Lt., 180 Reed Ave., Syracuse, N. Y., P—AM/3 OLC, MIA 8/16/44, Leipsig, POW
Buehler, Albert L., 1st Lt. (later Capt.), 4927 Pensola Ave., Chicago, Ill., B—DFC, AM/3 OLC
Burke, Wm. F., 1st Lt., 137 Waverly St., Belmont, Mass., B — DFC, AM/3 OLC
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Callahan, Tom R., 1st Lt., 1615 E. 1st St., Austin, Tex., P—DFC, AM/4 OLC
Campbell, Robt. M., 1st Lt., 1530 Forrest Ave., Knoxville, Tenn., P
Carroll, Jas. D., 1st Lt., 100 Guy St., Elkins, W. Va., P—AM/3 OLC, PH, KIA 2/14/45
Chadwick, John L., 1st Lt., 398D Deep Eddy Apts., Austin, Tex., P—DFC, AM/4 OLC
Chaneles, Benj. R., 1st Lt., 1318 W. 6th St., Brooklyn, N. Y., P—AM/3 OLC, KIA 5/8/44
Cheppo, John J., 1st Lt., 1002 7th St., Arkansas City, Kan., P
Clark, Philip R., 1st Lt., Route No. 1, Phoenix, Ariz., B
Clark, Robt. G., 1st Lt., 711 Hall St., Eaton Rapids, Mich., B
Cohen, Jos., 1st Lt., 1511 Asbury Park, Pittsburgh, Pa., B
Corn, Lloyd L., 1st Lt., 615 S. Fountain, Wichita, Kan., P — DFC, AM/3 OLC
Coy, Wm. V., 1st Lt., 3466 Ashly Rd., Shaker Heights, Ohio, B
Craddock, Donovan R., 1st Lt., 1907 Goodnight Ave., Pueblo, Colo., P
Cozean, Chas. A., 1st Lt., Cornwall, Minn., N—DFC, AM/3 OLC
Cramer, Alfred H., 1st Lt., 1515 N. Ainsworth, Apt. 75, Portland, Ore., N—AM/4 OLC
Crosbie, Maurice G., 1st Lt., 42 Highland Ave., Old Orchard Beach, Me., P—DFC, AM/3 OLC, PH
Cutlip, Gilford J., 1st Lt., 3232 Fremont Ave., Minneapolis, Minn., P
Dalrymple, Donald H., 1st Lt., 2121 S. 72nd St., W. Allis, Wis., N—DFC/1 OLC, AM/3 OLC
Dalton, Wm. L., 1st Lt., Calverton, Va., N
David, Hernden E., 1st Lt., 1406 S. Grand Ave., Los Angeles, Calif., P
Davis, John D., 1st Lt., W. 3rd St., Waitsburg, Wash., P
Davis, Robt. E., 1st Lt., 806 Buchanan, Green Bay, Wis., CP—AM/4 OLC
DeNevau, Francis J., 1st Lt., 3828 N. Clark St., Chicago, Ill., N—DFC, AM/4 OLC
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Doyle, Jos. F., 1st Lt., 2203 Franklin Blvd., Chicago, Ill., N — DFC, AM/3 OLC
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Drinkwalter, Roger W., 1st Lt., Zumbro Falls, Minn., P
Englebrecht, Harvey W., 1st Lt., 358 Griswold, Elgin, Ill., B
Evans, Earl E., 1st Lt., 45-16 44th St., Long Island, N. Y., B—AM
Fackelman, Robt. J., 1st Lt., Route 5, Elkhart, Ind., P
Fish, Geo. W., Jr., 1st Lt., 5333 Edina St., Los Angeles, Calif., P—AM, MIA 1943, Emden
Fisher, Winston L., 1st Lt., 1089 57th, Oakland, Calif., P
Flanagan, Thos. J., 1st Lt., 5821 Clara St., New Orleans, La., Rad., N—DFC, AM/3 OLC
Flanigan, Harold C., 1st Lt., Waterman, Ill., N
Fleck, Jack C., 1st Lt., 626 Ellis Ave., Chicago, Ill., P — DFC, Soldiers Medal, AM/3 OLC
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Forrest, Ralph A., 1st Lt., 71 East St., Great Barrington, Mass., N
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Freund, Norman H., 1st Lt., 252 E. Cotton St., Fond du Lac, Wis., B—AM/5 OLC
Gaik, Leonard E., 1st Lt., 5208 S. Spaulding, Chicago, Ill., P
Galceran, Rafael, 1st Lt., 1622 Rosemead, Rosemead, Calif., P—AM/3 OLC
Garlitz, Wm. B., 1st Lt., Salisbury, Pa., P
Geers, Henry B., 1st Lt., 1331 N. 65th St., Quincy, Ill., P—AM/3 OLC
Gfeller, Theodore J., 1st Lt., Route 2, Chapman, Kan., N—DFC, AM/3 OLC
Goolsby, Jas. G., 1st Lt., Route 1, Woodland, Ga., P
Grip, Gordon A., 1st Lt., N—AM/1 OLC, MIA 5/29/44
Grout, Howard E., 1st Lt., 16 Jasper St., Springfield, Mass., N—AM/4 OLC
Greenstreet, Earl D., 1st Lt., Bradley, Ill., P
Griswold, Leonard E., 1st Lt., 5911 Edna Ave., Baltimore, Md., P—AM/2 OLC
Haines, Norman E., 1st Lt., 410 S. Main St., Sebastopol, Calif., P—DFC, AM/4 OLC
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Henry, Jimmie R., 1st Lt., 1642 16th St., S.E., Washington, D. C., P
Herbert, Edmond B., 1st Lt., 1154 S. 9th East, Salt Lake City, Utah, P—AM/4 OLC
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Hill, John R., 1st Lt., 521 Kansas City St., Sioux Falls, S. D., B
Hoffman, Curtis H., 1st Lt., 71 Mary's Ave., Freeport, N. Y., N
Holt, Wm. J., 1st Lt., Route 4, Whitesboro, Tex., P
Hurst, John K., 1st Lt., Anderson, Tex., N—AM, MIA 10/20/43, POW
Hupp, Howard J., 1st Lt., 1503rd AAFBU, Hamilton Field, Calif., P—DFC, AM/3 OLC
Jenkins, Arthur B., 1st Lt., 240 N. Main St., Wilkes-Barre, Pa., P—AM/4 OLC
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John, Owen, 1st Lt., 2231 Curtin Terrace, Philadelphia, Pa., B—AM/2 OLC
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Johnson, Douglas L., 1st Lt., 713 Pecan St., Helena, Ark., P—Silver Star, DFC, AM/4 OLC
Jorcyk, Adolph M., 1st Lt., 187 Packer St., Scranton, Pa., P
Kastory, Francis R., 1st Lt., 27 N. Main St., Sharpsburg, Pa., B—DFC, AM/3 OLC
Keffer, Herbert J., 1st Lt., 9 Pennsylvania St., Connellsville, Pa., P—AM
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Macchiavernia, Louis, 1st Lt., 626 Pennsylvania Ave., Elizabeth, N. J., N

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McKee, Geo. H., 1st Lt., Route 5, Greenville, S. C., P—DFC, AM/4 OLC

McKinney, Elwyn G., 1st Lt., 204 Dooley St., Hawkinsville, Ga., P—DFC, AM/4 OLC

McLoughlin, John R., 1st Lt., 235 Napes St., New York, N. Y., B

McTee, Perry S., 1st Lt., 918 N. Park, Shawnee, Okla., B — DFC, AM/3 OLC

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Miles, Everett J., 1st Lt., 218 Central St., Overbrook, S. C., B

Miller, Otis C., 1st Lt., 919 West Ave., Augusta, S. C., P—AM/3 OLC, KIA 5/8/44

Moll, Richard R., 1st Lt., 409 Madison Ave., Reading, Pa., P — AM/1 OLC

Montrose, Vernon A., 1st Lt., CP—AM/1 OLC, MIA 5/29/44

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Moyto, Anthony, 1st Lt., 3207 E. 37th St., Cleveland, Ohio, B — DFC, AM/3 OLC

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Nieman, Vincent C., 1st Lt., Scott Field, Ill., N

Nye, Robt. E., 1st Lt., 1450A Market St., Harrisburg, Pa., P — AM/4 OLC, MIA, POW

O'Dell, Jack C., 1st Lt., Hobbs, N. M., P—DFC, AM/3 OLC

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Pease, Chas. M., 1st Lt., 449 Salem End Rd., Framingham, Mass., B—DFC, AM/3 OLC

Philip, Alan G., 1st Lt., 2321 N.W. Patty Grove, Portland, Ore., P

Potter, William L., 1st Lt., 210 Rock Island, Tucumcari, N. M., P

Porter, Emery J., 1st Lt., 4320 S.E. Hillgate, Portland, Ore., B—DFC, AM/3 OLC

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Rosen, Sidney J., 1st Lt., 96 Elmore Ave., Englewood, N. J., N—DFC, AM/4 OLC

Rosen, Wm., 1st Lt., 96 Elmore Ave., Englewood, N. J., N

Rudman, Samuel, 1st Lt., 1205 S. Ogden Dr., Los Angeles, Calif, N—AM/4 OLC, MIA 10/15/44, POW, Cat.

Rutkowski, Victor S., 1st Lt., 845 E. State St., Trenton, N. J., P—DFC, AM/4 OLC, PH, KIA 10/15/44, Cologne

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Schuyler, Harold W., 1st Lt., 43 Mill St., Arcade, N. Y., P

Seldon, Alvin W., 1st Lt., 929 Main St., Malden, Mass., B—AM/4 OLC

Sellers, Billy H., 1st Lt., 1205 N. Boston, Tulsa, Okla., P—DFC, AM/3 OLC

Shafer, Basil O., 1st Lt., Arcanum, Ohio, P

Shaw, James E., 1st Lt., 204 E. 73rd St., New York, N. Y., B—DFC, AM/3 OLC

Shepherd, Daniel O., 1st Lt., 7420 N. Regal, Spokane, Wash., P

Shepherd, Marshall N., 1st Lt., 1610 E. Moorehead St., Charlotte, N. C., P—AM/1 OLC, PH, KIA 10/8/43

Shira, Wildo W., 1st Lt., Garden Grove, Iowa, P

Showers, Herbert C., 1st Lt., 2420 1st Ave., St. Petersburg, Fla., P—DFC, AM/4 OLC

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Shymanski, Wallace C., 1st Lt., 631 S. 4th St., Wausau, Wis., P—AM/1 OLC, MIA 5/29/44, Germany, Evadee, Silver Boot

Sleeper, Ralph W., 1st Lt., 14 Merimack St., Concord, N. H., B

Small, Wm., 1st Lt., 5220 W. Nelson, Chicago 41, Ill., N—DFC, AM/4 OLC

Solomita, Grazino, 1st Lt., 338 Littleton Ave., Newark, N. J., P

Starr, Jos., 1st Lt., 684 Ralph Ave., Brooklyn, N. Y., N—DFC, AM/3 OLC

Stearns, John W., 1st Lt., 209 Upas St., San Diego, Calif., N—AM/3 OLC

Steele, Elbert S., 1st Lt., 1144 E. 13th St., Salt Lake City, Utah, P—AM/2 OLC

Stuart, Robt. W., 1st Lt., 2115 W. 5th Street, Duluth, Minn., P

Strait, Clarence B., 1st Lt., 387 Chestnut St., Oneonta, N. Y., P—MIA Feb./44, Frankfort

Sturman, Jos. C., 1st Lt., 8544 19th St., Woodhaven, N. Y., P

Teays, Woodrow C., 1st Lt., Route 2, Lapier, Mich., N—DFC, AM/3 OLC

Thedens, Edgar O., 1st Lt., 131 Warren St., Calumet City, Ill., B—AM/5 OLC

Thomas, Chas. O., 1st Lt., Wakeman, Ohio, P—AM/5 OLC

Torrance, Robt. N., 1st Lt., Rt. 2, Vera, Ind., P

Touet, Richard E., 1st Lt., Rt. 2, Osceola, Iowa, CO—AM/4 OLC

Tregnan, Martin P., 1st Lt., 5150 Whitaker Ave., Philadelphia, Pa., N—DFC/1 OLC, AM/3 OLC

Tucker, Robert, 1st Lt., 319 Telford St., Alcoa, Tenn.

Uhlein, Francis P., 1st Lt. (later Capt.), 81-25 107th St., Jamaica, N. Y., N—Soldiers Medal, AM/3 OLC, PH

Underwood, James T., 1st Lt., Dawson Springs, Ky., P

Unger, Robt. K., 1st Lt., 511½ Frederick St., Hanover, Pa., P—DFC, AM/3 OLC

VanDine, Howard E., 1st Lt., 115-25 Metropolitan Ave., New York, N. Y., N—AM/1 OLC

VonSchlegel, David, 1st Lt., Winfield Ave., Harrison, N. Y., P—AM/1 OLC, PH, MIA Dec./43, Emden

Veasey, Hubert L., 1st Lt., 2417 Club Blvd., Durham, N. C., N

Waites, Robt. W., 1st Lt., 2020 Hill Ave., Middletown, Ohio, B—DFC, AM/3 OLC

Walker, Robt. W., 1st Lt., 201 Ellenwood Ave., Youngstown, Ohio, B

Walters, John F., 1st Lt., 27 W. Barney St., Gouverneur, N. Y., P

Webber, Claude E., 1st Lt., Farmington, Me., P—DFC, AM/3 OLC

Weems, Thos. S., 1st Lt., 150 S. Fulton St., Mobile, Ala., P—DFC, AM/4 OLC

Welsh, William T., 1st Lt., 8 Pitman Ave., Greenwood, Mass.

Wey, John B., 1st Lt. (later Capt.), 77 McAlpin St., Albany, N. Y., N—DFC/1 OLC, AM/4 OLC, PH/1 OLC, MIA 9/25/44, Ludwigshaven, Cat.

White, Harold C., 1st Lt., Carthage, Tenn., B—DFC, AM/3 OLC

Willits, Richard S., 1st Lt., 215 Leon Ave., Norwood, Pa., B

Wilson, Stanley B., 1st Lt., 3524 Raymond Ave., Brookfield, Ill., P

Woodard, Clyde L., 1st Lt., 1333 Maiden Lane, Springfield, Ohio, P—AM/4 OLC

Wright, Arlis D., 1st Lt., Box 554, Peden, Okla., P—AM/5 OLC

Yary, Wm. W., 1st Lt., 1218 Woodward Ave., McKeesport, Pa., N—DFC, AM/3 OLC

Zier, Frank M., 1st Lt., 258 Fallon Ave., Bellevue, Ky., N

Alvestad, Donald E., 2nd Lt., Roland, Iowa, P—AM, PH, KIA 11/30/44 Merseburg

Anaya, Alfred, 2nd Lt., 916 Colorado St., Coffeyville, Kan., CP

Andrews, Donald R., 2nd Lt., 396 Montelaise Ave., Glen Blyn, Ill., P

Arnold, Geo. J., 2nd Lt. (later 1st Lt.), 5130 W. 22nd Pl., Cicero, Ill., NB AM/3 OLC, MIA 1/20/45, Strasbourg, Evadee

Baker, Wm. P., 2nd Lt., 14 White House College, Biloxi, Miss., P

Beard, Wm. E., 2nd Lt., 1407 24th St., Lubbock, Tex., P

Beddow, Alexander E., 2nd Lt., 4405 Ave. I, Birmingham, Ala., B

Biskofski, Joseph, 2nd Lt., 4401 18th Ave., Kenosha, Wis., P

Boyd, Grover D., 2nd Lt., 2112 Central Ave., Great Falls, Mont., P

Burrows, Terrance M., 2nd Lt., Box 44, Royal Oak, Md., P

Campbell, Kenneth M., 2nd Lt. (later 1st Lt.), 4110 Dover St., El Paso, Tex., P—AM/2 OLC

Carter, Warren R., 2nd Lt., 121 Oakdale Terrace, Suffolk, Va., P—MIA 8/17/43, Interned Switzerland

Clark, Raymond F., 2nd Lt., 711 Hall St., Eaton Rapids, Cleveland, Ohio, N

Colainni, Den L., 2nd Lt., 750 N. 12th, Pocatello, Ida., B

Conner, Wm. A., 2nd Lt., 1408 N. Berice St., Oklahoma City, Okla., N—PH

Cude, Wm. A., 2nd Lt., 512 Cibilo, Lockhart, Tex., N, RO—AM

De Salve, Bennie T., 2nd Lt., 21 Hillcrest, Middlebury, Vt.

Diamond, Sanford A., 2nd Lt., 8521 160th St., Jamaica, N. Y., B

Dalrymple, Donald H., 2nd Lt., 2121 S. 72nd St., West Allis, Wis., N

Dyer, Wayne L., 2nd Lt., 122 S. Bailey, Hobart, Okla., N

Egan, Karl J., 2nd Lt., 34 Carteret, Newark, N. J., N—AM, PH

Ellerbeck, Melvin C., 2nd Lt., 309 N. Washington St., Nashville, Ill.

Evilsizor, Harry R., 2nd Lt. (later 1st Lt.), 47 Greene St., Fairfield, Ohio, N—AM/2 OLC

Farnham, Lynn H., 2nd Lt. (later 1st Lt.), Versailles, N. Y., P—DFC, AM/4 OLC

Fiedler, Donald H., 2nd Lt. (later 1st Lt.), 18 Alden Terrace, Red Bank, N. J., P—AM, PH

Fuller, Geo. L., 2nd Lt., Rt. 4, Spartanburg, S. C., N—AM/2 OLC

Gardner, Lewis S., 2nd Lt., LeForysthe, Ga., B—AM

Gentz, Ralph A., 2nd Lt., 2776 Jackson St., Dubuque, Iowa, B

Green, John R., 2nd Lt., 312 Gore St., Ft. Atkinson, Wis., P — KIA 10/25/44, Hamburg

Goldstein, Stanley G., 2nd Lt., 18 Gould St., New Bedford, Mass., B—AM/1 OLC

Grady, Emery, 2nd Lt., Grapevine, Tex., CP—MIA Dec. 1943, France

Gross, Lester, 2nd Lt., 73-12 35th Ave., Apt. 320, Jackson Heights, L. I., N. Y.

Guion, Wm. H., 2nd Lt., Rt. 1, Russellville, Ky., P

Hapanowicz, Edwin E., 2nd Lt., 713 Plant St., Utica, N. Y., B

Harkins, Francis X., 2nd Lt. (later 1st Lt.), 118-09 139 St., S. Ozone Park, N. Y., B—Evadee, MIA 8/15/43, Doaui, France, Cat., Silver Boot

Harmon, Geo. W., 2nd Lt. (later Capt.), 2444 Center St., Granite City, Ill., P—DFC, AM/3 OLC

Harrison, Paul R., 2nd Lt., 5220 Pershing St., Fort Worth, Tex., P

Hastie, John M., 2nd Lt., Stockton, Ala., P

Henson, Clinton E., 2nd Lt., Rt. 4, Greenwood, Ark., CP

Herring, Paul L., 2nd Lt., 5309 42nd Ave., Hyattsville, Md., P

Holloway, Elmer R., 2nd Lt., Rt. 4, Marion, Ind., CP

Ihde, Roger E., 2nd Lt., 1266 Cedar St., Green Bay, Wis., CP—AM, KIA July/44, England

Jenson, Ray F., 2nd Lt., 3601 S. 56th St., Salt Lake City, Utah, CP

Johnson, Chas. D., 2nd Lt., 1333 Pine St., Calumet City, Ill., N

Johnson, David C., 2nd Lt., 1 University Ave., Lewisburg, Pa., B

Joyner, Jas. E., 2nd Lt., Rt. 1, Greenville, N. C., N

Klar, Loren W., 2nd Lt. (later 1st Lt.), 1901 Broadway, Menominee, Mich., CP—AM/2 OLC

Klausing, Raymond F., 2nd Lt., 3533 Dawn Ave., Cheviot, Ohio, N

Kossin, Glen E., 2nd Lt., 317 Westminster Ave., Alhambra, Calif., P

Kornhaber, Aaron, 2nd Lt., 1601 Sacramento St., San Francisco, Calif., N

Kovalcik, Andrew J., 2nd Lt., 19 Market St., Garfield, N. J., CP

Kramer, Eugene L., 2nd Lt., LaMantia, Wash., CP—DFC, AM/3 OLC

LaMantia, Michael J., 2nd Lt., 616 Wales St., St. Paul, Minn., N—DFC, AM/3 OLC

Laughlin, Geo. W., 2nd Lt., 508 W. Pine St., Florence, S. C., CP

Lashway, Homer N., 2nd Lt., 86 Grande Ave., Swanton, Vt., B — DFC, AM/1 OLC

Lewis, Samuel J., 2nd Lt., 910 E. Jackson, Sullivan, Ill., B—AM

Lloyd, Stanle L., 2nd Lt., 170 E. Hopper St., N. Jiverston, N. J., B

Machonachy, Harry M., 2nd Lt., 2518 Grout Ave., Cuyahoga Falls, Ohio —N

MacVicar, Wm. M., 2nd Lt., Box 77, Belvedere, Calif., CP

Markward, Thos. H., 2nd Lt., 85 S. 8th Ave., Newark, N. J., P

Mattison, Benjamin B., 2nd Lt., Route No. 1, Box 562 W. Palm Beach, Fla., CP—AM/1 OLC

McCarthy, William, 2nd Lt., 84 Westfield Ave., Elizabeth, N. J.

McGrew, Walter L., 2nd Lt., 14 Edmont St., Pittsburgh, Pa., B

McIntosh, Oakley W., 2nd Lt., 215 E. 20th St., Winfield, Kan., B

Mecham, Donald E., 2nd Lt., Salina, Utah, B—AM/2 OLC

Mercogliano, Victor M., 2nd Lt. (later 1st Lt.), 206 Channing St., N. E., Washington, D. C., N—AM/4 OLC

Miller, Maurice E., 2nd Lt., 438 Stonewall Pl., Memphis, Tenn., N

Mineur, Geo. E., 2nd Lt. (later 1st Lt.), 141-26 85th Rd., Jamaica, N. Y., B—AM/1 OLC

Monit, Walter, 2nd Lt., 868 Valdes Ave., Akron, Ohio, P

Morris, Joseph, 2nd Lt., 1047 St. John Ave., New York, N. Y., B-N—AM/3 OLC, PH, MIA 5/8/44

Murphy, Neil P., 2nd Lt., Rt. 2, Foss, Okla., CP—AM/1 OLC, PH, KIA 10/8/43

Neill, Marshall E., 2nd Lt., 1012 Elm St., Austin, Tex., N

Nesbitt, Carl D., 2nd Lt., 420 S. Jameson St., P—AM/3 OLC, PH, MIA 5/29/44, Leipzig

Newell, Ernest B., 2nd Lt., Rt. 3, Manhattan, Kan., P—AM, PH, KIA 4/24/44, Freidrickshaven

Newman, Alvin H., 2nd Lt. (later 1st Lt.), 525 W. Main St., Danville, Va., N—AM/3 OLC

Oyer, James E., 2nd Lt., 221 Spencer Ave., Pittsburgh, Pa., CP—DFC, AM/3 OLC

Pappert, Karl J., 2nd St., 1834 W. Main St., Ft. Wayne, Ind., CP

Patterson, Robt. E., 2nd Lt., 2100 Walnut St., Philadelphia, Pa., CP—AM/3 OLC, MIA 5/29/44, Leipsig, Cat., POW

Pflug, Wm. D., 2nd Lt., 715 Elmwood Ave., Lincoln, Nebr., B—AM

Plume, Henry H., 2nd Lt., 705 W. Hugo, Yoakum, Tex., CP

Quirk, Collings C., 2nd Lt., 127 Siena Drive, Long Beach, Calif., N

Redwine, Frederick R., 2nd Lt., 1116 W. Miss. Ave., Chattanooga, Tenn., N—AM/2 OLC

Rivers, Earl H., 2nd Lt. (later 1st Lt.), City Rt. 7, Lakeshore Blvd., Willoughby, Ohio, CP — AM/1 OLC, PH, MIA 10/20/43, Cat., POW

Roche, David M., 2nd Lt., 548 Lakeside Ave., Lorain, Ohio, N

Ryan, Chas. O., 2nd Lt., 2912 Ave. L, Wichita, Kan., B—AM/1 OLC

Scarborough, Jas. E., 2nd Lt., 3720 Randolph St., Drexel Hill, Pa., B—AM

Schaef, Robert A., 2nd Lt., 2957 Prospect Ave., Riverside, Calif.

Scheuer, Burt G., 2nd Lt. (later 1st Lt.), Rt. 3, Sebastopal, Calif., CP—AM/2 OLC

Schwab, Leroy P., 2nd Lt., 12 Parker St., Warren, Pa., CP—AM/1 OLC, PH, KIA 12/24/44

Sennatt, Geo. M., 2nd Lt., 864 Mill St., Salem, Ore., B

Siler, Ivor J., 2nd Lt., 141 Till St., Scotia, N. Y., CP—AM/2 OLC, PH, KIA 12/31/44, Hamburg

Smith, Billie J., 2nd Lt., 401 W. State St., Whitesboro, Tex., CP

Smith, Owen G., 2nd Lt., Rt. 1, Norman, Okla., B—AM/1 OLC

Stotler, Thos., 2nd Lt., 77 East St., Great Barrington, Mass., N—AM

Stump, Wayne T., 2nd Lt., 2531 Chula Vista Blvd., Eugene, Ore., P

Thaxton, Alfred, 2nd Lt., Heyburn, Ida., CP

Thompson, Jos. W., 2nd Lt., 15 Crane St., Jamestown, N. Y., CP

Waggoner, Louie E., 2nd Lt. (later 1st Lt.), Rt. 1, Washington, Ind., B—AM/4 OLC

Waugaman, Robt. F., 2nd Lt., 333 E. 43rd St., New York, N. Y., CP

Welt, Eli, 2nd Lt., 2267 Ford Ave., Detroit 6, Mich.

Wooten, John D., 2nd Lt., Lafayette, Tenn., N

Wyatt, Jesse L., 2nd Lt., 2605 15th St., Eniley, Birmingham, Ala., N—AM/1 OLC

Zarbis, Wm. A., 2nd Lt., 51 Station St., Herminie, Pa., N—AM/1 OLC

Anderson, James L., F.O., Chilton, Mass., P

Banning, Albert V., F.O., 605 N. Clemens St., Lansing, Mich., N—KIA 12/27/44, England

Barone, Andrew V., F.O., 1047 215th St., Bronx, N. Y., N

Edwards, Albert V., F.O., 2625 3rd St., N. E., Washington, D. C., CP

Gill, Clarence A., F.O., 816 56th Ave., Palton, Pa., P

Howe, Willis O., F.O., Rt. 1, Bergen, N. Y., N—AM/3 OLC

Hubert, Anthony J., F.O. (later 2nd Lt.), Rt. 1, Verona, Pa., N—AM/2 OLC

Jones, Chas. B., F.O., Stephenville, Tex., CP

Kernan, Peter J., Jr., F.O., 190 Tichenor Ave., S. Orange, N. J.

Krausnick, Walter P., F.O., Brighton, Nova Scotia, Canada, B

Listug, Robt. E., F.O., 111 E. Milwaukee, Stoughton, Wis., B

McGuire, James E., F.O., 8702 Broadway, Elmhurst, L. I., N. Y., P—PH, KIA 12/27/44, England

Rapport, Stephen P., F.O., Webster, N. Y., P

Rosenthal, Lawrence L., F.O., 1270 Gerard Ave., Bronx 52, N. Y.

Swasey, Hamilton H., F.O., 11 Merrill Terrace, Montpelier, Vt., CP—KIA 12/27/44 England

Teuscher, Irwin E., F.O., Rt. 4, Tipton, Ind., CP

Woyewodzic, Edwin J., F.O., 533 E. Woodard, Denison, Tex.

Staff and Ground Officers

Feidt, Daniel S., Maj., 1420 N.W. Bank Building, Minneapolis, Minn., Sqn. Int. Off.

Morgan, Clark R., Jr., Maj., 1427 Lee St., Charleston, W. Va., Grp. Pers. Off.

Brame, Charles B., Jr., Capt., 1004 Felder Ave., Montgomery, Ala.

Clay, Louis M., Capt., 358 Central Ave., Milton, Mass.

Cochrane, John D., Jr., Capt., 1641 Elm St., Napa, Calif., Grp. Bombsight and Auto-Pilot Off.—Bronze Star

sight & Auto-Pilot Off.—Bronze Star

Crager, Lewis H., Capt., 2720 Ridgewood Ave., Cincinnati, Ohio, Sqn. Exec. Off.

Gaylord, Gordon L., Capt., 60 Highland, Highland Park, Mich.

Machemer, Carl C., Capt., 30 49th St., Weehawken, N. J., Sqn. Int. Off.

Nelson, Geo. B., Capt., 647 Quinn Valley Road, Atlanta, Ga.

Phipps, Clifton S., Capt. (later Major), 455 D St., Lemoore, Calif., Sqn. Exec. Off.

Sheeley,, Wm. F., Capt. (later Major), 404 W. 10th St., Grand Island, Nebr., Sqn. Surgeon

Wormley, Gordon W., Capt., 303 Empire Bldg., Rockford, Ill., Sqn. Flt. Surg.

Hursh, Francis W., 1st Lt. (later Capt.), Box 433, Anaconda, Mont. — Soldier's Medal

Kovicz, Paul E., 1st Lt., Rt. No. 1, Walden, N. Y.

Rugh, Elwood E., 1st Lt., Box 202, Knox, Pa.

Seidl, Walter P., 1st Lt., 4361 Ingleside Road, Warrensville Heights, Ohio

Tripp, George E., 1st Lt., 2932 Wellington, Chicago, Ill.

Wood, Howard L., 1st Lt., 983 West Peachtree, Atlanta, Ga.

Coldwater, Elliott, 2nd Lt., 303 E. Pack, Anaconda, Mont.

Constant, Daniel, 2nd Lt., 118 E. Caramillo St., Colorado Springs, Colo.—Legion of Merit

Enlisted Men—Combat

Afton, David, 1626 24th St., Detroit, Mich., LWG

Airey, Raymond E., Box 358, R.F.D. 13, Baltimore, Md., TG

Alesiani, Herman, Sgt., 333 Short St., Monessen, Pa., BTG—AM

Alicandro, Patsy, Sgt., 502 8th St., Clairton, Pa., TG

Allen, Edw. A., S/Sgt., 26 Warren Ave., Springfield, N. J., RWG—DFC, AM/3 OLC

Anderson, Cyril G., S/Sgt., 2308 Deming Rd., Flint 3, Mich., RWG—DFC, AM/5 OLC

Anderson, Carl L., S/Sgt., Route No. 1, Box 407, Patterson, Calif., BTG, LWG—AM/4 OLC, Cat.

Anderson, Lewis, S/Sgt., 1101 Central Ave., Newport, Ky., RWG—AM/1 OLC, PH

Andrezejewski, Thaddeus J., 2610 Ash St., Philadelphia, Pa., TG

Antrim, Louis C., Jr., S/Sgt., 178-10 137th Ave., Springfield Gardens, L. I., N. Y.

Argenio, Paul J., S/Sgt., 4 Nassau St., Pittston, Pa., BTG

Avery, Harrison, S/Sgt., 206 E. 17th St., New York, N. Y., RO—AM/3 OLC

Avett, Everett L., S/Sgt., 2416 Bond St., E. St. Louis, Mo., LWG—DFC, AM/3 OLC

Avon, Andrew, 3032 W. Blatz St., Philadelphia, Pa., LWG

Backstrom, Richard E., S/Sgt., 1217 Holcomb, Detroit, Mich., ROG—AM/2 OLC

Badock, James M., Sgt., 724 Weeks St., New Iberia, La., TT—AM

Bailey, John E., Middle Rd., Glenshaw, Pa., TT

Ball, Roy N., S/Sgt., RFD 1, Rantoul, Ill., LWG—AM/1 OLC, MIA

Ballinger, Herschel E., Sgt., Rt. 1, Havana, Kan., BTG—AM/2 OLC

Bardo, John J., S/Sgt., 7202 Navin St., Tampa, Fla., WG—AM/5 OLC

Barani, Frank J., Sgt., 933 Vine Ave., Chicago, Ill., WG—AM/2 OLC

Barone, Stephen, S/Sgt., 622 Sanderson St., Troop, Pa., TG—AM/1 OLC

Barnes, Rodman W., T/Sgt., Middlefield Rd., Hinesdale, Mass., TG—AM/11 OLC

Bastian, Fred, T/Sgt., 1301 Market, Sunbury, Pa., TT—AM/5 OLC

Beadle, John W., J., 8358 Topeka, Van Dyke, Mich., TT

Beck, Arthur, 1241 Walton Ave., Bronx, N. Y., ROG

Behrman, Bernard, S/Sgt., 3716 W. 13th St., Chicago, Ill., TT

Belew, Raymond F., 128 C St., N.E., Washington, D. C., ROG

Bell, Harrison L., T/Sgt., 10 Eaton St., Buffalo, N. Y., TT—AM/3 OLC, PH, MIA 3/8/44, Berlin, POW

Bell, Lyle, S/Sgt., RFD 6, Ann Arbor, Mich., TT—DFC, AM/4 OLC

Berry, Billy E., S/Sgt., Rt. 1, Coffeyville, Kan., LWG—DFC, AM/3 OLC, PH

Betz, Geo. J., 1632 Kolp Rd., N.W., Canton, Ohio—BTG

Binkowski, Marvin M., S/Sgt., 6531 S. Mozart St., Chicago, Ill., WG—AM/4 OLC

Black, Herman K., S/Sgt. (later 2nd Lt.), Wheatland, Ind., ROG—AM, PH

Blackmon, Chas. M., T/Sgt., 1324 W. 3rd St., Oklahoma City, Okla., TT AM/3 OLC

Bloxham, Leon L., S/Sgt., Gen'l Del., Stonewall, Okla., TT—DFC, AM/3 OLC

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Bolig, Chas. A., T/Sgt., 210 W. Water St., Selingrove, Pa., TT—AM/3 OLC

Bone, Quentin B., Box 25, Sorento, Ill., ROG

Borree, Wm. R., S/Sgt., 64 Canal, Placerville, Calif., WG

Boyd, Harold A., Rt. 1, Medoma, N. Y., TT

Boyd, Raymond J., S/Sgt., 203 W. 1st St., Broken Arrow, Okla., LWG—DFC, AM/3 OLC

Bradick, Gordon L., S/Sgt., 139 Norton St., Rochester 5, N. Y., LWG—DFC, AM/3 OLC

Brantley, Louis S., S/Sgt., St. Paul Ave., Granite, Md., TG—AM/3 OLC

Brearley, Edward M., S/Sgt., Route No. 2, Muskegon, Mich.

Breitbeck, Charles E., S/Sgt., 296 E. 9th St., Oswego, N. Y.

Brenke, Robt. C., 527 7th St., Santa Monica, Calif., LWG

Broderick, Harlen D., 413 Hamilton St., Dalton, Ga., TT

Brooks, Francis E., 1909 S. Walnut St., Oklahoma City, Okla., LWG

Brown, Chas., S/Sgt., 95 Arthur St., Framingham, Mass., ROG—AM/1 OLC

Brown, Clayton L., S/Sgt., Ruthton, Minn., TTG—AM/2 OLC

Bryan, Lawrence L., S/Sgt., 12 Spruce St., Columbus, Ga., LWG—DFC, AM/5 OLC

Buckmaster, Calvin O., 849 E. High St., Lima, Ohio, BWG

Bulick, Nevin L., S/Sgt., 404 E. Grant Ave., Altoona, Pa., TT—DFC, AM/4 OLC

Burnett, Glenn W., S/Sgt., Hartshorne, Okla.

Burns, Leland E., S/Sgt., Gen'l Del., Lancaster, Calif., ROG — AM/3 OLC, Cat.

Burd, Walter L., 515 Union Ave., Bound Brook, N. J., TT

Burger, Herbert F., 120 19th St., Warwood, W. Va., ROG

Burkett, Victor N., S/Sgt., 114 N. Pinecrest, Wichita, Kan., TG—AM/5 OLC

Burwick, Therell G., Rt. 1, Blackwell, Tex., TG

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Callahan, Jos. P., 151 Atwater St., New Haven, Conn., WG

Callahan, Owen E., Sgt., 162 E. 91st St., New York, N. Y., LWG—AM

Canora, Daniel C., 36 Clark St., Poughkeepsie, N. Y., TT

Caron, Patrick, S/Sgt., 307 E. Orves St., Massena, N. Y., TTG—MIA 8/15/43 Doaui, France

Carroll, Howard L., Sumner, Iowa, RWG

Carroll, Robt., T/Sgt., 16 Fruit St., Worcester, Mass., TT, LWG—DFC, AM/3 OLC

Carter, James A., S/Sgt., 108 N. Buchanan, Maryville, Mo., BTG—AM/1 OLC, MIA 12/24/44, POW

Carter, Wm. R., Sgt., 406 E. 15th St., Bedford, Ind., RWG, ROG

Carver, Glenn, Box 351, N. Miami, Fla., LWG, MIA

Casey, Irwin W., S/Sgt., Rt. 2, Jennings, Ala., TG

Cassidy, John J., S/Sgt., 5489 Christian St., Philadelphia, Pa., LWG—DFC, AM/3 OLC

Castellano, Louis D., T/Sgt., 414 Monastery Pl., Union City, N. J. TT, DFC, AM/2 OLC

Coglowski, Arthur, 821 Norwood Ave., Schenectady, N. Y., TT

Chapman, Jack, T/Sgt., Rt. 4, Sulphur Springs, Tex., TT—AM/3 OLC

Chartier, Lawrence R., S/Sgt., 2268 Woodward St., Milwaukee, Wis., ROG—DFC, AM/3 OLC

Chulick, Jos. J., Rt. 2, Garrad, Pa., BTG

Clark, Champ W., Walkerton, Va., TT

Clark, Franklin A., Sgt., 223 Center St., Massena, N. Y., BTG

Colby, Richard H., S/Sgt., 2641 Quinton St., Shreveport, La., TT—AM

Colletti, Carl C., T/Sgt., 10 Exchange St., Lockport, N. Y., WG—DFC, AM/2 OLC

Combow, Wm. W., Sgt., Rt. 2, Cedar Bluff, Va., RWG—AM/3 OLC

Conway, Raymond W., Rt. 5, Enid, Okla., LWG

Cook, Ray E., S/Sgt., 1041 Preston Ave., Mobile, Ala., BTG—AM/3 OLC

Cooke, George J., Jr., T/Sgt., 39 E. 39th St., New York, ROG

Cooney, Jos. A., 131 Florence St., Providence, R. I., TG

Coons, Robt. J., T/Sgt., 952 Ave. D, Rochester, N. Y., TT—DFC, AM/3 OLC

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Corcoran, Jos., T/Sgt., Walnut Grove, Minn., TT—AM/4 OLC

Costa, James J., 69-04 78th St., Middle Village, N. Y., ROG

Coulbourn, Calvin V., 418 Patapaso Ave., Baltimore, Md., TT

Cowan, Edward L., 2256 Beecher Rd., Atlanta, Ga., BTG

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Cox, Ray F., T/Sgt., Kempton, Ind., TT—DFC, AM/1 OLC

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Crisp, Carl, T/Sgt., Yamacrow, Ky., ROG—AM/5 OLC

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Damast, Lester, 223 71st St., Brooklyn, N. Y., WG

Davila, Robt., Box 559, Fresno, Calif., WG

Davis, Dean G., Jr., T/Sgt., R.F.D. No. 5, Stewart Ave., Massilon, Ohio, ROG—DFC, AM/3 OLC

Davis, Jos. L., T/Sgt., 1035 Hill St., Santa Monica, Calif., TT—AM

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Jones, Wilson P., Ft. Wayne, Ind., TT

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Mrjenovich, Peter, S/Sgt. — MIA 8/15/43 Doaui, France

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Smith, Lawrence T., Sgt., 3404 Livingston Ave., Ft. Worth, Tex.
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Wilde, Linn E., Jr., Lt. Col., Quincy, Calif., Sqn. CO, P—DFC, AM/2 OLC, Croix de Guerre, Silver Star
Black, Vincent A., Major, RD No. 2, Box 80, Altoona, Pa., Asst. Sqn. Ops. Off., P—AM/3 OLC
Perry, Richard H., Major, 8163 Edgewood, Detroit, Mich., Sqn. Ops. Off., P — DFC/1 OLC, AM/5 OLC
Arvin, John A., Jr., Capt., 6831 Ives Court, San Diego, Calif., Sqn. Nav.—DFC/2 OLC, AM/5 OLC
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Carlin, Chas. F., Capt., 614 Prospect St., Torrington, Conn., Sqn. Bomb.—DFC, AM/3 OLC, PH
Conn, Fletcher F., Capt., Bancroft, Neb., Sqn. Bomb.—DFC/1 OLC, AM/4 OLC, Croix de Guerre with Silver Star
Gary, Dana E., Capt., RFD No. 1, Birchardville, Pa., P—DFC, AM/4 OLC
Geary, James R., Jr., Capt., Nyack, N. Y., P—DFC/1 OLC, AM/3 OLC
Harmon, Geo. W., Capt., 532 Palmetto Drive, Miami Springs, Fla., P—DFC, AM/3 OLC
Harris, Keith E., Capt., Earlville, Ill., P—DFC, AM/3 OLC
Hickey, John J., Capt. (later Major), 366 E. 154th St., New York City, N. Y., Sqn. Nav.—DFC/2 OLC, AM/5 OLC, Croix de Guerre with Silver Star
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Kirby, Paul, Capt., 2641 Sunset Ave., Utica, N. Y., N—DFC, AM/4 OLC
McKnight, James T., Capt., Fayette, Ala., P—DFC, AM/3 OLC, PH
Mencow, Nathaniel, Capt., 21 Strathmore Rd., Worcester, Mass., Sqn. Nav.—DFC/1 OLC, AM/3 OLC
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Rowland, Robt. R., Capt., Montpelier, Ida., P—DFC, AM/3 OLC
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Shore, Marshall B., Capt., 214 W. 25th, Spokane, Wash., Sqn. Nav. —DFC/4 OLC, AM/3 OLC

Simmons, Laverne M., Capt., 422 N. Washington, Wichita, Kan., P — DFC/1 OLC, AM/4 OLC

Slade, Alliston, Capt., 200th Bomb. Sqn., Peterson Field, Colorado Springs, Colo., P—DFC, AM

Sterr, Roger J., Capt., Box 162, 1377 AAF, Westover Field, Chicopee Falls, Mass., P — DFC, AM/4 OLC

Stokes, Fred, Jr., Capt., 204 Buchanon, Hickman, Ky., P—DFC/1 OLC, AM/5 OLC

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Wade, Wm. G., Capt., Route No. 1, Colby, Kan., P — DFC/1 OLC, AM/4 OLC

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Babbitt, John F., 1st Lt., 190 Crescent Ave., Louisville, Ky., P

Baker, Chas. N., 1st Lt., 108 Edgehill, San Carlos, Calif., CP—DFC, AM/4 OLC

Baldwin, Thos. A., 1st Lt., 196 E. Washington Ave., Marion, Ohio, CP—DFC, AM/3 OLC

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Brown, Clifton H., 1st Lt., 318 E. 13th, Beardstown, Ill., P—DFC, AM/3 OLC

Brown, Gordon S., 1st Lt., c/o John Krom, LaCrosse, Wis., CP—DFC, AM/3 OLC

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Burk, Donnie G., 1st Lt., 608 Aylford St., Big Springs, Tex., B—AM/1 OLC

Burke, Wm. F., 1st Lt., 137 Waverly St., Belmont, Mass., B-N—DFC, AM/3 OLC

Burns, Jessie I., 1st Lt., Pasco, Wash., P

Cabral, Wm. M., 1st Lt., 2325 N. Lily St., Spokane, Wash., P — DFC/1 OLC, AM/3 OLC

Carr, Wm. A., 1st Lt., 50 Yolando Dr., San Anselmo, Calif., N — DFC, AM/4 OLC

Carter, Robt. S., 1st Lt., 115 S. Third East, Salt Lake City, Utah, P

Casserly, Frank G., 1st Lt., Milford, Mich., M-O

Cleesattel, Robt. F., 1st Lt., 51 Donaldson Rd., Buffalo, N. Y., P—DFC, AM/5 OLC

Combs, Winifred E., Jr., 1st Lt., 100 N. Crenshaw Ave., Richmond, Va., P

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Cott, Chester R., Jr., 1st Lt., Route No. 3, Moscow, Pa., B — DFC, AM/4 OLC

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Decker, James L., 1st Lt., 1591 McKinstry Ave., Detroit, Mich, N

Deffebach, Harry W., 1st Lt., 79 O St., Salt Lake City, Utah, P — DFC, AM/5 OLC

Deiters, Fredrick J., 1st Lt., 2315 S.E. 72nd, Portland 6, Oregon, P

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Emery, Frank K., 1st Lt., 5435 10th Ave., Los Angeles, Calif., P

Ennis, Robt. E., 1st Lt., Grand Canyon, Ariz., N

Eusner, John V. C., 1st Lt. (later Capt.), 407 Woodstock Ave., Staten Island, N. Y., N — DFC, AM/4 OLC

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Lesser, Marshall, 1st Lt., 1495 Blvd., New Haven, Conn., P

Lewis, Robt. V., 1st Lt., J. C. Penny Co., Kent, Wash., B—DFC/1 OLC, AM/2 OLC

Livingstone, Dale O., 1st Lt., Woodston, Kan., P

Longardner, Robt. L., 1st Lt., 1922 Main St., Ft. Wayne, Ind., P—DFC, AM/4 OLC

Martin, Thomas G., 1st Lt., 2505 Vine St., Chattanooga, Tenn., N

McCann, Francis G., 1st Lt., 305 2nd Ave., Mandan, N. D., N—AM/5 OLC

McCarthy, James R., 1st Lt., 1202 Congress St., New Orleans, La., N

McClintick, Ellis B., 1st Lt., R. R. No. 2, Walnut, Kan., N—DFC, AM/3 OLC

McConnell, Donald K., 1st Lt., 1333 E. 59th St., Brooklyn, N. Y., N

McGavran, Stephen R., 1st Lt., Route No. 3, Box 459, Vista, Calif., N—AM/5 OLC

McGuire, Robt. A., 1st Lt., LaMar, Ark., P — AM/1 OLC, MIA 10/10/43, Munster, POW

Meigide, Douglas, 1st Lt., 1864 Lexington Ave., New York City, N. Y., P

Mohrman, Harry L., 1st Lt., 66 Blauvelt Ave., Dumont, N. J., N

Morgan, Chas. P., 1st Lt., 122 E. 36th St., Savannah, Ga., B—AM/4 OLC

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Perkins, Earl L., 1st Lt., 608 N. Seventh St., Grand Forks, N. D., N

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South, Wm. E., 1st Lt., 863 S. Barksdale, Memphis, Tenn., B

Spangler, Clayton L., 1st Lt., 132 Oak Park Ave., Oak Park, Ill., P

Steen, Loran A., 1st Lt., 4847 S.E. 62nd, Portland, Ore., N — KIA 12/35/44

Steiner, Geo. A., 1st Lt., 1034 Broadview Dr., Pittsburgh 7, Pa., N

Stoll, Frank J., 1st Lt., Fairview, Mont., CP—DFC, AM/3 OLC

Stotler, Thomas, 1st Lt., 206 N. Brunswick St., Old Town, Me., N

Struewing, Edw. J., Jr., 1st Lt. (later Capt.), Morgan Hgts., Carthage, Mo., B—DFC/1 OLC, AM/4 OLC

Swafford, Chas. P., 1st Lt., Pikeville, Tenn., P—DFC, AM/3 OLC

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Taylor, Lloyd F., 1st Lt., 688 Wood Ave., Bridgeport, Conn., CP

Thompson, Jack W., Jr., 1st Lt., 1320 Lowerline St., New Orleans, La., CP

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Todd, Robert E., 1st Lt., 715 Cowles Ave., Joliet, Ill., P—AM/5 OLC

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Verfurth, Francis T., 1st Lt., 229 W. 118th St., Los Angeles, Calif., N

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Wilcox, Keith, 1st Lt., Thornton, Ida., M/O

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Allphin, Robt. C., 2nd Lt., Lawrence, Kan., CP—AM

Armstrong, Harry R., 2nd Lt., 3934 Brighton Rd., Pittsburgh, Pa., N—AM

Arnao, Charles C., 2nd Lt., Wayzata, Minn., N

Baker, John R., 2nd Lt., 1522 Hangar St., Little Rock, Ark., CP

Banks, Douglas C., 2nd Lt., 35 Comely Pl., Bloomfield, N. J., CP—AM

Bass, Quentin R., 2nd Lt., 2903 Parker St., Cleveland, Tenn., B—AM/3 OLC

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Neubauer, Kenneth L., 2nd Lt.
Hunt, Daniel R., WO/JG
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Johnson, Arthur J., 1st Lt., 2216 13th St., Columbus, Nebr., N — DFC, AM/3 OLC

Johnson, Oliver W., 1st Lt., Rt. No. 1, London, Ky., B — DFC, AM/3 OLC, PH

Joseph, Richard P., 1st Lt.

Keelan, Jas. E., 1st Lt., 4020 Cleveland St., Gary, Ind., B—AM/2 OLC

Kennedy, Cassius B., 1st Lt., Brownville, Nebr., P—AM/2 OLC, KIA 2/17/44, North Sea

Kent, John E., 1st Lt., 6901 Ajax Ave., Bell Gardens, Los Angeles, Calif., N—AM/2 OLC, MIA

Kirschner, Edwin K., 1st Lt., 7031 Greenway Ave., Philadelphia, Pa., CP—AM/3 OLC

Klar, Daniel W., 1st Lt., 607 E. 10th St., Houston, Tex., CP—AM/4 OLC

Knott, Peter H., 1st Lt., 4724 60th St., S.E., Grand Rapids, Mich., CP —DFC, AM/3 OLC

Kurtz, Roland A., 1st Lt., N. 24th St., Lebanon, Pa., P

Langford, Geo. T., 1st Lt., 430 Holly St., Ashland, Ore., CP — DFC, AM/3 OLC

Lee, Richard W., 1st Lt., N—AM/5 OLC

Lewis, Edward D., 1st Lt., 1282 Oxford St., Berkeley, Calif., P—DFC, AM/4 OLC

Lewis, Jos. W., 1st Lt., 2926 Buchanan Ave., Minneapolis, Minn., P

Liana, John J., 1st Lt., 426 Idora Ave., Youngstown, Ohio, B

Lundholm, Westley G., 1st Lt., P

MacKenzie, Roger M., 1st Lt., 417 3rd St., Savannah, Ga., CP — AM/5 OLC

Marsh, Wm. J., 1st Lt., RF No. 2, Alamosa, Colo., CP

Martin, Wm. J., 1st Lt., 50 Murray St., Wilkes-Barre, Pa., B—AM/3 OLC

Massa, Geo. A., 1st Lt., 4005 7th Ave., Brooklyn, N. Y., P—AM. PH. KIA 12/4/44, Coblenz

Matteson, Wm. J., 1st Lt., 2615 Jones St., Sioux City, Iowa, B

Mays, Coy C., 1st Lt., Rt. No. 4, Jonesboro, Tenn., B

McClain, Howard T., 1st Lt., 1302 Walnut St., Gadsden, Ala., B

McCall, Edw. E., 1st Lt., PO Box 173, Worthington, Ohio, N—AM/5 OLC

McKellar, Donald M., Jr., 1st Lt., 501 Boylston St., Brookline, Mass., P—DFC, AM/2 OLC

Meinberger, Walter A., 1st Lt., 45—26th Ave., San Francisco, Calif., P —DFC, AM/3 OLC

Miller, Thos. G., Jr., 1st Lt., 255 Comstock Dr., Ventura, Calif., B — DFC, AM/3 OLC

Mitchell, John E., 1st Lt., 606 Sully Ave., Philadelphia, Pa., P—AM/5 OLC

Mlotkowski, Henry F., 1st Lt., 34-08 30th St., Long Island, N. Y., B

Moody, Edgar W., 1st Lt. (later Capt.), 574 Cherry St., Hapeville, Ga., P—DFC/1 OLC, AM/3 OLC

Morgan, Benedict M., 1st Lt., 2123 California St., N.W., Washington, D. C., N

Nielsen, Arthur B., 1st Lt., 1627 N. Keeler Ave., Chicago, Ill., N, B

Nugent, Wm. H., III, 1st Lt., Trenton, N. J., CP

Oats, W. S., R.R. No. 1, O'Donnell, Tex., NB

O'Connor, Henry M., 1st Lt. (later Capt.), 47 Bethany Rd., Monson, Mass., P—DFC, AM/5 OLC

Oberman, Frederick T., 1st Lt., 25 S. Woodfield Rd., West Hempstead, L. I., N. Y., CP—DFC, AM/4 OLC

O'Brien, Donald E., 1st Lt., 2509 Jones St., Sioux City, Iowa, B — DFC, AM/4 OLC

Olson, Edw. E., Jr., 1st Lt., 3012 Edmund St., St. Joseph, Mo., B—AM/4 OLC

Parker, Robt. M., 1st Lt., 2240 N. 5th St., Harrisburg, Pa., CP

Parks, Gilbert A., 1st Lt., Box 513, Edna, Tex., B—AM/5 OLC

Payden, Neal F., 1st Lt., 2526 12th Ave., Moline, Ill., N—DFC, AM/4 OLC

Peguesse, Geo. W., 1st Lt. (later Capt.), 16 N. 8th St., Emmaus, Pa., B—DFC, AM/5 OLC, PH

Pickell, Hugh A., 1st Lt., Richmond Rd., LeRoy, N. Y., P—AM/3 OLC, PH, KIA 6/5/44 English Channel

Popelka, Geo. W., 1st Lt., 1608 Mt. Vernon Ave., Cedar Rapids, Iowa, B—DFC, AM/4 OLC

Powell, Addison, 1st Lt., 375 School St., Belmont, Mass., N — DFC, AM/3 OLC

Pritzl, Carl J., 1st Lt., CP

Procopio, Bernardo J., 1st Lt., 102 River Ave., Providence, R. I., P—MIA 4/18/44, crash landed Sweden, Interned

Raab, Harold F., 1st Lt., 1420 Jefferson Ave., Brooklyn, N. Y., N—AM/3 OLC

Rapp, John R., 1st Lt., 43 Earl St., Rochester, N. Y., N

Rawlins, Truman D., Jr., 1st Lt., Box 226, Wildwood, Fla., N—DFC/1 OLC, AM/4 OLC

Rayburn, Robt. W., 1st Lt., 3564 Blanche Ave., Cleveland Hgts., Ohio, P—AM/3 OLC

Richard, Henry J., 1st Lt., 7 Beach St., Westboro, Mass., CP—DFC, AM/4 OLC

Richardson, Cecil A., 1st Lt., Rt. No. 1, Malalaga, Wash., N—DFC, AM/3 OLC

Riley, Wm. L., 1st Lt., 40 Waterside St., New Dorp, S. I., N. Y., P

Riolo, Geo. W., 1st Lt., 67 Hillside Ave., Hastings-on-Hudson, N. Y., P —DFC, AM/3 OLC

Roberts, Lawrence E. W., 1st Lt., 205 Passa-Grille Ave., N., St. Petersburg, Fla., P—DFC, AM/3 OLC.

Robison, Harry R., 1st Lt., 6928 S.E. 122nd Ave., Portland, Ore., P

Rood, Albert C., 1st Lt., P

Rothchild, Meyer, 1st Lt., 746 S. Crescent Ave., Cincinnati 29, Ohio, B—AM/4 OLC

Russell, Wm. B., 1st Lt., 180 Arch St., Redwood City, Calif., N — DFC, AM/3 OLC

Rutt, Donald H., 1st Lt., 845 12th N.W., Mason City, Iowa, CP

Sardon, John C., 1st Lt., Mt. Pleasant Rd., N.S., Pittsburgh 14, Pa., P—AM/5 OLC

Savage, Ernest R., 1st Lt., 3309 35th St., Sacramento, Calif., N—DFC, AM/4 OLC

Schaefer, Edw. A., 1st Lt., 1503 Fifth Ave., Bay City, Mich., P

Schneider, John E., 1st Lt., 1205 Park St., Syracuse, N. Y., N—AM/3 OLC

Schleihs, Raymond C., 1st Lt., Brennan Dr., Des Moines, Iowa, P—DFC, AM/4 OLC

Schoenig, John R., 1st Lt., 5932 O'Meara Pl., Cincinnati, Ohio, P—AM/3 OLC, PH, KIA 5/27/44, Germany

Schwend, Donald G., 1st Lt., 713 Elm Dr., Billings, Mont., CP

Scolatti, Chas. A., 1st Lt., 1610 Glendale, Detroit 6, Mich., B—AM/5 OLC

Sheridan, Phillip R., 1st Lt., 1002 West Lead, Albuquerque, N. M., P — DFC, AM/3 OLC

Silk, Wm. A., 1st Lt., 14 Egment St., Brookline, Mass., P—AM/5 OLC

Smith, Wm. W., 1st Lt., 1800 Prairue Ave., Chicago, Ill., P—AM/2 OLC, KIA 10/10/43, Munster

Smith, James C., 1st Lt., 213 Prospect Pl., Brooklyn 17, N. Y., N—AM/4 OLC

Son, Jas. F., 1st Lt., 517 Crawford, Nogales, Ariz., P

Sorenson, Duane, 1st Lt., 865 Wilmington Ave., Salt Lake City, Utah, P—DFC, AM/3 OLC

Sowers, Elbert J., 1st Lt., Seven Miles Rd., Va., N—AM/5 OLC, KIA (after leaving group)

Spencer, Wm. H., 1st Lt., 205 Boulevard, Florence, N. J., CP

Spensley, Gavin T., Route No. 3, Box 1035, Turlock, Calif., CP

Starks, Robt. F., 1st Lt., Box 301, Talmadge, Ohio, P—DFC, AM/3 OLC, Reptd. MIA 3/6/44

Stene, Peter E., Jr., 1st Lt. (later Capt.), Baldwin, Wis., P — DFC, AM/7 OLC, PH. KIA 2/17/45, North Sea

Switzer, Chas. D., 1st Lt., 1412 Girard Ave., Wyomissing, Pa., N—DFC, AM/3 OLC, PH, KIA 3/6/44, Berlin

Strate, Raymond E., 1st Lt., 905 E. 2nd St., Los Angeles, Calif., P—DFC, AM/5 OLC

Sullender, Robt. C., 1st Lt., 1742 Springfield Ave., Pennsnuken Twp., N. J., B, N—DFC, AM/4 OLC

Swift, Jos. C., 1st Lt., Rt. No. 1, Bristol, Va., P

Terry, Hollis, 1st Lt., 1178 Jewel, Topeka, Kan., N—DFC, AM/4 OLC

Thompson, Chas. D., 1st Lt., 719 Main St., Richmond, Mo., N, B

Thompson, Chas. D., Jr., 1st Lt., 3109 Maple Dr., N.E., Atlanta, Ga., P

Tofte, Orval, 1st Lt., 102 8th St., W., Brookings, S. D., B—AM

Toth, Alexander J., 1st Lt., 1276 W. 112th St., Cleveland, Ohio, B—DFC, AM/3 OLC

Turner, Herbert I., Jr., 1st Lt., 213 East St., Ocala, Fla., P—AM

Underwood, Jas. T., 1st Lt., P.O. Box 94, Dawson Springs, Ky., CP—DFC, AM/4 OLC

Vitou, John J., 1st Lt., 3460 E. 93rd St., Cleveland, Ohio, N—DFC, AM/4 OLC

Wachs, Robt. M., 1st Lt., 202 Mill Ave., Tempe, Ariz., P

Walsh, Jas. L., 1st Lt., 2416 W. McKinley Ave., Milwaukee, Wis., CP—DFC, AM/4 OLC

Washmon, Douzer E., 1st Lt., Fort Supply, Okla., B — DFC, AM/4 OLC

Weldon, Edw. W., Jr., 1st Lt., Poplar St., Lambs Terrace, N. J., P—AM/2 OLC

Weinberg, Walter H., 1st Lt., 112 California Ave., Providence, R. I., CP —AM/4 OLC

Welton, Leonard B., Jr., 1st Lt., 37 Lawrence Ave., Potsdam, N. Y., P

Welsh, Wm. T., Jr., 1st Lt., 8 Pitman Ave., Pitman, Mass., N, Sqn. N—DFC/1 OLC, AM/3 OLC, PH

White, Harold V., 1st Lt., Ogdensburg, N. Y., CP

White, Vernon C., 1st Lt., 1103 Dukeland St., Baltimore 16, Md., N—AM/4 OLC

Wicker, Jas. R., 1st Lt., Pinehurst, N. C., CP—AM/3 OLC

Wickkiser, Eugene M., 1st Lt., 1418 Arlington, Houston, Tex., P—DFC, AM/3 OLC

Wills, Cecil W., 1st Lt., Osceola, Iowa, B

Wight, Harry E., 1st Lt., 400 Fruithurst Dr., Pittsburgh, Pa., P—DFC, AM/3 OLC

Wilson, John A., 1st Lt., c/o Wyoming State P.M.A. Comm., Box 1211, Casper, Wyo., P — DFC, AM/4 OLC

Zembower, Wilmar G., 1st Lt., 627 Lincoln St., Cumberland, Md., CP—DFC, AM/4 OLC

Alberts, Richard A., 2nd Lt.

Alexander, Jas. L., 2nd Lt. (later 1st Lt.), 1230 North 16, Waco, Tex., CP—DFC, AM/3 OLC

Alfred, Winfred W., 2nd Lt. (later 1st Lt.), Box 14, Floyd, Tex., CP—DFC, AM/3 OLC

Armstrong, Earl M., 2nd Lt., 420 E. Chapel St., Rockton, Ill., P—AM/1 OLC, PH, KIA 6/5/44, Cat.

Amato, Albert J., 2nd Lt., 835 S. Canremont Ave., Chicago, Ill., B

Atkinson, Jas. H., 2nd Lt., 1834 N. 7th St., Abilene, Tex., N, B—AM

Aycock, T. P., 2nd Lt. (later 1st Lt.), Box 335, Rosebud, Tex., B—AM/3 OLC

Baker, Donald G., 2nd Lt., 504 W. Grand Ave., Beloit, Wis., B—AM/1 OLC

Baker, Jas. W., 2nd Lt., 340 Ridgeway, Louisville, Ky., N

Baker, Victor P., 2nd Lt., 10 Welwyn Rd., Great Neck, N. Y., N—AM/3 OLC, PH, MIA 10/14/43 Schweinfurt, POW

Barbarus, Clarendon M., 2nd Lt., 1575 Allston Ave., Berkeley, Calif., P—AM/2 OLC

Beckberger, Geo. W., 2nd Lt., 136 S. Park Ave., Kendallville, Ind., N

Beddow, Alexander E., 2nd Lt. (later 1st Lt.), 4405 Avenue I, Beliew Hats, Birmingham, Ala., B, N—AM

Bennett, Chas. R., 2nd Lt., Corydon, Pa., N—DFC, AM/3 OLC

Bennett, Richard G., 2nd Lt., 20 Grandview Beach, LaSalle, Mich., B —AM/2 OLC, PH

Bolton, Jas. P., 2nd Lt. (later 1st Lt.), 1406 3rd St., Portsmouth, Ohio, B —DFC, AM/3 OLC

Brattan, Clarence R., Jr., 2nd Lt., 122 W. Gladstone, San Dimas, Calif., CP—DFC, AM/3 OLC

Broers, Frederick M., 2nd Lt., 603 W. Edwards St., Gillespie, Ill., CP—AM, PH, KIA 10/10/43

Buckles, Raymond D., 2nd Lt., 1859 Lincoln St., Denver, Colo., CP

Burcin, Michael J., 2nd Lt., 256 Dearborn Ave., Toledo, Ohio, N—AM/2 OLC, PH, KIA 3/14/45, Germany

Callahan, Daniel W., 2nd Lt., 120 Shippen St., Meadville, Pa., B

Callahan, Donald W., 2nd Lt. (later 1st Lt.), 479 Vernon Pl., Orange, N. J., N—AM/3 OLC, PH, MIA 10/10/43, Munster

Capek, Frank W., 2nd Lt., 243-16 Van Fanft Ave., Douglaston, N. Y., N—AM/2 OLC

Chaneles, Benjamin R., 2nd Lt., 1318 W. 6th St., Brooklyn, N. Y., P—AM/2 OLC

Cheppo, John J., Jr., 2nd Lt., CP

Coburn, Walter J., 2nd Lt., 11 Left Wing Drive, Baltimore, Md., N—AM. MIA 4/18/44, crash landed Sweden, interned

Cooper, Edw. E., III, 1st Lt., 4512 Tysin Ave., Philadelphia, Pa., CP —AM/1 OLC

Creasman, Roy R., Jr., 2nd Lt., Vanderbilt Rd., Biltmore, N. C., P

Cutlip, Gilford I., 2nd Lt., 3232 Fremont Ave., Minneapolis, Minn., CP

Davidson, Quentin L., 2nd Lt., Box 42, Bristol, S. D., CP—AM/1 OLC, Reptd. KIA 11/30/44, Merseburg

Decker, Jas. L., Jr., 1st Lt., 1591 McKinstry Ave., Detroit, Mich., N —DFC, AM/3 OLC, PH

DeLourhary, Robt. D., 2nd Lt., 10612 Yales Ave., Chicago, Ill., B

Dennis, Thos. A., 2nd Lt., 917 Neilson, Albany, Calif., P

Dinsmore, Malcolm M., 2nd Lt., RD No. 4, McDonald, Pa., P

Dryden, John P., 2nd Lt., 946 Sunset Rd., Geneva, Ill., N—AM/2 OLC, KIA 5/8/44 Osterholz—Schermbeck

Dunnam, Wm. W., 2nd Lt., 1631 Olive St., Baton Rouge, La., N

Dussell, Lloyd W., 2nd Lt., 801 Oak St., Grand Forks, N. C., CP

Elliott, Samuel R., 2nd Lt., 8409 Hough Ave., Cleveland, Ohio, CP

Egan, Karl J., 2nd Lt., 34 Cateret St., Newark, N. J., N

Edwards, Robt. R., 2nd Lt., 327 15th St., Paso Robles, Calif., CP

Estes, Victor H., 2nd Lt., 201 N. Grand Ave., Gainesville, Tex., B

Evans, Wm. L., Jr., 2nd Lt., 1312 Walnut Ave., Niagara Falls, N. Y., P—DFC, AM/4 OLC

Feinerer, Lee W., 2nd Lt., 67 E. Stroop Rd., Dayton, Ohio, B—AM/1 OLC

Fink, Louis, 2nd Lt., 4300 Sheldon Ave., Baltimore, Md., N—AM/1 OLC

Fitzsimmons, Philip J., Jr., 2nd Lt. (later 1st Lt.), 14741 Kittridge St., Van Nuha, Calif., N—AM/5 OLC

Flaherty, Wm. C., 2nd Lt., N

Flanagan, Thos. J., 2nd Lt., 5821 Clara St., New Orleans, La., Rad., N

Foley, Daniel, Jr., 2nd Lt. (later 1st Lt.), 6 Hanns Ave., Vallejo, Calif., N—AM/3 OLC

Fowler, Robt. L., 2nd Lt., CP

Garrison, Miller A., Jr., 2nd Lt., Monolith, Calif., N, B

Gates, Herbert B., 2nd Lt., Huntington, Tex., B — AM/1 OLC, MIA 11/30/44 Merseburg, POW

Geisler, Geo. W., 2nd Lt. (later 1st Lt.), 2655 Lauretta Ave., Baltimore 23, Md., B-N—AM/2 OLC

Gerard, Carmine, 1st Lt., 446 Atlantic St., Stamford, Conn., N—AM/2 OLC

Getz, Fred K., 2nd Lt., 435 N. 4th St., Lewisburg, Pa., B — PH. KIA 1/14/45, Berlin

Geukes, Donald H., 2nd Lt., 30 Sweet St., N.W., Grand Rapids, Mich., B

Gissel, Alven J., 2nd Lt., Wamic, Ore., CP—AM/2 OLC

Gordon, Benjamin L., 2nd Lt., 4507 Springdale Ave., Baltimore, Md., CP

Hadfield, Chas. J., 2nd Lt., 26 Waynde, Plainville, Conn., CP—AM/1 OLC

Hadley, Paul C., 2nd Lt. (later 1st Lt.), Route 1, Marcellus, N. Y., CP AM/3 OLC, PH. MIA 9/8/44, POW

Hanneke, Emory R., Jr., 2nd Lt., 309 12th St., Port Huron, Mich., P—PH, KIA 1/14/44 Berlin

Harris, Wm. J., 2nd Lt.

Hatten, Richard H., 2nd Lt., 54 N. Madison Ave., Lebanon, Mo., B

Hayden, Jesse E., 2nd Lt., 1120 W. 18th, Houston, Tex., N

Heaton, Maurice M., Jr., 2nd Lt., 1513 S. Sycamore St., Petersburg, Va., B —DFC, AM/4 OLC

Hicks, Wm. J., 2nd Lt., RFD No. 1, Scotch Plains, N. J., CP

Hickey, Wm. L., 2nd Lt., 923 N. Grant St., Tacoma, Wash., CP

Hickley, Wm. L., 2nd Lt., CP

Hills, Chas. R., 2nd Lt., 712 Dellwood St., Bethlehem, Pa., N — AM/2 OLC

Hire, Merrill, Jr., 2nd Lt., Ligonier, Ind., CP
Hoagland, Wm. R., 2nd Lt., Creswell, Ore., P
Holt, Wm. J., 2nd Lt., Whitesboro, Tex., CP
Hoyt, Robt. T., 2nd Lt. (later 1st Lt.), 131 S.W. 10th, Richmond, Ind., P —PH, KIA 11/5/43, English Channel
Huffman, Henry M., 2nd Lt., 114 N. Windomere, Dallas, Tex., CP — AM/1 OLC
Johnson, Lloyd R., 2nd Lt., 23314 Powell St., Hazel Park, Mich., B
Johnson, Melvin L., 2nd Lt., RR No. 2, Sturgis, Mich., N—AM, PH, MIA 1/14/45, Berlin
Kast, Willard W., 2nd Lt., Morenci, Mich., P—KIA 3/14/45 Kassel
Kelly, Jas. R., 2nd Lt., Box 332, Cornelius, Ore., CP
Kendall, Victor J., 2nd Lt., CP
Klemenok, Mike, 2nd Lt., RFD No. 2, Box 183, Petaluma, Calif., CP
Koder, Chas. D., 2nd Lt. (later 1st Lt.), 333 Erie Ave., Quakerstown, Pa., N—DFC, AM/2 OLC
Kodis, Edward, 2nd Lt., 4568 W. Washington Blvd., Los Angeles, Calif., N
Kratschmer, Norman L., 2nd Lt., 2407 Spruce, Kansas City, Mo., CP
Kruger, Chas. B., 2nd Lt. (later 1st Lt.), 5 Garden Hill, Morristown, N. J., CP—AM/3 OLC, MIA 5/28/44, Magdeburg, Cat., POW
Landers, Marion M., 2nd Lt. (later 1st Lt.), Bowdon, Ga., P—AM/1 OLC
Lee, Glenn E., 2nd Lt., Terecita Ranch, Falkurrias, Tex., B
Lee, Gordon L., 2nd Lt. (later 1st Lt.), Aneta, N. D., N—AM/3 OLC
Lett, Donald J., 2nd Lt., 122 Highland, Ashland, Ohio, B
Levy, Morris V., 2nd Lt., 64 Vienna St., Rochester, N. Y., N
Lipchitz, Theodore R., 2nd Lt., 369 Sherman Ave., New Haven, Conn., N—AM/3 OLC
Lockhart, Geo. A., Jr., 2nd Lt. (later 1st Lt.), 780 10th St., Boulder, Colo., N—AM/2 OLC, PH
Lyons, Timothy J., 2nd Lt., 3097 Heath Ave., New York City, N. Y., N—PH, KIA 11/5/43, Channel
Malinsky, Wm. N., 2nd Lt., 516 N. Sycamore St., Flora, Ill., B
Marquardt, Elden G., 2nd Lt., 916 W. Oakland Ave., Bloomington, Ill., N
Marshall, Chas. C., 2nd Lt. (later 1st Lt.), Box 303, Mawpen, Mo., N—DFC, AM/3 OLC
Matthews, Louis G., 2nd Lt., N
Matthias, Adolph J., Sacramento, Calif.
May, John W., 2nd Lt., 1031 Walnut St., Gadsden, Ala., CP — DFC, AM/3 OLC
Mayall, Jas. S., Jr., 2nd Lt., 734 Main St., Huntington Beach, Calif., N, B —AM, PH, Reptd. KIA 6/29/44
McMannis, Donald L., 2nd Lt. (later 1st Lt.), Box 63, Tekoa, Wash., N —AM/4 OLC
Merrill, Orland E., 2nd Lt., Box 143, RR No. 1, Mesa, Ariz., B—AM
Miller, Herman E., 2nd Lt., 3007 South 11½ St., Terre Haute, Ind., P
Miller, Joseph, 2nd Lt., 517 Main St., Irwin, Pa., N
Miller, Jos. P., Jr., 2nd Lt., 5210 Bedford Road, Detroit, Mich., CP—AM/3 OLC, Reptd. KIA 10/10/43, Munster
Miller, Rodney, 2nd Lt., Abbeville, La., CP
Miller, Roy, 2nd Lt., 1610 7th Ave., Beaver Falls, Pa., CP
Millington, Eric G., 2nd Lt., 2387 Kingston Pike, Knoxville, Tenn., CP —MIA 4/18/44, crash landed Sweden, Interned
Montello, Andrea, 2nd Lt., 125 Warner Ave., Syracuse, N. Y., B—AM/2 OLC
Mosegard, Warren P., 2nd Lt., Morgan Hill, Calif., CP — PH, KIA 10/10/43, Munster
Mott, Thos. T., 2nd Lt., 6920 Glenbrood Rd., Bethesda, Md., N
Mulloy, Robt. A., 2nd Lt., Sherwood, Ore., B
McAllister, Jos. M., 2nd Lt., 2614 S.E. 67th Ave., Portland, Ore., CP
McCallum, Willard O., 2nd Lt., 215 Bell St., Gainsville, Tex., CP
McDonald, Vincent J., 2nd Lt., 61-39 Madison St., Brooklyn, N. Y., B—AM/1 OLC
McGowan, Cyril J., 2nd Lt., 363 E. 26th St., Brooklyn, N. Y., B —AM/4 OLC
McGrady, Lloyd B., 2nd Lt., CP
Nelson, Rudolph C., 2nd Lt., 3223 N. Minnesota Ave., Portland, Ore., B
Nemer, Alexander, 2nd Lt., 315 Texas Ave., Palestine, Tex., N
Niehouse, Jas. C., 2nd Lt., 2908 Virginia Ave., Louisville, Ky., B
Nordendahl, Irving M., 2nd Lt., 914 South St., Sacramento, Calif., N—AM
North, Emerson G., 2nd Lt., Hudson Falls, N. Y., CP—AM, PH
Nunam, Geo. A., 2nd Lt., Burlington, Wash., CP
Olmstead, Frank W., 2nd Lt., 506 Sherman Ave., South Bend, Ind., P
Ortt, Herbert R., 2nd Lt., 17 Alwin Rd., Portsmouth, Va., CP
Papas, Nicholas J., 2nd Lt., 208 Norwood St., Houston, Tex., B
Perret, Warren V., 2nd Lt., Gramercy, La., B
Peterson, Gene H., 2nd Lt., 437 E. Halliday, Pocatello, Ida., P—AM/1 OLC, PH, KIA 11/30/44
Peterson, Robert G., 419 S. Church St., DuBois, Pa., N
Pickel, Keith M., 2nd Lt., 619 Lincoln St., Cadillac, Mich., CP—PH, KIA 12/11/43
Pinkham, David W., 2nd Lt., 610 Oakcrest Road, Needham, Mass., N—DFC, AM/3 OLC
Reich, Arlin, Jr.
Rhodes, Robt. W., 2nd Lt., 163 Florence Ave., Highland Park, Mich., B —AM/3 OLC
Richardson, Howard E., 2nd Lt. (later 1st Lt.), Rt. No. 1, Malaga, Wash., N—AM/2 OLC, PH
Rimassa, John, 2nd Lt., 190 Bay 11th St., Brooklyn, N. Y., B—DFC, AM/3 OLC
Robertson, Glen W., 2nd Lt., 609 N. Chemical, Hutchinson, Kan., P
Robinson, Raymond A., 2nd Lt., 808 Clark St., Maryville, Tenn., P
Roller, Harold, 1st Lt., 2952 N. 28th St., Milwaukee, Wis., CP—AM/3 OLC
Romkema, John R., 2nd Lt., Edgerton, Minn., CP—PH, KIA 3/14/45 Wulfen
Ryon, Glenn E., 2nd Lt., 4381 N.W. 11th Ave., Miami, Fla., P
Sansone, Anthony J., 2nd Lt., 5051 Robns, Detroit, Mich., B, N—AM, MIA 4/18/44, crash landed Sweden, interned
Schanen, Robt. L., 2nd Lt., 746 W. Grand Ave., Port Washington, Wis., N
Schloffner, Donald P., 2nd Lt., N
Schnee, John F., 2nd Lt., 643 Stow Ave., Cuyahoga Falls, Ohio, B—AM
Schultz, Rodney M., 541 Park St., Turlock, Calif.
Shofstahl, Lavere G., 2nd Lt., N
Shores, Stanley M., 2nd Lt. (later 1st Lt.), 108 Florence St., Mankato, Minn., N—DFC, AM/3 OLC
Sidden, Chas. W., 2nd Lt., 343 Grant Ave., Brooklyn, N. Y., P
Simmons, Wallace A.
Seigel, Martin, 2nd Lt., 443 Ave. S, Brooklyn, N. Y., P
Simpson, Daniel R., 2nd Lt. (later 1st Lt.), 2371 Minor Ave. N., Seattle 2, Wash., N—DFC, AM/3 OLC, PH
Smith, Benjamin F., 1st Lt., Shady Ave., Clarion, Pa., CP—AM
Slade, Walter L., 2nd Lt., 812 S. Rush St., South Bend, Ind., N
Smarsh, Steve C., 2nd Lt., 1927 W. Schiller St., Chicago, Ill., P
Smith, Jas. B., 2nd Lt., 1111 S. Lafayette, Chanute, Ill., N — AM/2 OLC
Spohrer, Henry, 2nd Lt., N
Starnes, Geo. E., 2nd Lt., Rt. No. 1, Columbia, S. C., P — PH, KIA 10/10/43
Staub, Herman E. G., 2nd Lt., 54 W. 106th St., N. Y. City, N
Steck, Walter, 2nd Lt. (later 1st Lt.), 333 Eldert St., Brooklyn, N. Y., N —AM/3 OLC, MIA 5/28/44 Magdeburg, Cat., POW
Stephens, Chas. W., 2nd Lt., 8843 S. Halldale, Los Angeles, Calif., CP—DFC, AM/3 OLC
Stephens, Donald F., 2nd Lt., 410 West Elm, Lamar, Colo., N — DFC, AM/3 OLC
Stevenson, Wm. E., 2nd Lt., Rt. 5, Vernon, Tex., P
Stock, Ernest L., 2nd Lt. (later 1st Lt.), 519 E. 5th St., Santa Ana, Calif., N—AM, MIA 12/30/43, Ludwigshaven, Evadee, Silver Boot
Stolair, Norton, 1st Lt., 698 West End Ave., New York, N. Y., B—AM, PH, MIA 10/10/43 Munster, Cat., POW
Strate, Herbert V., 2nd Lt., 4708 Elliott Ave., Minneapolis, Minn., P —KIA 5/28/44
Tank, Frank A., Jr., 2nd Lt., 1517 N. 4th St., Sheboygan, Wis., B—PH/1 OLC, MIA 12/30/43, Ludwigshaven, Evadee, Silver Boot
Terrill, Thos. J., 2nd Lt., RFD No. 1, Hutchinson, Kan., CP—AM, MIA 12/30/43, Ludwigshaven, interned Switzerland
Thompson, Oral G., 2nd Lt., Quonset 137, Vetsville, Boulder, Colo., B—AM/3 OLC, MIA 5/28/44, Magdeburg, Cat., POW
Townsend, W. T., Jr., 2nd Lt., Box 246, Happy, Tex., CP
Travers, Edw. S., Jr., 2nd Lt., 22 E. 69th St., New York, N. Y., CP
Van Houten, Melvin P., 2nd Lt., 24 Grand Ave., Totowa Boro, N. J., P AM/3 OLC
Vilt, Daniel G., 2nd Lt., Box 143, Needville, Tex., P—DFC, AM/3 OLC
Ward, Frank E., 2nd Lt., Rt. 5, Box 208, Bremerton, Wyo., CP—AM
Warden, Stacy B., 2nd Lt., 348 Union St., Bluefield, W. Va., CP
Watts, John J., 2nd Lt., 1910 N.W. 79th St., Miami, Fla., B—DFC, AM/3 OLC
Weinstein, Sam. J., 2nd Lt., 12016 E. Lapeer Rd., Davison, Mich., N—PH
Wedge, Edw. W., 2nd Lt., 304 16th St., Port Huron, Mich., CP
Wentling, Eugene G., 1st Lt., Ono, Pa., P—AM
Wetherill, David W., 2nd Lt., 7075 Clover Lane, Upper Darby, Pa., CP —AM, MIA 12/4/44, Koblenz, POW
White, Harold C., 2nd Lt., Carthage, Tenn., B—DFC, AM/3 OLC
Williams, Walter W., 2nd Lt., 1529 S. Karlov, Chicago, Ill., CP
Willey, Fred W., 2nd Lt., 511 Boulevard Way, Piedmont, Calif., CP
Williams, Vernon L., 2nd Lt. (later 1st Lt.), RR No. 2, Edmond, Okla., P—AM/2 OLC
Wills, Arthur W., 2nd Lt., 1035 South St., Roslindale, Mass., B
Wilson, Geo. F., 2nd Lt., 9337 Dearborn St., South Gate, Calif., CP—AM/1 OLC
Wilson, Isaac H., 1st Lt., 522 Main St., Charleston, W. Va., P—AM/1 OLC
Winholt, Allen Q., 2nd Lt., 20042 W. Tripp Ave., Chicago, Ill., N — AM/2 OLC
Withrow, Robt. W., 2nd Lt., CP—AM
Wolosin, Harold J., 2nd Lt., 221 Springdale Ave., E. Orange, N. J., N —AM/1 OLC
Woolfolk, Robt. L., 2nd Lt., 357 S. Alvardo St., Los Angeles, Calif., B
Yary, Wm. W., 2nd Lt., 1218 Woodward Ave., McKees Rocks, Pa., N
Young, Jas. B., Jr., 1st Lt., 1010 Princeton, Berkley, Mich., CP — AM/2 OLC
Zmudka, Francis J., 2nd Lt., 216 E. 5th St., Long Beach, Calif., N—AM, PH, MIA 12/4/44, Koblenz, Cat., POW
Zollars, Don W.
Brown, Richard C., Flt. O., Pine Grove, Pa., N
Cahill, Edw. R., Flt. O., 2000 Mars Ave., Lakewood, Ohio, CP—DFC, AM/3 OLC
Copenhaver, Wm. P., Flt. O., 604 Progress St., Blacksburg, Va., CP
Drusch, Edw. W., Flt. O. (later 1st Lt.), 2407 Lardenteur Ave., St. Paul, Minn., B—AM, PH, MIA 11/30/44
Elhai, Abraham, Flt. O., 5810 21st Ave., Brooklyn, N. Y., N—AM/1 OLC, Reptd. KIA 11/30/44 over Merseburg
Erickson, Harold J., Flt. O., 706 Stout St., Menomonie, Wis., P — PH, MIA 1/5/44, POW
Fiechter, Kenneth J., Flt. O., 120 Locust St., Janesville, Wis., B—DFC, AM/4 OLC
Israel, Lionel, Flt. O., 35 Pratt St., Meriden, Conn., N—AM/1 OLC
Johnson, Daniel W., Flt. O., CP—AM/1 OLC
Katzman, Jerome J., Flt. O., N
Leeth, Giles G., Flt. O., 1431 Irving Court, Willow Run, Mich., N
McEwin, Ernie F., Flt. O., 417 Craig, Hillsboro, Tex., CP—AM/1 OLC
Moore, Chas. C., Flt. O. (later 2nd Lt.), 4153 Carter Ave., St. Louis 15, Mo., B—AM
Nason, Chas. E., Flt. O. (later 2nd Lt.), 218 N. Hancock St., Ottumwa, Iowa, B—AM
Nelms, Marlin E., Flt. O., 1016 Mulberry St., Duncan, Okla., CP
Quail, Jas. T., Flt. O., 124 Fish Ave., Avalon, Pittsburgh, Pa., CP
Rothe, Carl I., Flt. O. (later 1st Lt.), 409 Adams St., Neenah, Wis., CP —AM/3 OLC
Scott, Jos. L., Flt. O., Box 1402, Kilgore, Tex., N—AM
Stahl, Aloysius C., Flt. O. (later 2nd Lt.), 3561 W. 56th St., Cleveland, Ohio, N—AM/3 OLC
Thompson, Edward G., 377 Knickerbocker Rd., Tenafly, N. J., P
Weiss, Newton, Flt. O., Hotel Bellclair, 77th St., Broadway, N. Y., B
Williams, David C., Jr., Flt. O., 114 N.W. 26, Oklahoma City, Okla., CP

Enlisted Men—Combat

Amodt, Arne J., S/Sgt., Gun.—DFC, AM/3 OLC
Adamavage, Francis J., T/Sgt., 83 Big Mine Run, Ashland, Pa., Gun.—DFC, AM/3 OLC
Adams, Harrison G., M/Sgt., 428 S. Lawn St., Kansas City, Mo., G. Inst.—AM
Abders, Wm. J., S/Sgt., 2327 161st St., Corona, L. I., N. Y., Gun—DFC, AM/3 OLC
Akin, Paul C., S/Sgt., 615 Adair St., Dallas, Tex., TTG—DFC, AM/3 OLC
Akosevich, Paul M., 1036 Dacotah St., Los Angeles, Calif., TTG
Albertus, Theodore W., Sgt., Blunt, S. D., TTG—AM, MIA 4/12/44, Koblenz, POW
Alessi, Frank C., T/Sgt., 240 Kings Hwy., Brooklyn, N. Y., ROG—AM/5 OLC
Allder, Melvin L., TTG
Allen, Walter T., S/Sgt., Box No. 515, Asher, Okla., RWG—DFC, AM/4 OLC
Altieri, Mario, T/Sgt., 690 E. 189th St., Bronx, N. Y., ROG—DFC, AM/3 OLC
Andrews, Leonard E., 97 Hope St., Attleboro, Mass., TTG
Aulthouse, LeRoy E., Sgt., 1001 First St., S.W., Roanoke, Va., TTG—AM, PH, KIA 6/5/44
Anson, Edw. E., TTG
Armstrong, Donald C., S/Sgt., 63 Broad Ave., Binghamton, N. Y., Gun.—AM/2 OLC, PH/1 OLC, MIA 10/10/43, POW
Apgar, Victor C., Jr., S/Sgt., 712 4th Ave., Bethlehem, Pa., Gun.
Augustine, Thos. J., ROG
Baber, John S., S/Sgt., Randlett, Okla., TG—AM/5 OLC
Baccaro, Victor L., T/Sgt., 250 New Britain Rd., Kensington, Conn., TTG — DFC, AM/3 OLC, MIA 5/28/44, Magdeburg, Cat., POW
Bagley, Edw. J., 53 E St., East Foxboro, Mass., TTG, Eng.
Baker, Richard T., Carthage, N. Y., TTG—DFC, AM/5 OLC
Bal, Jack K., S/Sgt., 563 Fairview St., Riverside, N. J., WG — AM/3 OLC
Balhorn, Ray B., 543 Steves Ave., San Antonio, Tex., Gun.
Banovich, Mike M., Route No. 4, Box 489, Phoenix, Ariz., TTG, Eng.
Banta, Robt. F., Sq. C, 1103 AAF, BU, Morrison Field, W. Palm Beach, Fla., ROG
Barnes, Lloyd C., 907 N. Utica St., Tulsa, Okla., Gun.
Barrett, Robt., RFD No. 2, Hudson, Mich., Gun.
Basak, Florian J., 1345 N. Artesian Ave., Chicago, Ill., Gun.
Bashore, Merle O., Clayton Hotel, Portland, Ore., TTG
Battleson, Robt. L., M/Sgt., 19 W. 41st St., Bayonne, N. J., TOG—DFC, AM/2 OLC, PH/1 OLC, MIA 1/5/45
Bauder, Robt. L., S/Sgt., 402 S. Main St., Zelienople, Pa., ROG—DFC, AM/3 OLC
Bean, Norman R., Sgt., Route No. 6, Bloomington, Ind., TTG — KIA 6/5/44
Becay, Frank, Jr., T/Sgt., 1441 E. 176th St., Cleveland, O., TTG—AM, MIA 10/10/43, Munster, Cat., POW
Beebe, Richard J., 429 Wesley Ave., Oak Park, Ill., Gun.
Beeson, Donald J., S/Sgt., P.O. Box No. 8, Careywood, Ida., TTG—Sold. Med., PH
Belisle, Carroll O., T/Sgt., Box No. 214, Medicine Lake, Mont., ROG — MIA 4/18/44, Crash-landed Sweden, Int.
Bell, Walter, 306 Maplewood Ave., Ambridge, Pa., ROG
Belveal, Clyde S., Sgt., Route No. 1, Ordway, Colo., Gun. — PH, KIA 3/14/45, Kassel
Benning, Robt. J., S/Sgt., 3646 Clayton St., Denver, Colo., TOG — AM/3 OLC
Berschak, Wm. E., S/Sgt., 2326 14th St., Akron, Ohio, TTG — DFC, AM/3 OLC
Bielawski, Geo. F., T/Sgt., 1026 Belmont Ave., Toledo, Ohio—TTG
Biermann, Clarence H., 101 Cook St., West Union, Iowa, Gun.
Bieschke, Walter B., T/Sgt., 6016 W. Melrose Ave., Chicago, Ill., ROG —AM/4 OLC
Bianco, John V., Gun.
Blackmer, Harold S., 724 Ottawa, Grand Rapids, Mich., Gun.
Blanchard, Melvin R., S/Sgt., 1915 4th Ave., N.W., Puyallup, Wash., LWG—DFC, AM/3 OLC
Bland, Jesse D., T/Sgt., Route No. 3, Lindsay, Okla., TTG—DFC, AM/3 OLC
Blassingame, Wm. F., 173 Elm Ave., San Bruno, Calif., Gun.
Bodin, Carrel J., Route No. 1, Box 226, Jeanerette, La., TTG
Bohn, Vernon H., S/Sgt., RFD No. 4, Webster, S. D., BTG — AM/3 OLC
Bolls, Wm. O., S/Sgt., 434 Oakland, Webb City, Mo., TG—AM/5 OLC
Bolton, Harold B., Box 38, Archer City, Tex., Gun
Bouchard, Francis P., 27 S. Main St., Caribou, Me., TTG
Bounous, Eugene A., T/Sgt., RFD No. 2, Monett, Mo., TTG
Brakefield, Walter H., Evarts, Ky., TTG
Brandt, Harry H., T/Sgt., 5912 21st Ave., Brooklyn, N. Y., BTG — DFC, AM/3 OLC
Breckenridge, Elmer F., T/Sgt., Route 1, Alexandria, La., TTG
Brenna, Marvin O., Route No. 1, Gully, Minn., ROG
Brooks, Raymond S., Route No. 1, Box 275, Renton, Wash., TTG
Brown, Arthur H., T/Sgt., 76 Freedom St., Hopedale, Mass., TTG—AM/3 OLC, PH, MIA 9/8/44, Mainz, POW
Brown, Clarence W., T/Sgt., 1806 N. Maryland, Roswell, N. M., TTG—AM/3 OLC
Brown, Donald M., 205 1st St., Solvay, N. Y., Gun.
Brown, Donald W., 1130 Palmer Blvd., Colorado Springs., Colo., TTG
Brown, Robt. W., RFD No. 2, Perryopolis, Pa., Gun. Inst.
Brown, Wm. S., T/Sgt., 2132 Ridgeview Ave., Los Angeles, Calif., ROG—DFC, AM/3 OLC
Borders, Sam'l S., ROG
Boyce, Harold A., Sgt., BTG—AM, MIA 12/30/43, Ludwigshaven, POW
Bucey, Robt. S., Sgt., 137 Burbank, Creston, Ohio, BTG—DFC, AM/3 OLC
Budziak, Julian A., 2713 W. 22nd Pl., Chicago, Ill., ROG
Bullard, Commodore, Jr., T/Sgt., 201 Porter St., Helena, Ark., Gun.
Burlingame, Eugene H., 8132 Utah St., Oakland, Calif., Gun.
Burr, Harvey A., Jr., S/Sgt., 322 B St., Sheridan Parkside, Tonawanda, N. Y., WG—DFC, AM/3 OLC
Burress, Ralph M., Ansley, Neb., Gun.
Burton, Virgil, Box 21, Wolf, Ky.
Butcher, James W., 57 Belvidere St., Crafton, Pa., ROG
Byers, Doyle L., 1702 O St., Bedford, Ind., ROG
Cadorette, Gerard R., S/Sgt., 1014 N. Dixie, West Palm Beach, Fla., BTG —DFC, AM/3 OLC
Callen, Jos. F., T/Sgt., Box 12, Glenham, S. D., WG—AM/3 OLC
Calos, Nicholas, Gun.
Carbonneau, Edw., S/Sgt., 15 Spruce St., Lawrence, Mass., Gun.
Carey, Howard H., T/Sgt., Ocean View, Del., TTG—DFC, AM/3 OLC
Carlberg, Wallace A., S/Sgt., 6211 14th S. Ave., Minneapolis, Minn., BTG—AM/3 OLC
Carlson, Harry D., 646 E. Oliver St., Turlock, Calif., Gun.
Carpenter, Thos. J., 2526 Grant St., Bellingham, Wash., TTG
Carr, John F., S/Sgt., 64 Woburn St., Lexington, Mass., ROG — DFC, AM/3 OLC
Carini, Jos. M., S/Sgt., 583 Main St., East Aurora, N. Y., Gun.—DFC, AM/3 OLC
Carl, Murray, Gun.
Carter, Francis R., RFD No. 2, Hedrick, Iowa, TTG
Cartwright, O. Bruce, S/Sgt., 611 Clermont St., Dallas, Tex., Gun.
Caruso, Paul J., S/Sgt., Moss Point, Miss., BTG
Cassady, Leonard H., Sgt., Tunnelton, W. Va., Gun.—AM, MIA 12/30/43, Ludwigshaven, Evadee, Silver Boot
Caserio, Richard J., 172 Davis St., Bradford, Pa., ROG
Cassimerio, Pete A., S/Sgt., 828 9th St., Los Banos, Calif., BTG—DFC, AM/3 OLC
Catalano, Alexander S., S/Sgt., 1016 DeKalb Ave., Brooklyn, N. Y., TTG—DFC, AM/4 OLC
Catana, Phillip, S/Sgt., 27 Walnut St., Hartford, Conn., Gun.—AM
Cavazos, Guilebaldo L., Wendover, Utah, TTG
Cederlind, John A., Sgt., Route No. 2, Box 448, Tulare, Calif., BTG—AM, PH, KIA 12/4/44, Koblenz
Chartier, Lawrence R., S/Sgt., 2240 S. Woodward St., Milwaukee, Wis., Gun.—DFC, AM/3 OLC
Chermak, Daniel E., T/Sgt., 1703 Hawthorne St., Scranton, Pa., TTG —AM/3 OLC, PH, MIA 4/29/44, Berlin, Cat., POW
Chidester, Buster T., Sgt., Box 791, Lovington, N. M., Gun. Inst.—AM
Chittler, Raymond B., 651 N. Christiana Ave., Chicago, Ill., TTG
Clark, Hubert L., Wainwright Park, Panama City, Fla., TTG
Clark, Harold W., S/Sgt., 11 First Ave., S. Charleston, W. Va., ROG AM/1 OLC
Clarke, Robt. H., S/Sgt., 7607 Madison Ave., Cleveland, Ohio, BTG—DFC, AM/3 OLC
Cleary, John J., 404 Schelly Ave., Trenton, N. J., Gun.
Clifton, Chester C., S/Sgt., 1335 Grant Apt. No. 9, Denver, Colo., TG—DFC, AM/3 OLC

Coats, Basil A., Sgt., 523 9th St., Port Arthur, Tex., Gun. — AM/1 OLC

Coats, Norman M., Sgt., 1051 W. State St., West Lafayette, Ind., BTG —AM/2 OLC

Cohen, Samuel, S/Sgt., 60 Essex St., Chelsea, Mass., WG—DFC, AM/4 OLC

Cohn, Sidney, 3156 Belle Plaine Ave., Chicago, Ill., ROG

Coker, Geo., Sgt., Route 1, Box 270, Seminole, Okla., WG — AM, PH, MIA 11/10/44

Coles, Robt. S., Sgt., Riverton Rd., Riverton, N. J., Gun.

Colangelo, Edw. J., S/Sgt., 248 W. 6th St., Mansfield, Ohio, WG — AM/4 OLC, PH, KIA 8/16/44

Collett, Anthony N., 260 Davey St., Buffalo, N. Y., TTG

Conkey, Julian H., S/Sgt., 331 Maple St., Sauk Centre, Minn., WG — AM/4 OLC

Connell, Keith L., Sgt., 307 N. Kriss Ave., Luverne, Minn., WG—AM/1 OLC

Contresty, Pierre E., 115 W. 55th St., New York City, N. Y., ROG

Converse, Theodore G., Sgt., Hillside Rd., Greenwich, Conn., Gun. — AM/1 OLC

Cook, Jos. J., Gun.

Cowan, Randle, Fritch, Tex., Gun. Inst.

Cox, John W., T/Sgt., 281 Palisade, Memphis, Tenn., ROG

Crawford, Middleton T., Vernonia, Ore., Gun.

Croft, Clayton M., S/Sgt., 205 W. Grant St., Shenandoah, Iowa, Gun. —AM/3 OLC

Crowder, Fred C., Sgt., Kingman, Ind., TOG

Crull, Gerald M., Gun.

Curtis, Vernon L., 24 Willow St., Mechanicsburg, Ohio, Gun.

Cusack, Wm. J., Jr., S/Sgt., 845 Potomac Ave., Buffalo, N. Y., Gun. —AM/3 OLC

Daly, Edouard A., 1124 Springfield Ave., Irvington, N. J., TTG

Daugherty, Hilmer L., T/Sgt., 1280 W. 37th St., Los Angeles, Calif., Gun.—AM/5 OLC

Davidoff, Louis, S/Sgt., 3036 Tyler, Detroit 6, Mich., BTG — DFC, AM/6 OLC

Davis, Robt. L., T/Sgt., 503 Glenwood Ave., Charleston, W. Va., TTG — DFC, AM/3 OLC, PH, KIA 6/5/44, over France

Davis, Stanley, S/Sgt., RFD No. 3, Gouverneur, N. Y., TTG—AM/1 OLC, PH, KIA 5/17/44, St. Omer, France

Davison, Clinton A., Sgt., 109 West St., Mansfield, Mass., ROG—AM/2 OLC, PH

Dean, Chas. R., 1348 N. Sixth St., Columbus, Ohio, Gun.

Decerio, Jas. F., Box 138, Plymouth Meeting, Pa., Gun.

Dodge, Kenneth W., 180 Sylvan St., Malden, Mass., ROG

DeFillippis, Dominick, 144 Schenectady Ave., Brooklyn, N. Y., TTG

Demuth, Eugene L., S/Sgt., 204 W. Broadway, Port Jefferson, N. Y., TTG—AM/2 OLC

Dillow, Laverne J., Sgt., 501 E. Walnut, Carbondale, Ill., Gun. — PH, KIA 9/25/44

DiTrapani, John E., S/Sgt., 1157 E. 20th St., Long Beach, Calif., ROG —AM/2 OLC

Doolittle, Wilfred G., S/Sgt., Tillson, N. Y., Gun., AM/3 OLC

Dougherty, Eddie L., T/Sgt., 3021 N. 12th St., Kansas City, Kan., TOG —AM/5 OLC

Downie, Donald S., Jr., Sgt., 613 N. President St., Jackson, Miss., ROG —AM/4 OLC, PH, KIA 6/29/44

Draper, Lee E., T/Sgt., Box 1047, Albuquerque, N. M., TTG—DFC, AM/4 OLC

Dudar, John C., T/Sgt., East Hill Rd., RFD No. 2, Monson, Mass., ROG —DFC, AM/3 OLC

Durfee, Chas. L., T/Sgt., 2636 Goyan Ave., Huntington, Va., ROG — AM/4 OLC

Dunlop, Harold R., 78-13 88th Ave., Woodhaven, N. Y., ROG

Dunne, Jas. J., T/Sgt., 132 E. 127th St., New York 35, N. Y., ROG—DFC, AM/3 OLC

Dye, Burless L., S/Sgt., Chesnut Ridge, Mo., BTG — AM/3 OLC, MIA 4/18/44, Crash-landed Sweden, Int.

Dymek, Anthony J., S/Sgt., 2901 E. 6th Ave., Columbus, Ohio, TG— AM/3 OLC, KIA 9/8/44, Germany

Dzielikowski, Henry W., S/Sgt., 1051 W. Mitchell St., Milwaukee, Wis., Gun.—PH

Eckman, Jas. B., S/Sgt., 30 Newton St., Marlboro, Mass., BTG—AM/3 OLC, MIA 9/5/44, Interned Switzerland, Escapee

Ellett, Wm. L., S/Sgt., Gun.—DFC, AM/3 OLC

Embree, Thaylus, Route No. 1, Mitchell, Ind., TTG

Emerich, Geo. H., S/Sgt., 817 Gulford St., Lebanon, Pa., Gun. — AM/3 OLC, MIA 10/10/43, Munich

Esselstine, Wm. H., S/Sgt., 507 Marcellus St., Syracuse, N. Y., Gun.— AM, PH

Everts, Millard E., T/Sgt., Hargle Rd. Apt., Box 124, Apt. 8, Shippensburg, Pa., ROG — DFC, AM/3 OLC

Falco, John, 218 S. 3rd Ave., Mt. Vernon, N. Y., Gun.

Farley, Harold C., S/Sgt., TOG—DFC, AM/3 OLC

Fantozzi, Frank F., S/Sgt., 128 High St., Torrington, Conn., TG—AM/4 OLC

Farowich, Michael, S/Sgt., 255 Pennsylvania Ave., Brooklyn, N. Y., TTG—AM/3 OLC

Farrell, Geo. J., T/Sgt., Fort Ann, N. Y., TTG—AM/3 OLC

Faseler, Homer F., Yancey, Tex., Gun.

Feibusch, Ernest M., S/Sgt., 726 Shields St., San Francisco, Calif., WG—AM/3 OLC

Feleccia, Sam A., S/Sgt., 2202 N. Perry Ave., Peoria, Ill., BTG— AM/4 OLC

Ferrill, Wm. B., S/Sgt., 394 Riverside Drive, Sarasota, Fla., Gun.—AM/4 OLC

Fetsch, Stanley, Jr., 1405 E. Miner Ave., Stockton, Calif.

Fields, Carl T., S/Sgt., Grand Cherry St., Port Townsend, Wash., TTG —AM

Fish, Earl L., 215 Crestwood Ave., Buffalo, N. Y., ROG

Fisher, Carlton D., Sgt., Melbern, Ohio, TG—AM/2 OLC, PH, KIA 3/14/45, Kassel

Foland, Jay E., Route 1, Nevada, Mo., TTG

Fondren, Ballard, ROG

Fontana, Herman P., Jr., 1742 N. Talman Ave., Chicago, Ill., ROG

Fowler, Arthur R., T/Sgt., 3618 Downing St., Denver 5, Col., TTG— AM/4 OLC

Fry, Ray C., 106 Vine St., Danville, Pa., Gun.

Fuller, Jefferson C., Jr., S/Sgt., Box 157, Wirt, Okla., Gun. — DFC, AM/4 OLC

Fura, Walter J., RFD No. 1, Walmore Rd., Sanborn, N. Y., Gun.

Gadd, Royal F., S/Sgt., Box 1207, Beckley, W. Va., BTG — AM/1 OLC

Gallo, Russell C., Box 33, Oliver, Fayette Co., Pa., ROG—AM, MIA 12/30/43, Ludwigshaven, Evadee, Silver Boot

Gambino, Angelo, S/Sgt., 277 Liberty Ave., Brooklyn, N. Y., BTG — AM/1 OLC

Gaylord, Leonard E., Western Ave., Winthrop, Me., TTG

Geiser, Geo. J., Sgt., 1903 Leslie Ave., Helena, Mont., WG—AM/1 OLC

Geis, Richard, 3554 Columbia Rd., Westgate, Ohio, Gun.

Gentille, Richard J., Box 564, Lindenhurst, N. Y., Gun.

Gifford, Bruce O., S/Sgt., 410 Edwards Ave., Kinsley, Kan., BTG— DFC, AM/5 OLC

Gillmore, Robt. J., S/Sgt., 1110 157th St., Gardena, Calif., TG — DFC, AM/5 OLC

Gist, Rufus H., T/Sgt., 829 South Bonnie Brae, Los Angeles, Calif., Gun.—DFC, AM/3 OLC

Giudici, Herman, T/Sgt., 221 Franklin St., Reading, Pa., ROG — AM/3 OLC

Godsey, Howard H., S/Sgt., Box 371, Naples, Tex., WG — AM/5 OLC

Gokey, Robt. E., S/Sgt., 1275 Stuyvesant Ave., Union, N. J., WG— DFC, AM/3 OLC

Goldberg, Alvin, 607 Howard Ave., Brooklyn, N. Y., ROG

Goldberg, Jacob, S/Sgt., 548 Dickinson St., Springfield, Mass., TG— DFC, AM/3 OLC

Goodwin, Archie, 1523 7th Ave., Terre Haute, Ind., TTG

Gorski, John A., 1738 S. 19th St., Milwaukee, Wis., TTG

Gouldthrite, Geo. W., T/Sgt., 1215 N. Monroe St., Spokane, Wash., TTG

Grace, Richard S., S/Sgt., 202 Eighth St., Glassport, Pa., Gun—AM/2 OLC

Graff, Reginald C., T/Sgt., 844½ Fox St., Denver, Col., TTG — DFC, AM/4 OLC

Graney, John F., S/Sgt., 555 E. Market St., Pottsville, Pa., TTG — AM/1 OLC

Gray, Chas. V., Route No. 3, Box 369, Santa Ana, Calif., TTG

Gray, Verne R., 1211 W. Oak St., Ft. Collins, Col., Gun.

Green, Hyman, Sgt., 1092 Tiffany St., New York City, N. Y., Gun — AM/1 OLC

Greenleaf, Samuel A., Sgt., Tampa 6, Fla., Gun.—AM/1 OLC

Greeno, Bruce J., S/Sgt., Muncie, Kan., TG — AM/2 OLC, PH, MIA 11/30/44, Merseburg, Cat., POW

Grice, Hubert S., T/Sgt., Slidell, La., TTG—AM/4 OLC

Grogan, Walter S., S/Sgt., 10119 Detroit Ave., Cleveland, Ohio, TTG —DFC, AM/4 OLC

Grubbs, Omar D., Sgt., Cullon, Ill., TG—AM, MIA 12/4/44, Koblenz, POW

Guethlein, Edwin B., S/Sgt., 3912 Pattison St., Cincinnati, Ohio, LWG— DFC, AM/3 OLC

Gumpert, Alton G., Sgt., 8 Ambrose Pl., Low Walker D6, New Castle-on-Tyne, England, Gun. — AM/1 OLC

Gungl, John W., T/Sgt., 1324 Terrace, Pampa, Tex., TTG—DFC/1 OLC, AM/7 OLC

Gurbindo, Julian J., 1102 F St., Fresno, Calif., ROG

Hall, Wm. H., 2220 Pleasant St., South Bend, Ind., Gun.

Hamm, Leonard L., T/Sgt., Montevalla, Ala., WG—DFC, AM/3 OLC

Hammill, Robt. H., 110 E. Alexandria Ave., Alexandria, La., Gun.

Hansen, Robt. J., S/Sgt., 1529 N. Menard Ave., Chicago, Ill., ROG

Hargrave, Chas. L., S/Sgt., 1401 W. Nevada Pl., Denver, Col., TOG

Harames, Spiro J., S/Sgt., 2352 Jackson Ave., Ogden, Utah, TG—AM/3 OLC, PH, MIA 10/10/43, Munster

Hardy, Jean M., S/Sgt., Apt. 17, Lane 2, Sunflower, Kansas, BTG—DFC, AM/4 OLC

Harnish, Jas. A., S/Sgt., RD No. 1, Clarion, Pa., ROG—AM/1 OLC

Hart, Thos. R., 200 Atkins Ave., Lancaster, Pa., TTG

Hartong, Harold G., 1012 N. 8th St., Leavenworth, Kan., Gun.

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Hatfield, Donald, Emison, Ind., Gun.

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Haynes, Lloyd S., S/Sgt., Rye, N. H., ROG—DFC, AM/3 OLC

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Hill, Melvin S., Sgt., Byromville, Ga., TTG—AM/2 OLC

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Hoskins, Pearl, Sgt., Tribbey, Ky., TTG—AM

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Hutnik, Russell, Sgt., 102 Union St., Shickshinny, Pa., TTG—AM

Hutson, John K., S/Sgt., Gilhan, Ark., Gun.—AM/4 OLC

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Icenogle, Elmer E., T/Sgt., Route 1, Yorkville, Ill., ROG—AM/2 OLC

Ingersoll, Harvey B., S/Sgt.,, Blooming Prairie, Minn., Gun.—PH

Ingle, John T., S/Sgt., Route 4, Burlington, N. C., TG—DFC, AM/4 OLC

Ingram, John J., Troy, N. Y., TTG

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Johnson, Nelson B., S/Sgt., Angie, La., TG—DFC, AM/3 OLC

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Johnston, Wm. B., Gun.

Johnston, Woodrow W., Sgt., 607 Franklin St., Caruthersville, Mo., Gun.—AM/3 OLC

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Jones, Raymond F., T/Sgt., RR No. 1, Hannibal, Mo., TTG—DFC, AM/3 OLC

Jones, Thos. H., S/Sgt., Scott St., Ashton, R. I., TG—DFC, AM/4 OLC

Jones, Robt. A., Route No. 3, Nichols, S. C., Gun.

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Kauffman, Melvin G., S/Sgt., Port Clinton, Pa., BTG

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Kler, Gerald L., Sgt., 423 Grant St., Buffalo, N. Y., BTG—AM/2 OLC

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Kolo, Eric T., 151 Park St., Pawtucket, R. I., TTG—AM, MIA 12/30/43, Ludwigshaven, Evadee, Silver Boot

Koehler, Sylvester J., TTG

Kono, Richard E., S/Sgt., 227½ Baltimore St., Waterloo, Iowa, RWG —DFC, AM/3 OLC

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Lawson, Paul, S/Sgt., WG — AM/5 OLC

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Lisk, Lloyd L., TTG

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Ludwig, Everett F., S/Sgt., RFD 1, Oola, Ohio, Gun. — AM/2 OLC, PH, MIA 6/5/44, Abbeyville, France, POW

Lowther, Jack E., S/Sgt., Ridgeland, S. C., TTG—AM/1 OLC
Luedtke, Louis A., Sgt., 910 S. 6th Ave., Wausau, Wis., LW — AM, KIA 5/8/44
Lufkin, Richard C., Cpl., 2322 Lafayette, Waterloo, Iowa, Gun.
Mackay, Francis, S/Sgt., Gun. — AM, PH
Maddox, Alex, T/Sgt., ROG—AM/5 OLC
Mahoney, Cornelius F., 148 W. Bayard St., Seneca Falls, N. Y., Gun.
Malloch, Richard R., S/Sgt., 381 Western Ave., Gloucester, Mass., TOG—AM/3 OLC
Maitner, Philip G., S/Sgt., 1439 Broadway, N.W., Grand Rapids, Mich., Gun.—AM
Malone, Maurice C., T/Sgt., 501 Broadway, Van Buren, Ark., TTG — DFC/1 OLC, AM/13 OLC
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Mansfield, Harold, S/Sgt., 37 South St., Plymouth, Mass., TTG — AM/5 OLC
Mariani, Frank, S/Sgt., 1 Laura St., Utica, N. Y., Gun.
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Maschoff, Jack, 15300 Evanston, Detroit, Mich., Gun.
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Mathison, Wm. H., Jr., Gen'l Del., Prentiss, Miss., TTG
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Matlock, Clyde O., S/Sgt., 375 Jefferson Ave., Washington, Pa., WG —AM/3 OLC
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Mitchell, Robert — AM/2 OLC, MIA 4/18/44, Crashlanded Sweden and interned
Mitchell, Shrader L., S/Sgt., Holliday, Mo., ROG—DFC/3 OLC
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Murdock, Burl W., Mondamin, Iowa—Gun.
Muriello, Tony, Sgt., WG—AM/2 OLC, MIA 11/30/44, Merseberg, Cat., POW
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Murphy, John, 547 N. 3rd St., Minersville, Pa., ROG
Murray, Glen E., T/Sgt., RFD No. 1, Hope, Kan., ROG — DFC, AM/3 OLC
Murray, Jas. J., Jr., S/Sgt., 14 Highland Ave., Yonkers, N. Y., Gun.—DFC, AM/3 OLC
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McConnel, Wm. E., Sgt., 144 Chestnut St., W. Orange, N. J., Gun.—DFC, AM/3 OLC
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McPherson, Robt. B., S/Sgt., 3603 E. 31st St., Spokane 10, Wash., Gun. —AM/3 OLC, PH
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Newberg, Paul W., Custer, S. D., TTG
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Nix, Francis J., S/Sgt., RR No. 1, Chickosha, Okla., Gun. — AM/5 OLC, MIA 3/14/45, Hanover, Cat., POW
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Norrod, Wm. B., Sgt., TTG—AM/1 OLC
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Padgett, Arthur L., Gun.
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Percival, Martin H., Gun.
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Perkins, Stanley W., Sgt., 623 Maine St., Wareham, Mass., ROG—AM
Petagna, John C., Sgt., 8307 Panola St., New Orleans, La., Gun—DFC, AM/4 OLC
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Powers, Robt. F., Sgt., Route No. 1, Inlay City, Mich., TG — AM/1 OLC, PH, KIA 3/14/45, Kassel
Prater, Johnny R., Sgt., Route No. 2, Iredell, Tex., WG—AM/2 OLC
Prather, Wm. H., T/Sgt., Booneville, Miss., ROG
Prickett, Alvin L., Sgt., Gen'l Del., Brentwood, Calif., Gun.—AM
Pritchard, Loran A., T/Sgt., 415 Grant St., Palo Alto, Calif., TTG
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LaPuzza, Carl, Cpl., 2347 S. 8th St., Omaha, Nebr.
Mazur, Andrew P., Cpl., 11820 Matherson Ave., Cleveland, Ohio
Mullens, Shields H., Sgt., Blaine, Tenn.
Ranum, Forrest C., S/Sgt., Strathcona, Minn.
Vozella, Ralph R., Cpl., 1031 S. Almond St., Chicago, Ill.
Woods, Wm. L., Cpl., Gatesville, Tex.

1091st QUARTERMASTER COMPANY

Officers

Stephenson, Clarence W., Capt., C.O., 105 W. 6th St., Tulsa, Okla.
Antoniazzi, John F., 1st Lt., Bayberry Lane, Westport, Conn.
Bennett, Virgil C., 1st Lt., Drummond, Okla.
Boehlert, Wm. F., 1st Lt. (later Capt.), Los Angeles, Calif.

Enlisted Men

Accardo, Anthony J., S/Sgt., 5713 Willow, New Orleans, La.
Barr, Jas. D., S/Sgt., Start, La.
Beasley, Arthur W., Cpl., Rt. No. 1, Adolphus, Ky.
Benjamin, Ernest D., Jr., Pfc., Fowlerville, Mich.
Berthold, Aldo E., Sgt., 416 Madison St., Glencoe, Ill.
Bexes, Gust F., Pfc., 2422 W. Armitage Ave., Chicago, Ill.
Breen, Edw. I., Jr., Cpl., 122 N. Illinois Ave., Wellston, Ohio
Buchanan, Edw. F., Pfc., 202 Webster St., Pleasant Hill, Mo.
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DeGroot, Wm. J., Jr., Pfc., 613 S. Orange Ave., Livingstown, N. J.
Droneck, Roland R., Pfc., Loretto, Minn.
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Flaum, Milton, Cpl., 612 Marcy Ave., Brooklyn, N. Y.
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Goode, Howard T., Pfc., Rt. No. 2, Forest City, N. C.
Grell, Edwin K., Pfc., Box 61, Hondo, Tex.
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Hamilton, Wilford L., Cpl., Whittington, Ill.
Harding, Byron G., Sgt., RFD No. 1, Macy, Ind.
Harlan, Emmitt C., Cpl., Rt. No. 1, Carlisle, Ark.
Harriman, Jacob C., Cpl., RFD No. 1, Unityville, Pa.
Hedge, Clarence J., Pfc., RFD No. 1, Studley, Kan.
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Hydock, Michael, Pfc., 250 E. Columbia, Detroit, Mich.
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Pratt, Clarence J., Pfc., 2740 McCausland Ave., St. Louis, Mo.
Rathert, Kenneth R., Pfc., Red Bud, Ill.
Sharp, Marvin W., Cpl., Rt. No. 1, Pocahontas, Ark.
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Stanton, Maurice E., Pfc., Zearing, Ill.
Stone, Leonard E., Pfc., Grand Tower, Ill.
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563rd POSTAL UNIT

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Horn, Bernard S., 1st Lt., Montgomery, Ala.
Turner, Jesse L., 1st Lt., Kansas City, Mo.

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Gammage, Dock L., Jr., S/Sgt., 501 Isabella St., Sylvester, Ga.
Krebs, Edwin, Cpl., Brooklyn, N. Y.
Lunsford, Albert E., Cpl., Indianapolis, Ind.
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O'Neil, Robt. V., Cpl., RD No. 3, Caledonia, Minn.
Padgett, Edgar, Pfc., Ponce de Leon, Fla.
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1143rd MILITARY POLICE

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Holderness, Doral E., 1st Lt.
Smith, Geo. B., 1st Lt.

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Cates, Dale, Pfc., Smith Center, Kan.
Childress, Geo. E., S/Sgt., 1437 W. 24th St., Los Angeles 7, Calif.
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Cross, Claude L., S/Sgt., 116 S. 6th St., Allentown, Pa.
DeJoseph, John B., Acting 1st/Sgt., 401 Person St., New Castle, Pa.
Flock, Paul B., Pfc., Hardin, Ill.
Flora, Orvin R., Cpl., 707 W. Hazelhurst, Ferndale, Mich.
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McIntosh, Parnell C., Pfc., Bulan, Ky.
Miller, Bruce C., Pfc., North River Mills, W. Va.
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Smith, Euell J., Pfc., Route 1, Gadsden, Ala.
Stackhouse, Harold D., Pfc., Moundsville, W. Va.
Steele, Wm., Pfc., Olive Hill, Ky.
Thurman, John L., Cpl., 506 N. Austin St., Abington, Ill.
Trotter, John R., T/Sgt., 103 Cedar St., Sevierville, Tenn.
Trute, Leonard H., Pfc., Gen'l Del., Hustler, Wis.
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Warnick, Chas. E., Cpl., Frostburg, Md.
Williams, Seldon S., 1st Sgt., 4084 Jefferson St., Flint, Mich.
Wilson, John M., Sgt., RFD No. 2, Goshen, Ala.
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Fox, James, Sgt., 556 Cottage St., New Bedford, Mass.
Fusaro, Clifford W., Cpl., 18 John St., Westerly, R. I.
Hicks, Thomas L., S/Sgt., 1800 Bethune, W., Detroit, Mich.

NOT LISTED IN UNIT ROSTERS

Abbott, Charles N., S/Sgt. — AM/2 OLC
Abbott, George L., c/o James H. Cather, Duncan Falls, Ohio
Adams, George L., Lt., 146 Innis Ave., Columbus 2, Ohio
Atwood, William H., Mainland, Pa.
Bagenski, Adam L., 1st Lt. — DFC, AM/4 OLC
Barnes, Ernest H., T/Sgt. — DFC, AM/3 OLC
Barritt, Robert E., 1st Lt., 42 Portview Ave., Norfolk, Va.
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Beem, Harley A., 1st Lt.—DFC, AM/3 OLC
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Bobrowicz, Frank C., S/Sgt.—AM/1 OLC
Bogner, John C., S/Sgt.—DFC, AM/4 OLC
Boris, Nicholas, 37 E. Kirmar Ave., Alden St., Nanticoke, Pa.
Boyce, Harold A., S/Sgt.—AM/1 OLC
Breeding, Hertchel E., S/Sgt.—AM/3 OLC
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Buck, D. G., Lt., 204 Johnson St., Big Spring, Tex.
Buckalew, Samuel E., S/Sgt. — DFC, AM/3 OLC, PH
Cadorette, Gerald R., S/Sgt. — DFC, AM/4 OLC
Campbell, Robert J., 1st Lt.—AM/3 OLC
Carl, Murray, S/Sgt. — DFC, AM/3 OLC, PH
Choomis, Melvin, S/Sgt., 1224 S.E. Miller St., Portland, Ore.—DFC, AM/4 OLC
Clark, Daniel S., 2nd Lt.—AM
Clifton, Joseph W., S/Sgt. — DFC, AM/4 OLC
Cohen, Sylvan, Sgt.—AM
Cooper, Henry A., S/Sgt.—DFC, AM/3 OLC
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Dunkerley, Luke T., 1st Lt.—DFC, AM/3 OLC
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Goulet, Keith E., Coleraine, Minn.
Graba, James J., 1st Lt.—AM/3 OLC
Grant, Douglas G., 1st Lt. — DFC, AM/4 OLC
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Grizio, Joseph, Lt., Maryville, Ill.
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Henry, William R., S/Sgt. — DFC, AM/3 OLC
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Houck, Mearl L., T/Sgt.—DFC, AM/3 OLC
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McAfee, Julian G., 1st Lt.—DFC/1 OLC, AM/3 OLC
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Neiss, Wayne R., S/Sgt.—DFC, AM/3 OLC
Nichols, Harvey E., T/Sgt. — DFC, AM/4 OLC
North, Ernest J., 1st Lt.—DFC, AM/4 OLC
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Parker, Richard J., 1st Lt.—AM/1 OLC
Parker, Robert J., Lt., 100 Home St., S.E., Grand Rapids, Mich.
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Perez, Enrique, S/Sgt.—DFC, AM/3 OLC
Perry, Clay L., Jr., 1st Lt.—AM/1 OLC
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Peterson, Harold V., Route No. 1, Brady, Neb.
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Pett, Harold F., S/Sgt.—DFC, AM/3 OLC, PH
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Stamps, Thomas E., S/Sgt. — DFC, AM/3 OLC, PH
Stanley, John G., S/Sgt.—DFC, AM/4 OLC
Stephens, Howard T., S/Sgt. — DFC, AM/4 OLC, PH
Stetler, Robert D., S/Sgt.—AM
Stewart, Harold P., 2nd Lt.—AM
Stewart, Robert W., 2nd Lt.—AM/1 OLC
Stolarz, Frank, 2nd Lt.—AM
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White, Arvin H., 1st Lt.—DFC, AM/3 OLC
Whittemore, Leo, S/Sgt—AM
Wielgos, Frank A., Sgt.—AM
Wood, Kenneth D., T/Sgt. — DFC, AM/4 OLC
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